

Holding trains for big tonnage, overloading engines and straining for tonnage results in great delay. By all means, the channels should be kept open.

At one time the Rock Island followed the Hill road. The latter went out and investigated results. Mr. Boyd himself went and looked into it. He found that it was paralyzing traffic, blocking the lines, side-tracking cars and injuring the trunks.

DIVIDE THE BLAME

Yesterday's Railroad Witnesses Said Shippers Were Partly at Fault. Chicago, Dec. 21.—The ruin which the small shipper faces, the injury which the big shipper is suffering owing to inadequate transportation and the efforts the railroads are making to meet the present conditions, this is the profit by the wealth of revenue that is being offered them, were brought out in sharp contrast yesterday before the Interstate Commerce commission meeting here.

Witness after witness testified to conditions which are now pretty generally known and railway men who have attained more than national reputation as shippers, operators and shippers frankly admitted they were unable to suggest an adequate remedy. On the other hand the shipper, who is suffering injury, if not being ruined and the industries which are being crippled were shown, while the shippers and operators were revealed the great railway systems of the country which had been rebuilt in the last five years at unheard of cost, and which had ordered equipment and power with a lavishness almost passing belief.

So puzzling has become the situation to shippers, to railroad men and to the commission alike that Commissioner Egan declared that the country is suffering from indignation caused by too great prosperity. The railroad men who testified, admitted they were at fault for the car shortage, but they refused to accept the blame was on their shoulders. The shippers were made to carry their share of responsibility without any apparent effort on the part of the railroads to be relieved of responsibility themselves.

Causes and Remedies.

The causes which have led to a car shortage were summarized about as follows: An unprecedented growth in the business of the country, including an increase of \$500,000,000 in the valuation of the farm products for the year. Car traveling on the part of the smaller railroads, which have only sufficient equipment to take care of their own traffic during the slack months or during normal periods.

Inadequate storage facilities possessed by all kinds of industries, making it necessary for the railroads to take the output of industries as close as each day. Concentration of traffic of all kinds, especially those of the farm, into a small space of time.

Privileges granted to shippers in the use of cars and as the result of competition, causing detention of cars at terminals and a small average daily movement of eight cars. Poor business method in the assignment of cars, many of which are handled several times owing to the fact that they are not billed to their ultimate owner or destination.

Some of the partial remedies that were suggested by either the shippers or the railroads were: Universal pooling or interchange of freight cars by all railroads, with the aid of a national clearinghouse. A reciprocal demurrage bill penalizing a railroad either for not furnishing cars or for delayed delivery, or both, as well as a penalty on the shipper for improper detention of cars.

Discontinuance of car detention privileges granted to the shippers and existing for years, whereby car movement has been materially retarded. Increase in the penalty or per diem for the detention or the diversion of freight cars.

How One Road Prevents Congestion. John W. Daly, car accountant of the Illinois Central, gave the commission information that, in Minnesota, with some things heard in Minneapolis, was most interesting. The Illinois Central has had no serious trouble, has no congestion of freight on its own lines and, where short of cars at all, finds this the result of cars on the lines of other roads. The Illinois Central originates much freight which goes off its lines, and so expects to lose cars, but at present the balance between its own lines and other roads appearing on its lines, is 24,835 of its own cars beyond its jurisdiction at present.

The ordinary business of the Illinois Central road, said Mr. Daly, "can be handled with 62,000 cars. Yet we actually own 62,000. We have a surplus of 10,000 cars more than our normal requirements would, on the average, be needed. Hence, at times when we have some idle cars, this is due to the lack of astuteness on our part, but it is not. We know very well that when the crops come on and the cotton moves, our demands will increase, we must meet them, and so we prepare for this."

Here was striking testimony. The Illinois Central is one of the old, well-managed roads of the country. It has paid its hundredth periodic dividend, and its stock is in the way above par. It would appear that it is possible to provide a road with equipment sufficient to do the business promptly or with reasonable dispatch, at any period, and in no way affect the stockholders detrimentally.

An Obligation on the Road. It is not fair, Mr. Daly argued, that other roads should not measure up to demands upon them. He believed the railroad business should never have been permitted to be managed upon a narrow-gauge basis. Roads have got to carry the produce and material for the people and they have got to take the freight wherever it is possible to do so. He would like to see a commission to enable people along its lines to do business.

