MURDERER DIES UPON GALLOWS

(Continued From First Page.)

way, and George Smith, a living being, shot through the platform and with a sickening jerk became a distorted, senseless lifeless thing.

The neck had been broken by the fall. Twelve minutes after the length of the rope was reached the human form was taken down, a corpse.

The body was turned over to the mother and sister of the dead.

Exactly 16 minutes elapsed from the time Smith mounted the scaffold until he was cut down.

THERE WAS NOT A HITCH IN PROGRAM

Promptly at 6:30 o'clock the condemned man and the attending party mounted the scaffold and Smith took his position directly beneath the beam. Sheriff W. A. Storey and Jailer D. D. Jackson came first up the steps. With firm and elastic step and with head erect, the murderer followed.

Smith was attired in a suit of black, with white shirt, collar and a black tie.

His spiritual adviser, Rev. C. B. F. Moore, pastor of the Zion African Methodist Episcopal Church, marched behind the prisoner and Sheriff Storey's deputies and the other attendants followed.

Those on the scaffold with Mr. Storey, the minister and the condemned man, were Deputies Herman Schneider, Lou Harlow, Johnson and Stott; Sheriffs H. K. Brown, of Baker; Worth Huston, of Albany; Burnett, of Corvallis; E. E. Huntington, of Cowlitz, and C. Sam Smith, of Crook, and Supt. James and Guard Curtis of the Oregon State Penitentiary.

With the sound of the springing of the trap, the body shot downward, and there was not a struggle nor a tremor, and in 12 minutes the attending physicians, Drs. Horace R. Littlefield and Charles W. Cornelius, pronounced the man dead. According to the statements of the physicians, Smith lived but 11 minutes, and his neck was broken by the fall.

A minute and a half after the murderer was pronounced dead Sheriff Storey cut the rope and the body was lowered on the ground. The noose was removed and the remains placed in a coffin.

"It was the request of Smith," said the Sheriff, "that his body, unmutilated, be turned over to his mother, and I desire that his wishes be respected."

The coffin was at once removed to the home of the mother, Mrs. E. Williams, in North Second street, from where the funeral will take place.

Who Sprung the Trap?

The trap was sprung from an inclosure off from the gallows, and who pulled the rope that caused the drop is known only to the members of the Sheriff's force.

The execution was one of the quickest in the history of Multnomah County, and Sheriff Storey expressed himself as heartily glad that it was the last legal hanging to take place outside of the state penitentiary.

After the execution Sheriff Storey stepped to the front of the scaffold and requested twelve of those present to come to his office and sign the death warrant as the Sheriff's jury. He also ordered the immediate removal of the scaffold.

Captain Moore of the Police Department stood inside the jail entrance to the place of execution, and 24 patrolmen were on duty outside the enclosure. Ropes were stretched across Salmon street on the north side of the jail, and no one was permitted to pass during the execution. An officer stood guard at the west entrance to the court house.

The Sheriff's Jury.

Those who composed the Sheriff's jury were C. W. Cornelius, S. K. Hollister, W. R. Littlefield, W. S. Drake, A. T. Meyers, George Sunderland, Henry D. Griffin, John Cardano, E. M. Lance, R. O. Scott, P. P. Hiedel and F. W. Hollister.

The scaffold and enclosure will be removed at once. It has stood for over three months, and those residing near the place desire that the grewsome reminder of expiated crime be torn down.

MEN LAUGHED WHILE DEATH WAS AT HAND

The scene about the scaffold beggars description.

Long before the hour of execution a crowd began to gather about the court house and a cordon of policemen under command of Captain Moore, with difficulty restrained the curious from entering the roped square which surrounded the high board enclosure that screened the jibbet.

Those holding invitations to the hanging were admitted through the east entrance to the court house and had to show their cards before they were allowed to pass.

The action of several before the gates leading into the scaffold-pen were opened was far from manly. Curses, coarse jokes and bestial jibes were to be heard and the air reeked of tobacco smoke and drink-tainted breath. There were one or two who staggered.

