

WOODS' FAIR Wednesday, Bargain Day

Special 10 per cent discount on everything in the following departments for Wednesday, bargain day: Ribbons, Gloves, Hand Bags, Handkerchiefs, Hosiery Underwear, and Ladies' Neckwear.

Buy your spring Hosiery on Wednesday and save 10 per cent. Buy your spring Underwear on Wednesday and save 10 per cent. Kid Gloves that other houses retail at \$1.50 pair, our price is \$1.25 regular, or \$1.13 on Wednesday, with 10 per cent discount. Buy your Ribbons or Neckwear on Wednesday, and get 10 per cent discount. Remember the day, Wednesday next, and the date, March 18.

ONE DAY ONLY

Have you seen our ladies' ready-to-wear department lately? Ladies' Waists, Underskirts, Cloth Skirts, Corsets, Drawers, Corset Covers, Aprons, etc., in fact our large tables are loaded down with these goods and our prices are lower than others can sell them and make a profit.

Come in this week and see the change we have made in the department.

Toilet Paper

Regular 8c package. Special price Wednesday 5c, or 6 packages 25c

Don't pass this bargain on Wednesday. If you cannot get down telephone your order, as this is positively an 8c package of fine quality toilet paper at Wednesday bargain day price, 5c package, or 6 for 25c

5 Doz. Clothespins
Given away on Wednesday with every Broom purchased at 25c or 30c.

Also a splendid Broom at 15c for Wednesday bargain day.

Remember our sale of four-coat blue Graniteware on Wednesday. We bought it at a special price and will sell it at the price of common grey.

J. M. THOMSON

MRS. BOOTH ILL

Much Affected by the News of Death of Mrs. McAlpin.

Des Moines, Ia., March 15. — Mrs. Maude Ballington Booth is seriously ill at the Chamberlain Hotel here from an attack of heart trouble. As she was leaving the hotel Wednesday evening for the church where she was billed to lecture, a telegram was handed to her announcing the death of Mrs. McAlpin, wife of Gen. Edwin McAlpin, of New York. The death of her friend greatly affected her, but she gave her lecture, at the conclusion of which a physician was called. He advised her to take a long rest.

SCHOOL GIRLS



Most of our ambitious young American girls work too hard at school.

Many teachers have little or no judgment about pushing a child beyond her endurance. They ought to know that girls especially have a danger period. Often, too often, utter physical collapse is the result, and it takes years and years to recover lost vitality.

Many a young girl has been helped over this critical period, and been prepared for a healthy womanhood by

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Miss Elsie L. Hook, of Chelsea, Vt., writes to Mrs. Pinkham: "I am only sixteen years old, but I want to tell you that Lydia E. Pinkham's Vegetable Compound and your advice cured me of sideache, periodic pains and sleeplessness, also of a nervous, irritable condition after everything else had failed, and I want to thank you for it."

FACTS FOR SICK WOMEN.

For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. Why don't you try it?

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

BRITISH

There are now 555,000 boys on the roll of the Boys' Brigade in the United Kingdom.

Six hounds of the Dart Vale Harriers have died. They are believed to have been poisoned.

Thirty men engaged in a tug-of-war with an elephant at Olympia for £50. The men won.

Dr. Philip Armes, for forty-five years organist of Durham Cathedral, died yesterday, aged 72 years.

At Fawley, near Henley, on Feb. 8, Mrs. and Miss Holmes and two female servants were found shot dead in their residence.

Mrs. John Barnes, of Clifton, near Manchester, who recently gave birth to triplets (two girls and a boy), has just received the King's bounty.

Mr. Bell, M. P., the railwaymen's leader, handed to the secretary of the Rhymney Railway notice from 1,500 employees to cease work in fourteen days.

Willie Hill, aged 5, was found dead in his home at Leicester, his head nearly severed from his body. The deed was committed by an insane mother.

The guardians of St. Albans's Union propose to send a pauper boy aged 8, blind, up for a scholarship examination at the Royal College of Music.

Lillian Mary Spearlik, aged one year and a half years, died at Wandsworth, supposedly from diphtheria, but was found to have a bone lodged in her throat.

The Great Western Railway works at Swindon, employing more than 15,000 hands, were closed on Feb. 22, the day of the Swindon cup tie at Wolverhampton.