For the country on the whole, Mr. Daly believed that there is an actual shortage of cars. The roads have tried to put themselves on an equipment basis equal to average demands, but not anywhere near maximum demand. Asked what he would think of freight moving 300 to 350 miles in twenty to thirty days, as has been developed in some northwest testimony, he thought it poor railroading. Unless it were due to weather conditions most extraordinary, such a showing on the Illinois Central would be without precedent.

Wisconsin's Cabbage Congestion. Entering somewhat dramatically into the inquiry, came M. C. Anderson of Racine, Wis., who had a grievance. He was insisting the commissioners put him on the stand, while men of legitimate note and others, like Daniel Williams, president of Burlington, and Julius Kruttschnitt of the Harrison lines, sat and listened to his story of a cabbage gorge in Wisconsin. Unlike the grain accumulations northwest, the cabbage congestion showed 1,100 tons of cabbage in one pile at Frankville, Wis., was shown. This part of Wisconsin is the banner cabbage producing section of the United States. Last season the cabbage crop crop expert of Racine went out and made an estimate that the crop of three counties would be 30 to 40 per cent greater than ever before. Mr. Anderson, who was in Pittsburg, heard about it and foresaw that here would be opportunity for him to buy some of this surplus to ship somewhere else at a profit, so he came up where the bumper cabbage crop was being harvested and bought right and left. He stacked up the heads in great heaps. He had thousands of tons. Then he went to the railroad and asked for a car. He would take cars for any point. It made no difference to him whether his cabbages went into sauer kraut in Milwaukee or whether the Connecticut, who made cabbage got them. He only knew that the cabbage was no good to anyone at Frankville, Wis., but could find a market almost anywhere else. But he could only get seventy cars instead of a hundred. Some of his cars went to Chicago and the gas house broke in and stole 100 tons, while the railroad soaked him for demurrage for seven days. Some of the cars were stacked up on him at various points near Frankville, where a fall in temperature would freeze and ruin it, and he was unable to get any more. He and he talked right from the shoulder. The commission took his case under advisement.

MUTNY MENACES GOLD-LADEN SHIP

Eighty-two Passengers Imperiled by Gale and Crew's Rising.

Seattle, Dec. 21.—The overdue steamship Pennsylvania has arrived in port. She brought eighty-two passengers, a great quantity of ore and a fortune in gold dust, all of which, with the crew, was in jeopardy during a trip from Valdez that consumed almost eleven days. She was buffeted by storms when making but two knots an hour because of defective boilers, and at one time was within a quarter of a mile of rocks.

Thirty crew of the steamship Pennsylvania mutinied on the night of Dec. 12, and it was owing solely to the stern command of the master, J. F. Blain, that the mutiny was quelled. When nearing Catella, Captain Blain ordered one of the men to do a trivial piece of work. The sailor refused. Captain Blain then put him in irons and locked him below. At the time a terrific gale was blowing which made it difficult for the master and pilot to remain on the bridge.

Suddenly the crew came to the foot of the bridge. There were between thirty and forty of them. The men demanded the release of their companion. Captain Blain faced them alone and ordered them back to their posts. Just as the mutiny broke out, "breakers ahead," and the captain returned to the bridge.

The crew finally went aft. Armed guards were placed over the \$300,000 treasure and officers with revolvers patrolled the deck. Passengers went to the captain and sought assistance either against the men or for the operation of the vessel. The men, however, did not make any more demonstrations.

FREED FROM TOMB WEAK, BUT CHEERFUL

Miner, Buried Thirteen Days, Reported Released by Devoted Comrades.

Bakersfield, Cal., Dec. 21.—Cheering at the sight of the body that L. S. Hicks, the tomb-miner, has been removed and will survive. Thirteen days buried, all the time conscious and for days directing the search of fellow miners who have toiled like Trojans in the United States. Weak from his confinement and lack of substantial food, Hicks, however, before he can attempt to leave a darkened room, but he is none the worse for his remarkable experience.

During the past four days Hicks has talked almost constantly with the men who were digging thru the mass of rock lodged in the cell. He asked the news of the day and commented jocularly upon it. The Japanese problem was most interesting to him, and he supplemented the arguments of the Californians against the president's plea for naturalization for the orientals. A Kentuckian, Hicks frequently stated that he would like to go to Old Kentucky Home, "regarding himself and encouraging the devoted comrades working so hard to set him free."

Washes His Face. Rescuers reached Hicks at 11 p.m. last night (1 a.m. Minneapolis time). They expected to release him soon. They were talking to him and had passed a basin of water to him with which to wash his face. The rescuers, he said, had always been given the first call on cars while the grain, coal and cattle men had to wait.

