he Short or Sack Dress Coat, the Inverness Cape Overcoat, Sacks, Cutaways and Procks-When, How and Where to Don

There is considerable difference be ween the estimates recently made by writers of men's fashions for the winter tift of a well dressed man, and the mount actually expended by many a nan who dresses well and moves in good ociety. Fifteen hundred dollars has n named as an amount requisite to out a man in fine figure for the winter. we calculate two-thirds as much for summer it gives us a grand total of 2,500 a year. If this is the figure reaired to dress a man who moves in good society for one year, that society necessarily exclude nineteen-twentieths of the intellect of the country. Authors, artists, musicians, indeed all men devoted to the arts and sciences for the purpose of making a living, must

necessarily refrain from the inner circle.
The estimate is absurd. There are men at some of the large cities of the eastern states who not only cover themselves with clothes purchased at great expense, but are decorated in execrable taste. The on of loud dress finds its extreme at races and athletic games, where men's trousers are of many hues, where their scarfs are perhaps a flaming red, their scarf pins big enough to hide any blushes that may have appeared on their faces in a year, and who carry canes calculated to make a policeman shudder. But these men are by no means the only men in America who are gentlemen. They may be the only men who make pretentions to be such, but there are tens of thousands who make no pretentions who could discount them for pure innate refinement and give them ninety-nine points out of a hundred in the game.

Any man who starts from the skin, s to speak, and dresses himself for the win-ter may do so in excellent style for from \$300 to \$400. And he may get himself into position to move in as refined circles



lectual people pay very little attention to his clothes. And there was never a truer saving than truer saying than that "fine clothes

don't make a gen-tleman." It is cer-tainly, however, an OVERCOAT. advantage to a man to be well [dressed or rather it is a disadvantage not to be well dressed. Not only should he wear good clothes, but he should wear clothes cut in the prevailing style. He should not be too far in the advance nor too far in the rear in adopting new styles. Be not the first by whom the new are tried, Nor yet the last to lay the old aside

is excellent advice for all men, except such as whose standing is dependent upon being leaders of fashion in dress. There are three different kinds of coats for ordinary wear, either of which may be worn by men: The double breasted the cutaway and the sack. The sack is best adapted for business. The cutaway may be worn day or evening, the double breasted frock is most suitable for walking. Either of the two latter is proper for evening wear, except at parties, or among certain fashionable men of large difference who wear, dress suits invariable. cities, who wear dress suits invariably after 6 o'clock. The plates herewith are taken from The New York Clothier and Furnisher, which periodical thus more minutely describes these garments: "The proper business coat for fall and

winter weather is a three button sack. such as is shown in the accompanying illustration (No. 1). As will be noticed, it is cut very little different from the similar garment for summer wear, and although the cloth is heavier, little diver-sity will be noticed.

As to patterns, anything striking in plaids, checks or stripes will go, and the chosen fabrics are in cheviota and cassimoves Fancy wide wale diagonals and corkscrews will, of course, be called for by certain trade, but the main object of fashion is to this winter get as far away from somber effects as possible. Almost any color trousers can be worn with almost any color sack coat; some people in fact considering this contrast one desirable to be sought.

The three button cutaway here shown (No. P), says an authority, is the most popular coat made at present. It is equally applicable to half dress or to business. There is, however, one point which should be made a note of. The cutaway for business wear should be made of rougher goods, such as are applicable to a sack suit, and should always have tlaps at the waist seams; the half dress cutawa coat is without the flaps. There is little change in the shape of the three button The materials in



NO. 8. No. 8. and diagonals in dark colors are used for frock coats this fall. They button close to the body, and the inner faces are lined with silk to the but-

ton holes. The edges are finished with narrow flat binding. The coat buttons high enough to entirely conceal the waist-

There is but little room for digression on trousers. They may at times be cut tight to the leg, at times loose, at times loose at the knee. The present style is large and loose both at the knee and at the

There is a sack coat which different leaders have at times attempted to introduce in place of the dress suit. It is known in England as the "Cowes coat" and in this country as the "Tuxedo." It is not the intention to have this coat take the place of the dress coat at all times. It is to have something to relieve the dress coat of duty except on state occa-sions. It may be convenient to wear in summer, when the days are long and one desires a garment that can be worn before dinner without an overcoat, but there is no great likelihood of this sack at present taking the place of a dress coat. Out it any way you please, it is still a sack.