Rats are becoming such a pest in Devonshire that the agricultural committee of the county council have been invited to conduct experiments for their extermination.

The average duration of marriages in Britain is 28 years. Russia, with 30 years, is the only country to beat her. In France and Germany 26 years is the average duration.

The Liverpool School of Tropical Medicine has presented to Lord Lister the Mary Kingsley medal for those who have aided the cause of combating disease in the tropics.

The total number of fatal accidents in the United Kingdom during 1907 was 1,179, while the number during 1906 was 1,118, an increase during the past year of 63 deaths.

A fish with the head of a pig and the body and tail of a shark and with its body covered with points has been caught by the trawler Abbeylea of Aberdeen. Its scientific name is centrina.

The Ship Hotel, one of the most famous of London's riverside inns, has closed its doors. In the days when Greenwich was a fashionable riverside resort, its name was known all over the world.

Windproof doors are to be erected on the tops of all the London county council covered electric tramways, so that drafts may be prevented. There will be a special car for women at Tooting every morning.

It was announced that the public vaccinators in the Dewade, Norfolk, poor law union had resigned their appointments as a protest against the remuneration recently fixed by the local government board.



RAILROADS will admit owingly to the Smith-Culbertson bill, designed to prevent "car famines" by requiring railroads to mass rolling stock where it is most needed, and to exchange promptly with connecting lines "empty" for loaded cars, was the subject of a hearing before the United States house committee on interstate and foreign commerce today.

W. D. Lincoln, car service agent to the Union Pacific, appeared in opposition to the measure. He took the position that the government should not interfere with the physical operations of the roads as proposed in the pending bill. He expressed the belief that the problem of car shortage could be solved by the roads themselves without government intervention.

Action on rail and lake freight rates for the coming season has been deferred by the Pittsburgh freight committee until the attitude of the steamship lines is clearly defined. It is believed that the tariff in effect last year will be reaffirmed. Business conditions hardly justify advances, and there is no disposition to make reductions. The railroads are anxious to do everything possible to encourage business. It is hoped that when navigation opens deliveries for northern points will increase.

After the recent blizzard in the west it cost the system the loss of \$55,490 from loss of traffic in clearing the right-of-way along 4,000 miles of track, in which work 2,000 men were employed.

Asked about published reports of the possibility of an advance in freight rates, the president of one of the trunk lines said:

"The matter has been exaggerated and therefore misleading. There has been no concerted movement for such a purpose. No meeting for it has been held, and none is to be so far as I am advised. As an interested party it occurs to me I would have been notified of any conference arranged for, and I don't believe that one is to be held."

"I presume the sole basis of what has been published is the fact that last week the presidents met to consider the wage question and matter incident thereto, as reductions in wages, of our employees, do not seem to be practical, since the President deal with the matter, some one suggested that perhaps the financial situation of the road could be relieved if freight rates were advanced. Beyond the fact that we all informally agreed that it would do much to help us out of our difficulties the subject was not pursued. We have trouble enough before us at Washington without having more or taking chances on any action we might take being misconstrued and setting up more antagonisms."

"We are not ambitious to multiply our troubles or embarrassments. Personally, I believe that to attempt to advance rates now would be inadvisable if not absolutely folly. As to whether anything in connection with it is undertaken at some future time, it is idle to discuss now. Of course, if wages are kept up and operating expenses are not radically reduced in some other direction, we will be forced to do something to recoup ourselves, and this may leave us no alternative but to increase rates, for any substantial improvement in business does not now give promise of adequate returns."

According to a Washington dispatch it is the opinion of members of the interstate commerce commission, from information they have received, that two-cent fares have come to stay because the railroads have not been able to show that the rate is confiscatory or even unremunerative. They are also unable to agree among themselves to make two cents the minimum rate in states which have established it by law. It is also said that passenger train mileage has been reduced by hundreds of thousands of miles per month in the interest of economy and also partly as a result of the fact that it is therefore impossible to tell the exact effect a reduction in the rate has had upon the revenues. The general recession in business likewise has had its effect in complicating the situation beyond all hope of an adequate analysis.

It is true the railroads report a larger passenger business during the past few months than they enjoyed during the corresponding months of last year. That is to say, more passengers were carried one mile than were carried one mile during the same months of 1906-1907. For carrying this greater number of passengers the roads received less money, but the application as to cause of loss in revenue cannot be made, owing to the general recession in business.

