The Big Store. **OLSON'S** The Arcade.

ONE DAY PRICES. Unusual Values for

Friday, Bargain Day!

49c yd-Corduroy Velvets, in a large range of desirable colors; also Mirage Silk Velvets in high colors; value to $1.25 yard.

25c per yard for Colored Dress Goods, including all-wool cheviot mixtures, 44-inch Henrietta in choice shades, 54-inch Herringbone Skirtings, and figured satin prunella cloths, in choice shades of cardinal, old rose, navy blue, national, resada, grays, tans, browns, etc.; values to 50c yard.

18c each for Music Rolls, made of imported leather; strap and buckle; worth 39c.

5c per yard for French Percaline Linings, in a large range of very desirable colors; mill ends; worth 15c yard.

8c each for Art Squares for pillow covers, in imitation renaissance and Oriental designs; regular price 15c and 25c each.

75c each for Flannelette Wrappers, in many pretty styles, dark colors and new, choice patterns; regular $1.00, $1.25, $1.50 and $1.75 goods.

10c each for long-handled Feather Duster, for ceilings and cornices; sell regularly at 15c.

29c per yard for 44-in Black Dress Goods, in figured prunellas, and 44-inch Brocade Satins, 15 choice designs to select from; worth 50c.

5c yard—3,000 yards of Outing Flannels in Mill Remnants, light and dark colors, in good lengths; value to 10c.

10c each for Women's Handkerchiefs, embroidered edges, and plain, with ¼ and ½-inch hems; value 15c each.

5c yard — 36-inch Percales, all dark grounds, and Fancy Flannelettes in medium shades; values 8c and 10c.

25c each for Hand-Knitted Scarfs, for Women and Children.

7c pair for Women's Black Cotton Hose, full seamless; regular price 10c pair.

6½c yard — 200 pieces best Outing Flannels, all light shades in checks & stripes; real value 10c.

7c for one 3-pound can of Pie Pumpkin.

9c for one 3-pound can of Bartlett Pears.

New Photo Studio. (Fourth Floor.) Holiday Prices.
Cabinet Mantellos, per dozen..... $3.00
Cabinet Mantellos, per dozen..... $2.00
½ Cabinet Ovals, per dozen..... $1.50
Card Size Ovals, per dozen..... $1.00

Liberal Dividends For a Life Time.

If you are looking for an opportunity to make an investment free from the dangers and chances of speculative projects you should investigate the merits of the Tabasco Plantation company, whose home offices are in the Lumber Exchange building, Minneapolis. This company has a seven thousand acre plantation in the Republic of Mexico, which is already producing a substantial revenue derived from coffee, cacao, rubber, cattle and sugar cane now being raised there, and it will pay its shareholders substantial dividends for their investment during the entire period of seven years required for bringing the rubber trees to the state of maturity when they can be safely tapped.

Few people, by merely saving their earnings, have ever accumulated enough to support them comfortably in advanced years. It is by carefully investing each dollar where it will not only be safe, but where it will accumulate other dollars, that bounteous incomes are secured. Even a little money invested in this company cannot fail to provide a snug income for life, besides every dollar's worth of stock will increase many fold in value.

Equal consideration is given large or small investors, and those who desire to share in the stock should make application immediately, either in person or by letter. When this stock is sold no more can be secured. One of the great aims of human activity is to provide a revenue for future needs. The fear of old age, with its frailty and inability, leads almost everyone to work hard and long so that when old age does come it will be a time of ease and comfort. The very fact that the cultivation of the rubber tree for industrial purposes is one of the most profitable industries in the world, will bear out the above recommendations.

The company has issued a handsome folder, which has several elegant photographs of its plantation, and gives valuable information concerning the rubber industry. It is sent free to any one for the asking. For further particulars address the Tabasco Plantation Co., 918-9 Lumber Exchange Building, Minneapolis, Minn.

TO STOP FALLING **HAIR**

cure Dandruff, itching scalp, scale and crust, nothing equals my scientific treatments specially prepared for each case. Call or write for free consultation and book. *John H. Woodbury D. I.*, 163 State St., Chicago.

NO CURE, NO PAY.

