SUIT TO DISSOLVE HARRIMAN MERGER

Government Begins Proceedings in Salt Lake for Injunctions.

SAYS ROADS IN CONSPIRACY

Long-Expected Petition Is Filed Against Each Road in System and Its Directors—Sherman Anti-Trust Law Is Violated.

WASHINGTON, Feb. 1.—United States Attorney Hiram E. Booth, acting under the direction of the Attorney-General, today filed in the Circuit Court of the United States for the District of Utah, sitting at Salt Lake City, a petition or bill in equity in which the United States is made complainant and the Union Pacific Railroad Company, the Oregon Short Line Railroad Company, the Oregon Railroad & Navigation Company, the San Pedro, Los Angeles & Salt Lake Railroad Company, the Atchison, Topeka & Santa Fe Railroad Company, the Southern Pacific Railroad Company, the Northern Pacific Railway Company, Great Northern Railroad Company, Farmers' Loan & Trust Company, E. H. Harriman, Jacob Schiff, Otto Kahn, James Stillman, Henry H. Rogers, Henry C. Frick and William A. Clark, defendants.

Tells of Whole Combination.

The bill sets out in detail the several agreements, contracts and operations by which the several defendants, Harriman, Schiff, Kahn, Stillman, Rogers, Frick and Clark, at various times since January 1, 1901, are alleged to have secured for themselves and others, the management and control of the various defendant roads, their branches and steamship lines, and to have ever since operated them in restraint of trade and commerce among the states, and with foreign nations, in violation of the act of Congress, approved July 2, 1890, entitled, "An act to protect trade and commerce against unlawful restraint and monopoly."

The bill alleges combination and conspiracy among the defendants in derogation of the common rights of all the people of the United States, and asks:

Enjoin From Conspiring.

"That the individual defendants named, and their associate stockholders, and each and every person combining or conspiring with them and their trustees, agents and assigns, present or future, be perpetually enjoined from doing any and every act or thing in furtherance of the combination or conspiracy or tending to carry out the conspiracy described in this bill of complaint, or intended or tending to complete control or partial control of said competing lines of railway by the Union Pacific Railway Company, the Oregon Short Line Railroad Company or the Oregon Railroad & Navigation Company or their officers, directors and executive committees, or in the control, legal or practical, of any person or persons, association or corporations, acting for or in lieu of said Union Pacific Railroad Company or the Oregon Short Line Railroad Company, or the Oregon Railroad & Navigation Company, in carrying out the unlawful combination or conspiracy hereinbefore alleged.

Violating Sherman Law.

"That each and all of the acts and doings of said defendants in pursuance of said conspiracy be decreed to be in violation of the act of Congress as approved July 2, 1890, entitled "an act to protect trade and commerce against unlawful restraint and monopolies," and the acts amendatory thereof and that a writ of injunction, mandatory or otherwise, as may be necessary, issue out of this court enjoining the said defendants and commanding the said defendants, their officers, directors, servants and agents, to desist from said unlawful acts and that they and all and each of them and their respective directors, officers, agents, servants, employes and all persons acting under or through them, or either of them, or in their behalf, or claiming so to act, be enjoined, restrained and prohibited from entering into, taking part in, or performing any contract, combination or conspiracy, the purpose of and effect of which will be as to said trade and commerce among the several states and territories and with foreign nations, to restrain trade or to monopolize and attempt to monopolize said trade and commerce in violation of the provisions of said acts of Congress.

All Summoned to Answer.

"And the complainant, the United States of America, prays for such other and further relief as the nature of the case may require and the court may deem proper in the premises. To the end therefore, that the United States of America may obtain the relief to which it is justly entitled in the premises, may it please your honors to grant unto it writs of subpenas directed to the said defendants—Union Pacific Railroad Company, Oregon Short Line Railroad Company, Oregon Railroad & Navigation Company, San Pedro, Los Angeles & Salt Lake Railroad Company; Atchison, Topeka & Santa Fe Railroad, Southern Pacific, Northern Pacific Railroad, Great Northern Company, Farmers' Loan & Trust Company, E. H. Harriman, Jacob Schiff, Otto H. Kahn, James Stillman, Henry H. Rogers, Henry C. Frick and William A. Clark and the co-conspirators whose names are unknown to the complainant, and such names as may be made known to the complainant and the court be advised thereof and to each of them, commanding them and each of them to appear herein and answer (but not under oath) the allegations mentioned in the foregoing petition and abide by and perform such order or decree as the court may make in the premises, and that pending the final hearing of this case, a temporary restraining order and temporary writ of injunction may issue, enjoining the defendants and their associates and each of them, and their stockholders, directors, officers, agents, servants, as hereinbefore prayed."

