

# Rushed! Crowded! Jammed! Packed!

THE TREMENDOUS CROWDS OF EAGER BUYERS BEAR TESTIMONY AS TO THE POPULARITY OF THIS GREAT BARGAIN EVENT.

NOT ONE ARTICLE PACKED OR STORED AWAY EVERYTHING MUST AND WILL BE SOLD.

AFTER THE PILES OF MERCHANDISE THAT HAS BEEN SOLD OFF OUR COUNTERS AND SHELVES, WE NOW FIND SPACE TO PUT IN PLAIN SIGHT THE BALANCE OF THIS MAMMOTH STOCK.

THESE PUNY PRICES WILL TEMPT YOU TO BORROW MONEY AND COME BACK FOR A FRESH LOAD. CHILDREN'S WASH DRESSES 40 PER CENT. DISCOUNT.

LADIES' SHIRT WAISTS ONE-HALF OFF.

**LADIES' HAND TAILORED SUITS, GREYS, BLUES, TANS, WHITE; CORRECT STYLES, ARE SELLING:**

|                                      |                |
|--------------------------------------|----------------|
| \$35.00 Values, now selling at ..... | <b>\$17.48</b> |
| \$30.00 Values, now selling at ..... | <b>\$14.98</b> |
| \$25.00 Values, now selling at ..... | <b>\$12.48</b> |
| \$22.50 Values, now selling at ..... | <b>\$11.23</b> |
| \$20.00 Values, now selling at ..... | <b>\$9.98</b>  |

**LADIES' TAILORED COATS**

|   |                |
|---|----------------|
| \$30.00 Values, Quit Business price ..... | <b>\$14.98</b> |
| \$25.00 Values, Quit Business price ..... | <b>\$11.23</b> |
| \$20.00 Values, Quit Business price ..... | <b>\$9.98</b>  |
| \$15.00 Values, Quit Business price ..... | <b>\$7.48</b>  |
| \$10.00 Values, Quit Business price ..... | <b>\$4.98</b>  |

**A FINE LINE OF LADIES' NEW SPRING MILLINERY LESS THAN ONE-HALF PRICE**

|   |               |
|---|---------------|
| \$10.00 Values, Quit Business price .....             | <b>\$4.98</b> |
| \$7.50 Values, Quit Business price .....              | <b>\$3.73</b> |
| \$6.50 Values, Quit Business price .....              | <b>\$3.23</b> |
| \$6.00 Values, Quit Business price .....              | <b>\$2.98</b> |
| \$5.50 Values, Quit Business price .....              | <b>\$2.69</b> |
| \$5.00 Values, Quit Business price .....              | <b>\$2.48</b> |
| \$4.00 Values, Quit Business price .....              | <b>\$1.98</b> |
| \$3.00 Values, Quit Business price .....              | <b>\$1.48</b> |
| Men's Edwin Clapp Shoes, Vici and Patent leather..... | <b>\$1.98</b> |
| Men's Cluett and Eagle Shirts, values to \$2.50.....  | <b>79c</b>    |
| John B. Stetson Hats \$5.00 Kind .....                | <b>\$2.69</b> |
| Men's work Shirts .....                               | <b>25c</b>    |

**LADIES' LINEN COATS**

|                                     |               |
|-------------------------------------|---------------|
| \$6.50 Values, now selling at ..... | <b>\$3.23</b> |
| \$5.00 Values, now selling at ..... | <b>\$2.48</b> |
| \$3.50 Values, now selling at ..... | <b>\$1.73</b> |

**MEN'S HAND TAILORED ALL WOOL SUITS**

|   |                |
|---|----------------|
| \$25.00 Values, Quit Business price ..... | <b>\$12.50</b> |
| \$22.50 Values, Quit Business price ..... | <b>\$11.25</b> |
| \$20.00 Values, Quit Business price ..... | <b>\$10.00</b> |
| \$18.50 Values, Quit Business price ..... | <b>\$9.25</b>  |
| \$15.00 Values, Quit Business price ..... | <b>\$7.50</b>  |
| \$10.00 Values, Quit Business price ..... | <b>\$5.00</b>  |

## THE STORE THAT IS GOING TO QUIT

# Blake's

BETTER BUY NOW THAN WISH YOU HAD. ALL GOODS MARKED IN PLAIN FIGURES AND JUST AS ADVERTISED

PRUDENCE AND ECONOMY SHOULD PROMPT YOU TO BUY NOW

# Blake's

### CAUTIOUS SINCE TITANIC'S LOSS

Nothing Is Overlooked by the Steamship Lines.

