

We Close at 5 P. M. During July and August, Except Saturdays at 9:30 P. M.

SPECIAL Handsome Black Dress Goods Reduced for Monday

Every woman who sees these goods at Monday's special prices will want enough for a separate skirt or full dress. Not a large quantity in any one line, but every piece a beauty.

Handsome 45 inch Black Brilliantine, deep, rich glossy black, Monday 39c a yard. \$1.25 Shadow Stripe Brilliantine, more like silk, strictly high class, handsome luster, Monday 89c a yard.

Imported Striped Batiste, handsome imported fabric, light in weight, but of beautiful texture, Monday 59c a yard. Note—See the handsome, strictly tailored skirts we are making from any material you may choose.

Curtain Department Our Half Price Sale of White Nottingham Lace Curtains continues Monday. \$1.50 Curtains 75c a pair. 70c Curtains 55c a pair. 1.75 Curtains 85c a pair. 1.35 Curtains 65c a pair. 3.50 Curtains \$1.75 a pair.

August Clearing Sales in Our Cloak Dept. Monday—Second Floor 50c White Long Kimonos, regularly sold at \$2.00, August Clearing Sale, price each 75c.

Special Sale White Piques Monday Monday we will place on special sale all our White Piques at 1/2 price. All our 40c White Piques in this sale 20c.

Clearing Sale of Wash Goods 15c Batistes, 15c Printed Swisses, 20c Tissues, 25c Voiles, etc., on sale Monday, at, per yard 10c.

Shopping is a pleasure in this Summer Comfort Store. Thompson Bell & Co. Price Curtains in our Howard St. Windows.

LIMITED TRAIN IN DITCH

Wreck on Milwaukee Near Cambridge, Ia., Injures Score.

FIVE MEN ARE BADLY HURT

C. H. Lariboo of Alnsworth, Neb., is Among Victims, Being Injured Internally—Accident Caused by Broken Rail.

DES MOINES, Ia., July 31.—The Overland Limited, crack train on the Chicago, Milwaukee & St. Paul, went into the ditch going at the rate of sixty miles an hour at 2:30 o'clock in the east end of the yards at Cambridge.

John Lawrence of Marion, mail clerk, and Arthur Dodge of Toledo, O., a passenger, were seriously hurt. Twenty others were cut and bruised, but most of them were able to continue on their overland journey.

George Hardy, engineer, and John Smith of Marion, the fireman, miraculously escaped uninjured.

The accident was due to a broken rail. Only a Pullman and an observation car remained on the track. As soon as possible an extra train was made up with these two cars, and the injured who could be moved after treatment by their physicians, were continued on their journey.

The wrecked train was westbound. A special train brought John Lawrence of Marion, Ia., a mail clerk, and Arthur Dodge of Toledo, O., to the Methodist hospital in Des Moines. It was announced by surgeons that Dodge is probably fatally injured and the recovery of Lawrence very much in doubt.

John Lawrence of Marion, Ia., and T. H. Boyer, address unknown, are in the hospital at Cambridge. Both are reported as dangerously injured.

List of Injured.

CHICAGO, July 31.—The following list of injured in the Overland Limited wreck today near Cambridge, Ia., was given out here at the Chicago, Milwaukee & St. Paul offices and is said to be complete: J. D. Lawrence, mail clerk, serious injuries to head.

John E. Glenn, Springfield, S. D., seriously injured. Arthur Dodge, Toledo, O., ribs fractured.

C. H. Lariboo, Alnsworth, Neb., injured internally.

The mail and baggage cars and two coaches left the track, the first two named turning over on their sides. The trucks were knocked from under the engine, but it maintained an upright position.

Passengers Minimize Injuries.

Passengers who were on the Overland Limited train of the Chicago, Milwaukee & St. Paul that was wrecked at Cambridge, Ia., about 3 o'clock Saturday morning, arrived in Omaha at 11 o'clock. Among them were some of the persons of the wreck, but these bore only slight scratches on the face and hands.

Dr. J. S. Waterman, a physician of New York City, was on the train and attended the injured. He says John Lawrence, a mail clerk, was the only person who was seriously injured.