As to overcoats, the Inverness cape is bleasing. It is a revival of an old style mewhat shallar worn years ago. It is needed to be worn over a dress suit, d is far preferable to those short coats, slow whose skirts the tails of dress

It is thus described by The Clothier and

Furnisher:
"In the correct style the lower cape reaches to the knee and the upper cape falls to the knuckjes of the hand. The under cape may be buttoned for addi-tional warmth in single breasted fashion. The outside cape is let into the side seam of the under cape, although from the front view it has the appearance of being a full cape. The garment worn by Mr. Sothern in "Lord Chumley," as shown in the accompanying cut, is a trifle too long for the best form, but there may be a comedy effect to be attained in this way, for Mr. Sothern also undoubtedly for some executal reason carries a crush. for some special reason carries a crush hat which long ago entered the list of

A WASHINGTON HUMORIST.

W. J. Lampton, Otherwise Known a "Jedge Waxem."

W. J. Lampton, of The Washington Critic, is one of the brightest young humorists of the United States. His creation, "Jedge Waxem," is much better appreciated at the national capital than elsewhere, for there the people see congressmen of all degrees daily, and to them his sayings and doings are often but slight exaggerations of the ways of some of the members they personally

Mr. Lampton is now 27 years old, having been born May 27, 1851, near Ironton, O., just across the river from the old Kentucky home of the Lampton

When young Lampton arrived at the mature and responsible age of three be agreed with his parents that it would be advisable for the good of the family to go back to Kentucky. The young man's judgment was good, for the elder Lamp-ton went over into Greenup and "Ky-arter" counties and went into iron mills, making a small fortune. This was the way Lampton became acquainted with Waxems, and eastern Kentucky is

his way back region. In 1873 young Lampton went to St. Louis and endeavored to restrain his levity by clerking for a firm of iron brokers. He made a noble effort-spent three years keeping himself under, and then gave it up. It was during this sojourn in St. Louis that he laid the foundations

of a long and happy bachelor-hood, deep and wide. At the same time he brought out a fine silky, black beard, which has had a big run eversince. After St. Louis he tried ing his first dose country weekly.

W. J. LAMPTON. the people's rights was maintained at Ashland, Boyd county, Ky., for several years by the prefits of the fron furnaces owned by his father.

When in the course of time the people's rights had been maintained to

Lampton's perfect satisfaction he went to Cincinnati, then to The Stephenville (O.) Herald, and finally to Louisville, where he wrote humorous let-ters for The Courier-Journal over the signature of "Mary Jane."

Within a year he became editor of The Merchant Traveler, of Cincinnati. Lampton found in this place a special and highly enjoyable field of fun. Trav-eling men make and take more good stories than any other class of men Many a good story that is still going over the road told by drummers from town to town was written by Lampton, who got the material from "Wayback." There are probably 10,000 drummers in the United States who know Lampton personally. Who Wherever he goes they keep

In January, 1886, Lampton went to the national capital, and through The Washington Critic, began to electioneer for "Jedge Waxem." It was not long before the "jedge" was one of the best known members of congress.

Beside the Waxem articles, which form

a staple and regular attraction to The Critic's renders, Mr. Lampton's pen has produced many of the brightest bits of satirical verse, imaginary conversations between public people, etc., that have been recently turned out. He is still a single man.

She Doesn't Want to Know Him. It is claimed this is an excellent portrait of Mrs. Peabody Wetmore, of Rhode Island, who lately refused to be introduced to the Prince of Wales and there by set the gossips' tongues wagging on both sides of the Atlantic. Mrs. Wet-

both sides of the Atlantic. was, before her marriage, Miss Edith Keteltas, and the blue blood of the old Knick. erbockers of New York, flows through her veins. She came veins. She came into a large for-tune upon her marriage with George Peabody Wetmore, and is generally consid-

generally consid- mas, wermore, some woman by those who know her. She has four or five children, is 36 years old and is noted for her devotion to her more worse. It has no love-

Bond of a Bank Messenger. "It would be difficult to convince a person that there was a single walk of business life which was not overcrowded, said the bookkeeper of a down town bank.
"But in our business there are always places open for alert young men as mes-sengers. The reason why the demand is always greater than the supply is on account of the large security required by the bank. The messengers, who have certain districts to cover and who handle large sums of money every day, are required to furnish bonds for \$10,000. The salary is \$600 per year, not counting the bonus which every bank pays all its em-

ployes around the holidays and which amounts in their case to \$200.

