

The June Clearaway of Suits Continues



New values have been brought forward to take the places of those already sold.

A Thompson Belden Clearaway

Every suit from our regular stock. No garments purchased for sale purposes.

A Real Value Giving Event

Every suit in stock, no matter how new, is now reduced. \$12.75 Wonderful values for... Others for a little bit more.

On account of the radical reductions in price, we charge for alterations.

Linen Dresses

One of the most popular and serviceable summer materials in a number of new distinctive styles— Tuesday, for \$6.50

The Store for Shirt Waists

Wash Silk Blouses, \$2.95. New arrivals; new styles.

LINEN WAISTINGS

50c quality, 36 inch... 25c 60c quality, 36 inch... 30c Only 10 yards to a customer.

Long White Fabric Gloves

For sports and knock-about wear you will find this glove a good hand protector, 50c a pair.

Thompson Belden & Co.

HOWARD AND SIXTEENTH STREETS

IOWA STATE PRIMARIES ON

Four Parties Are Selecting Candidates for Offices Today.

LIGHT VOTE IS LOOKED FOR

Principal Contests Are for Governor and Senator—Suffrage and Liquor Are Issues in Legislative Fight.

DES MOINES, June 1.—Statewide primaries are in progress in Iowa today to select the candidates for the republican, democratic, progressive and socialist parties for United States senator, members of congress, governor, lieutenant governor and full state and county tickets. Seven nonpartisan candidates for supreme court also are seeking the three positions to be vacant.

It was predicted by party leaders that the vote would be light, due to the fact that good weather would keep the agricultural voters in their fields. Senator Albert B. Cummins is opposed by A. C. Savage, a banker of Adair. Governor George W. Clark, who is a candidate for re-election on the republican ticket, is also opposed, those making the race against him being C. G. Lee of Ames, who recently resigned as district judge to enter the contest, and J. W. Barber of Des Moines, while Oliver P. Meyer of Newton and Party Sheldon of Ames are the democratic candidates and Harry P. Betty of Davenport the progressive candidate.

The contest between Edwin T. Meredith of Des Moines and Congressman Maurice Connolly of Dubuque for the democratic nomination for United States senator is attracting the greatest interest of the primary because of the bitter contest that was waged during the campaign.

In Des Moines and the seventh congressional district interest centered in the three-cornered contest for the republican nomination for the position of representative S. F. Prouty, who is seeking a place on the state supreme court bench. W. G. Payne of Nevada, Ia.; C. C. Dewell of Des Moines and J. I. Myerly, former postmaster of Des Moines, are the republican candidates.

George C. White of Nevada has no opposition for the progressive nomination for governor, while Casper Schenk of Des Moines and S. H. Bashor of Waterloo are contesting for the progressive nomination for United States senator.

Entire State Legislature. An entirely new state legislature will be elected. Interest in this feature of the primary was caused by the fight between the "dry" and "wet" interests for control. Woman suffrage was also a dominant issue in the legislative campaign.

In addition to the senate and congressional races and the gubernatorial contest, the parties will nominate candidates for secretary of state, auditor of state, treasurer of state and attorney general. George Conson, attorney general and author of the so-called Conson segregated vice district law, has no opposition for renomination on the republican ticket.

In Des Moines, a special election is being held to determine whether or not the city shall own its water plant.

Coughs and Colds. Weak, sore lungs quickly relieved by Dr. King's New Discovery, the first dose helps. Best remedy for coughs and colds and all lung troubles. 50c and \$1. All druggists.—Advertisement.

Yield Their Lives in Order to Save Woman in Boat

PHILADELPHIA, June 1.—Sacrificing their lives to save four companions, two of them girls, three young men, none of whom could swim, leaped into the Delaware river from a sinking row boat late yesterday and were drowned. The story of their sacrifice was told today by survivors.

BODY OF IRVING IS FOUND

(Continued from Page One.) the Dominion government, and one representative of the British admiralty, appointed by the imperial government.

Mrs. Anderson, wife of the captain of the Storstad, told her story today. She said the captain was called from his bed Friday night by the mate because it was noisy. Her husband called her to come on deck, and while she was dressing the collision took place.

"I ran up to the bridge where Captain Anderson was," said Mrs. Anderson. "Everything was quiet and dark. There was no excitement among the crew and I was cool. I stayed on the bridge and I asked Captain Anderson: 'Are we going to sink?'"