Petitions All Alike.

The prayer to the court respecting the Union Pacific Railroad Company, the Oregon Short Line Railroad Company and the Oregon Railroad & Navigation Company is substantially repeated in all its important particulars as to all of the other defendant railroads named in the title of the case and in each instance the defendant stockholders, officers, directors and agents are asked to be perpetually enjoined from voting such stock, whether by proxy or otherwise, and from paying any dividends upon such stock to any of the parties, unless authorized by the court, and from recognizing as valid any transfer, mortgage, pledge or assignment of the stock of the defendant railroads, unless authorized by the court.

The bill is signed by Hiram E. Booth, attorney for the United States for the District of Utah; Charles J. Bonaparte, Attorney-General of the United States; Milton D. Purdy, assistant to the Attorney-General, and Frank B. Kellogg and C. A. Severance, special assistants to the Attorney-General.

SUIT IS BEGUN AT SALT LAKE

Long Time Before Issue Will Be Joined in Court.

SALE LAKE CITY, Utah, Feb. 1.—A petition in equity seeking the dissolution of the Harriman railroad system in the western part of the United States was filed in the United States District Court for Utah this morning. At the same time the attorneys for the Government, represented in court by C. A. Severance, of St. Paul, special assistant to the Attorney-General of the United States, prayed for permission to serve subpenas on nonresident witnesses, a formal motion which was allowed by Judge John Marshall.

Mr. Severance would venture no opinion this morning as to the date when the issues will be joined and the actual trial of the case commenced. The defendants, all but three of whom live outside of Utah, are entitled to 20 days from the date of service to make answer. If they are served before March 1, the answer should be handed in not later than March 20. If service cannot secured until March 1, they will have until April 20 to answer, demur or take whatever course of action they may decide upon to meet the blow which has so quickly followed the word of the President to Congress.

The three resident corporations are the Union Pacific, the Oregon Short Line and the San Pedro, Los Angeles & Salt Lake. From time to time these interests have secured the passage of various bills by the Utah Legislature legalizing various tactical moves on the transportation chessboard, the legislators yielding with little hesitation to the argument that the railroads were "home industries," and the details of their control had no bearing on the interests of the people of this state.

HARRIMAN'S REPLY TO FISH

Says Object of Suit Is to Restore Fish to Presidency.

CHICAGO, Feb. 1.—The Union Pacific Railroad Company and the Railroad Securities Company today filed briefs in the Superior Court in the suit begun by Stuyvesant Fish to enjoin the voting of 281,231 shares of Illinois Central Railroad stock. The briefs are in reply to one filed by Mr. Fish and other complainants on January 25. The briefs say:

"This case means that in order to oust Mr. Harriman from the presidency of the Illinois Central and to put Mr. Fish in his place, through a minority vote of the Illinois Central stockholders, this court is asked, upon highly technical grounds and upon subtle and elusive arguments, to throw out the present management of the Illinois Central in order to make a position for the gentleman from New York, regardless of the consequences which the ruling of the court may bring to investors and the interests of the state of Illinois.

"Why, it is nowhere claimed that the Illinois Central is not being managed in the interests of its stockholders and of the public. It is practically admitted that the sole object of this suit is to secure for Mr. Fish the presidency of the road."

DEFAULTS ON ITS INTEREST

Detroit, Toledo & Ironton Railroad in Hands of Receivers.

DETROIT, Feb. 1.—The Detroit, Toledo & Ironton Railroad, of which Eugene Zimmerman, of Cincinnati, is president, went into the hands of receivers today on application of the Knickerbocker Trust Company, of New York, which alleges that the road has defaulted on the coupons of $10,000,000 worth of outstanding bonds.

Receiver for Small Roads.

NEW YORK, Feb. 1.—Two minor street railway companies which have been operated as a part of the Third Avenue Surface system were today placed in the hands of a receiver. They are the Forty-second Street, Manhattan Street and St. Nicholas Avenue Railway Company and the Dry Dock, East Broadway & Battery Railroad Company.

Surgeon's Knife Brings Death.