MEN.—Stop taking medicine. If you have small, weak organs, lost power or weakening drains, our Vacuum Organ Developer will restore you. No drugs. Stricture and Varicocele permanently cured in 1 to 4 weeks; 75,000 in use; not one failure; not one returned; effect immediate; no C. O. D. fraud; write for free particulars, sent sealed in plain envelope.

LOCAL APPLIANCE Co. 204 Thorp Blk, Indianapolis, Ind.

NEW GRAND DISCOVERY

OUR NEW BOOK FOR MEN ONLY

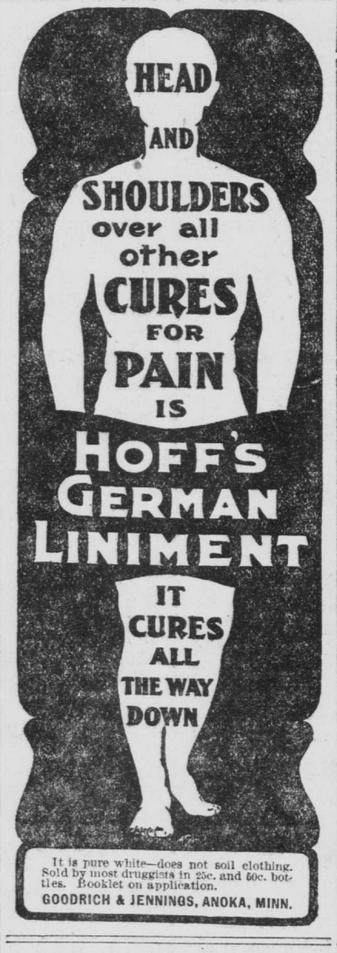
And INVENTION! We have sole, exclusive Control. Sent you on Trial and Approval Pay only if pleased. Men of sense be done with medical tricksters INVESTIGATE! Write for our new books, finely illustrated, explaining all, SENT FREE under seal in plain envelope. No C.O.D.

ERIE MEDICAL CO., BUFFALO, N. Y.

POISONED BY BUTTER COLOR

Child Died and the Father Was Made Very Ill.

Grand Forks, N. D., Nov. 28.—Near Walsh Center, Walsh county, a year-and-a-half-old child of J. F. Kouba died as the result of a swallow of butter color which it took from a bottle. The father took a swallow from the same bottle to see if it was from the effects of the butter color that the child was ill, and he, too, became very sick but recovered. An investigation will be held at once.



It is pure white—does not soil clothing. Sold by most druggists in 25c. and 50c. bottles. Booklet on application.

GOODRICH & JENNINGS, ANOKA, MINN.

HOLLAND-AMERICA LINE

New York Rotterdam, via Boulogne-sur-Mer.
Twin Screw S. S. 13,000 tons RYNDAM
Saturday, Nov. 30, 10 A. M.
Twin-Screw S. S. 12,500 tons POTSDAM
Saturday, Dec. 7, 10 A. M.
MAASDAM.....Sat., Dec. 14, 10 A. M.

Holland-America Line, 39 Broadway, N. Y., 86 La Salle St., Chicago, Ill. Brecke & Ekman, Gen. Nor.-West. Pass. Agts., 121 3d St., Minneapolis, Minn.

HUMAN LIVES CRUSHED OUT

Continued From First Page.

tween the splintered cars. If any escaped without injury it will be by a miracle.

Wreckage Catches Fire.

To add to the horror, the wreckage caught fire instantly, and in a short time the bodies of the dead and those of the injured who were pinned down were being burned.

The scene which followed was heart-rending. The spot where the wreck occurred was in the open country with but one farmhouse near by and facilities for aiding the injured were extremely inadequate As soon as the news of the disaster reached Superintendent Burns here a relief train was dispatched to the scene with a score or more of surgeons on board. Farmers from near by and those who escaped from the wreck alive made heroic efforts to rescue the less fortunate.

The condition of the wreck was such that in the darkness it was impossible to render immediate aid.

List of Victims.

A partial list of the dead and injured is as follows:

THE DEAD.

WILLIAM D. DOWD, Delroy, fireman No. 13.

CAL BALDORF, Ashley, fireman No. 13.

JAMES BROWN, Porter.

GEORGE N. YOUMANS, Kansas City.

JOB WITCHELL, of Witchell Sons & Co., Detroit.

VIDA DECAS, Tupperville, Ont.

DOMINICO CREBORO, burned to death.

