

PUBLIC LANDS PUBLIC DOMAIN

"No Restoration of Reserve Lands," Forester Says, So Wilson Reports.

SUPERIOR BACKS PINCHOT

After Personal Investigation in Idaho and Wyoming, Secretary Wilson Finds No Agricultural Lands in Reserves.

OREGONIAN NEWS BUREAU, Washington, Nov. 30.—Virtually no lands now embraced in forest reserves are to be restored to the public domain.

This, in substance, is the message contained in the annual report of Secretary Wilson, of the Department of Agriculture, in which the Forest Service is a bureau. Therefore, the message may be considered as coming direct from Forester Pinchot. The language used by Secretary Wilson is so plain and so direct as that used above, but his meaning is very clear. In order that there may be no misunderstanding, however, the Secretary's report is quoted verbatim. It says:

"An impression that the forest reserves contain large areas of agricultural land to the exclusion of grazing and large areas of unutilized grazing lands unjustifiably brought within the reserve boundaries for the sake of grazing, has gained wide currency. To satisfy myself on the ground as to the facts, I made personal investigation of these matters during the past summer in Idaho and Wyoming.

Secretary Looks Into Future.

"Presumably the time will come when some portions of the present reserves can, with benefit, be converted into farms. Through dry farming, plant breeding, and the introduction of new forms of useful and drought-resistant vegetation, agriculture is steadily gaining upon the desert, and may be expected to gain on the forest in semi-arid regions. Growth in population will bring an increased demand for farm land. But it will also bring an increased demand for timber and water conservation.

The present is not the time to decide where the line should finally be drawn. "I found no evidence that the forest reserves are withholding from settlement land now demanded for agriculture. As to grazing land, it is sufficient to say that proper administrative control of forest reserve grazing has necessitated the fixing of the boundaries where they are; that public sentiment in the states visited is strongly in favor of the maintenance of the existing boundaries, and that representations that great areas of lands are held for other than forest purposes are, in my judgment, wide of the facts.

Secretary Wilson's report deals with a number of interesting phases of the forestry question, as well as the work of other bureaus of his Department. He shows that there are today nearly 150,000,000 acres of land in the forest reserves of the West. The administration of the reserves cost last year less than \$3,000,000, and the cash receipts from various sources, such as lumber sales, grazing fees, etc., aggregated about \$1,800,000.

Secretary Wilson Goes Into Detail.

Taking up the various uses in detail, Secretary Wilson reiterates, and proceeds as follows: "The use of the forest reserves as sources of timber supply is less developed than their use for water or for grazing. The reason for this is obvious. The grazing industry in the West has expanded until it has reached almost everywhere the full capacity of the land in its present condition. The profitability of irrigation and the steady demand of the home makers for new land have led to water appropriations for irrigation while power development, though in its infancy, is already seeking strategic positions and preparing for widespread applications. But the use of the forest reserves is, comparatively speaking, in little demand. Its day has not yet come.

The Secretary shows that about 400,000,000 feet of timber, exclusive of Alaska, is now in reserves, and the cut in reserves for the past year was not quite 400,000 feet, or a little over one-ninth of 1 per cent of the stand. In other words, it would take 800 years, at the present rate of cutting, to exhaust this supply, if no new timber were grown in the meantime. The forests reproduce at the rate of 1 per cent of the stand per year, so the timber in reserves is being cut off about one-ninth as fast as it reproduces. The cut of last year, he observes, was abnormally small.

As to grazing in reserves, Secretary Wilson shows that last year approximately 7,700,000 sheep, 1,500,000 cattle, 50,000 horses and 100,000 hogs were permitted to graze within reserves being held by 37,000 individuals and concerns. The grazing fees collected aggregated in the neighborhood of \$1,000,000. Practically all of this amount, he says, was expended in regulating grazing on the reserves.

No Revenue in Grazing Fees.

Grazing fees, he says, are fixed primarily to meet the expense of regulation, and not to raise revenue. The charge imposed by the forest service, he says, was far below the charge imposed on private lands of similar character. Had the stockmen paid the full market value of their use of the reserves, the receipts would have fully paid all expenses of the forest service. In like manner it is said that timber was disposed of at moderate rates below its actual value.

"In making sales of reserve timber," he says, "the best interests of the consumer furnish the guiding principle. Small sales are preferred to large ones, though they mean a lower price for stumpage, because they promote local enterprises, tend to prevent market monopolies, and at the same time make possible better provision for the welfare of the forest."

