

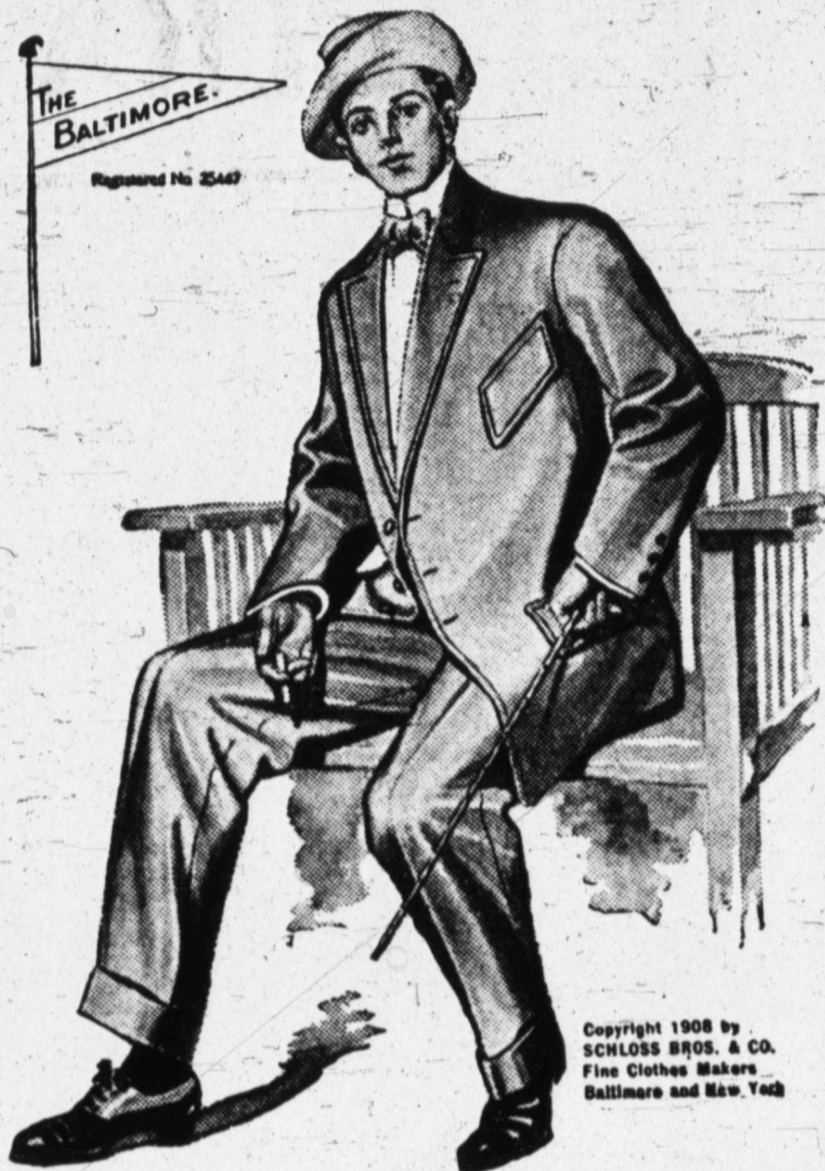
GET YOUR NEW SPRING SUIT

NOW--and have the Pleasure of Wearing it the whole season

Last year's clothes won't do, however fine the woolsens. They look their part. Lines are wrong, seams wrong, lapels wrong, stitching wrong, pockets wrong, sleeves wrong. The general appearance is very different from the new fashion plates, and the colors are passe. The art of tailoring is steadily progressing--this season's clothes are not only different--they are more pleasing.

The picture shows one of the newest and most fashionable models. The "LONDON"--a graceful, handsome Suit with a distinctive style that's all its own. Especially made for the swell "Young Men's" trade by that peerless Master Tailors and Designers, Schloss Bros. & Co. of Baltimore and New York.

All the latest shades and colorings here--new Greys, Olives, Browns, Blues and the fancy "Elephant" tones--in smart mixtures, plaids and pencil-stripes. Come in and see these beautiful suits--special offerings at **\$15, \$18 and \$20**



Collier & Hendricks

MURDER OF THE SEAL.

The Way the Animals Are Slaughtered by the Hunters.

The ice echoes no footfalls, so the murder of the seal is a stealthy act. Yes, it seems like murder. On the pan lies a whitecoat alone. Up to it hurries one of the hunters. Lifting his bat above his head, he measures the distance; then, swinging downward the iron shod point, he strikes the skull of the seal such a blow that it is crushed in as if of pasteboard. Tossing aside the bat and whipping out the scalping knife, while the creature is still quivering, with a swift undercut and two or three side strokes the keen blade has severed the hide and the layers of fat beneath so they can be rolled into a pelt, the hide holding the fat in its folds. The next whitecoat is with its parents. Their hide is coarser, but worth having, so the gunner takes a quick aim, lodging a charge of shot in the head of the growling mate just at the base of the brain. Here the skull is thinnest. One of the butters stands guard over the blowhole to prevent the mother from escaping, while another bats the cub. Then the female, who would desert her offspring to save her own life, is clubbed on the head. A few strokes of the knives and three more bloody carcasses crimson the ice. The pelt of the first seal is piled with the other three in a pan. The flagman sticks a flag by its side, and the hunters hurry forward, leaving the pelts to be towed back to the ship when the hunt is ended.

Thus the slaughter continues hour after hour until nightfall only ends the stroke of the bat and thrust of the knife. If it began at daybreak the field may be strewn with thousands of dead seals, for if the pan of ice is thronged with them, as is sometimes the case, a hundred men will kill ten times their number in a day, since most of the seals are harps, which seldom try to protect their young, and are slain without attempting to defend themselves.--Day Allen Willey in Metropolitan.

"He's talking now of becoming an actor."

"Why, he hasn't any qualifications, has he?"

"Oh, yes; a friend of his died recently and left him a fur lined overcoat and high hat."--Philadelphia Press.

Slow Mover.

Blobbs--See that messenger boy reading the dime novel. He hasn't moved for an hour. Slobbs--What an ideal chess player he would make.--Philadelphia Record.

Jack's Lucky Bag.

The annual publication of the brigade of midshipmen at Annapolis goes by the name of "The Lucky Bag," even as that of the corps of cadets at West Point bears the military appellation of "The Howitzer." On board ship is kept what is called a lucky bag. Into this are put all sorts of articles that are left around the decks or out of their proper places by the men. At the end of each month the lucky bag is opened, and the men who have lost different articles gather around it in the hope that they have been lucky enough to have had their possessions find their way into the lucky bag. At the end of the month the bag generally is filled with a great variety of articles. In it are jackknives, pairs of shoes, plugs of chewing tobacco, sewing kits, caps, photographs, writing materials, and so on through practically the entire list of the sailor's possessions.--New York Tribune.

Deplorable Levity.