E. N. BUELL, Pontiac.

Sister-in-law of Domenco Posterno, and her child.

GIROLONO TRINO.

CARLO TRINO.

The injured—

Victor Cohn, St. Paul, slight; H. B. Whitney, formerly of Grand Rapids; F. B. Richardson, Detroit, head cut and legs mangled; Mary Dalman, Detroit; Sam J. Work, engineer No. 13 badly scalded and nose broken; F. W. Pierce, Chester, Mont., slight; Salta Rook, Burnside, Ill., slight; Louis Shoemaker, Adrian, hip injured; Jessie Williams, Detroit, back and hip; D. Baneard, Logansport, stomach; Mrs. M. S. Stringe, Belleville, Mich., spine and skull; C. E. Smith, Detroit, leg bruised; Walter Gregg, Joplin, Mo., bruised; H. C. Wheelney, Grand Rapids, badly cut. C. W. Sweeney, Detroit, bruised head and legs; Alemila Coleon, Colorado, slight; Mrs. Joseph Jaksa, Globesville, Col., slight; Katherine Plut, Denver, slight; Elmer Smith, Detroit, serious, taken to Peru, Ind.; Espelovler Loiniott, Delano, Col., arm bruised; Anna Krason, Denver, injured in head; T. F. Joyce, Chicago, back wrenched; James P. Taylor, Bronson, Mich., face and leg cut; A. W. Ormond, baggageman, Detroit, arm bruised; George Pfeiffer, Detroit, slight; Engineer Strong, left leg sprained and left shoulder hurt.

Number of Dead Approaches 100.

The emigrants who were lucky enough to get out alive were unable to speak English and could give no intelligent estimate of the number of people in each emigrant car. The conductor of the train could not be found and on this account the list of casualties is incomplete and the estimate of the number of dead is only approximately correct. But the railroad doctors and others present agreed that the number approaches 100.

When the relief trains arrived, as many of the injured as could be carried were taken to Montpelier, Ohio., Peru, Ind., and to the hospital at Adrian.

The scene in the neighborhood of the wreck was terrible. In the semi-darkness, illuminated only by the glare of the fire from the wreckage, men tumbled about over corpses which fell from the ruins and which, after the flames had died out, were hauled from the debris. There they lay in confused heaps along the track. Farmers from the surrounding country and people from the near-by villages did what they could to aid the wounded and care for the dead, but this seemed little in proportion to the enormity of the calamity.

Slowly Roasted to Death.

Shortly after the collision six of the cars of the west bound train crowded with immigrants, burst into flames. The unfortunates fought madly in their attempt to crawl out of doors and windows, thus hindering one another so that most of them were unable to escape. The immigrant train was made up of nine cars behind two engines. Six of these cars were jammed together. Very soon the wreckage began burning fiercely and those in the cars were slowly roasted to death. There were no means at hand to fight the fire and the agonized shrieks of the poor unfortunates was appalling.

"It was a veritable hell of fire," said Victor C. Greenbaum of New York city, who escaped with slight injuries. "People who came hurrying to the scene from farmhouses in that locality stood about the wreckage helplessly and held their hands to their ears to shut out the frightful screams and turned their eyes away because it was more than they could bear."

A special relief train arrived at Adrian at 5 a. m., bringing five dead bodies, four men and one woman and a stretcher full of burned and blackened pieces of dead humanity. One of the men was a drover from Kansas City, who had $1,100 in money and a gold watch on his person. His name is not known.

Wabash train No. 6 arrived at the union station, Detroit, from the west several hours late. It carried no dead or injured, but brought Engineer Strong and three uninjured passengers of No. 4. Strong reiterated his statements previously made that his telegraphic order read to pass at Sand Creek, and he supposed No. 13's order was to meet No. 4 at Seneca. All hte cars on No. 13 but two were smashed or burned.

Of the eight coaches on No. 4 only one car was destroyed. The latter was a New York Central day coach. Fifteen to twenty passengers of that coach are dead. Two died after being taken out. None of the occupants of the other coaches of the east-bound train were killed. Fully sixty of 13's passengers are believed to be dead. Every occupant of both trains was badly shaken, shocked and bruised.

Those Misunderstood Orders.