"Lawrence was a brave fellow and showed a great spirit," said Dr. Waterman. When we reached the mail car we found him pinned underneath one end of the mail car. He was pinned all the time and never complained at all during the hour and a half that it took to get him out of the wreckage.

"I gave him a little morphine to relieve him of the pain. After we got him in the depot I gave him chloroform and he rested in peace until Dr. Allen, a surgeon for the Milwaukee, arrived and took him to Des Moines.

His left shoulder was dislocated, his left arm broken, and he was also injured on the right side of his breast.

"The other victims of the wreck were only slightly bruised and did not need the care of doctors."

Doctor Tells of Experience.

Dr. Waterman said he and his wife were awakened from their sleep by the shock of the train running off the track. He got up and was the first to be on hand to attend the injured.

He told the following about the wreck: "The engine and tender did not leave the track. The mail and baggage cars and three or four coaches went off the track in the order in which they were on it, and only the fore trucks of this car went off the track. The baggage and Pullman car both turned over. Lawrence was pinned under the mail car.

"At the time the wreck occurred the train was running very slowly and was right at the depot in Cambridge. The reporters who were on hand at the time all admit that the train was running slowly with its lights I think there would have been a bad fire."

Mr. Lawrence, the mail clerk, is about 30 years of age, with a wife and ten children.

LONG IS WINNER AT TENNIS

Pacific Coast Man Wins Championship of the West.

LAKE FOREST, Ill., July 31.—Melville H. Long, Pacific coast tennis champion, won the tennis championship of the west on the Ontarioville club courts today by decisively defeating Nat Emerson of Cincinnati, the former holder of the title. The score was 6-7, 7-6, 6-4.

Long earned the right to challenge Emerson by defeating Thomas G. Bundy, champion of southern California, in the finals played earlier in the day. The championship in doubles was won by R. A. Holden, Jr., and Truxa Emerson of Cincinnati, who lowered the colors of H. M. McQuiston and P. D. McQuiston, champions of Mexico, in the final round of play. Today's victory of Holden and Emerson entitled them to compete in the preliminary national doubles to be played at the same courts August 3 and 4 against the eastern, southern and Pacific coast champions. To decide which team will have the right to challenge H. H. Hackett and N. B. Alexander, present champions, for the national title at Newport. The score was 4-6, 6-3, 6-4, 6-4.

In the challenge match for the Women's championship, Miss Carrie Neely of Kenwood, Ill., defended her title against her clubmate, Miss Christine N. Barnes. Her victory today enables her to retain permanently the cup which she had previously won two successive years. The score was 6-1, 7-5. In the early part of the second set, Mrs. Barnes played a strong game and had the score 4 love on Miss Neely, but the latter made a brilliant rally and won the next seven games. The final round in the women's doubles was won by Misses Hoyt and Neely from Miss Shevler and Mrs. Barnes in straight sets of 6-3 and 7-5.

See Want Ads are Business Boosters.

MYSTIC ISLANDS OF GULF

Children of Many Storms Wrapped in Atmosphere of Romance.

The latest report from the gulf coast says that thirty-eight people were killed in the recent storm, many more are missing, and much property was destroyed. The storm, though bad, cannot compare with others which the western part of the gulf has known.

We judge from the reports that Grand Island has escaped injury. "What is Grand Island?" A most interesting place, and one about whose fate one familiar with Louisiana's southern coast and the ravages of gulf storms in the past is apt to make inquiry in times like these.

"'L'Isle Grande' is the last of the chain of sandy islands fringing the Louisiana coast which the gulf storms have spared. It is not so famous as 'Last Island' or 'Isle Derniere,' which figures in Lafcadio Hearn's vivid story of the great and destructive storm in the 'Chita: A Memory of Last Island.' But it has this advantage: it is still habitable.

Long years ago the gulf wanted some playthings and it got them. These playthings were the little islands along the Louisiana coast. But it grew tired of them at last and broke them just as children do. That is, it broke all but one, leaving them flat and banks at low tide, covered with rank grasses some showing a little clump of oaks at the highest point.