William Beck, brother of Harry Beck and Miss Sophie Beck, of 69 North Twenty-first street, died at the Good Samaritan Hospital last night from the effects of an operation for stomach trouble. He had been employed as a salesman for Mason, Ehrman & Company, and was taken ill last Wednesday. He was taken to the hospital the following day, and the operation which resulted in his death was performed yesterday afternoon.

CHILEAN SALUTES WELCOME FLEET

Battleships Drop Anchor in a Double Column at Punta Arenas.

BRITISH SHIP SALUTES

Exchange of Courtesies Between Evans' Fleet and Welcoming Chilean Cruiser Chacabuco. Cruiser's Wireless Message.

PUNTA ARENAS, Feb. 1.—The American battleship fleet steamed into Punta Arenas harbor today and came to anchor at 12:30 P. M. Almost the entire population had gathered on the hill behind the town and on the jetties fringing the waterfront, to witness the coming of the friendly ships of war, and the Chilean representatives who are here to greet the visitors in the name of the republic and bid them welcome, were gathered expectantly on the deck of the Chilean cruiser Chacabuco, lying in the roadstead.

The American ships were sighted at 11 A. M., steaming in double column. They came up slowly from Possession Bay, where they had anchored the night before, and at 12:35 were abreast of the port.

While yet some distance away, a salute to the port boomed out from the Connecticut, Admiral Evans' flagship, and the Chacabuco replied. The British cruiser Sappho also saluted the Connecticut, which responded in kind, and after the Connecticut passed, the Chilean cruiser saluted the American flag and the Connecticut saluted the Chilean flag.

Before the arrival of the fleet, a wireless message from the Chilean cruiser was sent to Admiral Evans by Admiral Simpson, extending a hearty welcome from the Chilean navy to the American Navy. Admiral Evans at once responded with many thanks for the message of kindly greeting.

Meet Argentine Fleet.

The run from Rio Janeiro, whence the start was made January 22, was made with favorable weather and without accident. The event of the voyage was the meeting of the division of the Argentine fleet sent out from Buenos Ayres to greet the American battleships.

Leaving Rio Janeiro January 22, the fleet took up its four column formation. On the morning of January 26 the fleet came into wireless communication with the Argentine division and in the evening of the same day the four ships of the division were sighted astern. The Argentine fleet followed during the night and on the next morning Admiral Evans signalled single column. In this formation, proceeding at ten knots an hour, the fleet was passed by the Argentine vessels.

Fleets Exchange Salutes.

Salutes were exchanged and courteous messages passed between Rear-Admiral Oliva, commanding the fleet and Rear-Admiral Evans. The Argentine warships were the San Martin, the Belgrano, the Nueve Julio and the Buenos Ayres. They are fine looking vessels and were well handled. The sight of the two fleets steaming side by side on a smooth sea in perfect weather was a splendid one. After the review the visiting ships turned and disappeared astern. The fleet proceeded to the Strait without incident, anchoring at Possession Bay last night and arriving at Punta Arenas shortly after noon today.

After noon the Chilean Vice-Minister of Marine and John Hocks, American Minister at Santiago de Chile, came on board the Connecticut and greeted Admiral Evans, who has practically recovered from his attack of rheumatism and is actively directing the course of the fleet.

The arrival of the American battleships at Punta Arenas, on the Strait of Magellan, brings them for the first time to a Chilean port. From Punta Arenas onward the fleet will skirt along Chilean shores, first through the westerly narrows of the strait and then northward along the thin strip of Chilean territory up to Peru.

Fresh meat, bread and potatoes are plentiful and cheap at Punta Arenas and an opportunity will be had by the fleet to replenish its stock of provisions. The stay of five days at Punta Arenas will afford the officers and men sufficient time to see the entire city and the surrounding country.

JAPANESE SPIES HAVE GONE

Had Waited for Fleet at Punta Arenas Two Weeks.

PUNTA ARENAS, Strait of Magellan, Feb. 1.—The two Japanese who are reported to have landed here from the British steamer Orita, of the Pacific Steam Navigation Company, a little over two weeks ago, and who were supposed to have come to Punta Arenas to observe the passage of the fleet through the Strait of Magellan, would appear to have left this port. Inquiry has failed to shed any light on the movements of the two travelers and their present whereabouts are not known.

The Orita left here a fortnight ago for west coast points.