The dawning of daylight upon the horrid scenes of wreckage did not minimize or detract from the earlier reports of last night's awful calamity. Most of the wreckage has ben cleared from the track. It continues to appear that the number of dead victims will reach from 80 to 100 and that more than the latter number are suffering greater or less injuries. Some of the railroad officials assert that the number of dead will not exceed 50, but the number of corpses and parts of human forms being collected seems to indicate an increase rather than a diminution of last night's reports.

Considerable light was thrown on the cause for the disaster by the orders which the conductor showed as his authority for proceeding past Sand Creek. The order which was delivered to the train at Holloway read as follows:

Orders No. 28, to trains No. 13 and 3. No. 4 engine 609 will meet No. 13 at Seneca and No. 3 engine 623 at Sand Creek. Engines No. 88 and 151 will doublehead on No. 13.

It is understood that the engineer and conductor of train No. 4 received a similar order at Montpelier, Ohio, but if so the orders were disregarded. If it develops that the orders issued to both trains were to the same end it is considered that the responsibility for the disaster rests wholly with the engineer and conductor of the east-bound continental limited.

Many of the burned bodies cannot be identified. Only six bodies have actually been recovered. A small pile of crisp, blackened fragments that covered two stretchers was all that could be found of the others.

Bleak and Desolate.

The scene of the holocaust presented a bleak and desolate appearance this morning. Strewn along both sides of the track for 500 feet were car wheels, brakebeams and such other parts of the wrecked coaches as would not burn. Engines 88 and 609 were lying in the ditch on the right hand of the road, veritable scrap heaps. Broken cars, many of them daubed with the blood of their last occupants, were scattered about and being used as cushions by those huddled around the open fires about the scene. Farmers for miles around drove to the collision this morning, in a majority of cases bringing their wives and families with them. After viewing the debris scattered along the track they would walk through the fields to the house where Giovanni Folonaro, one of the emigrants who escaped from the burning cars, was tossing on a bed muttering in his native tongue.

When the first relief train arrived on the scene last night from Adrian six of the cars in train No. 13 were burning so fiercely that the relief party could not get within several hundred feet of them. They were the baggage car, the emigrant cars, two coaches and a chair car. There was nothing to do but stand back and wait until the fire burned itself out. It was past midnight before a search of the ruins of the burned cars could be begun.

As soon as the heat had subsided sufficiently scores of men began delving in the mass. As it was slowly turned over small crisp pieces of those who had perished in the flames were occasionally found. The largest portion of any body found was a terribly burned trunk. The heat had been so intense that the cars and their human freight had been reduced to a blackened powder that was blown about for hundreds of feet by the breeze. In two hours the iron works of the cars had all been hauled into the ditch at either side of the road.

The Relief Parties.

The first relief party on the scene arrived from Adrian fifty-five minutes after the accident and they immediately began work on the second coach of the train No. 4, which was telescoped by the collision and reduced to splinters. The wreck of the coach was jammed into a space hardly fourteen feet square. From the ruins of the car the bodies of four men and one woman were pulled out.

Train No. 3, which was waiting on the side track at Sand Creek, having followed No. 13 from Detroit, was run up to the scene as soon as the accident was reported there and on this train practically all the injured from the west bound train were loaded and started for the company's hospital at Peru, Ind.

The continental limited, east bound, known as No. 4, was a heavy vestibuled train made up of an accommodation car, a day coach and a sleeper. The west bound train, No. 13, was a double-header with nine coaches, the first two of which were filled with Italian immigrants for Colorado.

Although Engineer Strong of the east bound limited saw the light of the approaching train while yet some five miles away and down a straight track, he did not check his speed, because, as he said, he supposed No. 13 was waiting on a siding at Sand Creek.

Engineer Strong's Story.

After reaching Detroit to-day Strong said:

I read my orders that I was to stop at Sand Creek and evidently the other crew read theirs to stop at Seneca. I know that there were four of us that read my orders the same—the fireman, the conductor, the brakeman and myself. I lost my orders in the confusion of the wreck, but the records will show what they were and what the other crew's orders were. When I first saw the headlight of the other train it was far enough away, so I presumed I could have stopped. But you know how it is with these electric headlight—you cannot tell anything about how far away they are. It was on a straightaway track, and I thought they were waiting for me at Sand Creek. They doubtless thought we were stopped at Seneca, and so both of us came on at full speed.