And when the gates swung wide men rushed foward and elbowed and surged and struggled to gain points of vantage from which they could watch a fellow-being die.

Smith Was Interrupted.

Laughing and joking, cursing and crowding continued until the signal was given that the prisoner was approaching. Even then it only partially ceased, and once, while Smith was speaking, his last words on earth, some sacrilegious curiosity-seeker interrupted with the shout:

"Move over there on the left and give us more room!"

Fully one-third the motley crowd failed to uncover in the presence of the dead, and no sooner had the death-trap fallen than laughter, jokes and curses were taken up at the point where they had been interrupted by the entrance of the Sheriff and his prisoner.

The crowd eagerly urged its way beneath the platform and gathered about the dangling corpse.

Not until the rope was cut and the body carried away did many of the sightseers take their departure.

ONLY HIMSELF TO BLAME, SMITH SAID

Rev. C. B. F. Moore, the colored minister, who attended Smith on the scaffold, remained in the cell with the murderer all night. The prisoner spent the fore part of the night in conversation and prayer with Rev. Mr. Moore and retired to rest at a few minutes after 12.

"I believe Smith slept well," said the divine, "and we did not waken him until 5 o'clock. He arose and drank a cup of coffee and when the Sheriff arrived he was dressed and waiting.

"To the last the condemned man protested that the shooting of his wife was accidental and that he intended to kill the man, who was with her, instead. Smith said when the woman opened the door he shoved his weapon through the opening and fired, believing her to be the man.

"He bore up remarkably well and expressed himself as ready to meet his fate."

Sheriff Storey at a few minutes past 6 went to the cell of the condemned man and said:

"Mr. Smith, I hold in my hand a warrant issued out of the Circuit Court of the County of Multnomah, State of Oregon, condemning you to death. You may waive the reading of it if you so choose."

After a moment's consultation with Rev. Mr. Moore, Smith replied that he would waive the reading.

Smith Thanked the Officers.

"I desire to speak to you, Mr. Storey," said the prisoner, approaching the side of the "cage."

"First of all I desire to mention the treatment I have received at the hands of Mr. Jackson and his wife. They have been kindness itself. You all, all of you, have treated me well, and with the exception of being in prison, I have been given the consideration I would expect in my own home.

"I wish to thank you again, and while I know your duty, I realize that you did not bring this trouble upon me. I have no one to blame but myself."

Then calling the officer to him Smith pinned a bouquet of flowers on the Sheriff's coat.

nI an interview with a reporter for The Journal Mr. Storey said:

"Smith bore up better than was anticipated and all the members of my office are glad that it is the last hanging in Multnomah County. I held the execution promptly on schedule time to avoid the tension that always attends delays of that kind."

THE EFFORT TO SAFE SMITH WAS USELESS

Until a late hour last evening there was hope that Governor Chamberlain might be prevailed upon to commute the sentence of George Smith. But before midnight a telegram announced that the Chief Executive of Oregon had been unable to see his way clear to gainsay the decree of the court, and Smith must die.

Attorney Alexander Sweek, a prominent Democratic politician and a State Senator, presented Smith's case before the Governor and a delegation of colored citizens were with him.

SMITH'S CRIME WAS RESULT OF JEALOUSY

Murder committed while in the heat of jealous rage brought about the hanging of George Smith. A white wife, whom he thought had proven untrue, and a fellow negro who stole her affections brought about the passion that caused him to shoot down the woman.

The murder took place in a lodging house over the Boston Saloon at Davis and Second streets, in the North End, August 22, 1902.

George and Annie Smith lived together in apparent happiness for several years until finally the woman refused to remain with him longer. Smith attributed the cause of his wife's coolness toward him to Ed Patella, a colored man, and his jealous rage overpowered his better judgment.

