

SHIPPING
PREPARATION

Building of Ships Accelerated as Situation Grows More Acute

GOVERNMENT WORK FIRST

Entire Capacity of Yards at Department's Disposal—Steel Men Urged to Co-operate

From a Staff Correspondent
WASHINGTON, March 19.—The navy is being prepared for any emergency under the provisions of the speeding up authority appropriating \$150,000,000 for the purpose. Secretary Daniels has been rushing the building of the ships authorized by the last Congress and making every preparation for the war with Germany, which the Administration has seen since the last of January cannot be avoided.

Secretary Daniels today discussed in brief some of the steps being taken by the navy to hasten work and place the country in the state of military preparedness.

These are:
Shipbuilders have agreed to expend seventy per cent of their capacity for Government work, and, if necessary demands, the entire capacity will be given over to the Government.

Steel makers have not shown the same co-operation as shipbuilders with few exceptions, one being the Carnegie Company. Conferences will be held with them this week and the same request made of these companies as to which the shipbuilders have already agreed. If necessary demands of the Navy, acting under authority of recent law, will commandeer plants of the steel makers, as well as shipbuilders.

Ships will be opened Wednesday for the outfitting of 200 motorboats of 110 feet. These boats will be used in harbor and coast patrol.

These are some of the striking things the Navy Department is now doing to place the navy in fighting condition. In addition to building these motorboats the department has received offers from private yachtmen volunteering their boats in case of war as well as crews.

At Philadelphia and other cities a list of these boats has been made, and hundreds can be taken into the service without delay. The department also has made tentative offers to private yachtmen, and at a minute's notice the yachts can be taken over. These yachts will be manned by volunteers.

At the Philadelphia Navy Yard great improvements are being taken by the navy. An appropriation of \$12,000,000 available out of the last navy bill to improve the yards, and half of this will be expended in Philadelphia.

SCHOOL CADET PLAN HEARING

Jersey Senate Committee Listening to Security League Arguments

TRENTON, N. J., March 19.—A hearing was opened this afternoon by the Senate Military Affairs Committee on the Ferguson bill for physical and military training in the public schools. The bill was adopted at a municipal referendum election. In cases wherein the people vote for military training for the boys, a course in nursing will be established for girls under the bill.

A committee of the National Security League consisting of W. Holt, Edgar James W. Russell, ex-Judge Frederick W. Grichtel, Francis C. Lewis, and George W. Brower, of this city, appeared in advocacy of the bill. The opponents will be heard later in the day.

MAGISTRATE MCELREARY DINNER

Grateful for Kindness Shown During Illness, He Entertains Friends

In appreciation of the kindness which was shown him during his recent illness at Atlantic City, Magistrate John McElreary, who dispenses justice at the Central Station, gave a dinner party to some friends at his home, 2213 Amber street, last night.

The guests included Charles M. Runner, chief clerk at the Central Station; Sergeant Sigmond Goldberger and James Pite, Court Officers William Atherholt, Andrew McElreary, George V. Gemenaden, a guard; Mrs. John McElreary, wife of the magistrate; Robert McElreary, his brother; Dr. and Mrs. Rolla Smith and the Magistrate's two sons, Horatio and John McElreary, Jr.

Biktor Marriage Licenses

ELKTON, Md., March 19.—Monday's usual number of marriage licenses were handed out here today to Norman Bowman and Emma Clayberger and Moe Bietzstein and Fay Stern, Philadelphia; Boyd E. Stevens and Pearl Whittenig, Berwick; Thomas C. Coffield and Frances Lilly, Allendale; Roy M. Adams and Aida V. Creamer, Millville, N. J.; David M. Wilson, Magnolia, Del., and Myrtle W. Renshaw, Elkton; Ernest B. Burnley, Newark, Del., and Julia A. George, Wilmington; Frank D. Sande, Easton, Pa., and Elizabeth L. Lingo, Philadelphia; William V. Davis, Pottsville, Pa., and Elizabeth M. Davis, Pottsville, Pa.; Edward B. Hickman and Marj E. Ashton, Tacony, Pa.; Everett Morrison, Oxford, and Bertha Kinley, Marcus Hook; Everett Fritz, Doylestown, and Nila M. Chugel, Buckingham, Pa.; William H. Whiting, Darby, and Maud P. Gilbert, Mount Holly, N. J.; Roy Kelschaw, Philadelphia, and Irene Klyburn, Lancaster; William Mosman and Elizabeth Gamble, Norristown; Ernest Banford and Varna Young, Camden, N. J., and Arthur Hemmerly and Lillian McAfee, Berwick, Pa.