"I think so," he answered. "I couldn't cry, although I felt like it. I said to myself, my place is here and I will die with my husband."

Tries to Keep Storstad in Hole. Captain Anderson told me he was trying to keep the Storstad in the hole and that if the liner had not been speeding they would have stopped together for a time at least. My husband ordered two of the officers to go to the bow and see if there was any water pouring in.

"Again I asked him if we were going down and he answered, 'Can't tell yet,' he said he thought the Empress was all right."

"I think it was five minutes later that I heard screams and cries, and I shouted to my husband, 'Oh, they are calling.' At first it seemed as if the cries were coming from shore. The captain gave orders to go in that direction and proceeded very slowly. Everywhere around me now I could hear screams. My husband gave orders to send out all the lifeboats and that could not have been ten minutes after the vessel had collided."

"I gave all I had to the passengers and have only what I am standing up in. My husband gave two suits and other clothes away."

"The first woman to come on board was a Salvation Army member clad only in her nightdress. When she was brought into the cabin she ran to me and putting her arms around my neck said, 'God bless you, angel. If you had not been here we would have gone to the bottom.'"

After the rescued passengers were on board Mrs. Anderson went among them with stimulants. All the cabins were packed with shivering survivors in spanty attire.

Special Commission Authorized. OTTAWA, Ont., June 1.—A bill authorizing the appointment of a special commission of two Canadians and a British expert to investigate the Empress of Ireland disaster, was put through all stages in the House of Commons today, save third reading, which will be given tomorrow. The opposition fully co-operated in advancing the measure.

F. B. Carroll called attention to charges made by John E. Black, an Ottawa survivor, that the wireless operator on the Lady Evelyn had refused to send a message for him unless prepaid, and that the Inter-Colonial railway agents at Rimouski had refused tickets to survivors unless prepaid.

The premier and Postmaster General Pelletier promised immediate investigation.

GERMAN SHIPS HEAVILY FINED

Funston Reports that Vessel Which Landed Arms at Puerto Mexico Were Malated Over Million Pesos.

WASHINGTON, June 1.—Brigadier General Bliss reported to the War department today the arrest of Quevedo and his followers at El Paso yesterday. It is understood Quevedo was heading a new counter revolution in Chihuahua. He will be sent to Fort Wingate, N. M., with other Mexican refugees. Quevedo was in the Huerta army which surrendered at Prudhoe, Tex., but escaped at that time.

The British military in Mexico City informed the State department today that Gregorio Alcaraz, servant of Captain Rush of the battleship Florida, who went through the Mexican lines, now is held in the military prison in Mexico City. The minister is seeking his release.

At the instance of the Brazilian minister the Huerta government is investigating a report that William Sims, an American, was executed at Salina Cruz, May 10. The Mexican foreign office has informed the Brazilian envoy an effort is being made to communicate with the American, Smith, awaiting trial on charges of killing three Mexicans.

German Ships Heavily Fined. Secretary Garrison made an official statement today of the status of the German ships Ypiranga and Bavaria, which landed munitions of war for Huerta at Puerto Mexico and were fined more than 1,000,000 pesos by American officials at Vera Cruz. General Funston reported the ship's agents had arranged bonds. The secretary's statement follows:

"The customs and port officials fined the Hamburg-American liner Bavaria 1,000,000 pesos for having discharged a portion of its cargo consigned to Vera Cruz at another port before arriving at the port of Vera Cruz and for correcting its manifesto after arrival in the port of Vera Cruz."

The similar fine has been imposed upon the Ypiranga, amounting to \$94,500 pesos, for failure to correct invoices accordingly and discharging its cargo at a port other than that to which consigned. General Funston states the officials in question had no option under the Mexican law and had to assess the fines in the sums named. No appeal has been taken on behalf of the vessels and the presumption is that the usual proceedings are to be had representations will be made to our State department."

Sanitary Conditions Fine. Concerning sanitary conditions at Vera Cruz Secretary Garrison today said: "The United States army has completed one month's occupancy of Vera Cruz. There have been ashore more than 7,000 soldiers and marines and not one death from disease has occurred within that period."

Acting under the decision of the administering to embargo shipments of arms to Mexico, the Department of Commerce is refusing to issue clearance papers to any Mexican port to any ships bearing munitions of war. Government agents have learned, however, that ships are clearing from the United States for ports not in Mexico and there reconsigning their cargoes. It was said the United States has no control over such practice.