Maddened with the thought that his fair-skinned wife cared for another, he armed himself with a revolver and sought her room. Smith called the woman to the door on the pretext that he desired the keys to his trunk, which were in her possession. When Annie Smith appeared he drew his weapon and fired one shot. The bullet entered the woman's breast and she fell to the floor, expiring before medical aid could be summoned. The murderer made no attempt to get away and when a police officer appeared, surrendered.

He was tried and convicted of murder in the first degree and was sentenced to be hanged December 19, 1902. An appeal was taken but the Supreme Court affirmed the decision of the lower court and the execution was set for Friday, June 5, 1903.

SMITH'S CRIME COST THE COUNTY $650

To secure conviction and punishment in the case of George Smith, the County of Multnomah has been put to an expense of over $650. This does not include the state expense of conducting the appeal before the Supreme Court.

To hang George Belding the county was put to an additional expense of $105 for the erection of gallows and an enclosure. The same scaffold was used today in the execution of the colored man and there was practically no cost attached to this part of the work.

Gave the Rope Away.

To those who desired souvenirs of the hanging Deputy Sheriff Herman Schneider gave portions of the rope that suspended the murderer. The invitations, which were taken up at the door, were returned to their bearers after the execution.

SALEM EXPERIENCES FIRE THIS MORNING

Handsome Residence Burns in the Capital City—Origin From Defective Flue.

(Journal Special Service.)

SALEM, Or., June 4.—Fire, caused by a defective flue, at 11:30 o'clock this morning, gutted the residence of Mrs. A. Prescott, on South Commercial street, entailing a loss of about $1,800 to the house and furniture. F. Smith, the druggist, occupied the premises. When the blaze was first discovered it was breaking through the roof, and the building was practically covered with fire before the department apparatus could reach the scene. The house contained a dozen rooms and was on one of the principal streets and in a sightly location.

Count Zeppelin, who bankrupted himself with airships, has invented an automobile launch which has its propellers in the air and shows a speed of 16 miles an hour.

MANAGER FULLER'S OPINIONS

(Continued From First Page.)

be treated exactly on the same plan," said Mr. Fuller, "and the fact that the City & Suburban has a valuable franchise to be given up or forced from it is no good reason why it should enjoy privileges not open to other roads.

"I realize that the franchise of the City & Suburban is of great worth to that company, but if the city remunerates that line for surrendering its rights it should be done in a lump sum. The franchises should have a fixed valuation and not an indefinite one that may amount to almost any old sum before something comes up to change the conditions under which it is operated.

"Each company that uses a bridge should pay exactly the same rate, if it pays at all, but I do not believe any pay should be asked."

Mr. Fuller declared that it was unusual for cities to make any charge for the use of bridges and that Portland stood almost alone in the position of charging street car companies for crossing. He admitted that street railway corporations were public carriers in a sense, but said the business they carried on was far different from the ordinary railroad traffic.

Carry People at a Loss.

"We are often compelled to carry people so far for 5 cents," he said, "that we lose money on their handling and there are certain lines being operated in Portland today that never bring returns on the money invested. In this respect the street railway companies are helping the city and the people who reside in it. Why, then, should they be called upon to shoulder more than their burden of public expense? Of course, the street car lines make money, but so does every other class of business, or it does not continue."

Mr. Fuller feels, he says, that if one corporation is forced to pay for bridge privileges all others should do likewise. Speaking in this regard he said:

"A street car does not damage a bridge as much as a pedestrian while crossing. The shoes of a foot passenger, while he is passing over a bridge, scrape and wear out a certain portion of the surface and render at least a limited amount of repair necessary.

Car Runs On Its Own Track.

"In the case of a street car this is not true, for the car bears weight upon the rails of the company that owns it, and when those rails are worn out the corporation replaces them without cost to the city or whoever may own the bridge."

When the Morrison street bridge matter was up for discussion before the Oregon Legislature at Salem, Mr. Fuller and others interested in street railways appeared before the committee having the act in charge and listened to general discussion of the measure.