Only a few fishermen, taking their lives in their hands, dare live on them today. They are pictures of abandonment and of marvellous desolation. 'Isle au Vin,' which got its name from the fact that long ago a ship with much wine in cargo was wrecked near there; 'Isle Derniere'—these and others barely rise above the water to give a sort of local habitation and a name to the legends that are told of them.

But 'L'Isle Grande,' with its population of 400 souls, ranging from white to black, divided comically into castes according to gradations of color, speaking such more or less of the French as the children of the children of their great-great-grandfathers touched theirs to the 'seigneur' in Canada or France some centuries ago—'L'Isle Grande' survives in superb confidence.

The inhabitants understand quite well what has happened to all the other islands, but they scout the idea that any disaster can befall theirs. It is much higher than the others, they say; it is growing higher every year, and, finally, nothing except a disaster and a hotel washed away from one end and its record as a place of perfect safety.

But this serenity in the face of possible disaster is not the only thing that commends the island and its simple, friendly fisher and farmer folk to the chance visitor. The island has a history full of real events. It was there that the pirates brothers, Jean and Pierre Lafitte, often made their headquarters. Back of it lies Barataria bay, on which the pirate craft rode snugly at anchor. It is not every island that can boast of that.

Maybe the confidence of the inhabitants has some reasonable foundation. Maybe it is mere fancy, but it is preserved, the island from disaster. Whatever may be the secret, no man who has been there would be surprised to hear that a storm had removed it from the map—Chicago Inter-Ocean.

EVENTS ON RUNNING TRACKS

Empire City Successful Meeting Comes to a Close.

EMPIRE CITY, July 31.—The Empire City meeting came to a close today. It was the best meeting of the year on the Metropolitan circuit and in spite of many drawbacks it had a big crowd every day during the month.

First race, selling, 400 added, five and one-half furlongs: Huda Sister (3), Taplin, 11 to 5, even and 11 to 2 won. Second race, 1 1/2 mile, 2 to 1 won. Third race, 1 1/2 mile, 2 to 1 won. Fourth race, 1 1/2 mile, 2 to 1 won. Fifth race, 1 1/2 mile, 2 to 1 won. Sixth race, 1 1/2 mile, 2 to 1 won. Seventh race, 1 1/2 mile, 2 to 1 won. Eighth race, 1 1/2 mile, 2 to 1 won. Ninth race, 1 1/2 mile, 2 to 1 won. Tenth race, 1 1/2 mile, 2 to 1 won.

Eleventh race, 1 1/2 mile, 2 to 1 won. Twelfth race, 1 1/2 mile, 2 to 1 won. Thirteenth race, 1 1/2 mile, 2 to 1 won. Fourteenth race, 1 1/2 mile, 2 to 1 won. Fifteenth race, 1 1/2 mile, 2 to 1 won. Sixteenth race, 1 1/2 mile, 2 to 1 won. Seventeenth race, 1 1/2 mile, 2 to 1 won. Eighteenth race, 1 1/2 mile, 2 to 1 won. Nineteenth race, 1 1/2 mile, 2 to 1 won. Twentieth race, 1 1/2 mile, 2 to 1 won.

Twenty-first race, 1 1/2 mile, 2 to 1 won. Twenty-second race, 1 1/2 mile, 2 to 1 won. Twenty-third race, 1 1/2 mile, 2 to 1 won. Twenty-fourth race, 1 1/2 mile, 2 to 1 won. Twenty-fifth race, 1 1/2 mile, 2 to 1 won. Twenty-sixth race, 1 1/2 mile, 2 to 1 won. Twenty-seventh race, 1 1/2 mile, 2 to 1 won. Twenty-eighth race, 1 1/2 mile, 2 to 1 won. Twenty-ninth race, 1 1/2 mile, 2 to 1 won. Thirtieth race, 1 1/2 mile, 2 to 1 won.