SHARP POINT OF ANCHOR TEARS SIDE OF LINER (Continued from Page One.) the cylinders of the engines until their flash was blotted."

Hundred Bodies Identified. QUEBEC, June 1.—Identification of the dead from the wreck of the Canadian Pacific steamer Empress of Ireland is proceeding rapidly and a large number of bodies have been brought here yesterday by the tender Lady Grey have been recognized by friends and relatives. This is in addition to the eighteen bodies identified and claimed at Rimouski.

Identifications include Sir Henry Seton-Karr, the big game hunter, Dr. E. A. Barlow, leading geologist of Canada, and Mrs. W. Leonard Palmer, wife of a London newspaper man. Nearly a score of members of the Salvation Army have been identified. The Lady Grey, escorted by the British warship Essex, arrived in Quebec early yesterday morning, and soon thereafter blueclackets from the Essex were carrying the coffins ashore.

The bodies were placed on long tables draped in black and white, in the shed which had been prepared for their reception. The pier was heavily draped in black and over the windows sheets were fastened to shut out the view of the curious and the morbid.

On the wharf was a throng of officials, newspaper men, photographers and a moving picture camera while outside a sorrowing crowd awaited admittance to search for their dead.

WEEP FOR THE BABIES

A section of the shed that caused deep sorrow to those who visited it was that in which twenty-five little caskets lay. These contained the bodies of babes and little children. Person after person turned away crying.

Several of the bodies of the recovered dead were badly gashed, probably killed in their berths by the force of the Storstad's bow as it crashed into the Empress of Ireland's side, while nearly all were bruised and battered from contact with debris.

Unidentified bodies are being recovered but slowly from the scene of the disaster, reports from Rimouski and Matane say. Men are patrolling both sides of the St. Lawrence river for miles, but thus far with little success. Many boats are on the stream with the same purpose in view. There was no change today in the official list of saved and dead, which show that 43 persons escaped and 99 were killed or drowned.

Committee of Inquiry. Prompt investigation is promised on all sides and a royal commission has been named to make a searching inquiry. This commission is composed of one member of the British Board of Trade, named by the British government, and two judges of the Canadian admiralty court, appointed by the Canadian government. Meantime a preliminary investigation is being conducted by Captain Lindsay, wreck commissioner of the Canadian government. Surviving passengers and all of the officers and members of the crews involved will be examined.

Both Captain Kendall of the lost steamer and Captain Anderson of the Storstad are now in Montreal and will be among the first to be heard.

A statement was issued last night on behalf of Captain Anderson, the first he has made since the collision, in which he denies that he was responsible for the disaster. He asserts he had the right of way and that when he lost sight of the Empress in the fog the latter's course had been set so that the vessels would pass each other safely. The Storstad's course remained unaltered, the statement alleges, but when the Empress was next seen it was close at hand and making considerable headway.

It is declared that the Storstad's engines were reversed and that its momentum was nearly checked when the vessels came together.

Collier Did Not Back Away. As for the charge that the Storstad backed out of the hole it had torn in the Empress, the statement declares it is not true. Its engines were ordered ahead to hold it against the liner's side, it is stated, but the headway the Empress was under twisted the collier's bow out of the gash. Captain Anderson asserts he remained near the scene of the collision and points to the fact that his ship saved thirty persons as proof of this assertion.

Thomas Shaughnessy, head of the Canadian Pacific Railway company, issued a statement today thanking the people at Rimouski and its vicinity for the care and attention they gave to the living and dead that came to them from the company's ill-fated Empress of Ireland.

Identifications at Montreal. MONTREAL, June 1.—A revised list of identified dead given out today by the Canadian Pacific Railway company, contained the following names in addition to those already published:

Blythe, Miss, maid to Mrs. F. W. Cullen. Braine, E. bedroom steward. Edwards, Coxswain, Yokohama, Japan. Harrigan, E. Heikilla, Matti, Neaguane, Mich. Hokola, Mrs. Mary, Neaguane, Mich. Peterson, S. J., stewardess. Pikera, E., Lansing, Mich. Sanderson, East. The home of the children of George Zug, previously reported to be Winnipeg is given now as St. Louis, Mo.