"We did not in any way agree to accept the terms of the act," he said, "and do not consider ourselves bound to them in any way. However, I wish to say that the Portland Street Railway Company is not directly concerned in the Morrison street bridge matter at the present time."

Mr. Fuller then once more reiterated his full indorsement of Mr. Swigert's expression.

SUFFERERS FROM AWFUL TORNADO

General Chaffee of the United States Army Reports That There Are 1,500 Destitute at Gainesville, Ga.

Also That 2,000 Persons Are Suffering From Injuries Received During Recent Cyclone—Government Aid.

(Journal Special Service.)

WASHINGTON, June 5.—General Chaffee, commanding the Department of the East, this morning forwarded to the War Department the following dispatch from Gainesville, Ga., the scene of the recent tornado: "Fifteen hundred people here are dependent on charity. Two thousand are seriously injured. I have requested 4,000 rations and medical supplies to be sent from Fort McPherson. No further immediate relief is necessary."

SPOKANE MAY HAVE EXTENSIVE STRIKE

The Chamber of Commerce is Charged With Importing Men to Fill Places.

(Journal Special Service.)

SPOKANE, Wash., June 5.—Evidence was brought to light today which reveals the fact that the Chamber of Commerce has been assisting the mill owners to procure labor to take the place of the strikers by advertising in the East for men and writing letters, signed by the secretary. The mill workers today decided to call out all the building trades unions, completely tying up all operations, unless the mill owners come to terms by Monday.

The Edward Holman Undertaking Co., funeral directors and embalmers, 280 Yamhill. Phone 507.

J. P. Finley and Son, funeral directors and embalmers, have removed to their new establishment, corner Third and Madison streets. Both phones No. 9.

Crematorium, on Oregon City car line, near Sellwood; modern, scientific, complete. Charges—Adults, $35; children, $25. Visitors 9 to 5 p. m. Portland Cremation Association, Portland, Or.

WILL BUILD THE ELECTRIC ROAD

Bonta Says the Contract Has Been Let For the Construction to Prairie City From Baker Both Ways.

Some Opposition Has Been Encountered Among a Few Who Think the Road Will Not be Good For Them.

(Journal Special Service.)

PRAIRIE CITY, Or., Jun 5.—J. W. Bonta, promotor of the contemplated electric railroad from Baker City to this place, is here to meet a party of Burns citizens for the purpose of determining whether or not the road will be extended to that place. The committee is composed of several leading citizens of Burns who were appointed by the board of trade at that place to meet the railroad promotor at this point.

In speaking of the matter this morning, Mr. Bonta said:

"That the road will be built to Prairie City at once there is no question. The contract for building the road to this point has already been let, the rails have been purchased in Europe and have already been shipped. The money has already been raised to build the road; two surveying crews are at work, one on each end of the road, and they are expected to meet by the 15th of this month.

"The road will be broad-guaged and thoroughly equipped with up-to-date rolling stock. We have abundant water power in the falls of the John Day river and numerous other streams flowing from the mountains along the way. We have already secured the water rights to all of the water necessary to run the road between Baker City and this point."

The distance from Baker City to Prairie City is about seventy miles and Mr. Bonta has assured the people that the road will be completed by January 1. He has secured a contract for the building of the road within this time. Many advantages are claimed for an electric road. It is maintained that the grades and curves in a mountainous country are more easily overcome, and with less danger to life and property, with electric equipment than with steam. An advantage is also claimed for the electric road on account of the scarcity of fuel at many points required for running a steam locomotive.

Some Oppositon Shown.

While some of the Prairie City citizens are jubilant over the prospects of a road others oppose the measure. Some of the business men claim that a road would bring in sharp competition and an undesirable class generally, but a majority of the people are anxious to get better transportation facilities to the outside world. There is a general desire throughout Eastern Oregon for railroads, though at nearly every point there are a few who oppose railroad building on the ground that it will bring in competition and a general class of citizenship of a new kind, a large portion of which they think will be undesirable. They think with the coming of railroads the "good old times" will soon be a thing of the past.