RIO JANEIRO, Feb. 1.—The British steamer Orita left here January 7 for Punta Arenas. An examination of her list fails to show that any Japanese boarded the Orita at this port. The steamer Oravia also left here January 21 for Punta Arenas. Among her passengers was Commander Alexis Diatchkoff of the Russian navy, who is following the fleet for purposes of observation. The Oravia is due at Punta Arenas February 2.

LAW HELPS THE ROADS

Vanderbilt Officials Say They Welcome Government Control.

CHICAGO, Feb. 1.—"From a helpless condition of rebates and preferential rates, the Hepburn law has released the railroads and its value can hardly be overestimated, both to the railroad and to the great majority of the public which did not participate in profit by such practices."

This is the keynote to the new doctrine of railroad acquiescence to governmental supervision of rates, as advanced yesterday by W. C. Brown, senior vice-president of the New York Central railway lines, when asked to reply to the philippic launched against the railroads by Senator Francis G. Newlands, of Nevada, at the annual banquet of the Traffic Club, of Chicago. Mr. Newlands insisted that the railroads are in a state of rebellion against regulation and supervision, and had refused to recognize that they are the servants and not the masters of the people.

Declaring that this is not the fact, Mr. Brown deplored the tendency to a war of words in high places, insisting that the country at present is a very sick patient and is greatly in need of the rest cure.

"The principle of the control and regulation of railroads by the Nation and the several states has been accepted in good faith and the railroads have entered upon the task of adjusting their operations to the changed conditions resultant from laws recently enacted. The railroads have felt and still feel that in the consideration of legislation so vital to their interests, they should be given a fair and impartial hearing and should have the same right to appeal to the courts to prevent injury or to secure redress of injustice as is accorded other citizens and other interests."

NEWBERG HOTEL OPENING

New $50,000 Structure Dedicated With Banquet.

NEWBERG, Or., Feb. 1.—(Special.)—The Imperial Hotel, which was erected the past year by the Union Building Company, at a cost of $30,000, was formally opened to the public tonight by a banquet, when covers were laid for more than 100 guests at $1 a plate.

Senator Caldwell was master of ceremonies at the close of the dinner, when toasts were given as follows: "Reminiscences vs. the Present," by Newberg's first Mayor, F. A. Morris; "Crooks," by J. C. Hodson, P. M.; "Newberg's Needs," by Dr. R. W. Harold; "Newberg From an Educational Standpoint," Professor F. K. Jones.

Tom Richardson and his assistant, W. L. Crissey, of the Portland Commercial Club, were present and enlivened the occasion by characteristic speeches which were roundly applauded.

The building is a two-story brick, 85 by 115 feet, with basement. It is heated with steam, has electric lights, hot and cold water and is fitted throughout with all modern improvements.

Mr. and Mrs. Fred Perkins, who came here from Connecticut last July, have leased the hotel for a term of five years. They have had experience in the hotel business and understand the wants of the public. The house is fitted throughout with new furniture, and traveling men who have inspected it pronounce it one of the best appointed hotels in the Valley.

DEATH IN ITS PATH

Tornado Kills Eight, Maims 100 in Mississippi.

SWATH HALF-MILE WIDE

Damage Near Wesson May Reach $500,000 and Deaths May Total 12—Churches and Cotton-Gins Demolished.

WESSON, Miss., Feb. 1.—Extending 10 miles from west to east, the path of destruction made by yesterday's tornado just north of here was today found to have suffered a worse disaster than at first reported. In the tornado path today the dead number eight, the fatally injured four, and the seriously injured at least 100. There are fears that the death list may reach 15 or 20, most of those believed to be dead being negroes who have not been accounted for since their cabins were crushed.

The damage is estimated conservatively at $500,000, and may reach half a million. In the wreckage lie four churches, six cotton gins and several country stores.

Georgetown, where several buildings were last night reported to have been wrecked, was entirely wiped off the map. No one at Georgetown is reported killed, but many were injured.

The tornado cut a path about half a mile wide. Relief parties were sent out today. All streams are swollen and the country roads are strewn with fallen trees.

VALUABLE JEWELS STOLEN

MEMBERS OF ALLEN STOCK COMPANY LOSE HEAVILY.

Thief Enters Their Rooms at Calumet Hotel and Takes Property of Actresses.