Identifications at Quebec. Bissette, Adjutant. Dunlevy, Mrs. Dunn, M. L. Faulkner, Ellen, London, Ont. Gerry, William, Calgary, Alta. Guinness, Michael, Liverpool. Hokola, Art, Neaguane, Mich. Howe, M., Birmingham, Eng. Jackman, Frank, Suite Ste. Marie, Mich. Lockism, Lucas, member of crew. Malkula, Toni, Neaguane, Mich. Palmer, Leonard, London, Eng. Pratt, Mrs. L., and child, Toronto. The following persons, shown on the Salvation Army list, did not sail:

Best, Captain Gilbert. Connell, Mrs. F., and child. Maloney, Mrs. Peacock, F.

Kelley's Crusaders Arrive in Chicago CHICAGO, June 1.—The remnant of "General" Charles Kelley's army of the unemployed, which, with accretions, gathered on the road, is now said to number 164 men, arrived here today from Milwaukee.

"Colonel" C. D. McLennon, upon whom devolved the task of moving the army from California to Washington, D. C., when Kelley was arrested on a charge of vagrancy in California, visited the weekly meeting of local Presbyterian ministers and made a plea for funds. The hat was passed round and \$28.35 collected. The crusaders camped on the outskirts of the city and McLennon said they would resume their trip tonight to call upon the president.

QUEVADO GOES TO WINGATE

General Who Tried to Start Counter Revolution is Arrested.

GERMAN SHIPS HEAVILY FINED

Funston Reports that Vessel Which Landed Arms at Puerto Mexico Were Malated Over Million Pesos.

WASHINGTON, June 1.—Brigadier General Bliss reported to the War department today the arrest of Quevedo and his followers at El Paso yesterday. It is understood Quevedo was heading a new counter revolution in Chihuahua. He will be sent to Fort Wingate, N. M., with other Mexican refugees. Quevedo was in the Huerta army which surrendered at Prudhoe, Tex., but escaped at that time.

The British military in Mexico City informed the State department today that Gregorio Alcaraz, servant of Captain Rush of the battleship Florida, who went through the Mexican lines, now is held in the military prison in Mexico City. The minister is seeking his release.

At the instance of the Brazilian minister the Huerta government is investigating a report that William Sims, an American, was executed at Salina Cruz, May 10. The Mexican foreign office has informed the Brazilian envoy an effort is being made to communicate with the American, Smith, awaiting trial on charges of killing three Mexicans.

German Ships Heavily Fined. Secretary Garrison made an official statement today of the status of the German ships Ypiranga and Bavaria, which landed munitions of war for Huerta at Puerto Mexico and were fined more than 1,000,000 pesos by American officials at Vera Cruz. General Funston reported the ship's agents had arranged bonds. The secretary's statement follows:

"The customs and port officials fined the Hamburg-American liner Bavaria 1,000,000 pesos for having discharged a portion of its cargo consigned to Vera Cruz at another port before arriving at the port of Vera Cruz and for correcting its manifesto after arrival in the port of Vera Cruz."

The similar fine has been imposed upon the Ypiranga, amounting to \$94,500 pesos, for failure to correct invoices accordingly and discharging its cargo at a port other than that to which consigned. General Funston states the officials in question had no option under the Mexican law and had to assess the fines in the sums named. No appeal has been taken on behalf of the vessels and the presumption is that the usual proceedings are to be had representations will be made to our State department."

Sanitary Conditions Fine.

Concerning sanitary conditions at Vera Cruz Secretary Garrison today said: "The United States army has completed one month's occupancy of Vera Cruz. There have been ashore more than 7,000 soldiers and marines and not one death from disease has occurred within that period."

Acting under the decision of the administering to embargo shipments of arms to Mexico, the Department of Commerce is refusing to issue clearance papers to any Mexican port to any ships bearing munitions of war. Government agents have learned, however, that ships are clearing from the United States for ports not in Mexico and there reconsigning their cargoes. It was said the United States has no control over such practice.

SHARP POINT OF ANCHOR TEARS SIDE OF LINER

(Continued from Page One.) the cylinders of the engines until their flash was blotted."

Hundred Bodies Identified. QUEBEC, June 1.—Identification of the dead from the wreck of the Canadian Pacific steamer Empress of Ireland is proceeding rapidly and a large number of bodies have been brought here yesterday by the tender Lady Grey have been recognized by friends and relatives. This is in addition to the eighteen bodies identified and claimed at Rimouski.