Mr. Wilson asserted that if there was a free interchange between the railroads it would lessen the car shortage. R. C. Crosswhite, an elevator man of Ed. Okla., said his firm was forced to buy grain on the track at high rates in order to get cars. He said that the farmers of Oklahoma had been unable to sell their grain and had lost heavily. For want of cars the farmers had placed their grain on the ground where it rotted.

CAR SHORTAGE IN SOUTH

Louisiana Commission Says It Is Unable to Force Adequate Relief.

New Orleans, La., Dec. 21.—Replying to questions about freight car shortage in this state, the Louisiana railroad commission has informed the interstate commission that the state has been given only small relief to shippers. The reply says: "A remarkable fact connected with the investigation was that immediately preceding the hearings the largest shippers—those who had made most frequent complaint—withdraw their demand for a car-service rule under which they would demand and receive the elevator men's rule. The commission to pass no such rule, urging that they felt sure that they would receive better treatment from the railroads if no such rule were adopted."

SPLIT OF TRADERS FEARED IN CHICAGO

\$30,000 IN STOLEN BOX

Express Company Big Losers by Theft at Reno, Nev. Reno, Nev., Dec. 21.—A Wells, Fargo & Co. express box, said to have contained \$30,000, was stolen from the company's office here after the arrival of a late train from Tonopah. Edward Crofton, the messenger, continued on his way to San Francisco.

GREEN RIVER ON A RAMPAGE Rains and Chinook Winds Cause Flood in Washington. Tacoma, Wash., Dec. 21.—Heavy rains and chinook winds of the past two days have caused another flood in the mountain streams. The Green river is again overflowing and has carried out the Northern Pacific bridge at Maywood. All trains are delayed.

SEES HEART OF CITY Indian Claims Ownership of Vast Marietta, Ohio, Property. Columbus, Ohio, Dec. 21.—Albert John, who carries a commission as an expert of the Seneca Indian tribe, is in Columbus, trying to establish a claim to the half square miles running into the heart of Marietta, Ohio. He claims was held by his ancestor, Chief Complanter of the Senecas, by President George Washington in 1793. Mr. John has spent much time in Washington, digging into records over a century old.

MASKED MOB OF 60 LYNCHES A NEGRO

Confessed Assailant of Woman Hanged and Riddled with Bullets.

Annapolis, Md., Dec. 21.—Henry Davis, alias Henry Chambers, colored, who committed a felonious assault on John Reid, Brownsville, five miles from Annapolis, last night, and who had confessed his crime, was taken from the jail here this morning by a mob of about sixty masked men and lynched. He was strung up and his body riddled with bullets. Failing to gain entrance to the jail by a ruse the mob battered its way in and secured the negro. A man appeared at the door at about 2 a.m., saying he was an officer and had a prisoner. A deputy sheriff, seeing the man was alone refused to let him in. Soon the entire mob of sixty men appeared. They endeavored to batter down the door with a whipping post. Unsuccessful, they secured a sledge and a pickaxe and broke a hole in the door. A large party entered and covered the guards with revolvers, securing the keys to Davis' cell. Davis was dragged out and roughly treated. Arrived at the scene of the hanging the negro was again given a chance to defend himself, but again admitted his guilt.

Lynchers College Men? The lynchers, it has just been learned, assembled on the campus of St. John's college about midnight and made their preparations for the deed. The fact is taken to indicate that most of the men connected with the lynching were Annapolis men and not those from Iglehart's station where Mrs. Reid lives.

STATE RIGHTS PLEA HIS REPLY TO ROOT

Hilary Herbert Criticizes Centralized Government Speech—Defends President.

New York, Dec. 21.—Hilary Herbert, former secretary of the navy, was the principal speaker at the annual dinner of the Alabama society held here last night. Mr. Herbert criticized the recent speech of Secretary of State Elihu Root in this city, in advocating a strong power for the federal government.

"What a difference there is," he said, "between the teachings of Jefferson and the pronouncement of Secretary Root. The chief of the present cabinet made an announcement which appears to mean that the constitution ought to be construed so as to allow the federal government to do anything and everything that a state government would be permitted to do."

Mr. Herbert defended the action of President Roosevelt in dismissing the three companies of negroes on charges of mutiny at Brownsville, and added: "What the country expects to do is to have the president and I am sure that also there may be a few sentimentalists who can never forget the color line, and will therefore still criticize the president's action. I have argued the civil war and their descendants, and all those who followed Lee during the civil war and their descendants will rally around Mr. Roosevelt and uphold what he has done."