While P. W. Allen, manager of the Allen Stock Company now playing at the Lyric Theater, and his family were at that playhouse one night last week, presumably Monday, a thief entered their apartments at the Calumet Hotel and rifled a jewel case of its contents, said to be valued at $1500, and including most of the jewelry belonging to the members of the company. The jewelry was last worn by Miss Felton, Mrs. Allen and Miss Marie Thompson in the play, "Mr. Barnes of New York," which was given at the Lyric one week ago.

When the company took up the Western play, "Jack Wells of Wyoming," in which no jewelry is worn, the valuables were deposited by Miss Felton, the leading woman in her jewel case. Not having occasion to use any of the trinkets during the past week, Miss Felton did not open the case until last night, when she was astounded to find that it was absolutely empty. She immediately hurried to her mother, Mrs. Allen, and inquired the whereabouts of the jewels, thinking Mrs. Allen might have removed them. Mrs. Allen could not explain the mystery and the two then summoned Miss Thompson who was equally ignorant.

It then dawned upon the three that they had been robbed and a messenger was sent for Mr. Allen who had not come home from the theater. On his arrival a thorough search of the rooms was made, but not the slightest trace of the missing jewelry was found. Mr. Allen then called in the police, and as full a description as possible of the missing gems was given the detectives.

Among the jewels stolen are a ruby ring valued at $500 belonging to Mrs. Allen; a necklace and pendant valued at $750 belonging to Miss Felton; a diamond ring belonging to Miss Felton valued at $150, and two diamond rings belonging to Miss Thompson valued at about $250. Other trinkets of smaller intrinsic value but treasured as keepsakes are also gone.

Mr. and Mrs. Allen and Miss Felton, and Miss Thompson, who occupies an adjoining apartment, are away from home a great deal of the time attending regular performances or at rehearsals, and during this time their apartments at the hotel are deserted. It is presumed that during their absence Monday night the thief gained entrance to the rooms and secured the jewelry.

"I cannot say that I suspect anybody," said Mr. Allen last night, "for I have every reason to believe that the employes of the hotel are honest. It appears to me that it was the work of an experienced room worker, or somebody familiar with our habits. I have on a number of occasions left money in my rooms and never before has anything been stolen."

HAVING FIRST BLIZZARD

Middle West Suffering From Snow and Low Temperature.

TOPEKA, Kan., Feb. 1.—A cold wave prevails over Kansas today. The temperature at 8 o'clock this morning stood at 3 below zero, the coldest day of the Winter.

Railroad officials say there has not been snow enough over the state to interfere with traffic, although a high wind prevailed.

Advices from St. Joseph state that Northwest Missouri is in the grip of the first blizzard of the Winter. The mercury reached zero last night and snow flurries and high winds caused great suffering, particularly to livestock.

Denver dispatches bring the news that last night was the coldest of the Winter in Northern Colorado, 10 degrees below zero being recorded in Denver.

A Oklahoma City dispatch says that a decided fall in temperature occurred there last night, accompanied by a high north wind, the thermometer standing at 10 above at 8 o'clock this morning.

Lincoln, Neb., reports that intense cold and drifting snow this morning delayed all trains in Southern Nebraska. The temperature was 3 below at Lincoln, while at McCook it was 10 below.

COVERED WITH HEAVY SNOW

Northern California Feels Winter's Touch to Its Hurt.

REDDING, Cal., Feb. 1.—Northern California is covered with snow this morning as far south as Red Bluff. The snow is wet and heavy and clings to the wires, causing considerable trouble with telephone, telegraph and power lines.

10 Below in Nebraska.

LINCOLN, Neb., Feb. 1.—Intense cold and drifting snow this morning delayed all trains in southern Nebraska. The temperature was 3 below here, while at McCook it was 10 below.

11 Below at La Grande.

LA GRANDE, Or., Feb. 1.—A cold wave hangs over La Grande and the lowest drop in temperature for a year occurred last night, when 11 below was registered.

10 Below at Denver.

DENVER, Feb. 1.—Last night was the coldest of the Winter in Northern Colorado, 10 degrees below zero being recorded in this city.

Damage at Pittsburg.

PITTSBURG, Feb. 1.—Heavy damage has resulted from the most severe snow storm of the Winter, which began last night and is still in progress today.

WILL TAP CROW'S NEST

Spokane International Plans Extension Into British Columbia.