Operations on a large scale, it is explained, usually extend over a period of three to five years. In the fiscal year 1907 over 1,000,000 feet of timber was sold but less than one-fifth of this amount cut under sales. In the following year 388,000,000 feet were sold and 232,000,000 feet cut. In 1909 sales fell below 287,000,000 feet, though the cut was 262,000,000 feet. During these years the small sales varied but little.

"Since but a small fraction of the potential timber crop of the reserves is now cut," continues the Secretary, "the most important duty which its care immediately imposes is the protection of the great supply on hand. As producers of timber, these reserves should be considered a property the development of which

has hardly begun. That the sales are at present small is no reason against taking the very best care of what will within a few years repay with heavy interest all that its care is costing."

Cost Per Acre at Lowest Figure.

The report shows that the cost of administering reserves is about 13 cents per acre, a cost said to be inconsequential compared to \$1 and \$2 per acre in France, Germany and Switzerland. The Secretary indicates that a larger appropriation will be asked for the forest service at the coming session than has ever before been made, as it is a question of extending improvements, such as roads, trails, etc., and increasing the number of employees.

The total cut of forest reserve timber during the year was nearly 400,000,000 feet, of which over 100,000,000 feet were given away. The timber sold brought in about \$200,000. Free use of timber was allowed in Idaho, where over 18,000,000 feet were given away. In Oregon the amount was between 8,000,000 and 7,000,000 feet. Montana got about 17,000,000 feet of timber free. Of the sales of timber in reserves, Montana heads the list with \$6,000,000, followed by Idaho, \$3,000,000. Sales in other states are not given.

In closing his reference to forest reserves, Secretary Wilson says that the work of the department is nearly 1,000 more head of stock last year than ever before.

Irrigation Work Spreads.

Touching on the subject of irrigation investigation, the Secretary points out that irrigation development was greater than ever last year.

"New works," he says, "are built at a constantly increasing cost, requiring more and more capital, and the extension of the growing of more valuable crops, thus limiting the number of people from whom settlers may be drawn, and restricting also the number of acres which can be grown at a profit, making the securing of settlers more difficult and decreasing the chances of success.

"For these reasons," he adds, "there is a great danger of overbuilding and a recurrence of the experience of 20 years ago, when canals were built so far in advance of settlement that the lands under them are not all reclaimed yet."

He says his department is making studies to help out settlers on this newly irrigated land; studying the best methods of applying water to the land and the best crops adapted to new conditions.

Demand Is for More Water.

"There are conditions, however," continues the report, "where the demand is not for more settlers but for more water. The available water supply has been utilized, and agricultural extension depends upon a more economical use of this supply. Eventually this will be the prevailing condition through the arid and semi-arid regions. The most economical use only a small part of the arable land can be irrigated at present.

The Department of Agriculture estimates that the water now running through irrigation canals can, with proper application and control, be made to serve approximately double the area now irrigated with it, since not more than half the water entering the canals is lost by evaporation or seepage. This problem is also being studied. The drainage problem is also a very important branch of the department's work at present.

Land Drained Worth \$58,000,000.

It is estimated that 725,000 acres of irrigated land, drowned out through over-irrigation or subsoiling, and now practically valueless, can be reclaimed by proper drainage. This land would be worth \$58,000,000. The Secretary says that the drainage of this land is a matter of the highest importance to the department, and is receiving much attention. Efforts are still under way to drain the land, and the results of a single-germ beet seed, and the results thus far obtained, while not final, are said to be very promising. If this can be done, the results will be of great value to the country, and largely the Great Pacific for American use, and the results of this work are being reported to the Secretary. The report tells of the work of the department looking to the aiding of new farmers. Crops adapted to a dry country are being experimented with, and new crops of this type, from foreign lands are being imported and cross-bred for American use, and new methods of culture are being worked out, and all adapted to so-called dry-farming. Not much work of this character, however, has been done in the West, and of the Rocky Mountains. Cold and drought-resistant alfalfa imported from Siberia are still under test, and it is hoped that out of them, by breeding and otherwise, there may be secured some strains of great value to the Northwest. The Secretary still manifests great faith in drum wheat, a valuable crop for certain portions of the dry country, but largely the Great Pacific for American use, and the results of this work are being reported to the Secretary. The report tells of the work of the department looking to the aiding of new farmers. Crops adapted to a dry country are being experimented with, and new crops of this type, from foreign lands are being imported and cross-bred for American use, and new methods of culture are being worked out, and all adapted to so-called dry-farming. Not much work of this character, however, has been done in the West, and of the Rocky Mountains. Cold and drought-resistant alfalfa imported from Siberia are still under test, and it is hoped that out of them, by breeding and otherwise, there may be secured some strains of great value to the Northwest. The Secretary still manifests great faith in drum wheat, a valuable crop for certain portions of the dry country, but largely the Great Pacific for American use, and the results of this work are being reported to the Secretary.