Increase in passenger travel under normal conditions is rated by the railroads to be about 10 per cent annually, but the reduction in rates in so many states undoubtedly caused some increase in travel, despite the hard times.

General managers of railroads entering Chicago are preparing to meet the labor heads on April 2 and try to convince them that the Chicago agreement is not a trap, when the road on account of the operation of the 16-hour law will not be entitled to pay on the present basis for taking their trains in.

The point in controversy is whether the railroads, under the terms of what is known as the Chicago agreement, shall pay a minimum of 100 miles or 140 miles for the last half of a trip interrupted by a compulsory rest, even though the crew does not make it, or shall pay for the actual time on duty or for the miles made, regardless of a minimum of 100 miles, or 140 hours.

So far during the present financial stress seven roads, with liabilities aggregating \$460,000,000, and 6,000 miles of track representing an investment of \$115,000,000, have gone into the hands of receivers. The last one was the Western Maryland. The complete list is as follows:

Seaboard	Mileage	Stocks	Total
Line		bonds	liabilities
Chicago & Gt. Western	318	107,000,000	121,464,797
Detroit, T. & I.	457	43,200,000	46,082,241
Int. & Gt. N.	1,149	37,477,703	43,757,318
West Maryland	543	74,404,275	85,414,613
C. & C. & Louis.	28	10,810,000	11,590,000
Macon & Birm.	37	1,900,000	1,470,000
Totals	5,938	\$111,637,904	\$161,908,338

Traction companies have figured prominently in receivership proceedings. Chief among these is the Chicago and Milwaukee Electric, on Jan. 2 liabilities to \$30,000,000; the Westchester Electric and the Yonkers with joint liabilities aggregating \$5,000,000; the Dry Dock, East Broadway and Battery and the Forty-second street, Manhattanville and St. Nicholas and the Fawcett, White Plains and Mamaroneck, owing \$852,490.

Receivers were appointed for the New Brunswick and Trenton, the New Jersey Short Line, and the New York-Philadelphia, all affiliations of the Camden and Trenton. The latest traction receiverships were announced last week by the Chicago-New York Electric Air Line, the Co-operative Construction Company, and the Goshen, South Bend and Chicago.

Bank troubles have been responsible, directly and indirectly, for a large part of the total failures. Compared with those of the railroads, however, their liabilities are small.

A serious consideration of the financial condition of the Erie Railroad Company was taken up yesterday by specialists in railroad stocks as a result of the very unfavorable showing made by the road on its operations for January.

The report of the Erie, which created so much comment in the financial district, showed that during January it had gross earnings of only \$356,327, or \$554,575 less than those for January, 1907, while its operating expenses and taxes were \$3,351,754, or \$147,626 more than those for the corresponding month of last year, and its net earnings amounted to only \$209,563, or \$712,209 less than those for January of last year.

For the seven months beginning on July 1, 1907, and ending Jan. 1, 1908, the Erie recorded gross earnings of \$2,187,960, or \$36,756 more than those for the corresponding period of the preceding year, operating expenses and taxes amounting to \$25,809,923, or \$2,385,648 more than those for the similar period in the preceding year and net earnings of only \$5,578,037, or a drop of \$3,348,894.

The decrease of 44,244 cars handled by the Chicago Car Service Association in January compares with a decrease of 32,047 for December and an increase of 16,461 for October.

Under an agreement into which the New York Central and American Express Company have entered, the duties of express messenger and baggage men, on passenger trains over the Auburn and Niagara Falls divisions and the Charlotte branch will be performed by a single individual. It will effect a saving in operating expenses. The men who will have double work to perform do not like it.

Preparations have been made, it is stated by officials of eastern railroads for compliance with the nine-hour working law for railroad telegraphers which went into effect yesterday. It is estimated that from 5,000 to 6,000 more the country as the result of the new law.

Albert H. Harris, vice-president of the New York Central, with his change of the law department, said in anticipation of there being no modification of the law the New York Central had established a school for rail telegraphers some time ago and was able to meet the new conditions at once. No proposition had been made to reduce wages, he said.

"All I can say," he said, "is that we will live up to the law. In some places where it is not so easy to make preparations, the carrying out of the law will cause some hardship. In the case we will be able to meet all contingencies at once, but on some of the western connections of this road there will be a good deal of embarrassment at first. It remains to be seen how this adding 375 the running expenses of the railroads will ultimately result. There is a logical limit to everything."