"There are many honest young men who would look upon such a job as a god-send, but they are unable to furnish the bond, while those who can command the bond, while those who can command the security are apt to turn up their noses at a job paying less than \$8 per day. The \$200 bonus, if collected in a lump, would prove a nice little nest egg to many of these young men, but I am sorry to have to say that such is sellon the say. These to may that such is seldom the case. There is sure to be a Shylock in every bank who makes a business of advancing on this bonus at exorbitant rates of interest."— New York Evening Sun.

Robert Louis Stevenson's Mistake. The other day, when reading Mr. Ste-

venson's charming story, "Prince Otto," I came across the following:

"The night was warm and windless. A chaving of new moon had lately arisen;

but it was still too small and too low heaven to contend with the immense host of lesser luminaries." Mr. Stevenson is commonly supposed to be an accurate observer of nature, and yet here we have him writing of the new moon as laving been 'lately arisen,' when in fact it must have been just about set-ting. But this is not all. By a sort of double barreled blunder he makes the time of this remarkable rising to be 2 o'clock a. m., that is to say, when such a moon as he describes (say two days old) must have been, not merely invisible, but

at its very lowest point below the horizon, midway between setting and rising.—P. T. Jones in Belford's Magazine. E1 --- 2 W WILLE According to figures, a mathematician says, France will, in about fifty years, have fallen below Italy and Spain in size and will have become a second rate power. A Paris paper, in commenting on this, says that the Anglo-Saxon race, which was much inferior in point of number to the French race, is now two or three times as numerous, - Exchange,

MOUNTAIN COMMERCE.

STREAMS ARE THE PRINCIPAL HIGH WAYS IN EASTERN KENTUCKY.

How the Mountaineer Gets His Supplies The "Push Boat" and the Method of Navigating It-Traveling Up Stream on the Big Sandy.

Among the many novelties which the stranger finds among the mountains of eastern Kentucky few will interest a man of a practical turn of mind more than the public highways. The mountain roads, except where a mountain gap is to be crossed, are the mountain streams. In consequence there is scarcely a cross road or four corners in this county outside of this, the only village in the county, but wherever a creek forks or a brook enters a creek the road forks.

Under Kentucky law the county judge decides where and how new roads shall be laid out. The ordinary mountain road is laid out six feet wide, and the roadway proper must be graded not less than two feet wide. But Judge Wagner, of this county, is an enterprising citizen, who desires to prove the country, and in consequence he has refused to issue any order for a year past for roads less than nine feet wide. This may seem narrow to northern farmers, who lay out private lanes at least a rod wide, but in a country where traveling is done on horseback, and where the vehicles for transporting goods of any sort, even in summer, are narrow sleds, the pine foot road a novelty which has set the county to ing. ing.

THE CREEK BED ROADS. Of course there are necessarily wagons wherever logging is done, but the log wagon sticks to beds of the streams, which are invariably wide and hellow, while the public highway winds along the bank of the stream and runs in the actual bed of the stream only where the configuration of the mountain sides on each bank of the stream makes it necessary. When the logging is done no effort i made to keep open the highway formed. These creek bed roads are excellent in warm weather and low water; in winter and spring they are impassable for weeks.

The creek beds were originally selected

for highways because very little labor was

needed to make a highway out of a creek

bed. There is not such a thing in Pike county as a big nigger head rock. The beds of the streams are of sand or sandstone, and there is never a rapid or water fall of such descent as to bother a team. Another very good reason for utilizing the creeks as roads was the fact that all the imports and exports of the mountains havedbeen necessarily carried in and out on therivers. The mountaineer's supplies have been brought up from the Ohio river ever since there was any one on the Ohio to sell them. As all creeks run by the easiest and generally the shortest route to the rivers, it was natural for the mount-nineer to follow the creek down to its mouth to get his supplies at the stores which were located along the river.