Very little is said of the fruit industry, but very decided progress has been made in the study of spraying, especially in the discovery of new and useful fungicides. Apple sprays, and these preparations show remarkably high coloration and freedom from all other diseases and other discolorations due to disease.

On the Pacific Coast the important work on the eradication of pear blight has been continued, with encouraging results, special attention being given to this disease in portions of Oregon, where the department received the very hearty co-operation of the fruit growers, especially those of the Rogue River Valley.

T. R. SEES LION-SPARING

Roosevelt Party Witness Mandi Warriors' Way of Killing Beasts.

LONDON, British East Africa, Nov. 30.—Colonel Roosevelt, Kermit Roosevelt, Edmund Heller and Leslie A. Tarleton arrived here today from the Guanshishu Plateau. All are in splendid health. Colonel Roosevelt expressed himself as delighted at again meeting R. J. Cunningham and members of the American party who awaited him here. The former President is greatly elated over the results of the hunt on the plateau, and among the sights witnessed was a display of lion-killing with spears by Mandi warriors. This exhibition was a thrilling one. This evening the party will proceed to Njoro, where they will be guests of Lord Delamere, on the latter's ranch, until December 10, when they will proceed to Nairobi.

Bull Stolen: Arrest Warrant Out.

VANCOUVER, Wash., Nov. 30.—(Special)—For the alleged theft of a 6-year-old bull from a pasture near Ridgefield a warrant of arrest has been issued against William Zercher. The complaining witness was James Carty.

China Spends \$500,000 on Road.

OMOY, Nov. 30.—The Imperial Board of Communication has advanced \$500,000 for the extension of the Amoy and Chang Chow Railroad.

The Women's Aerial League has offered a scholarship of \$200 a year for students who intend taking up aviation as a profession.

STREET RAIL, CHANGES, COAST

Freight Trains Stand Still on Prompt Obedience to Strike Order.

ROADS CHARGE BAD FAITH

Conference for Arbitration Pending When Final Call Issued by the Union, Managers Say—Passengers Are Still Moving.

EXECUTIVES WORK IN YARDS

Passenger Trains Made Up by Superintendents and Assistants.

Men Urged to Keep Sober.

After the strike had been inaugurated President Hawley gave out this statement: "We have advised every member that from the moment the strike began he must keep away from the company's property, obey the law, commit no act of violence nor do anything that will reflect discredit upon himself or upon the conduct of the strike.

Conflicting Claims Made.

Conflicting statements were issued tonight by members of the managers' committee of the railroads and by officers of the Switchmen's Union of North America as to the effect of the strike order.

General Manager Slade, of the Northern Pacific, said that at 6 o'clock tonight the men had refused to go out and that traffic, while delayed, was moving.

Mr. Hawley's statement follows:

"I have definite reports from every point affected, and my information is that the strike order has been obeyed to the man. I am informed that the roadmen refused to work with the switchmen. I don't think there will be a sympathetic strike. The strike is the most complete and determined I ever saw."

Mr. Slade gave out this statement:

"The indications from the railroad's standpoint are favorable. The men refused to obey the strike order, and are working as usual. While passenger traffic has been delayed somewhat, it is moving all right and we are making some freight. In a few days I think conditions will be about normal. The same general conditions apply to the Great Northern."

Early reports received by switchmen indicate that there has been a general strike in all the yard teams in St. Paul and Minneapolis; the men are all out and reports from Brainerd and Fargo are that all switchmen there struck.

ROADS CHARGE BAD FAITH

Offer to Arbitrate Rejected and Snap Order Issued, Say Officials.

ST. PAUL, Nov. 30.—George T. Slade, vice-president of the railroads, tonight issued from St. Paul the following statement of the relations between the Hill lines and the strike of the switchmen: "The negotiations which were conducted prior to the time the walkout was ordered: "The railroads of the Northwest, recognizing that the public is an interested but unrepresented third party in the controversy between the railroads and the switchmen, which has been conducting their negotiations, desire to place at the disposal of the public the following statement: "The switchmen in the Northwest territory make simultaneous demands on 13 railroad companies centering in the Twin Cities for an increase in wages and certain changes in service conditions. At the suggestion of F. T. Hawley, president of the Switchmen's Union of North America, of whom the switchmen in the Northwest are members, arrangements were made to conduct the negotiations through a joint conference the railroad were represented by a committee of 10 managers and the switchmen by F. T. Hawley and by other officers of the Switchmen's Union of North America.