"We students can stand a good many things," said the college girl, "but this last missionary was too much for us. He preached on the glories of the missionary calling for women. He told us we ought all of us to go and help the heathen. That was all right."

"But then he worked up to a glowing finish. 'Now, I appeal to you, as college women, how much better than mere learning and mere books it is to go forth into the world and become fishers of men!'"

"That was too much. Of course we smiled. In fact, some of us snickered audibly. Then the missionary complained to 'prexy' that he couldn't help noticing a deplorable spirit of levity apparent among the students."--Philadelphia Ledger.

America on Top.

Some years ago, while on a tour through Europe, Sir Henry Roscoe paid a visit to Vesuvius, which was at the time in eruption. He there met an American, who spoke in depreciatory terms of the magnificent spectacle.

"Well," remarked Sir Henry, "when all is said and done, you have nothing like this in America."

"No," replied the other, "but we have a river that would put the whole darned thing out in five minutes."

On Terra Firma.

"What does become of all the pins?" cried Mrs. X, as she vainly sought for one on her dressing table.

"I know, mamma," cried her little son, who had just begun to study Latin. "They fall to the earth and become ter-rapins."--Harper's Weekly.

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The First National Bank of Wichita Falls, Texas
 Money for Your Safety

When you feel the need of money come to us. We can supply you at any time with money in any amount on notes with one or more endorsers; on personal security; on city property or farm property.

Capital
\$75,000.00
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When you have a surplus of money deposit it with us. A checking account, no matter how small, is a convenience once tried always used. Start a bank account. It helps you to save.

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ODORLESS REFRIGERATORS

We sold more refrigerators last season than any other house in Wichita County.

Had Two Complaints, Made Both Good.

When you want perfect satisfaction buy an ODORLESS.

We are here with the goods

Yours for business,

— THE —

W. F. Jourdan Furniture Co.

"The Home Furnishers"

The Notary in France.
The notary is a most important person in all small country towns in France. Everybody consults him, from the big landowner when he has discussions with his neighbor over right of way to the peasant who buys a few meters of land as soon as he has any surplus funds. We were constantly having rows with one of our neighbors over a little strip of wood that ran up into ours. Whenever he was angry with us, which happened quite often (we never knew why), he had a deep, ugly ditch made just across the road which we always took when we were riding around the property. The woods were so thick and low, with plenty of thorns, that we could not get along by keeping on one side and were obliged to go back and make quite a long detour. The notary did his best to buy it for us, but the man would never sell—rather enjoyed, I think, having the power to annoy us.—Mme. Waddington in Scribner's.

The Martian Sky.
The clearness of the Martian sky comes in to abet the greater transmission of its air. From dawn till dusk day after day in the summer season, and largely in winter the sun shines out of a heaven innocent of cloud. No shield of the sort and only a little screen of air tempers its beams to the soil held up to it. Such an exposure far exceeds anything we have on earth, for with us, even in the tropics, clouds gather as soon as the heating grows excessive and cool the air by plumps of rain.—Perceval Lowell in Century.

Heard at the Drama.
Mrs. Ryetop:—John, how much time elapses between the second and third acts? Mr. Ryetop:—The programme says six months, Maria. Mrs. Ryetop (aghast):—Six months, John?—Lands, we can't wait! Why, then, buckwheat cakes I left to rot will have gone clear through the roof by that time!—Chicago News.

Bunions and Rank.
"It is extraordinary," writes Sir Henry Drummond Wolff in "Rambling Recollections," "to observe in England the weakness that most people have for boasting of their friends in high places and the deference that they show to them. The daughter of a lady of very high rank had some pain in her foot which the mother asked the governess to be good enough to look at. The latter after examining it said, 'If it were not for her ladyship's exalted rank I should say it was a bunion.'"

Sign of Precocity.
"I believe," declared the Irishman, "that the youngest son's born t' be a surgeon."
"Phwat leads ye t' say that?" asked his friend.
"O! caught him usin' th' scissors on a book O'd lately bought an' before O! c'd stop him he cut out th' appendix."—Bohemian.

Joy.
Joy in life is like the oil in the lamp—when the oil commences to fail, the wick burns with a glimmering red flame, filling the air about it with a black smoke. Life also without a little joy burns unprofitably, filling the air with depression and sadness.

The hawk eats the dove, but the hawk seems to be surrounded by as many dangers as the dove.—Atchison Globe.

Farmers Bank Trust Co.

Capital \$75,000

You are entitled to absolute safety and efficient service in the transaction of your banking business.

NO BANK can offer greater safety or better service than this bank. Your business will be appreciated and will receive our very best attention.

FARMERS BANK & TRUST COMPANY

Wichita Falls, Texas.



"The Wichita Falls Route"

The Wichita Falls & Northwestern Ry System.
Time Card Effective January 12th.
To Frederick, Daily, Leave Wichita Falls. 2:45 p. m.
From Frederick, Daily, arrive Wichita Falls. 11:30 a. m.
New Time Card for Wichita Falls and Southern, Effective Feb. 28th.
Leaves Wichita Falls. 3:10 p. m.
Arrives South Junction. 3:29 p. m.
Arrives Lakeview. 3:50 p. m.
Arrives Archer City. 5:15 p. m.
Arrives Almarene. 5:55 p. m.
Arrives Olney. 6:40 p. m.
Leaves Olney. 7:30 a. m.
Arrives Annarene. 8:15 a. m.
Arrives Archer City. 8:55 a. m.
Arrives Wilson. 9:40 a. m.
Arrives Lakeview. 10:20 a. m.
Arrives South Junction. 10:40 a. m.
Arrives Wichita Falls. 11:00 a. m.
C. L. FONTAINE, G. P. A.

E. M. WINFREY

Dealer in FIREARMS, SPORTING GOODS, BICYCLES AND SEWING MACHINE SUPPLIES—FINE POCKET CUTLERY.
General Repairing a Specialty.
Agents, CYCLES, best Bicycle made Indiana Ave. Wichita Falls, Tex.

EVAN JONES, Jr.,
Architect and Superintendent.
Room 19 Kemp & Lasker Building.
WICHITA FALLS, TEXAS.
If you want high grade laundry work phone 333. The Wichita Falls Laundry Company. 297-307

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TIMES PUBLISHING CO.
Celebrated Larned Creamery Butter always good. King & White. 280-1f 271-1f

Notice to Water Consumers.
The hours for using water for sprinkling and irrigation purposes are from 6 to 9 a. m., and from 6 to 9 p. m. Consumers not observing this order will be cut off from their water supply without notice. The hours to begin and stop the use of water are indicated by signal whistles from the pumping station.
WATER and LIGHT CO.
Chas. A. Malone, Mgr.

WELCH'S GRAPE JUICE

"IT'S BETTER"

Pint Bottles
25c

Quart Bottles
50c

Half Gallon Bottles
90c

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RICHELIEU
Pure Food Products.

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Quality Reigns
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Wichita Daily Times

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—By—
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(Printers and Publishers.)