THE "PUSH BOAT." The rivers are not very trustworthy highways. The steamboats on the Eig Sandy very often get started up for Pikeville, the head of navigation, only to get stranded on a bar, or to find themselves left in a pocket between bars by the sudden fall of the water. Out of this uncertainty regarding the length of a steamboat's journey to and from the headwaters of the rivers has grown the craft, very novel to northern eyes, called the push boat. No better craft for the water could be imagined.

The push boat is a scow 7 feet wide, 60 feet long and 18 inches deep. At one end is a windowless house high enough for a man to stand upright in and 5\(\frac{1}{2}\)X8 feet in area. This is the cabin. There is a sort of a quarter deck abaft the house, and above this sweeps the tiller end of a long steering oar, which the pilot wields by walking to and fro on a shelf built half way up on the stern.

The meschandise is piled on three wide

planks that run, like keels, the length of the boat, so as to cover a large part of the least fifteen inches in width is left along on each side of the merchandise, no mat-ter how great the load. These gangways are also floored by planks laid bilge-keelson

A boat like this will carry twelve to fifteen tons dead weight of goods on a draught of eight inches. There are over 100 of them regularly employed on the Big Sandy, and the cargoes carried up consist chiefly of the goods kept in the country stores. At certain seasons, par-ticularly in the fall, down cargoes can be

SHOVING A BOAT. When the beat is loaded the skipper climbs to his shelf and grasps the tiller. The crew of four men east off the ropes and pick up their push poles. These poles are about ten feet long and from an inch and a half thick at the upper end swell to two inches thick at the bottom, where they are shod with a short pike. Two of the crew stand on the starboard bow and two on the port, one behind the other, and facing aft, place the lower ends of the push poles on the bottom of the stream, the upper ends against their outboard shoulders, and then, throwing their weight against the poles, they walk aft. As the poles cannot slip along the bottom, the boat is forced forward. The push boat is a horizontally acting treadmill Of course, the men walk aft on the biles planks, which are left clear of merchandisc. so that they can walk there freely It is distressing to a stranger-it makes him feel as if his own back was about to break-merely to look at the men as they shove the boat along; but the Big Sandy boatmen are a hardy and cheerful race, and not only do not fret and chafe over their toil, but even walk away to the tune of some rellicking love song or ditty which they have learned from the favorite artist of a traveling theatrical troupe at

Catlettaburg.
The men get \$1 a day each and board. The day runs from sunrise to sunset, and in that time four men will shove a beat from thirteen to fourteen miles up stream on the Big Sandy. The pilot is usually the owner of the boat. He gets seventy five cents a hundred pounds for general merchandise brought from Catlettsburg to Pikeville, a distance of 100 miles. Flour he brings at \$1 a barrel. It is only when the boat has a full cargo and a pros-perous passage, the boatmen say, that the push boat owner gets any return on his investment, which, however, is not great, for a good boat costs but \$60 or \$70.

Pikeville (Ky.) Cor. New York Sun.

Thought He Could Stand It. "You would be sorry to lose your sister, wouldn't you, Johnny?" asked the visitor suggestively to the little bey who was entertaining him in the drawing room. "Nepe," replied Johnny, "I guess I could stand it, Mr. Hankinson. Mawways I've got to wear short pants till after Irene's married."—Chicago Tribune.

She Was a Smart Girl. Young Ludy-Have you a position va cant in your store for a-Old Merchant (with hardening features

-For a-Young Lady (modestly)-For a sales woman, sir? Old Merchant (warmly)-I have, tales You shall have one of the best in the store.—Chicago Tribune.

Taxing Women Who Marry. In Tashkend, says a traveler, the Chi nese have imposed a tax on all women who marry. All merchants who vist who marry. All merchants who visi Kashbar are obliged to take a wife. A soon as they leave the woman obtains another husband, and thus the tax affords a considerable revenue to the government -Chicago Herald.

Paris' Cafe Trust.