Identifications include Sir Henry Seton-Karr, the big game hunter, Dr. E. A. Barlow, leading geologist of Canada, and Mrs. W. Leonard Palmer, wife of a London newspaper man. Nearly a score of members of the Salvation Army have been identified. The Lady Grey, escorted by the British warship Essex, arrived in Quebec early yesterday morning, and soon thereafter blueclackets from the Essex were carrying the coffins ashore.

The bodies were placed on long tables draped in black and white, in the shed which had been prepared for their reception. The pier was heavily draped in black and over the windows sheets were fastened to shut out the view of the curious and the morbid.

On the wharf was a throng of officials, newspaper men, photographers and a moving picture camera while outside a sorrowing crowd awaited admittance to search for their dead.

Several of the bodies of the recovered dead were badly gashed, probably killed in their berths by the force of the Storstad's bow as it crashed into the Empress of Ireland's side, while nearly all were bruised and battered from contact with debris.

Unidentified bodies are being recovered but slowly from the scene of the disaster, reports from Rimouski and Matane say. Men are patrolling both sides of the St. Lawrence river for miles, but thus far with little success. Many boats are on the stream with the same purpose in view. There was no change today in the official list of saved and dead, which show that 43 persons escaped and 99 were killed or drowned.

Committee of Inquiry. Prompt investigation is promised on all sides and a royal commission has been named to make a searching inquiry. This commission is composed of one member of the British Board of Trade, named by the British government, and two judges of the Canadian admiralty court, appointed by the Canadian government. Meantime a preliminary investigation is being conducted by Captain Lindsay, wreck commissioner of the Canadian government. Surviving passengers and all of the officers and members of the crews involved will be examined.

Both Captain Kendall of the lost steamer and Captain Anderson of the Storstad are now in Montreal and will be among the first to be heard.

A statement was issued last night on behalf of Captain Anderson, the first he has made since the collision, in which he denies that he was responsible for the disaster. He asserts he had the right of way and that when he lost sight of the Empress in the fog the latter's course had been set so that the vessels would pass each other safely. The Storstad's course remained unaltered, the statement alleges, but when the Empress was next seen it was close at hand and making considerable headway.

LONG POWER LINE PLANNED

Construction of One from Des Moines to Oklahoma in Sight.

PART OF M'KINLEY PROJECT

Half Dozen Cities if Central Iowa Are to Be Supplied with Power Along the Route of Proposed Line.

(From a Staff Correspondent.) DES MOINES, June 1.—(Special Telegram.)—Plans are practically completed for the construction of an electric transmission line from Des Moines to Okaloosa to carry power from this city to a dozen towns along the way. This will include Prairie City, Monroe, Pella, Ottumwa, Knoxville and others. The electric plant here like the street car system at Okaloosa is owned by Congressman McKinley of Illinois. It controls the water power in this city.

Price of Crude Oil Reduced. PITTSBURGH, Pa., June 1.—Another cut in the price of crude oil was announced today at the opening of the market. New prices are Pennsylvania crude, 1.10; Mexico, black and white, 1.10; Corning, 1.09; Cabell, 1.09. No change was made in Somerset or Ragland.

Quick Relief When Utterly Worn Out Getting the Blood in Order Is Required By Most People.



If you think you have gone to smash and feel only for the discard, try S. S. S. for the blood. It will surprise you to know what can be done for health once the blood is rid of the excess of body wastes that keep it from exercising its full measure of bodily repair.

If you feel played out, go to any drug store and ask for a bottle of S. S. S. Here is a remedy that gets at work in a twinkling; it just naturally rushes right into your blood, scatters germs right and left, up and down and sideways.

You feel better at once, not from a stimulant, not from the action of drugs, but from the rational effect of a natural medicine. The ingredients in S. S. S. serve the active purpose of so stimulating the cellular tissues of the body that they pick out from the blood their own essential nutriment and thus repair work begins at once. The relief is general all over the system.

Do not neglect to get a bottle of S. S. S. today. It will make you feel better in just a few minutes. It is prepared only in the laboratory of the Swift Specific Co., 500 Swift Bldg., Atlanta, Ga. Send for their free book telling of the many strange conditions that afflict the human family by reason of impoverished blood.

Send For Your Booklet—Minnedota, Civic and Commerce Association

COME NOW TO MINNEAPOLIS

Send For Your Booklet—Minnedota, Civic and Commerce Association

TOUR AMONG MINNESOTA'S TEN THOUSAND LAKES

IT IS ABSOLUTELY PURE AND MOST DELICIOUS

Metz BEER "THE OLD RELIABLE"

Hair Falling? Then stop it! Stop it now! You can do it with Ayer's Hair Vigor. Does not color the hair. Ask Your Doctor.