The demands of the switchmen were for double pay for Sundays, holidays and overtime; an advance of 50 cents per day of 10 hours in the wages of switchmen, switchmen, and yardmen; a modification of the plan providing for the payment of penalty for failure to report for duty; and a reduction of the age limit placed upon switchmen entering the service.

Five conferences were held at St. Paul, in which the switchmen in no detail recited their demands, which if conceded would have entailed an additional expense upon the railroads for switching service of from 40 to 45 per cent.

The managers' committee offered the switchmen an increase of 20 cents a day of 10 hours in the rate of pay of switchmen employed in the territory west of Havre, Mont., on the Great Northern Railway and west of Billings, Mont., on the Northern Pacific Railway; the differential in that territory for switchmen having obtained for about two years. Further concessions were declined for the reason that the rate of pay of switchmen was 13 per cent in November, 1906, and because the rate of pay of yardmen was 13 per cent reduced during the period of business depression which followed.

The attention of the switchmen was called to the fact that in 1909 the switchmen were given a larger range of increase than any other class of employes in train service. At the present rates the wages of switchmen average \$109 per month, and in January, 1909, in submitting its final answer to the switchmen, the managers' committee, assuming that the switchmen were to state that for an amicable adjustment of the questions at issue, the switchmen were to accept the demands submitted to arbitration under the provision of the Edman act. The switchmen declined to accept the proposed settlement in their final written answer to the managers' committee, made the statement that "the committee bears the responsibility of not submitting to arbitration under any circumstances."

On the same date (November 25, 1909) after a discussion of the proposed arbitration under the terms of the Edman act, the suggestion of President Hawley, a joint telegram was addressed to the "St. Paul, Minn., Nov. 23, 1909.—To Martin A. Knapp, Chairman Interstate Commerce Commission; to Charles F. Nease, United States Commissioner of Labor, Washington, D. C.; the conference committee of General Managers of Railways and the Switch-

men's Union of North America, representing the railroads of the Northwest; and the switchmen employed thereon, having been in session at St. Paul, Minn., during the past four days and having failed to agree on certain questions at last, jointly invite the general public to be present here on Saturday, November 27, at that end. Please arrive in time to see the session of I. G. Raw, Chairman Managers' Committee; F. T. Hawley, President Switchmen's Union of North America.

As a result of this telegram, Monday, November 22, was set aside as the day for a conference between Messrs. Knapp and Nease and the representatives of the railroads and switchmen at St. Paul. On or about November 22, before the conference began, Messrs. Knapp and Nease had begun, despite the understanding reached at the conference that mediation under the Edman act should be invoked, and without the knowledge of either the managers' committee or the mediators, a strike order was issued by the switchmen of the 13 Northern Pacific roads to cease work at 6 p. m. November 20 in the event that their full demands had not been conceded.

The violation of good faith so embarrassed the negotiations that successful mediation became impossible and led to the demands by Messrs. Knapp and Nease addressed to both the managers' committee and the switchmen, that the controversy be submitted to arbitration under the terms of the Edman act. To this proposal the managers' committee assented with the understanding that the switchmen absolutely declined it. The managers' committee believes that the public interests should be protected by a decision where a proper method to settle the controversy is offered through the decision of a disinterested third party under the terms of a Federal law.

The statement bears the signature of I. G. Raw, chairman, and the following members of the managers' committee: A. W. Sullivan, W. C. Nixon, J. E. Hurley, J. M. Gruber, G. T. Slade, A. L. Mohler, F. O. Melcher, R. H. Alshon and D. L. Bush.

EXECUTIVES WORK IN YARDS

Passenger Trains Made Up by Superintendents and Assistants.

SEATTLE, Nov. 30.—All the switchmen employed at Pacific Coast terminal points by the Northern Pacific, Chicago, Milwaukee & Puget Sound and Great Northern railroads went on strike at 6 o'clock tonight, following the action of the officers of the switchmen's union in calling out all the men employed on the Northern trans-continental lines west of St. Paul and Duluth. As a result of the walkout not a wheel is turning in the terminal yards at Seattle, Tacoma, Everett or Bellingham.

Tonight the roads are making no effort to move freight trains except stock trains, devoting their attention to the trans-continental passenger service.