Published at
Times Building, Indiana Avenue.

Officers and Directors:
Frank Kell.....President
Ed Howard.....V. P. and Gen'l M'gr
Anderson.....Sec'y and Treas.
Huff, Wiley Blair, T. C. Thatcher,
N. Henderson.

[Those having friends or relatives
visiting in or out of the city will con-
fer a favor by reporting same to the
Times. Phone—Office, 167, residence,
111.—Editor]

[Entered as second class mater July
1, 1907, at the postoffice at—Wichita
Falls, Texas, under the Act of Con-
gress of March 3, 1879.]

Subscription Rates:
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By the month (mail or carrier) .50
By the Week (mail or carrier) .15

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Advertising rates made known on ap-
plication

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B. D. Donnell.....City Editor.

Wichita Falls, Texas, April 29th, 1908.

ANNOUNCEMENTS.

- For Representative 105th District,
G. E. HAMILTON of Childress.
- For District Attorney, 30th Jud. Dist.:
P. A. MARTIN of Graham.
- For County Judge:
M. F. YEAGER.
- For Sheriff and Tax Collector:
A. M. DAVIS.
J. W. WALKUP.
- For District and County Clerk
W. A. REID.
- For County Treasurer:
TOM W. McHAM.
- For County Tax Assessor:
W. J. BULLOCK.
J. P. JONES.
- For Constable, Precinct No. 1:
PETE RANDOLPH.
- For County Attorney:
T. B. GREENWOOD.

TELMO
SEEDED RAISINS
None Better
TRY A PACKAGE
J. L. LEA, JR
Phone 56.

THE STATE SEAL OF OKLAHOMA.

The State seal of Oklahoma furnishes an expression of the individuality in this new State. In the center is a five-pointed star, and in each point of the star is the symbol of one of the five Indian tribes; here is the Chickasha national seal, wherein the Indian warrior stands upright with bow and shield; the Choctaw has his tomahawk, bow and three crossed arrows; the Seminole nation is represented by a village opposite a lake, which has a float on it, an Indian paddling in his canoe; the Cherokee Nation is represented on the fifth point of the star and is surrounded by a wreath of oak leaves. The Creeks also have their emblem on the shield. In each one of the indentures of the star are groups of nine stars, representing altogether the forty-five other States; while the large star in the center indicates the new State—the forty-sixth in the union—so that now, as in the days of Te-cumseh, when the Indians referred to the American nation as "my brother of the thirteen camp fires," the full bloods of Oklahoma can gather about their tepees and look upon the great cities and towns and railroads crossing the prairies of old, and think of the Great Father now having "forty-six camp-fires," instead of thirteen as in colonial days.—From "The Story of Oklahoma," by Joe Mitchell Chapple, in the National Magazine for April.

Don't get excited. Judge the vote of the State by your own county, and you are more apt to come nearer guessing at the general result. It will not do to rely on claims made by leaders on either side. Senator Bailey, according to his own estimate, is expecting a majority in the State of 100,000. Cone Johnson, who heads the Waco ticket, has given out no figures, but feels confident of victory, and says that all that will keep his ticket from winning will be the failure of democratic voters to go to the polls on election day. It is very evident that both sides are not half so confident of winning as they are trying to make believe. A majority of 15,000 or 20,000 either way, from all indications, is just about as conservative a summing up of the result as can be made.

This is presidential year and business of all kinds is generally dull in presidential years, except in spots. Wichita Falls and Wichita county seem to be one of the favorite sections. There will be more building done in Wichita Falls during the year 1908 than ever before. The prospects are that the county will produce the largest cotton crop ever made, and the tax assessor's books will show an increase in taxable values of about 25 per cent.

There were about forty members of the legislature who voted against Senator Bailey. They represented about 25 per cent of the democratic vote of Texas. After the result of Saturday's primary is known it will be an easy matter to determine whether or not Senator Bailey is gaining or losing strength in the democratic party of Texas.

This is the 29th day of April, and though wheat is in head and harvest time is less than thirty days off, a cold rain and sleet fell here today and in the upper end of the county, from Electra to Childress, a light snow fell which almost covered the ground.

Three more days of mud-slinging will wind up the dirtiest campaign ever pulled off in Texas.

R. M. Moore, with Jackson & Fain, only exclusive city real estate dealer in Wichita Falls. Ask him; probably he can tell you. 285-1f

Quaker Corn Flakes are better and only 10c at King & White's. 280-1f

OPENING OF THE SEASON Wichita Theatre



Woods Sisters Big Company
WILL PRESENT
TO-NIGHT
THE LATEST NEW YORK MUSICAL SUCCESS
45 Minutes from Broadway
"So Long, Mary"
15—PEOPLE—15 A Company of Merit. PRICES 25c and 50c.

ROCK & DUKE

A Brute in Human Form.

At Fort Worth Saturday a brute in human form went on a tear. First he shot and killed a worthy young man who had married his step-daughter, next he took a shot at a neighbor woman who happened to cross the road in front of him, then he shot and seriously wounded two officers who attempted to place him under arrest. The brute's awful rage was the result of his step-daughter's marriage to a man for whom he had formed a dislike. We know nothing whatever of this man except that the papers give his name as Knight, but we are confident we can guess very much of his early history. We venture the guess that when he was a boy he was one of the most despicable in the community; that he was never given to understand by his parents that he couldn't have his way about everything; that when he was crossed he fought, tore up his playthings and spat in people's faces, and that instead of applying a barrel stove, his parents made the excuse that "Johnnie was so high-strung that he couldn't be controlled." And so Johnnie believed until last Sunday when he was seized by the strong arm of the law. The child that is taught to respect the rights of others hardly ever forgets it in the days of maturity, but the child that is allowed to believe that everything and everybody must bend to his whims reaches manhood's estate with the same ideas and attempts to carry them into effect. He of course makes trouble for himself, but unfortunately he makes trouble for others as well. Many parents make the great mistake of allowing their children to cultivate dispositions and tempers that are sure to land them in jail and in hell.—Honey Grove Signal.

Meeting of Stockholders.

At a meeting of the stockholders of the Wichita Development Company, held this morning at the Farmers' Bank and Trust Company, the reports of the officers were made, and the stockholders expressed themselves as highly pleased with the manner in which the business has been conducted during the past year.

This is the company which owns the Crescent Lake addition, and which during the past twelve months, or since its organization, has built more than thirty new cottages, all of which are occupied and bringing good rentals.

Celebrated Larned Creamery Butter always good. King & White. 280-1f

Dorothy Dodd Oxfords

\$3.50, \$3.00, \$2.50

The worst thing about breaking in new shoes is the hard stiff feeling of the soles. Every step is an effort to make the leather bend. You instantly notice a difference when you put on a pair of "Dorothy Dodd" shoes. They are flexible. The foot feels as if it rested on a cushion instead of a hard leather bottom.