Thirty-first race, 1 1/2 mile, 2 to 1 won. Thirty-second race, 1 1/2 mile, 2 to 1 won. Thirty-third race, 1 1/2 mile, 2 to 1 won. Thirty-fourth race, 1 1/2 mile, 2 to 1 won. Thirty-fifth race, 1 1/2 mile, 2 to 1 won. Thirty-sixth race, 1 1/2 mile, 2 to 1 won. Thirty-seventh race, 1 1/2 mile, 2 to 1 won. Thirty-eighth race, 1 1/2 mile, 2 to 1 won. Thirty-ninth race, 1 1/2 mile, 2 to 1 won. Fortieth race, 1 1/2 mile, 2 to 1 won.

Forty-first race, 1 1/2 mile, 2 to 1 won. Forty-second race, 1 1/2 mile, 2 to 1 won. Forty-third race, 1 1/2 mile, 2 to 1 won. Forty-fourth race, 1 1/2 mile, 2 to 1 won. Forty-fifth race, 1 1/2 mile, 2 to 1 won. Forty-sixth race, 1 1/2 mile, 2 to 1 won. Forty-seventh race, 1 1/2 mile, 2 to 1 won. Forty-eighth race, 1 1/2 mile, 2 to 1 won. Forty-ninth race, 1 1/2 mile, 2 to 1 won. Fiftieth race, 1 1/2 mile, 2 to 1 won.

Fifty-first race, 1 1/2 mile, 2 to 1 won. Fifty-second race, 1 1/2 mile, 2 to 1 won. Fifty-third race, 1 1/2 mile, 2 to 1 won. Fifty-fourth race, 1 1/2 mile, 2 to 1 won. Fifty-fifth race, 1 1/2 mile, 2 to 1 won. Fifty-sixth race, 1 1/2 mile, 2 to 1 won. Fifty-seventh race, 1 1/2 mile, 2 to 1 won. Fifty-eighth race, 1 1/2 mile, 2 to 1 won. Fifty-ninth race, 1 1/2 mile, 2 to 1 won. Sixtieth race, 1 1/2 mile, 2 to 1 won.

Sixty-first race, 1 1/2 mile, 2 to 1 won. Sixty-second race, 1 1/2 mile, 2 to 1 won. Sixty-third race, 1 1/2 mile, 2 to 1 won. Sixty-fourth race, 1 1/2 mile, 2 to 1 won. Sixty-fifth race, 1 1/2 mile, 2 to 1 won. Sixty-sixth race, 1 1/2 mile, 2 to 1 won. Sixty-seventh race, 1 1/2 mile, 2 to 1 won. Sixty-eighth race, 1 1/2 mile, 2 to 1 won. Sixty-ninth race, 1 1/2 mile, 2 to 1 won. Seventieth race, 1 1/2 mile, 2 to 1 won.

Seventy-first race, 1 1/2 mile, 2 to 1 won. Seventy-second race, 1 1/2 mile, 2 to 1 won. Seventy-third race, 1 1/2 mile, 2 to 1 won. Seventy-fourth race, 1 1/2 mile, 2 to 1 won. Seventy-fifth race, 1 1/2 mile, 2 to 1 won. Seventy-sixth race, 1 1/2 mile, 2 to 1 won. Seventy-seventh race, 1 1/2 mile, 2 to 1 won. Seventy-eighth race, 1 1/2 mile, 2 to 1 won. Seventy-ninth race, 1 1/2 mile, 2 to 1 won. Eightieth race, 1 1/2 mile, 2 to 1 won.

Eighty-first race, 1 1/2 mile, 2 to 1 won. Eighty-second race, 1 1/2 mile, 2 to 1 won. Eighty-third race, 1 1/2 mile, 2 to 1 won. Eighty-fourth race, 1 1/2 mile, 2 to 1 won. Eighty-fifth race, 1 1/2 mile, 2 to 1 won. Eighty-sixth race, 1 1/2 mile, 2 to 1 won. Eighty-seventh race, 1 1/2 mile, 2 to 1 won. Eighty-eighth race, 1 1/2 mile, 2 to 1 won. Eighty-ninth race, 1 1/2 mile, 2 to 1 won. Ninetieth race, 1 1/2 mile, 2 to 1 won.