The Pennsylvania Railroad put 500 extra telegraphers to work along the line east of Pittsburgh and will put 200 more to work along the line west of the city. The day before Thanksgiving, the headings from east to west ends of the tube met, so that a hole had been driven through the entire 4,255 feet of rock, and a highly creditable record established for tunneling.

At the present time two shifts of 200 men are working at four points in the bore. One is drilling west and east from open cut number one, the 90-foot shaft near the west end of the tunnel, and the other west from open cut number two, near the east end. Progress is being made at the rate of 16 feet a day and every 24 hours, 375 yards of cubic rock are removed. The work now is the opening of the bore to its entire width and the preparation of the tube for the concrete lining. At the east and west portals the concrete is already in place for some distance, and at cut number one, a section has also been completed.

The actual boring done, according to the daily progress chart in the office of the engineer in charge of the work, measures 3,305 feet, leaving 850 feet to be removed. In other words, 75 per cent of the tube is completed in the rough and the remaining section is being bored out at the rate of 16 feet a day. Great quantities of dynamite have been used in the work and much more of the high explosive will be necessary to complete the operation. Four blasts

Weather
Probab:
FAIR AND
COLDER.

Smallman & Ingram
THE SATISFACTORY STORE—PHONE 655

Monday
March 16

STORE NEWS TODAY.

A REMINDER—Protect Your Face, March Winds Are Tanners JUST IN—OUR NEW FACE VEILINGS

These have arrived just at the right time. March is the month to take care of your complexion, and protect it from the tanning winds. One of our new Chiffon Veils is your sure protection.

Mouseline Veiling, 60c

A beautiful quality, with wide striped border on both sides, in brown, navy, ivory, and black. Yard, only 60c

Chiffon Veiling, 20c

A splendid wearing quality in plain fine chiffon, in navy, brown, gray, ivory and black. Only, yard 20c

Dent's Kid Gloves

New and fashionable styles for ladies and gentlemen.

Cape Glove, \$2.00

Ladies' 12-button length, Heavy Cape Glove, 3-clasp, pique sewn, with self or red stitching, a very durable and fashionable glove, in light and dark tans, for pair \$2.50

Cape Glove, \$1.25

Ladies' Short Length Cape Glove, 1-clasp, pique sewn, self or red stitching. Pair \$1.25

Men's Cape Glove, \$1.25

Men's Cape Glove, 1-clasp, self or red stitching, in light and dark tans. Pair \$1.25

Spring Display

During Millinery Opening—Wednesday and following days—special display will be made in Glove Section of our new lines. See them.

Store Closes at
6 p.m. Daily.
Saturday
Included.

Millinery Opening

ON

WEDNESDAY

AND

Following

Days

Auto Veils, \$1.25 Each

Very fine quality Chiffon, 2½ yards long, hemstitched ends and sides, in black, ivory, brown and gray, at each \$1.25

April Designer

Now in, 10 cents a copy Yearly subscription for this monthly publication, 75c, postpaid.

"Resilda"

The New Black

Dress Goods

Plaid and stripes.

Dust-resisting and non-crushable.

Ask to see them.

Samples by mail for the asking.

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Mouseline Crepe Veiling, 50 Cents

Our leader. Wide stripe border, excellent wearing quality, soft finish, in all the leading colors; ivory, pale blue, champagne, brown, navy, pearl gray and black. SPECIAL, yard 50c

AT 45c—Lighter in weight, same as above, in ivory, pearl gray, brown, navy and black. Yard 45c

Ladies' Handkerchiefs

Pure linen, plain hemstitched, Special, 4 for 25c

We have just received another shipment of these special Pure Linen Handkerchiefs, fine quality, ¼-inch hem.

Those who were fortunate enough to get a supply from the former lot will want more of these. They are just the same. 100 dozen now on sale at Handkerchief Counter, at only 75c per dozen, or four for 25c

Tapestry Cushion Tops

20x20, only 19c each

Another lot of these serviceable Cushion Tops just received, in beautiful colors and designs. These are pretty and durable and so inexpensive. Renew your tops now, before the spring housecleaning is on. See this assortment, 20x20, at, each 19c

Smallman & Ingram
THE SATISFACT