Dorothy Dodd

**Nutt, Stevens and
Hardeman**

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TOO BUSY HANDING OUT

BARGAINS AT THE BIG SALE!

To write an Ad. today. Come down tomorrow, if possible, or any day during this Great Surprise Sale. You will be interested.

Good Music Every Afternoon by String Band During Sale

P. H. PENNINGTON CO.

Take Notice!

I HAVE associated with myself in the merchant tailoring business with Mr. Harrell of Fort Worth, an up-to-date Tailor of many years experience. The name of our firm is now HOOPER & HARRELL, and we are better prepared than ever to supply your needs.

J. M. HOOPER
MERCHANT TAILOR

JOSEPH A. KEMP, President P. P. LANGFORD, Cashier.
A. NEWBY, Vice President. W. L. ROBERTSON, Ass't Cashier

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CAPITAL :: :: \$ 75,000.00
Surplus and Undivided Profits 140,000.00

We offer to the business public the services of a reliable and conservative banking institution, that is at all times prepared to grant any favor consistent with sound banking. Call and see us.

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Ziegler's TIN SHOP

Pure Water

These Days is an Item Worth Considering.

We furnish everything necessary to catch and deliver rain water from the time it falls on your roof until you place it to your lips pure and clear.

We Know How.

Better SEE US About it.

New Carriage Shop

Call on

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For all Kinds of BUGGY, CARRIAGE AND WAGON REPAIRING.

Painting a Specialty. Will shrink tire and will not injure wheels. Satisfaction guaranteed. Located on Ohio avenue, near Minnetonka Lumber yard. WICHITA FALLS, TEXAS.

WANT ADS.

SEWING—Ladies' waists made at 707 Lamar avenue. 296-6t

FOR RENT—Two nicely furnished rooms at 1004 Seventh street. 296-1f

WANTED—Position as governess. Good references. Address P. O. Box 845. 297-3t

FOR SALE—Second hand float in fair condition. Apply at office of Coleman-Lysaght-Blair Co. 296-6t

FOR SALE—Fine residence property, improved and unimproved. E. Von der Lippe, owner. Office: Moore & Reicholt. 287-1f

FOR SALE—Houses and lots north of Denver depot and near high school. Also vacant lots. See owner. T. J. Riley, 1409, corner 15th street and Bluff avenue. 296-6t

WANTED—The Times wants 100 ladies in Wichita Falls to call the paper up over the phone and each give us an item of news. Our number 167. Will you do it? 285-1f

FOR SALE—Two fine lots, good house, well improved, close in, in fine neighborhood. Half cash, balance easy. If interested—address W. A. S., box 294. 296-5t

LOST—At corner of 13th street and Scott avenue, a black Stetson hat, size 7 1/2—Collier & Hendricks mark. Finder leave at this office and receive reward. 300-1f

NOTICE—A number of lunch baskets and boxes, some of them containing dishes, picked up on the grounds at the Odd Fellows picnic, are unclaimed at Marlow and Huey's office. The owners are requested to call and get them.

The Successful Farmer.

The successful farmer is a self made product. He is the man who reduces everything to a system that there may be saved, and therefore money made. He is the man who farms on definite plans carefully thought out, and those plans the best he could devise after carefully reading and studying the failures and success of others. The successful farmer is he who realizes that farming is a business that requires as much care of details as any other business under the sun. He realizes that if he can get an acre of ground to produce double its former yield by an additional expense, the difference between the former yield and the additional expense is pure profit, and means just so many dollars more to put in the bank to his credit or spend as suits his fancy. The successful farmer realizes that farming in the past has been done largely in a haphazard manner, and that to make the most money, one must abandon old methods. The successful farmer is the man who is making a profit from a legitimate amount of work six days in the week, and has enough of the luxuries of life to enjoy the seventh day as the Lord planned that he should.—The Farmers' Guide.

GALLERY WIT.

Sometimes the Actors Turn the Tables on the Interrupters.

Some amusing instances of the wit and humor of the gallery and pit patrons of the drama are printed in the English Illustrated Magazine. On one of the first nights of the opera of "Cymon" at Drury Lane a dissatisfied critic when Mr. Vernon began the last air in the fourth act, "Torn from me, torn from me! Which way did they take her?" immediately sang in the exact time of the air, to the astonishment of the audience, "Why, toward Long Acre, toward Long Acre!"

Vernon was for a moment stunned; but, recovering himself, he sang in rejoinder: "Ho, ho! Did they so? Then, I'll overtake her! I'll soon overtake her!" and precipitately ran off amid the plaudits of the whole house.

In "Sancho Panza," a comedy in three acts, by Duffren, the duke says at the beginning of the third act, "I begin to get tired of Sancho." "So do I," said a wag in the pit, taking his hat and walking out. This sealed the fate of the piece.

When John Reeve was playing Bonabates at Bristol upon being stabbed by Artaxomus he denied the fairness of the thrust and, appealing to the pit, said, "It is not fair, sir, is it?" A bald-headed gentleman who probably took the whole representation to be serious and to whom Reeve directed his glance replied, "Really, sir, I cannot say, for I don't fence."

Barry Sullivan, the Irish tragedian, was playing in "Richard III." some years ago at Shrewsbury. When he came to the line, "A horse! A horse! My kingdom for a horse!" some one in the pit called out, "Wouldn't a donkey suit you, Mr. Sullivan?" "Yes," responded the tragedian, turning quickly on the interrupter; "please come round to the stage door."

This Earthly Stage.

"The sun," remarked the kindly citizen, "shines for all."
"And that's what worries some people," averred the caustic citizen. "They seem to think the sun ought to be handled as a spot light."—Louisville Courier-Journal.

The first mail steamer from England arrived in New South Wales in 1853.

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OFFICE—Room 13 & 15 Kemp & Lasker Block also rear First National Bank.

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Southwest Corner 7th street, Ohio Avenue.

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E. M. WIGGS,

VETERINARY SURGEON

ELECTRA, TEXAS.

Phone Calls Sent to A. N. Richardson's Drug Store, Electra, Texas, Will Be Received.

CHAS. S. HALE, M. D.

Practice Limited to Diseases of EYE, EAR, NOSE AND THROAT.

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When in need of a Sewing Machine or supplies.

Needles for ALL MAKES of Sewing Machines.

SEWING MACHINES RENTED AND EXCHANGED.

W. A. McCLELLAN,
Salesman and Collector, Third Door South of Postoffice.

Watch Neglect!

Do most people neglect their timepieces?

Yes, both watches and clocks are usually allowed to run until they will run no longer.

How does this affect them?

It unduly wears the more delicate parts.

This must surely injure them?

It does. The time-keeping qualities of a watch or clock depend upon the treatment it receives.

Where can one get good, skillful repairing?

At Fonville's Jewelry Store.

Besides good work, what else do they promise?

Promptness and fairness of their charges.

A. S. Fonville,
Jeweler and Optician.

MAKING A RAILROAD

FORT WORTH AND DENVER'S RECORD IS NOT EQUALLED BY ANY OTHER LINE.