### SOUTHERNMOST ROUTE TAKEN

More Lifeboats on Vessels and Better Construction Meeting the Demands of the Companies Are Exerting Themselves Far Beyond the Law's Demand.

The world knows now that marine construction has not yet designed and built an unsinkable ship any more than architects have discovered the absolutely fireproof building. Something can happen which can send to the bottom of the ocean the strongest steel and the most perfect joining that man has yet done, but today it is safe to say that never before in the history of mercantile marine of any nation have life saving appliances aboard ship been brought to their maximum efficiency so quickly as has been done by all nations since the Titanic disaster taught its tragic lesson.

The ships that are now going out of the port of New York or from any other port, for that matter, are as safe as man can make them, and the chances of life are so near 100 per cent as to call for infinitesimal fractions to express the difference.

**Change of Course.**

Passenger liners going from New York to ports of northern Europe and the entire British Isles are taking a route many miles to the south of the iceberg zone, at least according to the best data of the hydrographers. They are going out equipped with more lifeboats than ever before, and these boats are ready for service. There has been a sharper assigning of crews for all boats, with necessary drills in the harbor. Life belts have been overhauled, inspected and made ready; lookouts forward have been re-enforced, and, supplementing this, the efficiency of the wireless equipment has been raised, not so much by the improvement of the apparatus as by additions to the human force. The trend is toward the entire elimination of the "dead hours," when the "S O S" or "C Q D" might sound vainly in the unused receiver of a ship only a few miles from a great

vessel in distress.

The change of course from the dangerous northern route to one south of the iceberg belt came almost simultaneously with the first definite report of the disaster. Ship owner and agent got into communication with each other and with the United States hydrographic office, as a result of which it was agreed to instruct all captains to proceed west by a great circle to latitude 39 degrees north and longitude 45 degrees west, then to 39 degrees north latitude and longitude 50 west. Going east captains are to steer to 38 degrees and 20 minutes north and 50 degrees west longitude and thence along 38 degrees and 20 minutes north latitude to 45 degrees west longitude; thence by great circle to destination.

**Out of Iceberg Region.**

The original routes called for the crossing of westbound liners at the danger point of the banks at a much higher latitude and in a longitude that is now the very heart of the iceberg region—that is, at latitude 42 degrees, longitude 47 degrees. The original eastbound course called for the crossing of longitude 47 degrees at latitude 41 degrees. These routes have been fixtures for many years, and, although there have been several collisions and narrow escapes on the part of some of the crack ships, there never has been a serious effort to shift the courses below the fog and ice limit.

The final and what are regarded as the absolutely safe lanes, eastbound and westbound, are far out of the region where icebergs have been seen even in the record years for soft and comparatively harmless bergs and far from the region of frequent fog. The westbound point in the danger zone under the new regulation is 100 miles to the south of the old course and about 140 miles to west of it. This means the adding of more than 200 miles to the long southerly course in use in the season of ice and fog, from Jan. 15 to Aug. 23.

Every boat builder along the Atlantic coast within reach of the port of New York has been working overtime since the Titanic went down.

**Maritime Congress Likely.**

When it comes to the wireless service of the ships the larger liners which go out of New York were unable to add anything to the precautions heretofore taken. Every big boat going out of New York either across the Atlantic or down its coast carries a double shift of operators. One man is supposed to have the telephone to his ears all the time, while his apparatus has not only a main power furnished by the dynamo, but storage batteries for emergencies as well.

But one obstacle to uniform life saving appliances on all ships remains, and

that is the maritime laws. Every country has a different law, and by a convention the United States is required to recognize and pass without inspection a vessel of a country which has laws approaching those of the United States. Doubtless out of this conflict will come a maritime congress of the powers or a convention at The Hague which will make regulations uniform and effective.

**THE SUMMER GIRL.**

Elaborate Bathing Suits Will Rule This Season.



BATHING SUIT OF RED FOULARD.

Such a bathing suit as this would hardly stand a daily dip in salt water and keep its festive appearance all summer, but every woman who spends the summer at the seashore likes to own one attractive suit, keeping a simpler model of mohair for ordinary occasions.

The pretty suit illustrated is made of satin foulard in a pattern of brilliant red shades, and the tucked bodice gives length to the waist, while the sleeves protect the upper arm from tan, freckles and other blemishes caused by sun and wind.

The model is a good one to carry out in less expensive materials.

### ADMIRAL PEARY WRITES ON ICE

Says Searchlight Will Find Bergs on a Clear Night.

### BUT NOT WHEN THERE IS FOG

"Growlers" the Chief Danger—They Are Submerged, Hard to See and Take the Color of the Water About Them—Opinion of an Expert.

