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Drawers

DRAWERS, Umbrella Style, lace trimmed or large hemstitched ruffle, the 35c kind, special, pair..... **29c**

DRAWERS, Umbrella Style, wide ruffle of embroidery and cluster tucks, pair..... **39c**

UMBRELLA DRAWERS, cambric, wide ruffle of lace or embroidery, good value, pair..... **49c**

DRAWERS, Umbrella Style, lace or embroidery trimmed, 85c value, special..... **69c**

DRAWERS, Embroidery trimmed, Umbrella style, worth \$1.25, for..... **95c**

Petticoats

CAMBRIC PETTICOATS, deep ruffle, trimmed with embroidery, with extra dust ruffle, sale price..... **39c**

PETTICOATS, made of nice material, rows of torchon lace, also embroidery ruffled or plain hemstitched ruffle, sale price, only..... **98c**

PETTICOATS, extra wide flounce of embroidery, wide underlay, special at..... **\$1.49**

PETTICOATS, splendid assortment, embroidery flounce, rows of lace insertion, ribbon drawn, special at..... **\$2.98**

The Boys' Store,

MAIN STREET DENISON, IOWA

Corset Covers

CORSET COVERS, French style, sheer material, trimmed at neck and sleeve with lace or embroidery, sale price..... **25c**

CORSET COVERS, rows of dainty lace or embroidery, wash ribbon drawn, this week, sale price..... **39c**

CORSET COVERS, our special, dainty embroidery front and back, wash ribbon drawn..... **49c**

CORSET COVERS, made of sheer material, elaborately trimmed with dainty lace or embroidery and ribbon drawn, 98c and..... **75c**

Extra Size Gowns

MUSLIN GOWNS, hemstitched, cluster tucks..... **59c**

MUSLIN GOWNS, trimmed with embroidery..... **98c**

Combination Suits

DAINTY barred lawn, yoke lace trimmed and beading with ribbon drawn, extra wide drawers, sale price..... **85c**

COMBINATION SUITS, cover beautifully embroidered front and back, ribbon drawn, flounce on Isabella drawers, edged with fine val lace, special..... **\$1.98**

Gowns

MUSLIN GOWNS, high or low neck, lace or embroidery trimmed, sale price..... **49c**

GOWNS, high or low neck, trimmed with embroidery and insertion..... **75c**

GOWNS, nainsook or cambric, high or low neck, embroidery yoke, also empire style with yoke of lace or embroidery choice, for..... **98c**

GOWNS, sheer embroidery trimmed, worth \$2.00, at..... **\$1.25**

GOWNS, elaborately trimmed, worth \$3.00, special..... **\$1.98**

Princess Slips

PRINCESS SLIPS, made of fine cambric, trimmed with dainty embroidery edge, beading and ribbon drawn, wide embroidery flounce at bottom, special..... **\$1.48**

PRINCESS SLIPS, made of fine nainsook, cover trimmed with eyelet embroidery insertion, topped with valenciennes edge and beading with ribbon drawn, ruffle trimmed with wide eyelet embroidery, special, this week..... **\$1.98**

RIVER TO RIVER ROAD BOOSTERS

(Continued From Page One.)

John L. Goepfing, as president of the Boone Commercial Association called the convention to order, he being the temporary chairman. George Brunton was elected temporary secretary. When called, there were nearly five hundred people in Armory hall, many being from Boone and vicinity.

Address of Welcome.

Chairman Goepfing in a few happy remarks asked Judge J. L. Stevens to welcome the delegates, which he did in a most entertaining manner. He said that Boone was mighty glad to extend the hand of welcome to the good roads people, in its very laudable endeavor to make a good dirt road from the Bluffs to Clinton, via the Northwestern line. He spoke of the roads in Boone county and hoped that the roads which had been improved for the run of yesterday would be kept right along in the same good condition. He invited all of the visitors to take supper with the Boone people as the guests of the latter and then repair to Lincoln armory for a smoker.

The Response.

F. W. Meyers, one of Denison's hustling editors was called upon for a response. He told of his dream, his ideal of a magnificent boulevard from Council Bluffs, through Boone and on to Clinton, and how that he had consulted with others in Denison and got the movement launched of which the meeting of the day was the first step. He decried those who are always asking and crying for "permanent" roads. He said that when Iowa's good dirt roads were properly constructed they would be the most permanent roads to be found anywhere. "In order to make good roads in Iowa, you have to mix brains with mud," said the speaker, and this remark was applauded. He closed by saying that Boone's invitation to meet here was so hearty and cordial that the general committee could not turn it down and they were all glad that they were here.

Committees Named.