IS A PACE WITH PROGRESS

The "Denver" Has Played an Important Part in the Development of Country It Traverses.

Fort Worth, Tex., April 29. The full force of the disturbance confidence has been in effect but one railroad in Texas has been maintaining a favorable comparison with last year from the standpoint of earnings. That railroad is the Fort Worth and Denver. The cause of this favorable condition is not hard to ascertain. If the Fort Worth and Denver's earnings were based solely upon a per capita of the population served, it would not show this favorable condition. This road, built when the Panhandle of Texas was a barren stretch of country, has ever exerted the full force of its influence in bringing the attention of prospective settlers to a keen appreciation of the possibilities of that portion of Texas it traverses. It has been during the last eight years only that the incessant efforts of this road have borne fruit in a manner that has demonstrated that the faith of those having the management of the road at hand, has been the faith of truth.

An analysis of the expenditures of the Fort Worth and Denver for the eight calendar years ending December 31, 1907, reveals a condition certainly without a parallel in the annals of railroads of the Great Southwest.

Fortunately the "Denver Road," as the Fort Worth and Denver is popularly called, was built under the direction of General G. M. Dodge. When General Dodge projected this road to Fort Worth, only his splendid reputation as a civil engineer and railroad builder saved him from humiliating remarks. Secretly those who were close to General Dodge deprecated the idea that he should devote his energies and genius to building a railroad through what was then almost barren and certainly an undeveloped waste. General Dodge put into the "Denver Road" every atom of his skill as a railroad constructor, with the result, his available capital being considered, he had a great property when he completed it. He turned it over to the operating officials in good shape. He had confidence in the capacity of the country to sustain the line of railroad and he foresaw the events, which were then visible only in dim shadows, that the short line from the Rocky Mountains section to shipside would command the traffic situation.

But even with this favorable future, the "Denver" had a hard struggle before passing the crest of the situation. Following the panic of 1893 up to 1900, the years were all lean years with the "Denver." The country served by the road was inactive; it became in a large measure depopulated; business was stagnated; trade was of small volume and it was almost as despairing a seven years as was that period of similar duration when Joseph ruled over the chosen people of Egypt.

When business began to gain courage and revive, the "Denver" was ill equipped to care for such a revival. The old saying that no church is better than its members make it, is illustrated in the realm of railroading. No railroad can prosper when the people it serves do not prosper. The seven lean years from 1893 to 1900 fell as heavily upon the "Denver" as they fell

upon the people served by the "Denver." The result of this condition of affairs was that the physical properties of the Denver fell to a low degree of excellence. The rails were of the lightest type, not permitting the handling of heavily loaded tonnage with safety; the equipment was light, necessarily, on account of the rails, and was furthermore very much in need of repair; the ties were little better than a good apology, and barely served the purpose for which they were intended; embankments and cuts were as narrow as possible and in bad order generally speaking. The road was not all fenced and the bridges were barely good enough to be accounted safe, even with good luck.

But the very moment confidence invigorated the business world, that moment did the "Denver Road" begin its work of rehabilitation. From January 1, 1900, to December 31, 1907, the work of making the Denver a model railroad was never stopped, and when the earnings of the Denver reached the flood stage, at that time too was the work of improving the physical properties of the road at the flood stage. In fact, scenting the oncoming better times, the Denver actually beat the season of prosperity in becoming active, for in 1899 some fifty miles of extremely light rails were replaced with heavier rails, the work of fencing the road was completed and other minor improvements were made.

Once the gross earnings of the Denver began to show substantial gains, the gross expenditures for betterments began at the same moment to keep pace with the increased earnings. Between January 1, 1900, and December 31, 1907, the road relaid sixty-five, seventy-five and eighty-five pound steel rails, with the exception of fifty miles of sixty-five pound new steel relaid in 1899. All of the sixty-five pound rail, which includes fifty-five miles relaid in 1900, will be replaced as soon as possible by heavier rails, and the time is not far distant when the lightest rail on the Denver will be seventy-five pound steel with a good part of the road laid with eighty and eighty-five pound steel. Of the total gross receipts of the Denver during the eight years, 1900 to 1907, \$1,019,267.31 went back at once for better rails, which means better service and more safety for the patrons of the roads. Once heavier rails were relaid, the question of better bridges in order that heavier equipment could be used, was a natural question. Up to 1900 practically all the bridges of the Denver were of wood or iron. In eight years over seventy-five per cent of the wooden bridges have been replaced by permanent structures of steel and concrete. Under the existing schedule of improvements, every wooden bridge on the Fort Worth and Denver will be replaced by permanent bridges by 1910, with the exception of the bridges over the Pease, Red and Canadian rivers.

While the old rails were being replaced by heavier rails, and the wooden bridges were being replaced by permanent structures, the old ties were being renewed at the rate of fifteen per cent a year. This means that the oldest tie on the Denver road was laid three months less than seven years ago. This, however, is not a fair method of calculation, as 465,441 ties were laid during the eighteen months ending December 31, 1907. During the eight years ending at the same time, 1,732,565 new ties were laid by the Denver. The ties alone in eight years cost the Denver \$822,395.

In the matter of equipment the Denver made giant strides. On January 1, 1900, the company owned 32 light locomotives, with a total tractive power of 471,080 pounds. Today the Denver owns seventy-nine locomotives with a total tractive power of 2,140,000 pounds; or, in other words, if the capacity of the locomotives owned by the Denver today averaged the same as

the locomotives owned on January 1, 1900, the Denver would have 144 locomotives. As it is the Denver has an increase of 1.7 per cent in number of locomotives and an increase of 355 per cent in tractive power.

On January 1, 1900, the Denver owned 1,005 freight cars, or 31.4 cars for each locomotive, with an average tractive power of 14,721 pounds. On December 31, 1907, the Denver owned 2,460 freight cars of modern construction and capacity, or 31.14 freight cars for each locomotive of an average tractive power of 27,092 pounds. In other words, the Denver has decreased the number of freight cars per locomotive 26 of 1 per cent, and has increased the average tractive power per locomotive 86 per cent. Were the average tractive power per locomotive the same now as it was on January 1, 1900, the Denver road would have 1 locomotive for every 17.9, and after all, the most favorable track conditions are without effect without tractive power. The greater the tractive power per car, the better the service, all things else being equal.

In passenger cars the Denver has increased its number from 27 owned on January 1, 1900, to 50 now, 30 having been purchased in the last two years, being the latest product of the modern car-builders' art, and are fitted with every modern convenience.

During the years of plenty with the Denver, that road spent for betterments, such as terminals and shop facilities, \$755,874.09; for stations, section houses, etc. (other than terminals), \$55,696.04; yard and passing tracks, \$152,750.21; bridges, \$652,979.02; ballast, 292,815.99; rails, \$1,019,267.61; and for other betterments, other than for equipment, \$150,215.52. In this latter amount is included \$10,875.56 expended in building a club house at Childress for employes, and \$57,222 for better water and fuel facilities.