One of the best of authorities on the subject of arctic icebergs and the use of searchlights for their discovery is undoubtedly Robert E. Peary. In response to a request Admiral Peary has written for the Army and Navy Journal a statement of his expert opinion on this subject. He says:

"A powerful searchlight would be of great assistance in determining the presence of icebergs in a ship's course in clear weather. In dense fog it would be useless except at such short range as to be of no value. There is no reason why a searchlight on a transatlantic liner should not be equally as effective in determining the presence of icebergs or field ice in any direction as the searchlight on a battleship or cruiser in determining the presence of torpedo boats or other craft. And the same conditions which would affect the usefulness of the searchlight in the one case would also affect it in the other.

**Large Bergs Least Dangerous.**

"Large bergs, with their marble-like sides and towering pinnacles, are the least dangerous of all, as they are most easily located and avoided. Under certain atmospheric conditions the presence of these bergs can be detected even while below the horizon, sometimes by the reflection upon the sky above them, sometimes by the little cloud of condensed moisture hovering over them.

"At closer range air temperatures, water temperatures, the whistle and megaphone, the sound of breaking seas and the searchlight may all be of assistance in detecting the danger, and, on the other hand, under adverse conditions all these may be useless in giving warning in sufficient time to prevent disaster.

"The value of all these methods is

largely vitiated by the high speed at which modern steamships travel.

**The "Growlers."**

"The most dangerous ice menace to a steamer is the last remaining fragment of a berg, usually a mass of dense translucent ice, hard as rock, almost entirely submerged, absorbing the color of the surrounding water and almost invisible, even in broad daylight, until close aboard. These masses of ice present no surface to the air to affect its temperature, to cause condensation to catch the eye, to send back an echo or to form a sea. Nor is the size of the mass sufficient to affect the temperature of the surrounding water to any distance. I know of no way of detecting them except by the eye, and, as noted, even that is often difficult even under favorable conditions.

"The dangerous fragments of bergs we know in the arctic regions as growlers. I recall one occasion in Melville bay when my second mate in broad daylight, with no other iceberg or fragment of ice in sight from the crow's nest, smashed the ship full speed on to one of these submerged ice rocks with a force which carried away the cabin table, broke some of the couplings of the engine room and nearly sent the topmasts overboard.

"The stout little wooden ship, with her solid bow and elastic sides, carried off it like a billiard ball without injury. A steel ship would have had her bilge torn open from bow to quarter. For our huge modern steel steamships, traveling at high speed and intensely vulnerable to puncture, there is no certain protection against icebergs except to give the region where they may occur the widest berth.

**His Own Experience.**

"In my northern work with my snug, strong little wooden ship, the Roosevelt, minding its helm quickly and going at moderate speed, icebergs never gave me much concern. When in a large fleet of them in fog and darkness I usually slowed down. Only two dangers threatened us—one the possibility of running upon a slanting submerged spur in such a way as to throw the ship on her bilges or beam ends and allow her to fill, the other of being smashed under by a huge mass of ice breaking off from a berg alongside and falling on our deck. We had some narrow escapes from this last.

"At times the icebergs were eagerly sought for shelter and protection. The wake of a berg or group of bergs often enabled us to hold our position against the drift of large fields of ice. And in Robeson and Kennedy channels grounded icebergs frequently offered us a partially protected position between them and the rocks of the shore against the onset of heavy flocks of field ice."

### Woman's World

First Chinese Girl to Become a Legal Voter.



MISS MYRA LEE.

Miss Myra Lee, a comely Chinese girl, is the first woman of the orient to register as a voter in this country. Miss Lee is an ardent suffragist and will make teaching her life work. First she will teach in a Los Angeles school and later will go to China, probably to Canton, where she will inculcate the principles of woman suffrage, as well as English and literature, into the minds of Chinese children.

Miss Lee, after graduating with honors from the grammar schools of Los Angeles, received a diploma from the Polytechnic high school, specializing in literature. Her father, Lee Kwai Sing, is a wealthy resident of Los Angeles and is on intimate terms with many of the republican leaders in China.

**\$100,000 For Rat Trap.**

Benjamin Card, an amateur electrician, who is still in the high school at Fox Lake, Wis., has been awarded \$100,000 by the United States government for a rat trap that will solve the problem of exterminating rats on board warships.

**Norway's Wild Animals.**

Of the wild animals of Norway wolves, foxes, minks, weasels, badgers, martens, otters and seal are trapped. The beaver is protected the year round. Bear and deer are shot, not trapped.

**Even More So.**

"Corus frequently affect a person's gait." "Rye too."—Boston Transcript.