The Northern Pacific and Great Northern are bulleting their eastbound passenger trains to leave on time. The trains that have been made since 6 o'clock have been gotten together by the terminal superintendents and their assistants.

Several hundred switchmen are affected in the Pacific Northwest by the strike order. In Seattle 300 men are out. Tacoma reports 100 men and Everett 20. Advice received from division points in the mountains indicate that the switchmen have obeyed the orders to strike that no freight is moving out of the yards.

102 QUIT WORK IN TACOMA

Freight Trains Stop, but Officials Say Passengers Will Move.

TACOMA, Nov. 30.—One hundred and two switchmen employed in the Northern Pacific yards here went out on strike at 6 o'clock tonight. After they had received orders from their representatives in St. Paul, the situation was as follows: "As there is no night work on the Milwaukee & Puget Sound road, the officials of that road do not know whether or not the men will join the ranks of the strikers.

All regular freight trains on the Northern Pacific have been annulled for tonight, and the tie-up is predicted to last. Officials are confident that they will be able to keep passenger trains moving.

TWO TRAINS ARE TAKEN OFF

Whether Action Is Result of Strike, Montana Agent Doesn't Know.

HELENA, Mont., Nov. 30.—General Agent Richards, of the Northern Pacific, tonight said that he has just been advised that trains Nos. 5 and 6 would be taken off, beginning at St. Paul and Portland tonight, either this is a temporary arrangement, due to the switchmen's strike, he did not know. Both the Northern Pacific and the Great Northern here have notified shippers that they will not receive any freight until the strike is settled.

SWITCHING IN THIS TERMINAL IS DONE BY MEMBERS OF THE TRAINMEN'S UNION, ALL OF WHOM ARE ON DUTY TONIGHT, IT IS BELIEVED THEY WILL GO OUT FOR THE PRESENT AT LEAST.

The same is true of the Great Northern terminal at Clancy.

PORTLAND MEN STAY AT POST

Not Affiliated With Striking Union, Brotherhood Members Work On.

Portland railroad officials do not expect that the switchmen employed in the terminal yards here will become involved in the general strike of the switchmen which was ordered yesterday at St. Paul. This is explained by the fact that all switchmen employed here are affiliated with the Brotherhood of Railroad Trainmen and are not associated with the Switchmen's Union of North America, which inaugurated the strike. There are probably 50 switchmen employed in the local terminals but not a single man quit his post when the strike order went into effect at 6 o'clock last night.

The Brotherhood of Railroad Trainmen, which operates the terminal yards for all railroads entering Portland, except the Spokane, Portland & Seattle, is controlled by the Harriman interests, which own 60 per cent of the stock in the corporation. All of the switchmen employed by this company are affiliated with the Brotherhood of Railroad Trainmen and have no relations with the organization which has directed a walkout. There is a possibility that switchmen employed in the North Park terminal yards, which is owned jointly by the Northern Pacific and the Great Northern, may become involved in the strike should the contract prove a protracted one. Last night, however, every employe in the Hill terminals in this city, who might be concerned in the strike order, remained on duty and the movement of freight cars was continued without interruption.

NONUNION MEN STAY AT WORK

Billings, Mont., Not at All Embarrassed by Strike Order.

BILLINGS, Mont., Nov. 30.—Only seven switchmen, three from the Great Northern yards and four from the Northern Pacific, left their work this evening in connection with the strike order by the Switchmen's Union. The remainder of the 20 or more men employed at this point are not members of the union and are not in sympathy with the strike. At the Laurel yards 11 men left their work. Shipments of freight were refused late yesterday afternoon. The passenger business is being handled by the crews of the passenger trains and there are enough local switchmen who are not on strike to take care of the business in the local yards and between this city and the roundhouse at Laurel.

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"We do not expect the strike to extend to our terminals in any way," said General Manager O'Brien, of the Harriman lines, last night. "None of the switchmen employed in the terminals of the Northern Pacific Terminal Company is connected with the organization which has called the strike. Our employes have made no complaint and so far as we are advised, have no grievance of their own and are not interested in the controversy which has resulted in tonight's walkout on some of the railroads in the Northwest."

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\$1.25 Dutch Collar and Belt Pins, new shapes and designs. 69c
\$3.50 Gold Neck Chain for \$1.75
\$8.00 Opera Glasses \$6.57
\$1.25 White Stone Hat Pins. 75c
\$3.00 Men's Gold Watch Chains. \$1.50
\$4.00 Men's Gold Watch Chains. \$2.00
\$4 Gold Neck Chain \$2.00

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