SPOKANE, Wash., Feb. 1.—(Special.)—The Spokane International, according to current rumors, is preparing to start in the early Spring the construction of an extension of a line from the present northern terminus of the Spokane International, at Eastport, Idaho, to Crow's Nest Pass, where it will connect with the Canadian Pacific.

The extension, if put through, will require about 70 miles of road in a northerly direction from Eastport to Fernie, B. C. It is said that the purpose is to tap by a more direct line from Spokane the coal fields in the Crow's Nest Pass country, where the Canadian Pacific is expending more than $1,000,000 in developing its coal properties.

The report of the contemplated project follows an extended trip East made by D. C. Corbin, president of the Spokane International.

WELL KNOWN TO MODOCS

Wealthy Pioneer of Klamath County Succumbs to Cancer.

KLAMATH FALLS, Or., Feb. 1.—(Special.)—Joseph Conger, a pioneer of the Klamath section, who located here in 1873, after having been previously located for brief periods at Salem, Coos Bay and Siskiyou County gold diggings, died here today. He was the first purchaser of land adjoining the original townsite at Klamath Falls, and added to the acreage, retaining a portion, which, with the advent of the reclamation work, made him comparatively wealthy. Aged 77 years, he had suffered for some time from a cancer, which was the direct cause of his death.

He lived a bachelor life and was somewhat of a recluse, but had a wide acquaintance with old-time residents of Southern Oregon and the members of the Klamath and Modoc tribes, with which he traded in the early days.

Portland Man a Director.

SPOKANE, Wash., Feb. 1.—(Special.)—Idaho Northern Railroad Company stockholders held their annual meeting at Wallace, Idaho, today and re-elected the following officers: B. F. O'Neil, president; E. L. Proebsting, secretary-treasurer; T. P. Spaulding, vice-president and manager. These, with C. W. Gibbs, W. J. Baker, W. A. Jones and W. A. Cleland, make up the directors. All are residents of Wallace save Cleland, who resides in Portland. The Idaho Northern is building a road from Kingston to Murray. The directors decided to increase the force of men employed on the right of way by 35.

Mississippi in Commission.

PHILADELPHIA, Feb. 1.—The new battleship Mississippi was placed in commission at League Island Navy Yard today. Captain J. C. Fremont has been named as her commander.

"AT HOME WITH THE GRIP."

This is so general that in many offices and mercantile houses business is almost suspended. The epidemic may yet break the record of that of 1889, the worst in history. If you are drowsy, languid or low-spirited, if you have headache, backache, or are feverish, don't delay, take a dose of Hood's Pills to move your bowels and begin treatment with Hood's Sarsaparilla, the foe to the grip germ in the blood, and the best appetizer, stomach tonic and strength-giver.

A Bad Attack.—"I had a bad attack of the grip. I got a bottle of Hood's Sarsaparilla and it saved me a big doctor's bill. Did me more good than any other medicine." Mrs. Alice Barr, Smyrna, Pa.

A Good Medicine.—"I was down with the grip and a bottle of Hood's Sarsaparilla brought me up and made me feel like a new woman. I recommend Hood's to all who want a good medicine." Durell Nurford, Cismont, Va.

Hood's Sarsaparilla is sold everywhere. In the usual liquid or in tablet form called **Sarsatabs.** One hundred doses one dollar.

In Every Important Factor Columbia Tailoring Is Supreme

View it from all standpoints—quality of fabrics, character of making and cost—all favor the wearer.

You Cannot Afford to Be Indifferent to the Merits of Columbia Tailoring

Made to measure (individually made for you) stylishly tailored, perfect fitting (a fit that lasts), made of fabrics that give solid service and superior wear, and, withal, placed within your reach at a full third under the prices asked by other first-class establishments—this in brief is Columbia Tailoring.

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AN EXTRA PAIR OF TROUSERS FREE WITH EVERY SUIT OR OVERCOAT.

$25.00 to $28.00 Suitings reduced for a limited time to $22.50, also including the extra Trousers, free.