LINKS FOX VALLEY AND GREAT LAKES

Oshkosh Men Award Contracts for a New Railroad to Lake Superior.

Oshkosh, Wis., Dec. 21.—The Lake Superior Southern Railway company, organized by Oshkosh men and to a large extent financed by local capital, has been awarded a contract by the Lake Superior south thru Champion, Mich., and Florence, Appleton, Oshkosh and Madison in this state. This is the first announcement that the line would go thru to Madison. It has been understood it would extend to Florence.

The contract for building the road has been awarded to a New York firm and the work will begin shortly after Jan. 1. The company expects to have the portion of the line from Huron bay to Champion in operation by June 1 and the entire line of 290 miles will be completed within two years. The officers of the company are: President, M. C. Phillips of Oshkosh; vice president, C. M. Mesker of New York; secretary and treasurer, W. K. Rideout of Oshkosh; chief engineer, E. Priest, with headquarters at Oshkosh.

NEW YORK DOOMED, HE SAYS

Seer Predicts Nation's Metropolis Will Be Smitten Like San Francisco.

York, Pa., Dec. 21.—A seer, who is making this city his headquarters at present and who claims to have foretold Queen Victoria's death and the San Francisco earthquake, declares that within the next two years New York will meet a fate like that of the coast city. He also predicts a number of other calamities in a list of which he says will happen within that time.

SEEKS HEART OF CITY

Indian Claims Ownership of Vast Marietta, Ohio, Property.

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WOMAN BECOMES MAN KILLED

Accident, Minn., Dec. 21.—Frank Grandfield, a woman, was struck by a railroad passenger train and instantly killed yesterday afternoon in a collision with a freight car near a station in Minnesota. She was 40 years old and leaves a wife and eight children.

CAR FACTS ARE HURRIED EAST

Records Are Broken in Rushing Inquiry Evidence to the President.

Chicago, Dec. 21.—Chicago felt a distinct shock of the strenuousness of President Roosevelt yesterday, when, at his command to "rush the facts," the inquiry into the Porto Rico case was hurried east. A battery of graphophones was fired into the Majestic hotel, so that the testimony given at the hearing before the interstate commerce commission in the federal building could be transcribed in record-breaking time and started on its way to Washington almost before the ink was dry on the transcript. A relay of stenographers was kept rushing from the courtroom across the street to the hotel, with notebooks jammed with testimony fresh from the lips of witnesses.

In the hotel everything was ready for speed. Into the rooms raced the stenographer and reading from his notes, he would shout the testimony into the receiver of the graphophone at the rate of 250 words a minute. As soon as a cylinder was full it would be taken from the machine by another stenographer, who would transcribe it on paper with a typewriter.

Not waiting to see the result of his work, the first stenographer would hurry back to the federal building and begin to take more testimony. When E. W. McKenna, vice president of the Chicago, Milwaukee & St. Paul railroad, left the stand shortly before noon two-thirds of his testimony had been taken and transcribed on legal cap in typewriter form, ready to be shipped to Washington.

Thirty minutes after the session adjourned yesterday afternoon all the testimony was in and most of it was typetyped. It was ready to go to the president's office. The stenographers filed out of the federal building, and the graphophones were suffering from hot flashes.

According to those in charge of carrying out the president's order, the world's record was made today in transcribing testimony. Under the old method, they say, it would require three days to transcribe the evidence, but by the new method they expect to reduce the time one-half.

FORAKER DEFENDS NEGRO SOLDIERS

Ohio Senator Again Criticizes the President for Discharge of Colored Infantrymen.

Washington, Dec. 21.—Senator Foraker occupied the attention of the senate in its last session before the holiday recess in an extended criticism of the basis of President Roosevelt's action in discharging the negro troops of the Twenty-fifth infantry on account of the Brownsville raid.

He was answered briefly by Senator Lodge, while Senator Scott sustained the demand of the Ohio senator for a full investigation of the matter by the senate military committee.

A resolution directing such an investigation is before the senate for action at its next meeting. The senate adjourned until Jan. 3, 1907.

Mr. Foraker said that the president's constitutional power was simply to command the army and navy as commander-in-chief, while to congress the constitution gave the power to raise armies and to make rules and regulations for their government. The regulations prescribed that no man could be summarily discharged without a right to be heard, and that every man who argued, prescribed military how these trials are to be conducted; that all punishments should be in accordance with the directions of courts-martial.