Twenty of the leading restaurants am cafes in Paris are being united into a company. Its capital will be 7,500,000 frame in 500 frame shares, 13,500 of which are to be offered to the public at par.

A Topeka girl broke off her engagement with a young man because he held an eas of green corn in his hands and plucked i with his teeth: Oh, dear! WHEELING THROUGH EUROPE.

A Bleycle Tourist Tells How Enjoyable

Such Traveling is. One scarcely realizes, till he has tried it, how little is the expense of a bicycle trip through Europe. To the practical American wheelman the first question is, "What does it cost?" From the experi-ence of one who has been through the Trossachs of Scotland and the cathedral towns of England, who has ridden up the Rhine and climbed half a dozen or more of the Alpine passes in Switzerland, and has spent nearly a month each in the cities of ondon and Paris, the cost is found to have been little more than it would have been to have continued in the dull routine of home life. To be sure, there is the lost time of those who have only salaried in-comes. Once over here, while the traveler by ordinary means of conveyance is debating whether to go second or third class or to buy Cook's tourist's tickets or the regular ones, the wheelman selects an in dependent route and, without waiting upon the manner of going, goes. Besides the going, instead of being a matter of great expense, as it sometimes is by steam or horse power, on the contrary, over the perfect reads of Europe, is a means of enoyable exercise that not only does not decrease the bank account, but increases the stock of physical health. After nearly four months, or 1,800 miles, of such de lightful traveling in the present case, the limited letter of credit is still found so bulky that a ride through southern France, along the Riviera, down through Italy and over to the Pyramids is to be under taken soon.
But as to the cost, so far, in dollars and

While the English hotels are, as a rule, I think, more expensive than those on the continent, yet in either case, my expenses did not average over \$2 a day. In fact, through Belgium and Germany they were but \$1 a day. A wheelman travels so independently that he is not always obliged to stop over night at the larger cities, and I often could avoid them by riding eight or ten miles further to some small inn. I found plenty of good food and a comfortable bed for half the Such a mode of traveling does not allow of the putting on of any great amount of style, but my chief ambition was to see rather than to be seen of men. In London there are plenty of good, respectable, private boarding places to be found for \$1 or \$1.25 a day. To find them one needs only to inquire of some friend who has made an extended stay in Lendon, or to apply to some American living there. I found a good place on Euston road, within a mile and a half, or four cent omnibus ride, of Fleet street, for \$7.50 a week. That included the room and attendance, a meat breakfast at 8:30 and a four or five course dinner at 6:30. The luncheon at 12, if had, was extra, but it was usually more convenient to take a light luncheon wherever I happened to be. It is proverbial that Frenchmen like

Americans better than almost any other class of foreigners, and this was, perhaps, shown to be so one afternoon when I was riding out in the Bois de Boulogne, that beautiful park of 2,200 acres just outside the fortifications towards the west. I was riding slowly along, listening to the music of the Grand Opera orchestra, which, to many of the listeners, must have been in leasing contrast to the sound of the German shot and shell heard there so short a time ago, when a policeman stopped me and ordered me to go another I did not understand which but turned about and rone off. In about half an hour I met the same policeman in another drive. This time he was mad. He gesticulated wildly and talked so fast I could say nothing. Finally, when I could get in a word, I said I did not understand, and could only speak English. 'You are an Englishman' he said in French I could understand, but without cooling down any. 'No," I said, "I am an American." 'Oln" he replied quickly, "pass on," and he stepped aside with a wave of his hand, as picusantly as could be. I happened, I have since found out, to be riding in some of the drives from which we are prohibited. Many of the English and German wheelmen use little sleigh bells fastened to the handle bars as warnings to pedestrians, but in Switzerland, where the noise of running water drowns all other ordinary sounds in so many localities, I found that my shrill whistle even was insufficient, and nothing but the most throat splitting yell would clear the road of the numerous podestrians. Here in Paris the wheelmen have adopted the trans car horn, an instrument with a rubber buth for forcing the air through, and, really, one blast from those pnecumatic levers is enough to lift a whole regiment out of the read.— George B. Thayer in New York World.