Representative Wanted

To establish an agency in Omaha and surrounding country for the sale of our 4% Coupon and Accrual Bonds on a commission basis. An excellent permanent chance for the right man with experience. References must accompany answer.

UNITED HOME BUILDERS, 176 Broadway Address Dept. O, Oakland, Cal

Low Fares—Best Service Chicago and the East

Low round trip summer excursion fares in effect daily June 1st to September 30th.

Niagara Falls, N. Y. New York, N. Y. Boston, Mass. Portland, Me. Montreal, Que. Atlantic City, N. J.

Choice of scenic routes; favorable limits and stopover privileges; corresponding fares to other points in the East. Splendidly equipped through daily trains arriving at the palatial Passenger Terminal, Chicago, at convenient hours and making connection with all principal eastern trains.

For tickets, reservations and full particulars apply to Ticket Agents Chicago and North Western Railway 1401-1403 Farnam Street, Omaha, Neb.

Studebaker SIX

ECONOMICAL LIGHT WEIGHT \$1575



The Studebaker light SIX was three years old before the public was able to buy it. We experimented at our own cost.

The Studebaker SIX has the largest proportion of manufactured parts.

They have been so heat treated by strictly scientific methods that they are both lighter and immensely stronger.

Studebaker SIX standards demand that the front axle shall withstand being twisted seven times upon itself without a crack.

They demand that the rear axle shafts shall stand the same terrific torsion test.

They demand perfect alignment, perfect lubrication and perfect balance, to the end that friction and vibration shall be minimized and long life promoted.

But chiefly they demand that not one of the many economies arising from the lightness of the Studebaker SIX shall be purchased at sacrifice of strength or steadiness.

Send for the Studebaker Proof Book describing Studebaker manufacturing methods

F. O. S. Detroit 4000 Touring Car...\$1650 SIX Touring Car...\$1775 SIX Landau-Roadster \$1800 SIX Sedan...\$2250

WILSON, 2429 Farnam Street, Local Dealer Buy It Because It's a Studebaker "Quantity Production of Quality Cars"

THE OMAHA BEE—THE HOME PAPER.

OCEAN STEAMSHIPS

FRENCH Compagnie Generale Transatlantique THE 5 1/2 DAY ROUTE NEW YORK-HAVRE-PARIS DIRECT ROUTE TO CONTINENT

From New York Wednesdays La Seyde-June 10, July 1, Aug 23, La Provence-June 17, July 22, Aug 12, La Lorraine-July 8, Aug 2, Sept 2.

S. S. FRANCE (NEW) Sails June 24, July 15, Aug 19 Large one class (II) cabin, twin screw steamships. Superior service. Popular prices.

From New York Saturdays Chicago-June 6, Aug 1, Aug 22, Niagara-June 12, July 11, Sept 11, Rochester-June 19, Aug 18.

Canada Service Montreal-Quebec-Havre La Touraine-June 27, Two capitals on each steamer.

GEORGE W. KOZMINSKI, Gen. Agent, 100 F. St., Des Moines, Ia., Chicago, or Local Agent.

EUROPE By the SHORT SEA ROUTE SAVING SATURDAY'S RAMP FROM Montreal & Quebec

By the "LAURENTIC" "MEGANTIC" "TEUTONIC" "CANADA" And the nearest Agent for Passengers WHITE STAR-DOMINION LINE CHICAGO

AMUSEMENTS. BRANDEIS Tonight and Wed. Matinee Wednesday

GIRROLLO'S CONCERT BAND POPULAR PRICES: Matinee 25-50c. Evening, 50-75c

3 Nights Beginning Thurs. Mat. Sat. GUY BATES POST in "Omar, The Tent Maker" Prices, Mat. 25c-50c; Evening, 50c-75c. 2 Hours' Display, Famous Feature Films Gayety Nightly, 1, 3, 7 & 9 P. M. Matinee, 10c; Nightly, 10c and 50c. The Immortal Chas. Dickens' Masterpieces DAVID COPPERFIELD In Seven Acts. The Grand Characters of the Story Painted with Remarkable Fidelity. Every Student Should See It.

LAKE MANAWA Dancing, Boating, Roller Coasting And Many Other Attractions