In addition to this vast sum, totaling \$3,079,598.18, during the last eight years the Denver has also spent \$2,338,124.57 for additional equipment; \$309,286.07 for the replacement of worn out equipment; and \$8,611.75 to comply with the electric headlight law.

That is what has been paid out for improvements and betterments alone. During the same period the Denver has paid out a staggering amount for its payrolls. For instance, during the year 1900, the Denver had a total gross earning of \$1,807,989.48, and 40 per cent of this amount, or \$737,220.27 went to meet the payrolls. The growth and settlement of the Panhandle can be no better illustrated than by citing that during the calendar year of 1907 the gross earnings of the Denver aggregated \$4,643,940.38, of which amount \$1,879,196.19 went to meet the payrolls. During the entire period from 1900 to 1907 inclusive, the total gross earnings of the Denver aggregated \$22,865,943.98, of which amount a grand total of \$8,685,678.12 went for payrolls alone. The gross earnings of 1907 show an increase of 151 per cent over the gross earnings of 1900; while the payrolls of 1907 show an increase of 155 per cent over the payrolls of 1900.

In tons of freight handled the Denver shows an increase from 568,142 tons handled in 1900 to 1,517,155 tons handled in 1907, and increase of 172 per cent. To properly handle this increase the tractive power of the locomotives has been increased 35.5 per cent. The revenue-producing tons of freight handled one mile in 1900 equalled 116,270.358 against 287,153,196 tons handled one mile during 1907. The passenger business shows the substantial increase from 169,240 passengers handled in 1900 to 558,882 handled in 1907, an increase of 230 per cent. On the mile unit basis, the revenue producing passengers handled one mile during 1900 equalled 16,447.863, while during 1907 they equalled 62,808,332 or an increase of 282 per cent.

(Continued on Page 9.)

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We will have fresh Vegetables several times a week from Southern Texas; also home grown vegetables are coming in. Give us your April business, we can supply you. We carry a full line of staple and fancy groceries beside our fruit and vegetable line.

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Our stock of dress goods in Silk, Wool and Cotton comprises the latest creations in weaves, textures and colorings, and at very moderate prices.

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WHY? BECAUSE our lines of Merchandise are of a dependable quality and our prices are as low as dependable merchandise can possibly be sold and represents the careful study of your wants and needs.

SPECIAL INDUCEMENTS are offered the careful buyer who visits our store. In way of a few extra bargains all shoes will be sold at a 10 per cent reduction for cash on

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As well as every business man should have a bank account.

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CLIMBING A CHIMNEY

The Way the Steeplejack Does His Dangerous Work.

HIS APPARATUS IS SIMPLE.

A Couple of Bo's'n's Chairs, a Trio of L Shaped Iron Pegs, a Heavy Hammer and a Ball of Twine Will Take Him In Safety to the Summit.

In the climbing and repair of chimneys and steeples it is, as in so many of the upward steps of life, undoubtedly the first which counts, says the New York Times. Once set your man, with a ball of twine tucked in the pocket of his coat, safely astride the coping of the big brewery chimney which rears its bulk of brickwork perhaps 300 feet above surrounding roofs or on the apex of the steeple of a church, his arm around the weather vane's vibrating pole, and you have the means by which ropes, ladders, scaffolding, and all the necessary structure for examination and repairs may be brought into place. To get the first man to the giddy summit—that is the question.

There was a day when this was not infrequently accomplished by what at first sight might appear the somewhat frivolous method of kiting. A kite having a goodly length of string attached to its tail was raised in the usual manner and gradually coaxed over the steeple or chimney under treatment, then drawn down until the tail string lay across the top. It was then merely a matter of time and patience to pass a rope over and haul up a man. But the method had obvious disadvantages. To draw the tail line successfully across a chimney top, still more across the pointed spire of a church, often took more than one or two attempts. Moreover, there must be a fair wind blowing at the time and a large open space available close by in which to raise the kite—this last condition one not often found about the chimney stacks or steeples of a town. Another system was that of ladders built upward from the steeple's base, exceedingly cumbersome and, in the opinion of many modern steeplejacks, highly dangerous.

The man who on this morning stands beside us at the foot of a great shaft of brickwork towering skyward from the very center of a famous northern town will fly no kite, nor does a wagon load of sectional ladders wait his orders in the yard. A small man, snawy and lynn faced, is he, and all the tackle that he needs to take him safely to the coping sixty yards above our heads has traveled to the scene of action in his pockets or his hands. On the ground before him are two bo's'n's chairs, or short planks, through holes at either end of which a rope is passed, forming a loop by which the chair may hang. Beside them lie three L-shaped iron pegs or staples. The longer arm of each peg has a sharply pointed end and is nearly a foot in length; the short arm is but two or three inches long. The handle of a heavy hammer peeps from the pocket of our companion's coat, and that is all.

Taking a staple in his hand, he drives it into the chimney at a point breast high above the ground. On this he hangs a chair and, mounting, drives a second peg two or three feet above the first. On this the second chair is hung. The upright arm at a right angle to the peg precludes all danger of the rope slipping off. Nor do the chairs hang close against the shaft, for strips of wood projecting from each end insure a space in which the climber's legs are free to move. Now, stepping up into the second chair the steeplejack drives the last of his three pegs. Above him is a peg, below another one, on which hangs a chair. Leaning aside and down, he lifts this chair and hangs it above him on the topmost peg; leans down and with a twist of his fork headed hammer wrenches out the peg. This is less dangerous or difficult than might at first be supposed, for the pegs are never driven deeply in, having but the steeplejack's light weight to bear, and that only for a few minutes at a time, while should the hammer or a peg slip from his hand it is easily recovered by means of the ball of twine in his coat pocket and the watcher below.

Such is the system—the mere mechanical repetition of the movements just described—which has carried him safely to the top of many a giant stack. Arrived at the summit of the chimney he will find holdfasts built into the masonry—sometimes a massive bar or chain is stretched across the shaft—to which a rope and pulley blocks can be made fast. This done, he can descend and reascend at will, scaffolding can be slung and inspection and repairs be carried out.

Bobby's Reason.

Little Bobby was saying his prayers at his mother's knee, but so rapidly that she asked him why he did not speak more slowly.

"Because, you know," he replied, "it would keep all the other children waiting."—Lippincott's.

Olives and Olive Oil As a Spring Blood Medicine

The average olive of Commerce is but a poor thing compared with its aristocratic cousin of the far East.

In order to realize what the olive is at its best you must have those that are carefully selected from the finest groves and then handled, cured, processed and packed with an eye to quality and perfection.

The olive is delicate and elusive, yet almost aggressive in its distinctiveness; it is tempting and seductive, yet full of quality and character.

To call it "appetizing," "delicious" does not express it all for no other gift of nature makes so strong an appeal upon the appetite of every one as a good olive.