Motions to name permanent organization and resolution committee were then entertained and the chair announced the following names, on the permanent organization committee:

Pottawattomie—Col. Baker.
Harrison—A. B. Hosbrook.
Crawford—F. W. Meyers.
Carroll—Mr. Lee.
Greene—Tom Watts.
Boone—V. O. Holcomb.
Marshall—J. T. Pound.
Benton—Dilman Smith.
Clinton—James Broderick.

The committee on resolutions named follows:

Paul Stillman of Jefferson.
G. L. Caswell of Denison.
James Broderick of Clinton.
J. L. Stevens of Boone.
W. B. Fitzpatrick of Nevada.

Col. Baker of Council Bluffs.

The first speaker of the program, following those of the opening was Col. Baker of Council Bluffs, a supervisor of Pottawattomie county. Col. Baker, although an old man, has the subjects of roads down "pat" and his hour's address was very interesting. He said right at the start that he was not a theoretical road builder, but was a practical one. Instead of running around always preaching on how to do it he believed in bucking down and getting busy. He spoke of the roads of the ancient times and the roads of today, and brought the famous Appian way into comparison with

some of the modern roads and highways. He believed that Iowa can have as good roads as any state in the union, and have nothing but dirt roads at that. Get a good foundation, have the drainage properly cared for, construct good culverts, do away with crust of dirt and what better roads can one want. He said what was in reality first needed in this state was system and business like methods. He showed how all other roads, other than the dirt road would be very expensive to construct and more so to maintain after once in. The cost of a dirt road is nominal and the cost of maintenance is slight and he favored this class of road for this reason. "If you make a good auto road, isn't everybody else going to use it. You can't make a road good, for automobiles only. The people will naturally take the best highway and this road will be for everybody," said Col. Baker. He spoke of the number of automobiles owned in Jefferson, 100 of them and then told how Henry Haag and others had bade automobilism enjoyable in Greene county.

In closing his remarks he made a plea for the wide tire. He said that the roads of Iowa would be benefited as much as anything else, if the people would discard the inch and a half tire and substitute four and six inch tires on their wagons.

Plans of Organization Stated.

At this point of the program Mrs. Ed. Dietz of Fort Dodge was introduced and she talked for a few minutes on a road drag which she had the agency for.

F. W. Meyers was then asked for a general outline of what he deemed a good organization, and he told how he would go about the same. State officers to head the list were suggested, then a vice president in each county, and still a chairman in each municipality, all to make regular inspection trips over the roads in their vicinity and report to the state secretary. Any complaints which were found with the roads, or treatment along the same were to be forwarded to the state secretary and he to look them up. Sign boards he suggested be placed along the route and especially where there were any dangerous curves or depressions which might cause trouble to tourists. His financial plan was also discussed for meeting bills and for assisting communities where needed in making repairs and improvements.

Parley Sheldon Talks.

Parley Sheldon, of Ames, a well known resident of the nearby county was next called upon for some remarks. He said everybody over in Ames was ready to get busy, and do all they could toward this very laudable movement. He said that while the work was being done it should be builded well, that those in charge should have a system. He proposed direct taxation for the construction of the roads and their maintenance after they had been built on a permanent basis.

Off to Supper.

Here adjournment was taken and the visitors were invited to the Hotel Holst for supper. Later they were tendered a smoker in the club rooms of Lincoln armory, after which they convened for the evening meeting. The threatening weather of the late afternoon caused many drivers to load up and hasten for home, anticipating a heavy down-pour. This somewhat thinned, the ranks of the evening's gathering.

The Evening's Program.

It was 8:00 o'clock when Chairman Goepfing rapped for order and assembled the delegates. The report of the committees were received, the permanent officers being Henry Haag of Jefferson, chairman, W. C. Rollins

of Denison, secretary. They immediately took their places and relieved the temporary organization.

Permanent Organization.

The report of the committee on permanent organization, which was adopted, follows:

Mr. Chairman—
Your committee on permanent organization met in Hotel Holst immediately after adjournment of the afternoon session, and unanimously elected Col. Baker of Council Bluffs as chairman of the committee, and report as follows:

This committee unanimously indorse and recommend as the permanent officers of the association the following named gentlemen:

President—Henry Haag, Jefferson.
Secretary—W. C. Rollins, Denison.
Treasurer—W. F. Coan, Clinton.
Your committee desires to recommend the following named gentlemen as county vice presidents:

Pottawattomie—H. A. Searle, Council Bluffs.
Harrison—W. H. Johnson, Logan.
Crawford—Dr. L. M. Coon, Denison.
Carroll—Dr. G. L. Sherman, Carroll.
Greene—S. C. Culbertson, Jefferson.
Boone—B. H. Smith, Boone.
Story—Andy Ringheim, Nevada.
Marshall—Geo. W. Darling.
Benton—Dilman Smith, Belle Plaine.