Prosperous Outlook.

There is no more prosperous place on the face of the earth than is Eastern Oregon today, and the more progressive element claim that with the building of railroads and the increase in population the country will advance in proportion, and that the time is close at hand when she will be the true "Inland Empire" of the Pacific Northwest, and the greatest feeder that pours its wealth into the commercial stream of this great country.

CHARGES AGAINST OFFICIALS

(Continued From First Page.)

Scoggins. These business men feel that they have been unjustly discriminated against to the end that a concern more favored by officialdom might profit.

A Favored Brand.

Specifically, the charge is that where cement sidewalks are demanded contractors have been quietly told by Mr. Scoggins that they would find it advisable to use a certain brand of cement which is handled by the John McCracken Company.

No one among those who complain of this action on the part of the Engineer's office has anything to say against the brand of cement sold by Mr. McCracken; it is conceded to be a standard brand, but there are other standard brands—all equally as good, according to the most severe tests—and the firms handling these brands demand that they be treated according to their merits.

An ugly aspect is given to the affair by the fact that no attempt has been made by the Engineer's office to justify their discrimination against the firms referred to. When, as was done in several instances, complaint has been made concerning this sort of action, a counter ruling was made whereby the brand of cement previously discarded was recommended and allowed to be used.

The firms principally affected by this peculiar course of the City Engineer's Department are T. S. McGrath, Nottingham & Co., W. P. Fuller & Co. and Marshall Brothers. There are, also, a number of contracting firms that have, it is said, been made to feel the effect of the partiality of the Engineer's Department for a favored kind of material.

Official Pressure.

It appears that there would be no complaint if it were a matter of exercising the judgment of the Engineer in the selection of material to be paid for by the city. The selection of cement, however, for sidewalks, is left theoretically to the individual contractors, the material used, of course, being of the standard demanded by the city and having stood the requisite tests.

In the case of one brand of cement the makers have created a great demand for their product throughout the world. This material has stood the tests demanded by the United States Board of Engineers, who recently in Portland purchased a large quantity for government work. The test made by this board is much more severe than that of the city of Portland. Many local contractors favor this brand. They have, however, it is said, been told by the City Engineer's office not to use this material but to employ another brand, named by the deputy. While not officially a demand, this nevertheless amounted to official pressure. The City Engineer and his deputies and inspectors are in a position to make it rather unpleasant for a contractor who does not accept their "suggestions." All work must be passed upon by these officials before it is accepted in the name of the city. Therefore there have been few refusals to the "suggestions" of the officials.

"No Excuse," Says Nottingham.

Charles W. Nottingham, president of Nottingham & Co., one of the firms that complain of the conduct of the Engineer's office, declares that his business has been injured by the action of the officials named. He said:

"I can see no excuse whatever for the action of the City Engineer's office in discriminating against certain firms and in favor of others. Contractors have gone to the Engineer's department and stated that they desired to use our cement. They were told that it would be better to use a certain brand, no reason being assigned for this favoritism. Of course you can readily understand what that means and that in many instances the suggestion of the City Engineer or his deputy, Mr. Scoggins, has been carried out.

"This would be all right if there was any legitimate reason for it. That there is no legitimate reason for this discrimination is apparent from the acts of the Engineer's department in this very matter. Nothing was said against our cement in the first place. When we went to the officials and kicked we were told, 'Oh, that's all right; the contractor may use your cement if he desires to.' And our cement in those instances was used.

"Now, what disgusts me is this method of injuring our brand by quietly making these 'suggestions' to the contractors. If the cement is not good, if it is not up to the standard demanded by the city, the City Engineer's duty is to throw it out, to prevent its being used, nor has he shown any disposition to do so. He knows the cement is all right.

"The matter is now in the hands of our attorneys and some action will probably be taken."

Repeats the Story.

T. S. McGrath, a leading cement importer, told substantially the same story as that related by Mr. Nottingham. He declared that persistent efforts had been made, he was informed, by the City Engineer's office to prevent the use of the brand of sidewalk material handled by him.