We must have been running fifty miles an hour. When we saw that they were on top of us I saw I must jump. There was a bridge right ahead and I did not want to fall in that, so I waited until we were past it, and fell. There was only a slight embankment, and the crash came right after I let go. I rolled fully three rods. When I came to, there was my engine on one side of me, and the trucks of the second car, which was telescoped, on the other.

Superintendent Burns to-day said that Engineer Strong was responsible.

"His orders," said he, "clearly directed him to pass train No. 13 at Seneca. He evidently forgot them, for he did not stop there and the collision resulted."

Superintendent Burns estimated the finacial loss of the Wabash at $48,000. The three engines piled themselves in an indiscriminate heap with the leading engine of No. 13 above the other two. The first three coaches of the train were so telescoped that they were nothing but a mass of debris.

Where Fifty Died.

The flames started below the immigrant cars and here the heaviest loss occurred, it being estimated that about fifty persons, men, women and children lost their lives. The loss in the rest of the train was not heavy, the shock being borne by the forward cars.

The leading day coach of the train No. 4 was telescoped and burned. In this were about fifty passengers. Most of the early rescue work was done here and probably half of these passengers escaped. Train No. 13 carried seventy-five immigrants from Italy bound for the coal mines at Trinidad, Col. The forward engine was in charge of Engineer Sam J. Work and Fireman Dowd, both of Detroit. The second engine was in charge of Engineer Robert Parks and Fireman Cal Baldorf, both of Ashley. Both engineers escaped alive, but their firemen met death in the crash of iron and steel. Engineer Work is in great pain from scalding, a broken nose and scalp wounds. He is unable to talk.

Engineer Parks of the rear engine on No. 13 has his left leg broken and face cut. He describes the collision as follows:

We had orders to meet train No. 4 at Seneca and were running about thirty miles an hour. The track is straight for several miles and I could see the headlight of No. 4 coming when we were about three miles west of Sand Creek. I put on the air brakes, and the shock came before I could jump. The three engines were piled together. I was thrown through the roof or window of the cab, I don't know which. The engine on train No. 4 fell to the south and our two piled up together. I picked myself up on the bank, and then another man crawled up to me. It was Engineer Work. Both our firemen must have been killed.

Only a few of the persons who escaped or were only slightly injured were brought to Detroit this morning.

ONE VICTIM

George W. Youmans, Who Was on His Way to Help His Son.

Kansas City, Nov. 28.—George W. Youmans, who was killed in the Michigan railroad wreck, was a well-known building and paving contractor and a member of the board of public works of Kansas City. He erected many of the large buildings in Kansas City and has held heavy contracts throughout the southwest. Mr. Youmans was the father of Frank E. Youmans, a well-known young broker who was arrested recently in Detroit on a charge of embezzlement. Mr. Youmans was engaged on a big contract in Texas at the time of his son's arrest and had arrived in Kansas City Tuesday and proceeded east. He intended, he said, to persuade his son to return to Missouri and face the charge. Mr. Youmans was 58 years old. He leaves a wife in Kansas City.

Minimizing the Horror.

St. Louis, Nov. 28.—President Joseph Ramsey, Jr., of the Wabash, when seen at the headquarters of that railway here to-day, said that he had received few details of the wreck near Seneca.

"The reports we have received, however," said Mr. Ramsey, "show that no more than twenty persons were killed and thirty injured. The latest report, received at 9:50 a. m., from Superintendent G. M. Burns, who has been at the scene of the wreck since last night, gives those figures as the result of his personal investigation."

Nothing Is Too Good for Northern Pacific Patrons.

The Northern Pacific Railway has now completely equipped its "Duluth Short Line" trains. The last of the old St. Paul & Duluth equipment has now disappeared. Each one of the three trains to the head of the great lakes is as complete a train as you have ever seen. Upon entering one of these new day coaches you feel at once as if you had acquired great wealth. And to enter one of the magnificent observation-buffet or parlor cars, you imagine you own the railroad. And after spending a night on one of the new sleeping cars you will find yourself imagining that you own the earth, to such an extent does that comfortable feeling possess you.

$13.50

To Chicago and return via the Chicago Great Western Railway on Dec. 2d, 3d and 4th, account annual convention of National Live Stock Association. For further information, apply to A. J. Aicher, City Ticket Agent, corner Nicollet Ave and 5th St., Minneapolis, Minn.