35 and 65c per bottle.

And the olive yields a rich golden oil which makes possible the most notable triumphs of cookery and adds an otherwise unattainable zest and relish to scores of foods of various kinds, and is in itself a food of rare value, a specific for many ills, and a royal road to healthfulness of skin and beauty of complexion which all women should know and realize.

Monarch 40c per bottle.

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Call and see my new Spring Samples Cleaning and Repairing a Specialty Suits pressed while you wait.

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Phone 88. Mansion House

For Swift's Premium Boiled Ham, breakfast bacon and Creamed Dried Beef, see our Dayton sileer do the work. Phone 177. 811 Indiana avenue. Orth building.

SHERROD & CO.

HAD TWO MORE PLATES.

And Felt They Saved the Honor of the American Navy.

Every graduating class at Annapolis leaves behind it the fame of certain heroes in the line of physical prowess or mental endeavor. One of these heroes was George Dewey, a fine, manly, athletic youth, the pride of the boxing and fencing masters and the terror of all bullies.

In Dewey's class was a youth of an excellent bent for applied mathematics, but so tender of physique that he often suffered from the rough horseplay of his elders. Dewey took the boy under his protection, and the two became fast friends. They swung their hammocks in the same watch on their graduating cruise and when the ship touched at Liverpool obtained permission to run up to London on a day's leave. By rigid economy the two had scraped together a little more than £2 apiece, and they landed in the English capital arrayed in spick and span new uniforms. A round of sightseeing had reduced their combined capital to 2 sovereigns and their return tickets when their boyish appetites announced the hour of noon.

With the cautious economy of his ancestors the Scotsman suggested a chop-house, but nothing but the best would suit Dewey, and he accordingly steered his chum into the finest hotel he could find.

The two seated themselves at one of the tables and scanned the menu with a magnificent air. The first item that caught their eyes was strawberries and cream, and this, with its reminiscence of home, they proceeded to order.

Now, the time was winter, and strawberries from the hothouse are expensive in London, so it was small wonder that the other guests who had learned the order looked inquiringly at these specimens of the Jeunesse dorée of the American navy. An Oxford lad who sat next them seemed particularly impressed and turned his large eyes upon them with awe. The strawberries were good, and all went well until the obsequious waiter returned with a bill for £1. The Scotsman nearly collapsed, but Dewey noticed the eyes of the Oxonian upon him and, turning surlily to the waiter, ordered two more plates.

The middles left with empty pockets, but haughtily conscious that they had saved the honor of the American navy.

AN ANCIENT HIGHWAY.

England's Great North Road is Two Thousand Years Old.

Before we reached Hatfield, a few miles out of London, we had already been impressed with the magnificence of this Great North road, which is said to have been built by a Mr. Caesar, whose headquarters were in Rome at the time. It is the direct route from London to Edinburgh and has been traveled for so many centuries that the earliest histories of England contain accounts of the movement of troops upon it. It is a great thoroughfare for vehicles of all sorts, motorists and cyclists, and in these modern days there are well worn footpaths along either side for pedestrians. We passed scores of motors, and I was told while in England that the popularity of motoring had noticeably diminished the number of first class travelers by rail. We found the road for its entire length of 400 miles in perfect condition. In many portions the macadam is said to be nine feet thick. Long sections of the road are oiled, and on no part of it was there any appreciable amount of dust. There are few sharp curves, and the grades are so slight that it has become a great thoroughfare for speeders, with the result that there are many police traps for which one has to watch. We found that we could stop in almost any little village and get information as to just where the traps were located—as, for instance, they told us at Biggleswade, which is a better looking place than its name, to look out for traps just the other side of Buckden and again in approaching Weston.—Frank Presbrey in Outing Magazine.

Sure Enough Hogs.

Mose, the darky cook of a party of surveyors in eastern Texas, was greatly annoyed by the razorback hogs that roamed around the camp. One evening while he was at the spring a particularly ravenous band of these "piny woods rooters" raided the cook tent and ate up everything that was edible and some things that weren't. For several moments after his return from the spring Mose could find no words to express his feelings. "Waal," he finally exclaimed, "de good Lawd subtainly knowed his business when he named hawgs 'hawgs'! Dey sho' is hawgs!"—Everybody's Magazine.

Amenities of the Fair Sex.

Mrs. A.—I thought Mrs. C. was a friend of yours, Mrs. B.—And so she is. Mrs. A.—Well, she isn't. She's a hypocrite. Mrs. B.—How do you know that? Mrs. A.—Because she tried to get me to say something mean about you. Mrs. B.—She did? How? Mrs. A.—Why, she asked me to tell her what I really thought of you.—Chicago News.

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and thereby get a good cigar and win the applause of your conscience. If you don't smoke it, you miss the best, and he who misses the best is a loser whether he knows it or not. You try the TRADE, and you, and you and you.

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Am now making a special price of \$22.50 on Porcelain Bath Tubs, which can't be bought for the money by any of my competitors.

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Appreciate your trade. Try him.

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Most Refrigerators have only one or two good features. GUERNEY REFRIGERATORS have eleven good features and each a strong argument.

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J. S. Mayfield Lumber Co.

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Just Arrived!

A COMPLETE LINE OF

Ladies,' Misses and Children's Shoes

IN BLACK AND TANS

ALL SIZES AND WIDTHS

W. E. SKEEN

MAKING A RAILROAD

(Continued from Page 6.)

Briefly summing up a general review shows the Denver has been completely rebuilt and bettered in every way. Is there little wonder the average interest payments made by the Denver during the eight years has been no higher than 2.8 per cent per annum on the average yearly capitalization?

With the exception of ballasting the Denver is now in excellent condition from every view point. It will soon be in first class condition with this regard. Since October, 1906, to February 29, 1908, the Denver had spent over \$360,000 in ballasting and in securing a sufficient supply of ballast, including the building of a spur track eight miles long from Alford, at a cost of \$1,000. Up to March 31st, 1908, 105 miles of the road has been ballasted in a thorough manner. The work of ballasting is progressing at the rate of 12 to 15 miles per month, though during February this work covered a total of 18 miles and in March 17 miles.

Above the most economically administered charges of operation and the interest on the bonded debt cited, every dollar the Denver road has earned has been put back into the property, the stockholders of the company not receiving one cent in the way of dividends. It shrewd officials, perhaps, know personally more patrons of the Denver than the officials of any other road of similar length in the world. There is a splendid reciprocal feeling prevailing between the executive officials of the Denver and those served by the Denver, which feeling should be broadcast over the State for the good of all concerned.

With the Denver being constantly in the state of being rebuilt, is it a cause of wonder that those who ride on the Denver sometimes feel the "bumps"? I can say to those who are served by the Denver to bear the "bumps" in patience. They mean not that deterioration is taking place, but that improvements are being made. They mean, in short, that the "Denver Road" is rapidly nearing the achievement of the ambition of those at the helm to see it the best railroad, serving the best people and traversing the best country, when all these three things are considered collectively, on the top side of earth. The country is already here; the people are flocking in, attracted by the magnificent, dormant possibilities and the Denver is keeping step with the trend of events just as fast as the money till permits.