"We have placed the case in the hands of attorneys and are making further investigations,' said Mr. McGrath. This discrimination is not only unjust but is without any reason that the officers care to state. Just what will be done I am unable to state, but certainly we do not care to have this condition continue."

The senior member of the firm of Marshall Bros. is absent in San Francisco. Another member of the firm stated that he was not thoroughly familiar with the facts in connection with the demand of the City Engineer's Department for a particular brand of cement, but he had understood for some time that such a condition existed.

The ancient tanner paid an expert high wages to guess at the contents of his hides when sold by measure. Today an unskilled workman hands the irregular shaped pieces to a little machine that looks something like a table with a double top, which, quicker than the mind of the expert could guess it, reckons with exactness the square contents in both the metric and standard systems.

Woodard, Clarke & Co.

....SPECIAL SALE OF....

SACHET POWDERS

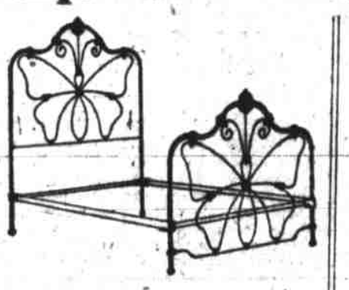
LEGRAND'S HELIOTROPE, oz.....78c
LEGRAND'S VIOLET DU CZAR, oz.....78c
R. & G. AMBRE ROSE, oz.....73c
PIVER'S LE TREFLE, oz.....55c
PINAUD'S LILAS, oz.....60c
ATKINSON'S ALL ODORS.
RICKSECKER'S VIOLET, oz.....45c
HUDNUT'S YANKY CLOVER, oz.....43c
HUDNUT'S WOOD VIOLET, oz.....43c

We have the Largest Assortment of Sachets on the Coast

SACHET HEARTS.....7c
EVERLASTING, FRAGRANT, AND CONVENIENT.

Calef Bros. FURNITURE 130-6, Opposite the Oregonian

Special All-Day Sale



$7.85 Regular $14.00

Full size, very heavy, heighth of head 69 inches, heighth of foot 45 inches, pillars and top rails 1 1-16 inches, filling 5-16 x 3-8 inches.

This bed in any color or combination of colors, gold, bronze, green, blue and white, apple green and white, cream or plain white.

HIGH JINKS ON TRAIN

PITTSBURG, June 5.—President Roosevelt was a guest last night of the newspaper correspondents who have accompanied him on his trip. The special dining car was the place of entertainment, and the scene was made ludicrously informal. The President was presented with the keys of the diner on the train. He was saluted by the porters standing at present arms with brooms as weapons, and whom his hosts referred to as their militia. All the seats in the coach were wound with round red tape. Cameras were placed everywhere and also fake banners. The President was accompanied by Senators Beveridge and Fairbanks and Secretary Wilson and his entire staff.

When seated the President was handed instructions how to eat, this to remind him of similar attentions on his journey, notably at San Francisco, where the committee instructed him how to dress. During the entire meal he received fake telegrams in the humorous vein from prominent people over the entire world, including King Edward, Oom Paul and Herr Most.

WHOLE TOWNS WIPED OUT OF EXISTENCE

BANGOR, Me., June 5.—The situation in Northeasten Maine is terrible. Hundreds of homes and thousands of acres of timber and hundreds of mills and factories have been destroyed. The loss will reach millions of dollars. Bragville, a town of 50 houses and stores, is wiped out.

The residents of Shirley are surrounded and are fighting for their lives. The town of Ellsworth is in the same situation and 35 houses at Mapleton are burned. The residence portion of Danforth is burned and the inhabitants are now fighting to save the business section of the town. Cutter is doomed to destruction.

ST. ALBANS, Vt., June 5.—The Essex County forests are ablaze and hundreds are fighting fire between Barton and Burke. The damage will be enormous.