Columbia Woolen Mill Co. TAILORS

GRANT PHEGLEY Manager

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TEETH

TEETH WITHOUT PLATES ABSOLUTELY BOSTON

CUT RATES

To advertise our new and wonderfully successful Alveolar Method, we will do work at cut rates for

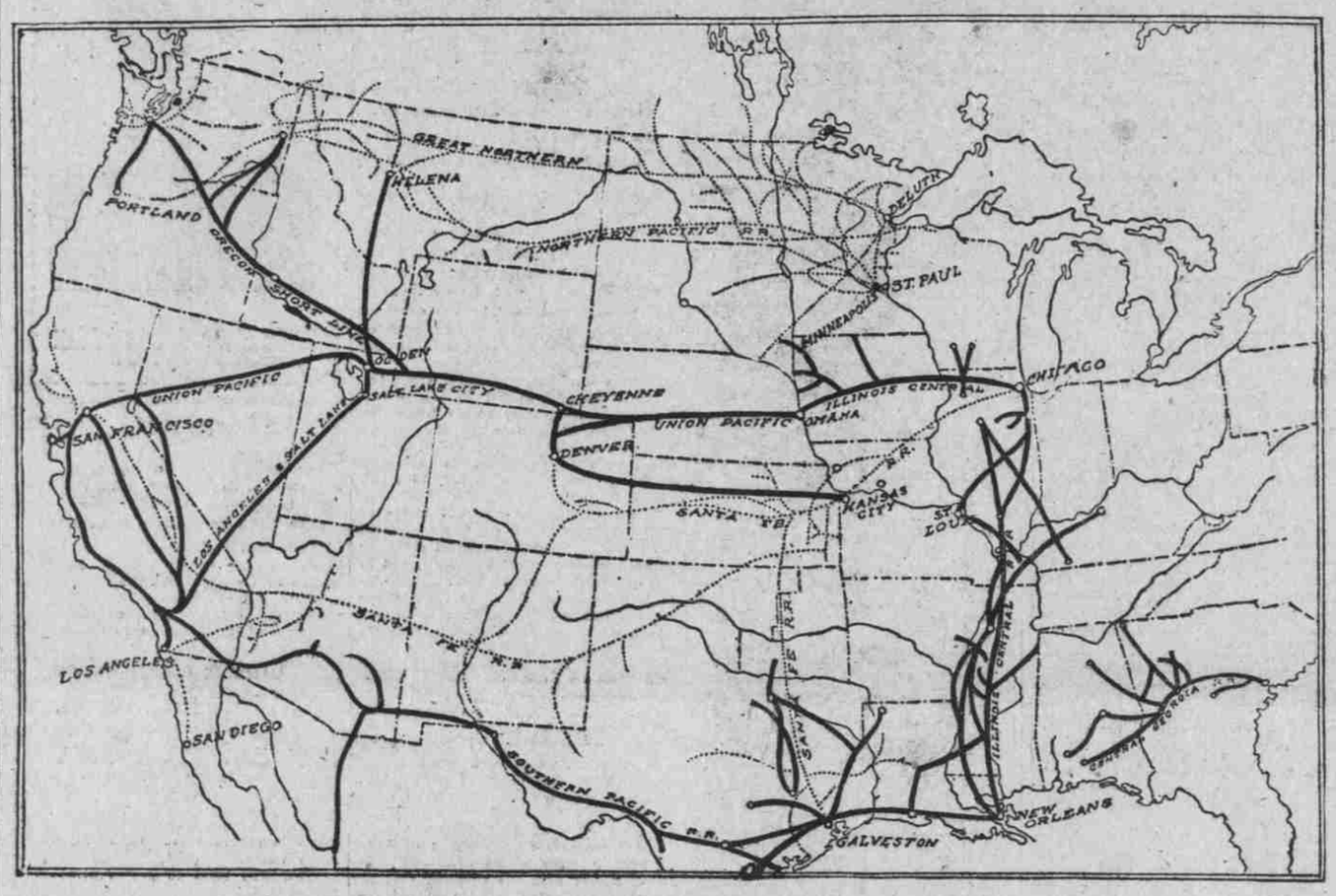
30 DAYS

A ten-year guarantee with all work. Examination free. Silver fillings, 50c; crowns (22k), $3.50 to $5.00; bridgework (per tooth), $3.50 to $5.00. Plate as low as $5.00. Everything first class. Lady attendant

Boston Dentists

291½ Morrison St., Opp. Postoffice.

LINES OF RAILROAD SHOW POWER OF ONE MAN IN THE UNITED STATES



THE RAILROADS OWNED BY MR. HARRIMAN ARE SHOWN BY HEAVY LINES; THOSE PARTIALLY OWNED BY HIM ARE SHOWN BY DOTTED LINES.