

FINAL CLEARANCE SALE

OF

SPRING AND SUMMER MERCHANDISE

For this Market Day we are offering merchandise at prices you can not afford to pass by. Read this Ad. carefully

SUIT and COAT BARGAINS

Ladies' and Misses' Suits and Coats

All the season's newest styles, values ranging from \$25.00, \$27.50, \$30.00, \$35.00 and \$37.50. Special at

\$11.95

A large assortment of Suits in broken sizes and colorings. Splendid values at \$17.50 and \$20.00. Special, only

\$5.00

Tub Skirts

In where and lemon colors. These are left-over styles, excellent quality, values ranging from \$2.50 to \$7.50. Special, at

\$1.00



House Dresses

A large Assortment of Percales and Gingham House Dresses. Special, only

98c

Dress Skirts

In all the newest styles, Russian Tunics in black and colors, plain and fancy material. Special

\$3.50

Oxfords and Pumps

Women's patent, dull, suede and kid oxfords and pumps, \$3.50 and \$4.00 values, at per pair..... **\$2.85**

Dress Goods

36 to 44 inches wide, broken lines of \$1.00 and \$1.25 fabrics, all wool; to close per yard..... **50c**

White Goods

Broken lines of crossbar, checks and stripes of white goods, ranging in price up to 35c; sheer and medium weight at per yard..... **10c**

Outing Flannel

A large range of new fall outings of all colors and patterns in an extra heavy quality, at per yard..... **10c**

Muslin

Extra fine twilled, 36 inch bridal muslin, a cloth of exceptional merit at 12 1/2c; market day, per yard..... **10c**

Ginghams

Special lot 15c ginghams in a good range of patterns and colors; market per yard..... **10c**

French Ginghams

32 inch wide, fast color, 25c quality a liberal range of patterns and colors to select from; at per yard..... **18c**

Dresser Scarfs

Size 18x50 of fine quality linen with drawn designs; an exceptional value each at..... **59c**

Remnants of Dress Goods, Silks, Cotton Goods, Linens, Wash Goods, Etc., at

Half Price

- Hair Ribbons**
3 1/2 inch all silk Moire ribbon suitable for hair and wash bows and fancy work, all colors, 4 1/2 inch width, 10 inch, per yard..... **15c**
- Union Suits**
Women's light low neck sleeveless, tight or loose sleeve union suits, sizes 36, 38, 40; special, per suit..... **50c**
- Women's Hose**
Fibre silk boot like tops, heels and toes, colors black and tan; special per pair..... **19c**
- Women's Seamless Hose**
Fine quality black cotton, 25c value; per pair..... **15c**
- Children's Hose**
Durable quality ribbed black hose, suitable for boys and girls; special per pair..... **10c**
- Women's Neckwear**
Of sheer lawn, swiss and voile with lace trimming or embroidered, all shapes, values to \$2.50; special choice..... **25c**
- Kayser Silk Gloves**
Elbow length, \$1.50 quality, colors black, tan or pink; special per pair..... **\$1.19**
- Embroidery Flouncing**
45 inches wide, of crepe, crepe neigre, fine swiss, etc., values ranging to \$2.00; per yard at..... **75c**
- Children's Slippers**
at
20 Per Cent. Discount

A. W. LUCAS COMPANY

The House of Quality

Interesting Points in History of Isthmus Recalled by Canal Fete

Canal Zone Has Been Arena of Much Activity, and Graveyard of Many Broken Hopes in Centuries Past.

Panama, Aug. 14.—The canal is a scene of activity tonight in preparation for its opening tomorrow. Aboard the steamship, Ancon, officers and men are busy setting everything shipshape for her early start in the morning on the first voyage of a big ocean going steamship through the new highway.

Washington, Aug. 14.—When the Panama canal is opened to world's commerce tomorrow, it will crown a series of more than a score of interesting points in the history of the isthmus. As briefly told they are:

First crossing of the isthmus by Balboa who, on September 25, — much to his surprise found himself gazing upon the Pacific ocean after 23 days journey on foot.

First ships to cross the isthmus: In 1514 Balboa and his men carried

two small ships, piecemeal, across the isthmus, intending to use them for further exploration in the Pacific.

First settlement of old Panama, in 1517, to become known later for a time as the richest city in the world.

First regular traffic across isthmus: The spoils of conquest sent back to Spain from Peru, which became so heavy that highways paved with stone were laid for the pack trains.

First thought of a canal: Credited to Savadera, a Spanish engineer, one of Balboa's followers, who was about to forward his plans to King Charles V. of Spain when the latter died.

First surveyors for a canal: In 1581 by Spanish engineers who deemed the project impossible of accomplishment.