BARGAINS

During the past week we have sold goods lower than ever before. On Friday and Saturday we will offer still greater inducements to buyers, having still left on hand some uncatalogued lines, which we will close out within the next few days REGARDLESS OF COST.

THE **T. M. Roberts' Supply House** MINNEAPOLIS MINN. S. L. INGRAM, J. R. MANN

Infants' White Dresses

INFANTS' WHITE DRESSES, long or short; Nainsooks, Lawns and Cambrics; hemmed bottoms, lace trimmed and plain effects; all pretty patterns; at half value, $2.75 to 19c

INFANTS' LONG OR SHORT CASHMERE CLOAKS, in Cream or Tan color; lined with Sateen or Flannel; embroidered and plain capes; $2 to 69c

LADIES' OUTING FLANNEL UNDERSKIRTS; extra good values; plain and flounced bottoms; at half value, 75c to 29c

Linen Dept. Bargains

ONE LOT BROWN TURKISH TOWELS, 22x47 inches; regular 19c value; overstock sale price 12c

ONE LOT BROWN TURKISH TOWELS, 24x51 inches in size; regular value 30c; overstock sale price 15c

ONE SMALL LOT OF BLEACHED LINEN NAPKINS; overstock sale price.50c

ROUND MAT OR FINGER BOWL DOILIES, all sizes, pure linen, 8c and..5c

SQUARE FRINGED DOILIES, linen stock, choice pattern, 13 and 11 inches; per dozen, 65c to 50c

Wash Goods

SECOND FLOOR.

ANDORA SILKS, 31 inches wide, in pretty Foulard patterns, chic colorings, pinks, blues, lavender and red; regular 35c values; overstock sale price 12½c

PONGINETTE SILKS, 32 inches wide; regular 50c value; new patterns and colorings; overstock sale price....15c

PLAIN OR FANCY EIDERDOWN CLOAKING, all colors and best quality, per yard 31c

EIDERDOWN FLEECE, all colors; Persian effects; extra heavy fleece; pretty dressing sacque and wrapper patterns; regular 17c values, per yard 9c

Books

500 Bibles, values $1 to $3, now.....50c
500 Catholic Prayer Books, value 50c to $1, now 25c
1,000 Children's Story Books, value 50c to $1, now 25c
100 Catholic Bibles, value $1.50, now..75c
Spanish War, $5 edition, now 75c
Swiss Family Robinson, value $2.50, now 65c
50 Family Doctor Book, value $5, now..$1
Large Webster's Dictionary, value, $3, now $1.25
A line of Books, values 25c to 50c, now..5c
Vest Pocket Dictionary, leather cover, value 25c, now 15c

Toys and Games First Floor.

25c Iron Toys now 10c
50c Iron Toys, now 25c
$1.25 Iron Toys, now 75c
25c Games now 15c
50c Games now.....30c
$1 Games now 60c
$1.50 Games now 75c
Toy Ranges, value $5, now.....$3.00
25c Carpenter's Toy Sets now.....10c
Toy Furniture Sets, 25c, now.....15c
Toy Furniture Sets, 50c, now 30c
Toy Furniture Sets, $1, now.....60c
Large assortment of toys at special prices.

Underwear Department

One lot of broken lines of men's all wool, natural color, camel's hair, silk and wool fleece lined shirts and drawers, values up to $1.75, choice 63c

Children's Union Suits, all ages, natural gray color, at one-half value, per garment 31c

MEN'S JERSEY OVER SHIRTS—Extra heavy, navy blue or brown Jersey over shirts, all sizes; would be cheap at 95c. Each 42c

MEN'S FLANNEL SHIRTS—Men's Wool Shirts in blue, gray or brown; HEAVY WEIGHTS, SINGLE OR DOUBLE BREASTED; all sizes; broken lots; regular $1.50 values. Each 95c

Cutlery Department

LADIES' FULL NICKEL PLATED 4½ INCH SCISSORS, worth 45 cents; overstocked sale price 15c

J. R. TORREY'S GENUINE RAZOR, good quality; overstocked sale price 41c

GOOD SHAVING BRUSH, retail value, 15 cents; overstocked sale price.....5c

BEST SHAVING BRUSH, long bristle; retail value 40 cents; overstocked sale price 15c