Ninety-first race, 1 1/2 mile, 2 to 1 won. Ninety-second race, 1 1/2 mile, 2 to 1 won. Ninety-third race, 1 1/2 mile, 2 to 1 won. Ninety-fourth race, 1 1/2 mile, 2 to 1 won. Ninety-fifth race, 1 1/2 mile, 2 to 1 won. Ninety-sixth race, 1 1/2 mile, 2 to 1 won. Ninety-seventh race, 1 1/2 mile, 2 to 1 won. Ninety-eighth race, 1 1/2 mile, 2 to 1 won. Ninety-ninth race, 1 1/2 mile, 2 to 1 won. One hundred race, 1 1/2 mile, 2 to 1 won.

One hundred and one race, 1 1/2 mile, 2 to 1 won. One hundred and two race, 1 1/2 mile, 2 to 1 won. One hundred and three race, 1 1/2 mile, 2 to 1 won. One hundred and four race, 1 1/2 mile, 2 to 1 won. One hundred and five race, 1 1/2 mile, 2 to 1 won. One hundred and six race, 1 1/2 mile, 2 to 1 won. One hundred and seven race, 1 1/2 mile, 2 to 1 won. One hundred and eight race, 1 1/2 mile, 2 to 1 won. One hundred and nine race, 1 1/2 mile, 2 to 1 won. One hundred and tenth race, 1 1/2 mile, 2 to 1 won.

One hundred and eleven race, 1 1/2 mile, 2 to 1 won. One hundred and twelve race, 1 1/2 mile, 2 to 1 won. One hundred and thirteen race, 1 1/2 mile, 2 to 1 won. One hundred and fourteen race, 1 1/2 mile, 2 to 1 won. One hundred and fifteen race, 1 1/2 mile, 2 to 1 won. One hundred and sixteen race, 1 1/2 mile, 2 to 1 won. One hundred and seventeen race, 1 1/2 mile, 2 to 1 won. One hundred and eighteen race, 1 1/2 mile, 2 to 1 won. One hundred and nineteen race, 1 1/2 mile, 2 to 1 won. One hundred and twentieth race, 1 1/2 mile, 2 to 1 won.

One hundred and twenty-one race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-two race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-three race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-four race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-five race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-six race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and twenty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and thirtieth race, 1 1/2 mile, 2 to 1 won.

One hundred and thirty-one race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-two race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-three race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-four race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-five race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-six race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and thirty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and fortieth race, 1 1/2 mile, 2 to 1 won.

One hundred and forty-one race, 1 1/2 mile, 2 to 1 won. One hundred and forty-two race, 1 1/2 mile, 2 to 1 won. One hundred and forty-three race, 1 1/2 mile, 2 to 1 won. One hundred and forty-four race, 1 1/2 mile, 2 to 1 won. One hundred and forty-five race, 1 1/2 mile, 2 to 1 won. One hundred and forty-six race, 1 1/2 mile, 2 to 1 won. One hundred and forty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and forty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and forty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and fiftieth race, 1 1/2 mile, 2 to 1 won.

One hundred and fifty-one race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-two race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-three race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-four race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-five race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-six race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and fifty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and sixtieth race, 1 1/2 mile, 2 to 1 won.

One hundred and sixty-one race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-two race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-three race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-four race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-five race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-six race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and sixty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and seventieth race, 1 1/2 mile, 2 to 1 won.

One hundred and seventy-one race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-two race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-three race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-four race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-five race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-six race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-seven race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-eight race, 1 1/2 mile, 2 to 1 won. One hundred and seventy-nine race, 1 1/2 mile, 2 to 1 won. One hundred and eightieth race, 1 1/2 mile, 2 to 1 won.

One hundred and eighty-one race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-two race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-three race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-four race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-five race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-six race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-seven race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-eight race, 1 1/2 mile, 2 to 1 won. One hundred and eighty-nine race, 1 1/2 mile, 2 to 1 won. One hundred and ninetieth race, 1 1/2 mile, 2 to 1 won.

One hundred and ninety-one race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-two race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-three race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-four race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-five race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-six race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-seven race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-eight race, 1 1/2 mile, 2 to 1 won. One hundred and ninety-nine race, 1 1/2 mile, 2 to 1 won. Two hundred race, 1 1/2 mile, 2 to 1 won.