On motion the chair appointed a sub-committee of three to draft a constitution and by-laws, and report to the committee on permanent organization at 7 o'clock. The chair named the following gentlemen on this committee: F. W. Meyers, J. T. Pound and V. O. Holcomb.

It was also the unanimous expression of the committee that the executive committee supply the names for any vacancies that appear in the list of county vice presidents:

T. R. WATTS,

Secretary of the Committee on Permanent Organization.

The Resolutions.

The report of the committee on resolutions is as follows, it being unanimously adopted by the convention:

Boone, Iowa, May 19, 1910.

Whereas, a large and enthusiastic body of men interested in good roads from the counties through which the line of the official Transcontinental road in Iowa passes, has assembled in Boone, and there seems every promise of the carrying forward of this enterprise to a great and signal success; therefore, be it

Resolved, That we express our thanks to the Commercial Club of Denison for taking the initiative in the matter and arranging the details which have resulted in this gathering; that we further extend our thanks to the public spirited people of Denison, Jefferson and Boone for courtesies and hospitalities extended to delegates to further the interest of all in this proposition.

Resolved, That we believe that the route from Council Bluffs to Clinton along the line of the Northwestern railway is the most feasible for the construction of a highway which shall be a credit to the state of Iowa, a means of developing and exhibiting resources of our state to the outside world, and an object lesson to all road builders, and that we hereby pledge our support to the development of this road by every means within our power.

Resolved, That we commend and applaud the movement for the construction of a river to river road in the counties south of us, and while wishing them unbounded success in their enterprise, we hereby express our determination to engage in a friendly rivalry by making the official Transcontinental road through Iowa to a better road.

Resolved, That we believe the people

of Iowa have reached the point where the value of good roads are more fully recognized than ever before, and that under proper leadership they are prepared to take a step in the direction of setting up a road standard for the highways of our state, which shall bring them into harmony with our rapid development along all other lines.

Resolved, That we express our thanks to the speakers who have so kindly volunteered to address the people along the line in the pilgrimage and to all others who have in any way contributed to make this gathering a success.

Chairman Haag Speaks.

In taking the permanent chairmanship Mr. Haag delivered an address, which was considered one of the best of the convention. Mr. Haag's many years of experience in road making, have placed him in a position of knowing just what he is talking about. He started by saying that the Transcontinental route was an official one, The Paris racers used this route across the state because it was the shortest and best. The government automobiles carrying messages from the east to San Francisco passed through here en route west. In fact, all great tours have passed through this city. This route is good enough; it is the shortest, the best, the most feasible, has the fewest hills, fewest inundations, fewest sharp curves, prettiest scenery and best people of any across the state route. There are no objectionable features, according to Mr. Haag. He has traveled over this route a number of times and other routes and spoke from actual experience. A dirt road is ideal when kept right and when constructed right. Do away with the wooden bridge and erect concrete and steel structures. The improvement of dirt roads means much to the farmers as well as to the automobile owners. Mr. Haag said that he could get \$5 more per acre on farms located along a gravel road than on farms where the roads were not kept up well. Gravel in Boone, Greene and Carroll counties is found in abundance and there is no asset so valuable to a county as good gravel beds. Here Mr. Haag said that the finest gravel bed in the state was at the foot of the Montana hill. A graveled road needs only two draggings a year, and the life of the gravel is nine years. It is cheap to construct a gravel road and easily maintained. Men of experience are needed in the road work and a practical engineer's road service should be at the service of every county board of supervisors. He does not favor a general tilling of the roads, but only where the natural drainage will not carry off the water.

Mr. Rollins Responds.

Secretary Rollins told of the start of the movement for the completion of the Transcontinental route across Iowa. The many letters of encouragement which he had received spoke of the widespread interest in this movement. On behalf of the Denison committee he wished to thank all who had in any way aided the movement. He said that in being elected secretary of the association he would do the best he could, and always be "Johnny on the Spot."

The Blue Book Route.

A committee composed of the chair, James Broderick of Clinton and Alvin Ketchum of Marshalltown was appointed to consult with the Blue Book and Motor Age regarding the publication of the convention notes and the continuance in the Blue Book of the Transcontinental route across Iowa. Here a motion was made that the Denison club, which has been to some expense in the matter of preliminary printing, etc., be reimbursed, and was passed without a dissenting vote.

Constitution and By-Laws.
F. W. Myers as chairman here reported on the constitution and by-laws which were adopted as follows:

Recognizing the supreme importance of the maintenance of a good and practical highway from Council Bluffs to Clinton, the natural, shortest and best route across the state of Iowa, we do hereby associate ourselves in an organization to be known as the Iowa Official Transcontinental Route Association.