THERMOMETER, good grade; overstocked sale price 7c

Stationary Dept. First Floor

Assorted 200-page blank books, value 35c, now 15c

High grade boxed stationery, value 35c to $1; now 20c to 50c

A 5c Dixon's Pencil now 2c, or dozen.20c

Pencil Tablet, value 5c, now 3c

Ink Tablets, value 5c, now 3c

Memorandums, value 5c to 10c, now.. 2c

Hardwood Rulers, value 5c, now 1c

Quart Writing Fluid, value 50c, now..15c

Falcon Letter Files, value 50c, now..30c

Combination Pen and Pencil, value 5c, now 3c

Fountain Pens, value $1.25; now 65c

Typewriters, value $1, now 60c

We have large variety of stationery. Come in and select what you want. Our prices are warm arguments.

Jewelry Dept. First Floor

Kitchen Clocks, values $3 to $4.50; now $2.25

Shirt Studs, assorted; values, 25c to 50c per set, now, per set 10c

Pearl Pens, in plush cases, value $2; now 75c

Gents' Chains, value $2 to $3, now..$1.25

Ladies' Chains, values $4 to $6, now 2.50

Brooches, $1 to $1.50; now..25c and 50c

Ladies', children's and Gents' Rings at Special Prices.

Shoe Department

STOCKING HEEL PROTECTORS for boys and girls, to prevent stockings wearing out at the heels.....11c

STOCKING SAVING KNEE PROTECTORS, for boys and girls; saves wear and tear on the knees, per pair....20c

$1.97—One lot of Ladies' Fine Dongola Kid Shoes; extra good values $3 down; button or lace; plain or fancy tops; all sizes; broken lots. For quick selling, per pair $1.97

97c—Boys' all solid calf skin shoes, broken lots, all sizes; extra good values; no two pairs alike; to clean up the line 97c

Music Dept. First Floor

BARGAINS IN GUITARS, MANDOLINS, VIOLINS AND BANJOS.

Swiss Music Boxes, values $15 to $20, now $10
Five Mandolins, value $3, now $1.50
Twenty Guitars, value $3.25, now..$1.75
Ten Banjos, value $5, now.....$2.50
Twenty Accordions, value $6, now..$3.85
Violin, Guitar and Banjo Gut Strings, value, 75c per set, now 35c
Weimer's Violin Instructor, value 50c, now 15c
Common Sense Violin Instructor, value 50c, now 15c
Japanned Music Stands, value, 75c, now 30c
We have a special sample line of violins that we offer at less than manufacturers' cost.

Fur Collarettes

Entire line of SAMPLE COLLARETTES, consisting of Electric Seals, plain and fancy, Astrakhan and Marten trimmed; marked at one-half value to close out the lot; some extra good values at $9.50 to $2.75

Notion Dept. Third Floor.

VIOLETS, natural shades, 3 doz for..6c
DRESS SHIELDS, BEST GRADE, pure rubber with nainsook covers.....9c
SWANSDOWN, for trimming, per yd..5c
INFANT'S LAWN BONNETS, each..4c
CHILDREN'S RED OR BLUE HATS, each 9c
Velveteen Binding, per yard.....1c
Hair Pins, per bunch.....1c
Invisible Crimp Pins, per bunch.....1c
MEN'S SATIN SUSPENDERS.....19c
MEN'S DRESS SUSPENDERS, good webbing, 30c values 14c
LADIES' INITIAL HANDKERCHIEFS, each 4c
Children's colored bordered handkerchiefs, each 1c
Children's Fairy and Brownie handkerchiefs, 2 for 5c

Optical Goods First Floor.

12 ligne spy glasses, value $2.50, now $1.69
Opera glasses, value $4, now $2.00
Telegraph sets, value $3, now $1.69
Mesco cells, value 25c, now 12½c
Complete line of compasses, magnifiers, and readers at special prices.

Stove Department

WE HAVE SOME GREAT BARGAINS LEFT IN SLIGHTLY DAMAGED COOK AND HEATING STOVES THAT WE WILL CLOSE OUT REGARDLESS OF WHAT THEY COST, AS WE CANNOT USE THEM IN OUR MAIL ORDER DEPARTMENT.

J. F. WHALLON. GEO. C. BAGLEY.
GEO. P. CASE. CHAS. M. CASE.

Whallon, Case & Co.

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