Two hundred and one race, 1 1/2 mile, 2 to 1 won. Two hundred and two race, 1 1/2 mile, 2 to 1 won. Two hundred and three race, 1 1/2 mile, 2 to 1 won. Two hundred and four race, 1 1/2 mile, 2 to 1 won. Two hundred and five race, 1 1/2 mile, 2 to 1 won. Two hundred and six race, 1 1/2 mile, 2 to 1 won. Two hundred and seven race, 1 1/2 mile, 2 to 1 won. Two hundred and eight race, 1 1/2 mile, 2 to 1 won. Two hundred and nine race, 1 1/2 mile, 2 to 1 won. Two hundred and tenth race, 1 1/2 mile, 2 to 1 won.

Two hundred and eleven race, 1 1/2 mile, 2 to 1 won. Two hundred and twelve race, 1 1/2 mile, 2 to 1 won. Two hundred and thirteen race, 1 1/2 mile, 2 to 1 won. Two hundred and fourteen race, 1 1/2 mile, 2 to 1 won. Two hundred and fifteen race, 1 1/2 mile, 2 to 1 won. Two hundred and sixteen race, 1 1/2 mile, 2 to 1 won. Two hundred and seventeen race, 1 1/2 mile, 2 to 1 won. Two hundred and eighteen race, 1 1/2 mile, 2 to 1 won. Two hundred and nineteen race, 1 1/2 mile, 2 to 1 won. Two hundred and twentieth race, 1 1/2 mile, 2 to 1 won.

Oxfords Must Go!

HOW ARE YOUR OXFORDS? If you can use another pair, here's your Oxford opportunity! These months of good Oxford weather ahead of us, and we make this Great Oxford Clearance Sale while the buyer still has an opportunity to get full value out of his investment this season, and then have a good pair of Oxfords ready for next Spring.

BUY OXFORDS NOW FOR MEN FOR WOMEN. Johnston & Murphy's and Boyden's Patent Oxfords—\$4.45 to clean up. Boyden's Tan Russia 2-hole pump and oxfords, were \$6.00, now \$4.45. McDonald & Kiley's \$5.00 Patent Oxfords, \$3.65. Howard & Foster's \$4.00 Tan Russia Oxfords, \$2.85. Johnston & Murphy's Kid Oxfords, \$4.45. McDonald & Kiley's \$5.00 Tan Russia Oxfords, \$3.65. Six lines of Patent Colt and Tan Russia Oxfords, \$2.85. Six lines of Men's \$3.50 Tan and Patent Oxfords, \$2.60. All our Boys' \$2.50 Tan Oxfords, \$1.95. Laird & Schober's Imported Tan Russia Oxfords, \$3.75. Laird & Schober's Imported Tan Russia Oxfords, \$3.75. All our \$4.00 Gray Suede 3-hole Ties and Low Cut Socks, \$2.95. Ziegler Bros.' Tan Russia Oxfords and two-hole Ties that sold for \$4.00, we now clean up at \$2.95. Several lines of patent and dull \$4.00 Oxfords, \$2.95. Eight lines of best makes in Tan Russia Oxfords that sold for \$3.50, we now \$2.45. Several lines of \$3.00 Patent and Kid Oxfords, to \$2.25. Several lines of \$2.50 Kid and Oxfords, \$1.95.

FRY SHOE CO. SIXTEENTH AND DOUGLAS STREETS

BUILDING GAIN FOR JULY Increase in Omaha for Month is Over Forty Per Cent.

SEVEN MONTHS' FIGURES GREAT Aggregate Up to End of July is Almost Equal to the Total for the Big Year of 1908.

Building operations for the month of July total nearly \$1,000,000. The gain over the same month of last year is \$250,000, or approximately 25 per cent. During July, 198, 12 permits for structures to cost \$25,000 were issued, while during the month last closed 162 permits were issued for buildings to cost \$18,250.

So far this year permits have been issued for buildings to cost \$4,630,000, the record being \$4,242,200 of equaling the total building record for the entire year of 1908.