First official decision on canal project: By King Phillip II, in 1620, adversely after referring the matter to the Dominican friars. The latter, desiring to obey the king's orders,

but unable to report intelligently, suggested that the project was sacrilegious. They quoted from the Bible: "What God hath joined together, let no man put asunder." Accordingly the project was put on the shelf for three centuries.

First English interest in latter part of 17th century, when the expedition launched by William Paterson, founder of the Bank of England, attempted to found a community on the isthmus of Darien, south of the present Panama, with the ultimate intention of establishing a trans-isthmian route. The plan proved an utter failure. Many other British surveys followed in later years.

The German poet Goethe, a hundred years ago, made this remarkable prophecy: "It is absolutely indispensable that the United States effect a passage from the Mexican Gulf to the Pacific ocean, and I am certain they will do it."

First decision to build: In 1814, just 100 years ago, the Spanish government by decree entered upon the construction of an isthmian canal, but the idea was blocked because the Central American colonies succeeded in throwing off the Spanish yoke.

First French interests came in 1825, when President Bolivar of the Republic of New Granada gave a franchise for a canal at Panama to a French-

man, Baron Thierry, who failed to raise the required capital.

First action by the United States: In 1825, as the result of a resolution introduced in the senate by Henry Clay, Charles Biddle was sent by President Jackson to visit the isthmus and report on the various canal routes proposed.

First report to the United States government: By Biddle in 1826, favoring the Panama route. He had been so struck with it that he returned to the United States without examining the Nicaraguan, Darien or Tehuantepec routes. No action followed.

First railroad built, from 1849 to 1855, more than half as long a time as has been taken to build the present canal. Fever killed so many thousands that it was said a laborer was buried under every sleeper on the Panama road.

First actual canal building begun: In 1878 the Universal Inter-oceanic Canal Company incorporated in Paris by Ferdinand de Lesseps, who had built the Suez canal.

First blast on Culebra Hill, now Culebra Cut, on January 10, 1880, by the de Lesseps Company, in the presence of a distinguished gathering.

First failure: In 1887 the impossibility of digging a sea-level canal within the estimated 12 years and at

the estimated cost of \$240,000,000 became apparent. More than \$260,000,000 had already been spent. The company went into bankruptcy.

First work on a lock canal was taken up by the New Panama canal company in 1894, which practically ceased operations after five years' work.

First digging by Americans, May 4, 1904,—taking over the rights and property of the French Canal Company, and obtaining necessary concession from the Republic of Panama.

First union of Atlantic and Pacific waters: Eclusing up of the Gamboa Dike, when President Wilson touched an electric button in Washington, October 10, 1913.

First boat of any kind to make trans-isthmian passage: A nameless mud scow of the Panama railroad, which passed from the Pacific entrance to Culebra cut in November, 1913, and was sent to the Atlantic entrance in December, 1913.

First vessel to steam through canal: The crane boat, Alexander La Valley, an old French boat, of 1200 tons, which passed from the Atlantic to the Pacific on Jan. 7, 1914.

First man to swim through the canal was Alfred Brown, an American, who swam from Gatun Locks to Balboa, a distance of thirty miles on

November 24 last in 16 hours, 35 minutes actual swimming time.

First vessel to pass completely around South America by way of the canal was the tug Reliance, Captain R. C. Thompson, which sailed from Colon, February 11, 1912, voyaged 10,500 miles around South America and returned to the Atlantic ocean through Gatun locks, February 1 last.

BROWN & JONES

"The Most of the Best For the Least"

114 Fourth St. Phone 34.

Saturday Specials

Fancy Alberta Peaches, crate 90c

Watermelons, large, ripe and juicy, each..... **20 and 35c**

Besides these special values we have a full line of seasonal fruits and vegetables.

Pears, Plums, Grapes, Oranges, Bananas, Apples Tomatoes Celery, etc.

Fresh Sweet Cream

THE GIRL OF MYSTERY

At the Bismarck Theater tonight and Saturday, 2 shows in the afternoon, commencing at 2:30; 14th installment of Lucille Love in more daring adventures.—Adv.

FINE FRESH MEATS.

We have the very best fresh meats of all kinds on the market and by doing the work ourselves, save a lot of the cost. Fresh killed poultry today. JOHN'S MEAT MARKET, 518 Broadway, Phone 176.—Adv.

WASHBURN'S STOCK EXCHANGE IS OPEN FOR BUSINESS.

Nothing pays greater dividends on an investment than a stock of coal laid away in that safety deposit vault of yours—the coal bin. WASHBURN LIGNITE COAL CO.