Article 1. The object of this association shall be the encouragement of good roads generally, the furtherance of the present road laws and the maintenance and permanent improvement of a highway following the general course of the main line of the Chicago and North-Western railroad across Iowa.

Article 2. The officers of this association shall be a president, secretary and treasurer, who shall constitute an executive committee.

Article 3. There shall be appointed a vice president from each county along the proposed route. There shall be a local chairman, to be appointed by the vice president, for each municipality through which the route passes.

Article 4. It shall be the duty of the president to preside at all meetings of the association and to have general supervision of the work.

Article 5. It shall be the duty of the secretary to attend to all correspondence, to file all complaints as to the condition of the roads with the county vice presidents and the local chairmen; to receive and file all reports, and to keep a permanent record of all business transacted by the association, and to receive all moneys and forward same to the treasurer, taking a receipt therefor.

Article 6. It shall be the business of the treasurer to receive and disburse all funds of the association upon orders to be countersigned by the president and secretary. The treasurer shall give bonds in the sum of \$100.

Article 7. It shall be the duty of the executive committee to inspect the entire route not less than once a year, and the actual and necessary expense of such inspection shall be paid out of the funds of the association. It shall be the duty of this committee to act with the president when expenditures in excess of \$100 are contemplated. The executive committee shall fix the time and place of the annual meetings.

Article 8. It shall be the duty of the county vice president to appoint a local chairman for each municipality in his county, and to have general supervision of the work in his county. It shall be his duty to inspect the road in his county at least once during each calendar month, save in the winter season, and to report the condition of said road to the state secretary. It shall be his further duty to receive all complaints forwarded to him by the secretary, to act with the local chairman upon such complaints, and to make report of such action within one week to the secretary.

Article 9. It shall be the duty of the local chairman to act under the supervision of the county vice president and to have special supervision of the road from a point midway between his and the adjoining towns. It shall be his duty to solicit members, to collect annual dues, and to forward one-half of the same to the state organization, the remainder to be retained for use in his locality. It shall also be his duty to inspect the road under his supervision at least once a week, save during the winter season, and to report the condition of same to the secretary.

Article 10. Each municipality shall be permitted to form such organization as it may see fit, providing, that

it shall in no wise conflict with the provisions of this constitution. They shall also be permitted to solicit such additional funds as they may desire for good road purposes.

Article 11. Any person having the interest of good roads at heart shall be eligible to membership upon signing the roll of this organization, and paying the annual dues, which shall be fixed at \$2. Membership in this organization shall be for five years.

Article 12. The secretary shall receive \$100 per annum.

Article 13. One-half of the annual dues shall be forwarded by the first day of April of each year to the state secretary, to meet the general expense of the association, and for the payment of such improvement as the executive committee may order.

Article 14. The officers of the association shall make complete report of their action and of all expenditures at the annual meeting of the association. All officers shall be elected for a term of one year.

Article 15. This constitution may be amended by a majority vote of the members present at any annual meeting.

All of which is respectfully submitted.

F. W. MEYERS,
V. O. HOLCOMB,
JAMES T. POUND,
Sub-committee.

Fellowship of the Road.

Mr. Searle of Council Bluffs, one of the best known auto men in the state, was next called upon for some remarks on "The Fellowship of the Road." Mr. Searle said he was not a public speaker, but could really speak on "Fellowship," from his experiences of the day. In coming to Boone he had four stops, changing tires, etc., and every car that passed him offered assistance. He said that every driver should study the road rules to prevent accidents. Everybody should give everybody else all the encouragement possible. The beginner should be helped out whenever necessary.

Mr. MacDonald.

Thomas MacDonald of the Iowa State College was next introduced and he urged everybody interested to take all advantage of the offers of the State College. Mr. MacDonald said that the college acted as a state highway commission, and whenever possible counties and communities should consult with this school in their road and culvert work. The speaker said that they were ever ready and willing to help in the planning of culverts and the making of good stretches of road, without cost to the communities. The Iowa Publishing Company of Des Moines had a map, over fifteen feet long, of the Transcontinental Route, and also a representative present, who stated his plans for a map of the route for the use of motorists.

The Road Laws.

Judge J. L. Stevens next was called forth. He said that he was glad that no movement had been started at the meeting for the repeal of any law or the changing of any. He said that the laws as they are on the statute books were very good. The legislature has given the state some very good laws for the government of the road, and it is now up to the personal element to get good men into office like Mr. Haag, who by their experience can aid greatly in solving the road problems.

In drawing the convention to a close Chairman Haag thanked all for their enthusiasm and interest. Here a motion to adjourn carried and the first annual convention of the Iowa Official Transcontinental Route Association was at an end.

Mrs. Hattie Ferrill visited her daughter, Mrs. C. Liscomb, in Dunlap, Sunday.