CARDINAL IN DANGER

Former Papal Delegate to United States Now After Operation.

Rome, Dec. 21.—The condition of Cardinal Martinelli, the ex-papal delegate to the United States, who was operated on yesterday for facial polyp, is better today although he is not out of danger.

SOCIETY IN METROPOLIS

Word from the Euclidesians—The Looters' Party.

Mr. and Mrs. Warren Euclides sail for home in January on the Neusea. Mrs. Euclides is a well-known and very artistic and busy woman. She has been a member of the Euclidesians in their carriage house for some time. The Euclidesians have always been fashionable. Mrs. Euclides' husband, Mr. Warren Euclides, was well known in society as Miss Tiner's brother-in-law, the daughter of the Honorable Cotton Morrill.

Her younger sister, Nancy Morrill, married the present Lord Spencer. The marriage did not turn out happily for lots of reasons, and the bride is now in this country with her parents.

CONGRESS TO BLAST PORTO RICO'S HOPE

HITS LA FOLLETTE AS A PROSECUTOR

Madison Paper Says that When County Attorney He Twisted Dates to Win Case. Madison, Wis., Dec. 21.—The State Journal today prints a story that in 1899 Senator Robert M. La Follette secured the conviction of Charles Nolan, now serving a life sentence in Waupun for killing Tommie Good on Sunday, Aug. 27, 1899, when La Follette knew positively that Nolan killed Good about 7:30 p.m. Aug. 26, 1899.

Because of an honest mistake by his own witnesses, La Follette was forced to show that the crime was committed a few hours later than it actually was done.

A Madison girl who knew Nolan, saw him the night of Aug. 26 with blood from his hands near where the crime was committed. Later a policeman saw him wash blood from his face and hands. But several of La Follette's witnesses testified that they saw Good on Sunday, Aug. 27, and Nolan was therefore convicted of doing the murder on that date.

SHOE STORE GIFTS

A pair of comfortable Slippers, a pair of nice Shoes, or a pair of warm Overshoes will make a desirable as well as sensible Christmas Gift.

Men's imitation Alligator Slippers in black or tan. Men's All Felt Slippers with rubber soles. Men's Embroidered Velvet Slippers, any of them, in any size, at pair, 49c. Samples in Men's 98c Felt Slippers at pair, 69c. Samples in Men's \$1.25 and \$1.48 Slippers at pair, 98c.

Men's Romeos, the popular high front and back House Slippers, any size, at pair, 49c. or tan, at \$1.25, \$1.48 and, 98c.

Ladies' Warm Slippers Samples in Ladies' \$1.25 and \$1.50 Foxed Slippers, at pair, 98c. Samples in Ladies' 98c Fur Trimmed Julietts and Warm Slippers at pair, 69c. Many styles of Ladies' Warm House Slippers, including crocheted ones with lamb's wool insoles, at pair, 49c.

Boys' Moccasins Boys' best quality Jack Buck Moccasins, all sizes up to 6; at pair, 79c. Boys' Big Skin Moccasins, sizes up to 6; at pair, 79c. German Soft for boys' wear, warm moccasins, at 65c and 49c and.

Warm Shoes Samples in warm lined and leather Foxed Shoes at one-quarter and one-third below regular values. Men's \$1.25 and \$1.48 Sample Felt Shoes at pair, 98c. Men's \$2.00 Sample warm lined Shoes at pair, \$1.48. Men's \$2.25, \$2.48 and \$2.75 Sample Warm Shoes at pair, \$1.98. Samples in Ladies' Warm Shoes at pair, 69c. Samples in Misses' and Child's \$1.25 and \$1.48 Warm Lined Shoes at pair, 98c.

New \$3 Shoes Just received a new shipment of those swell Patent Coit Button and Blucher Shoes for Men and Women, at \$3.00.

BOOKS FOR CHRISTMAS

In Sets of Standard Authors, such as

- DICKENS BRONTE BOSWELL THACKERAY JANE AUSTEN POPE SCOTT WHITMAN MACAULAY FISKE POE TENNYSON SHAKESPEARE SPENCER LOWELL BYRON MOORE DUMAS FIELDING SWIFT SCOTLLET

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Gentlemen's watch, regular \$11.20 year 12-size O. F. 20-year cases, Elgin or Waltham movements, now at extra special. Chatelaine Watches—\$3.00 to \$7.50.

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