LORD SALISBURY IS A VERY SICK MAN

(Journal Special Service.)

LONDON, June 5.—Lord Salisbury was seized with an alarming illness last night. The official bulletin at his residence this morning says that he suffered from chills, but he shows an improvement. The Central News says, however, that the attack is so serious that his family has been telegraphed to appear at the bedside.

HE ASKS THIS STATE TO ACT

W. S. Ward, Field Commissioner For the Louisiana Purchase Exposition is in Portland at Present.

What will Oregon do in the way of bringing her mineral wealth and resources before the world through the medium of the Louisiana Purchase Exposiiton to be held in St. Louis in 1904?

That is the question being asked by W. S. Ward, field commissioner for the department of mines and metallurgy of the St. Louis Fair, who is now in Portland for the purpose of conferring with Gov. Chamberlain and the Oregon State commissioners regarding the exhibit from this state.

Mr. Ward is a thoroughly competent and well known mining, mineral and metal expert and has been connected with many fairs and public expositions in the past. In 1879 he was Colorado State commissioner to the Paris Exposition, and in 1893 he was chief of the mining department at the Columbian Exposiiton at Chicago. In the last year of the century recently closed he was again in Paris, this time as assistant director of the department of mining and metallurgy.

Mr. Ward has for more than twenty years been a resident of Colorado and he has during all of that time been closely identified with the mining industries of the West.

Made competent by his varied and extensive experience, Mr. Ward is now visiting all the States of the West and consulting with the various commissions to promote exhibits at the coming fair. He stands ready at all times to render all assistance in his power in the way of suggestion, advice or the lending of his experience and knowledge.

Tomorrow Mr. Ward will meet the members of the Oregon commission and it is probable at that time that definite arrangements will be made regarding the mineral showing to be made by this state at St. Louis.

Mr. Ward has already visited New Mexico, Arizona and California, and from Portland he will go to Washington, Idaho, Montana, Utah, Wyoming and Colorado.

Dr. J. E. Holmes, the chief of the St. Louis Exposition department of mines, is emphatic in his wish that the Northwestern States be well to the front in displaying their mineral resources.

SIMMONS BROS.

101-103 GRAND AVENUE, CORNER EAST WASHINGTON.

Bargains for Saturday

Here are values to make rousing selling tomorrow—seasonable, desirable, well-made merchandise of various kinds at prices extraordinarily low.

Corsets 39c

Made of heavy-quality net and sateen, lace trimming top and bottom, perfect fitting, medium and short length or French girdles; 50c values, tomorrow..39c

Corset Covers

French style, round neck, lace and embroidery trimming; 35c values, special tomorrow 18c

Hose

Women's Fast Black Lace Lisle Hose, in striped and all-over lace, spliced heel and toe....25c

Women's Imported Full-fashioned Fast Black Cotton Hose, plain black, or with unbleached feet, double heel and toe; 35c quality.....25c

Children's Fast Black Cotton-ribbed Hose, double knee, spliced sole, heel and toe 12½c

WOMEN'S LOW-NECK FANCY-RIBBED COTTON VESTS, fancy lace yoke, in colors, blue, pink or white.....12½c

WOMEN'S RIBBED COTTON UMBRELLA PANTS, extra large size, French band and washable crochet lace trimming; usually sold for 35c; special.....23c

MEN'S FINE FRENCH BALBRIGGAN UNDERWEAR, combed Egyptian yarn shirts, long sleeves and French neck, drawers heavy, double gussett in seat, pearl buttons, splendid values.....50c

MEN'S SUSPENDERS, in all-linen webbing, glove fasteners and kid finish, light or heavy weight.....25c

MEN'S GOLF SHIRTS, with cuffs to match, in fancy stripes, large pearl buttons and most favorite patterns.....50c and 65c

COME AND WE WILL SHOW YOU THIS IS THE PLACE TO SAVE MONEY.

FOLEY'S HONEY AND TAR

Cures COLDS—Prevents PNEUMONIA