D. C. McCALEB.

This is getting to be such a golden age for gambling that blessed if a lot of the young push have not come to regard a candidate for office in the same light as they do a race horse—no good if he can't win. Well, then, it does not seem of importance as to what principle, if any, the candidate stands for, but simply can he win? Regardless of what the candidate does stand for, they consider they have "thrown their votes away" if he is not elected. This idea, no doubt, accounts for the large number of sports who get on our executive committees, national, State, etc.—Southwest Farmer.

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Collier & Hendricks exclusive agents for Buster Brown and Buddy Tucker fine clothes. 250-4f

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Coney Island

Under new management, is the neatest and cleanest place in the city to get what you want to eat prepared to suit your taste.

Open Day and Night

and none but competent and polite help are employed. Kitchen is in charge of two French cooks.

25c DINNERS

A strictly special bill of fare for Sundays.

Allen & Wise

Proprietors.

326 Seventh Street.

WORKED HIS WAY.

The Job an Energetic Student Took to Cross the Atlantic.

Jack had paid his way always. Out of the poverty of his childhood he had fought his way through the university. After graduation he felt he must see Europe, and with the little accumulation he had he "crossed the pond," trusting to good luck to get home again. But his trip of sightseeing over, he found himself in Liverpool without money and with no means of getting any.

He thought he would just go down to the steamship, go on board and see how it would seem if only he were going home.

As he wandered over the big liner his attention was attracted by a crying baby. The mother was travelling alone, and while she was attempting to see to all the thousand and one details incident to the beginning of an ocean trip the baby had resented the neglect he felt he had received and was crying. The mother was at her wits' end.

Jack's kind heart prompted him to say: "Let me take the baby, madam. Perhaps I can keep him quiet until your preparations are made."

This request, so unusual from a stranger and especially from a man stranger, naturally flled her with surprise, but she looked Jack squarely in the eye for a second and trusted him. "I wish you would," she said.

Jack's care was extremely satisfactory to his babyship, and when, in a half hour, the mother was ready to reclaim her child she found a happy baby cooing and trying to devour a bunch of keys at one gulp.

She laughed as she took the youngster and thanked Jack. Then she added, quite in fun, "I wish you were going clear across."

Jack saw his opportunity. He said: "Madam, I'm a college student, out of funds and longing for home. If you will pay my passage to America I will take care of your baby all the way across."

His proposition was accepted, and he kept his word. He is a prominent lawyer now, and he looks back with considerable amusement to his experience in getting home from Europe.—Youth's Companion.

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PERSONAL MENTION

Mr. and Mrs. E. A. Dale of Electra were in the city today.

Dr. G. D. N. Lambdin of Burkburnett, was transacting business here today.

Mrs. H. Specht of Fort Worth is in the city, the guest of the St. James hotel.

Mrs. D. P. Woodward, has returned from a three weeks visit to friends in Dallas.

E. H. Thomas, a prominent hardware man of Kell City, Oklahoma, was here today on business.

Misses Annie and Minnie Allen of Allendale are in the city, the guests of Marshal Gwinn and family.

Mrs. M. J. Davis of Seymour, who has been visiting friends in this city, returned to her home this afternoon.

Charles E. Lawrence, cashier of the Tillman County Bank of Kell City, Oklahoma, was transacting business in the city today.

Mr. and Mrs. W. L. Garvey of Archer county were in the city today en route to Frederick, Oklahoma, where they will reside in future.

C. A. Souter of Fort Worth, who has been in the city for the past month looking after business interests, returned this afternoon.

Prof. J. P. Scott and family of Terrell, Oklahoma, were in the city today en route to Allendale to visit Mr. and Mrs. A. E. Gwinn.

H. M. Sutton returned last night from a two weeks visit with his sister, Mrs. J. W. Stephenson, at Coweta, Oklahoma.

Mr. and Mrs. W. S. Burnett of Burkburnett, Texas, were in the city today en route home from Ringgold, where they had been visiting relatives.

Mrs. S. C. Curry, nee Miss Eliza Jones, of Childress, who has been visiting her sister, Mrs. W. P. Collier of this city, left this afternoon for Henrietta.

C. E. Steel, a prominent farmer of Thaxton, Oklahoma, accompanied by Mesdames Wood and Avery of DeVol, Oklahoma, were among the visitors in the city today.

Linn Boyd will leave tomorrow for Amarillo, where he will engage in the grocery business with his brother, Craig Boyd. W. A. Thomson will succeed Mr. Boyd as bookkeeper for the Wichita Falls Water and Light Company.

Mr. Stanniforth, the Gainesville man who is at the head of the \$160,000 stock company organized here to build and operate a brick plant, is now inspecting brick plants in Kansas and other States preliminary to placing an order for the equipment of the plant here. He will be gone about fifteen days and upon his return the order for the machinery will be placed and preliminary work begun at the site of the kilns.

Porter McFalls, who is working with a surveying corps in the coal fields near Olney, was visiting his parents, Mr. and Mrs. S. G. McFalls, in this city today.

Death of J. K. P. Carter.

J. K. P. Carter, one of the pioneer residents of Wichita Falls, passed into eternal rest at 7:30 o'clock last night, his death occurring at his home on Ohio avenue following many months of illness as the result of paralysis. The deceased suffered his first paralytic stroke several years ago, and had been almost helpless during the past twelve months.

Mr. Carter if he had lived would have been 53 years old next month. He was a native of South Carolina and came to Wichita Falls .8 years ago and for many years ran a barber shop.

He is survived by a widow and five sons, Fred, Wm., Robert, Ross and Raymond, all of whom live in this city.

The funeral took place from the family residence at 1100 Ohio avenue at three o'clock this afternoon. Rev. J. R. Bowles officiating. The remains were laid to rest in Riverside Cemetery.

Election of School Teachers.

At a meeting of the board of trustees for the independent school district of Wichita Falls, held on Monday evening, all teachers who now hold positions in the schools of this city who had applied for positions for the 1908-1909 school term were re-elected and are as follows:

- H. H. Gulce, teacher of English and literature.
 - Miss Clara Parker, Latin.
 - Miss Emma Childers, History.
- Grade Teachers.**
Miss Emma Norwood, Miss Eva Stratton, Miss Minnie Young, Miss

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Ethel Carr, Miss Lena Phillips, Miss Kate Haynes, Mrs. O. E. McNew, Miss Haines, formerly of Ennis, Miss Willis, formerly of Cisco, Miss Gene Stafford, of this city, Miss Vella Raney of this city.

The four last named did not teach in the schools of this city last year.

C. C. Trimble was re-elected principal of the colored schools. Superintendents O. E. McNew and Principal H. A. Fairchild were re-elected at a former meeting of the board of trustees.

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