Simple Method for Beaningtion. At a meeting of the last congress of German scientists this subject was dis-cussed, and by H. Frank mentioned that there are but two ways to stimulate the heart—electricity and mechanical concussion of the heart. The first, is considered langerous by him to it may easily destroy the last power of contraction remaining in the organ. But what is termed "pec toral concussion is decidedly preferable.

Dr. Frank's method is as follows: He flexes the hands on the wrist to an obtuse angle, places them both near each other in the Henemenl region, and makes vigorons strokes in the direction of the heart and of the diaphragm. These strokes are repeated from fifteen to twenty times, and are succeeded by a pause, during which he strikes the chest over the heart re-peatedly with the palm of his hand. In avorable cases this method is early suceessful, and sometimes a twitching of the ids or the angles of the mouth with surprising rapidity as the first sign of returning life. As soon as these symp-toms are noted, the simple manipulations bove described must be carnestly continued and persevered in from a half to one hour, for, with their cessation, the phenomena indicating beginning of return of life also cease. Generally, the face assumes a slight reddish that, and at the same time a faint pulsation may be felt in the carotids By this method Dr. Frank has seen life return in fourteen cases, among whom were such as had hung them-selves, drowned and asphyxiated by car-

bould exide, and in one case by croup.-

Legend of the Pipestone Quarry. This blood red stone has a peculiar sig-nificance, and is an object of veneration to the Indian. Since taught by "Mant-ton" (the Great Spirit) warlike tribes have gathered here in peace, to worship, dig the stone and amoke the calumet. Relies of camps may be traced in great numbers, by the stones placed in circles, now nearly buried from sight, except when prairie fires aweep over them. Legends say that a remnant of red men were driven from a deluge to the top of this rocky crest, where an eagle had built her nest, and that the rising waters swallowed all but one maiden, who clung to the eagle for safety. When the waters receded, the Great Spirit found a cliff of rocky warriors turned into shining jasper! In solemn wrath he vowed that henceforth the tribes In solemn should meet here only in peace, that no war whosp should be heard, no bow and arrow or tomaliawk should be seen at this rendezvous, but hereafter the tribes should assemble here each year to wash off their war paint in the lake, bury the hatchet and smoke the peace pipe, in token of which the maiden and war eagle should sacrifice a milk white bison—a rare and sacred beast, and an object of ceremonicus and mysterious sacrifice []
It was laid on the altar of jasper, when
lot the flames of heaven descended, as lightning connecting the stem of Mani-ton's pipe with the aliar, from whence rose sweet ingense, the blood of the sacri-

fice staining the erag a crimson stain. The cagle also joined in the compact by caving five eggs, which turned into huge bowlders of stone, watched over by two female genii, who remained in the grotlocs between those errs, and alternately sleep and watch the sacred quarry. Then Manitou broke open the quarry for his children, and taught them how to carve the calumet and smoke it as a pledge; after which he left his own impress on a commanding pinnacle of rock in the form of a human face and then vanished from -Helen Strong Thompson in American Magazine.

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comes that tired feeling.
"I have taken two bottles of Hood's Sarsa. "I have taken two bottles of Hood's Sarsa-parilla for sait theum and dyspepsia, with which I was troubled very much. After tak-ing this medicine I am feeling as well as ever in my life." G. W. 10 m. Fottsville, Pa. HOOD'S SARSAPARILLA

"I have been t on lied by a scrofulous affection all my life. It is one of the marked receilections of my boyhood days, and for several years has rendered me unable to do much. think Hood's Sarsaparilla, which I have been using at intervals for ten years, is the best thing I have ever taken. I am new 60, and my general bealth seems better than ever." H. D. Assorr, Warren, N. H. PURIVIES THE BLOOD

"I had a slight blood disorder which I thought nothing serious, but it grew into a a bad form of skin disea o, which some called lupus, breaking out in sores and ulcers at over my body. He of's Sarsapartila in a short time completely cured me. I feel that I owe my life to Hood's Sarsaparilla." FRED WACE-TER, Bourbon, Ind.

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CATHARTIC for myself and family."- J. T. Hess, Leiths-

ville, Pa. " Ayer's Pills have been in use in my family upwards of twenty years, and have completely verified all that is claimed for them."-The F. Adams, San Diego, Texas.

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