The largest single permit during the year was for \$1,000,000 for the new Douglas county court house, but during July some large permits were issued. The largest during the month was for the Brandeis theater and office building to cost \$400,000.

Next to this in size comes the permit for the Creighton University laboratory building to cost \$42,000, with an additional \$5,000 for alterations and repairs to the university's building at Fifteenth and Douglas streets. Another permit for alterations and repairs amounting to \$5,000 was issued during the month to Thomas Kilpatrick & Co. for the store building at Fifteenth and Douglas streets, while Mrs. E. W. Nash took out an alteration and repair permit for her dwelling at Thirty-eighth and Hurst streets. This was for \$10,000.

C. P. Traver took out permits for two brick double dwellings at Capitol avenue and North Central boulevard, each to cost \$7,500, and the Nebraska Fuel company secured permits for two coal elevators on Pierce street between Fifteenth and Sixteenth streets, each to cost \$5,000. Permits were issued during the month to R. S. Wilcox for a frame dwelling at Eighteenth and Lothrop streets to cost \$5,000; to Flora Jurkenroad for a cement block dwelling at 300 North Nineteenth street to cost \$6,000; to W. A. Wolff for a double dwelling at 416 North Twenty-first street to cost \$5,000; to E. W. Cook for a frame double dwelling at 1415 Union street to cost \$5,000, and for a number of other smaller dwellings to other persons.

The following permits were issued the last day of July: T. R. Mullen, Nineteenth and Pinkney streets, frame dwelling, \$3,000; Dr. C. S. Shepard, 215 Lothrop street, frame dwelling, \$2,500; Dr. C. S. Shepard, 222 Lothrop street, frame dwelling, \$2,500.

WOODMEN IN FUN AND PROLIC (Continued from Page 12.) Nodden, I. Purcell and H. B. Tapp, Omaha, H. C. Larson, W. A. ... R. Nelson, C. G. ... and E. Lauterwasser.

The first prize of \$25 was awarded to Donald Campbell of Omaha for an exhibition drill, there being no other teams contesting.

The program closed with an address by Sovereign Commander J. C. Bond, who was introduced by Chairman Charles Patti. Mr. Bond's address was brief, and related particularly to the subject of fraternalism. Incidentally he alluded to the \$20,000 building to be erected at Fifteenth and Howard streets by the Sovereign council as a perpetual headquarters for the sovereign camp. He said: "The building will be seventeen stories above the street. It will be of the Italian Renaissance style of architecture, of a general outline design. The lower portion will be of granite and the upper part, white or gray tile. While the architect has not yet been definitely decided upon, the design of the building has been determined."

GRAHAM BACK IN FIVE GAME Star of the Omaha Team Will Play First Base for the Townsends.

Although the Townsend-Low-Class-Andrews match is scheduled as the event of a double header which is to be played at the University of Omaha, the interest of the townsmen attaches to the outcome of the game which will be played between the Americans and Hollys. These lads are probably the fastest amateurs in Omaha and the rivalry between the two teams will draw the live interest into the game. Kelly and Broadhead will be opposed to each other. Both are head pitchers and in training for the George Graham, pride of the Omaha Western league team, will play first base for the Townsends. The lineup:

Americans: First Base—George Graham; Second Base—Tommy Doolittle; Third Base—Tommy Doolittle; Catcher—Tommy Doolittle; Pitcher—Tommy Doolittle.

Hollys: First Base—Tommy Doolittle; Second Base—Tommy Doolittle; Third Base—Tommy Doolittle; Catcher—Tommy Doolittle; Pitcher—Tommy Doolittle.

See Want Ads are Business Boosters.

that this is revision downward, which is a sham, a humbug, a bald and bold perversion of the facts," declared Mr. Clark.

The president, he continued, had been grossly misled as to the nature of this report. He said that "we reflect upon the fact that he insisted upon lowering the duties upon only half a dozen items or thereabouts, when the rates have been lowered on hundreds of items and the conference report still reeks with largess for the few and extortion of the many. His glory will experience a greater diminution than have the rates of the Dingley law."