Supreme Court Decisions

The following decisions were handed down today by the Pennsylvania Supreme Court:
Petro's estate, O. C. Bucks. Appeal sustained at appellant's costs.
Hansman vs. Philadelphia and Reading Railway Company, C. P. Bucks. Judgment at appellant's costs.
Crosby's estate, O. C. Delaware. Appeals dismissed and decrees affirmed at appellant's costs.
Cloud, Stiles & Work vs. Williams, C. P. Philadelphia. Appeal affirmed.
Nager vs. Costello-Holler Works, C. P. Chester. Judgment affirmed.
Power vs. Overholt, C. P. Chester. Judgment affirmed.
Crosby vs. al. vs. Becker et al. C. P. Schuylkill. Appeal dismissed and decree affirmed at appellant's costs.
Hines et al. vs. Gortner, Pennsylvania Railway Company, C. P. Schuylkill. Judgment at appellant's costs.
Lebanon Valley Consolidated Water Supply Company vs. Commonwealth Trust Company, Lebanon. Appeal dismissed.
Kaiser et al. vs. Swartz, C. P. Northampton. Appeal dismissed at costs of appellant.
By CHIEF JUSTICE BROWN.
Hines et al. vs. Commonwealth, C. P. Dauphin. Judgment affirmed.
MORRIS HESTERZAT: Commonwealth vs. Haines, O. and T. Jefferson. Judgment reversed and a venire facias granted.
JUSTICE POTTER:
Crosby vs. al. vs. Moore et al. C. P. No. 4. Philadelphia. Decree reversed at costs of appellant.
Crosby vs. al. vs. Eshbach Valley Coal Company, Schuylkill. Judgment affirmed.
Hines et al. vs. Philadelphia and Reading Railway Company, C. P. No. 4. Philadelphia. Judgment affirmed.
Crosby vs. al. vs. Swartz, C. P. No. 2. Philadelphia. Judgment affirmed.
Crosby vs. al. vs. Swartz, C. P. No. 2. Philadelphia. Judgment affirmed.
Crosby vs. al. vs. Swartz, C. P. No. 2. Philadelphia. Judgment affirmed.

TERMS GRANTED TO TRAINMEN
BY WHICH STRIKE IS AVERTED

SETTLEMENT awarded by the committee of the Council of National Defense:
"In all road service except passenger where schedules now read: One hundred miles or less, nine or ten hours or less, overtime at ten or eleven miles per hour, insert eight hours or less for a basic day and twelve and a half miles per hour for a speed basis, for the purpose of computing overtime, overtime to be paid for at not less than one-eighth of a daily rate per hour. In all yards, switching and hostling service, where schedules now read 'ten, eleven or twelve hours or less shall constitute a day's work,' insert 'eight hours or less shall constitute a day's work at present ten hours' pay.'
"Overtime to be paid for at not less than one-eighth of the daily rate per hour.
"In yards now working on an eight-hour basis, the daily rate shall be the present hours' standard rate, with overtime at one-eighth of the present standard daily rate.
"In case the law is declared unconstitutional, eight hours or less at present ten hours' pay will constitute a day's work in hostling service.
"In passenger service the present mileage basis will be maintained. On roads now having a flat ten-hour day in passenger service the rule will be amended to read 'eight within ten hours.'
"For all classes of employes in short turn around passenger service, where the rule now reads 'eight within twelve hours,' it will be amended to read 'eight within ten hours.'
"For such territory where no number of hours for a day's work in short turn around passenger service the eight within ten-hour rule applies.
"Overtime to be paid for at not less than one-eighth of the daily rate per hour.
"The general committees on individual railways may elect to retain present overtime rules in short turn around passenger service, or the foregoing provisions, but may not make a combination of both to produce greater compensation than is provided in either basis.
In the event the law is held to be constitutional if the foregoing settlement is inconsistent with the decision of the court, the application will be adjusted to the decision. If declared unconstitutional the above stands with all the provisions as written.
"The foregoing to govern for such roads, classes of employes and classes of service represented by the national conference committee of the railways.
"Schedules except as modified by the above changes remain as at present.

"Accepted by:
"FRANKLIN K. LANE,
"DANIEL WILLARD,
"W. B. WILSON,
"SAMUEL GOMPERS.

"W. G. LEE,
"L. E. SHEPPARD,
"W. S. STONE,
"W. S. CARTER.

"The National Conference Committee of Railways:
"ELISHA LEE, Chairman."

New York, March 19, 1917.

RAILROAD STRIKE CALLED OFF;
EIGHT-HOUR LAW CONSTITUTIONAL

Continued from Page One
such abuse of the power if possessed as rendered its exercise unconstitutional. We will consider these subjects under distinct propositions separately.
First is the entire want of constitutional power to deal with the subjects embraced by the statute.
There must be knowledge of the power exerted before determining whether as exercised it was constitutional and we must hence settle the dispute on that question before going further. Only an eight-hour standard for work and wages are provided in the contentions of the one side, and in substance only a scale of wages was provided in the argument on the other. We are of the opinion that both are right as in a sense both wrong in so far as it is assumed that the one excludes the other.
The provision in Section 1 that eight hours shall be deemed a day's work and the measure or standard of a day's work is not a fixing of wages, but a proposition. As to the second, this is equally true, because of the provision of section 3 forbidding any lowering of wages as a result of applying the eight-hour standard established by section 1 during the limited period prescribed in section 2.
Both provisions are equally mandatory.
If it be said that the second, the depriving of all power to change the wages during the fixed period, is but ancillary to the first command, the standard of eight hours, that would not make the prohibition as to any change of wages any the less a fixing of wages.

THE STANDARD OF HOURS

It certainly would not change the question of power unless it could be assumed that the legislative power to fix one thing, the standard of hours, could be enforced by exerting the power to do another, fix wages, although there was no legislative authority to exert the latter power.
The doing of one thing which is authorized cannot be made the source of an authority to do another thing which there is no power to do.
If to deprive the employer and employee of the right of contract for wages and to provide that a particular rate of wages shall be paid for a specified time is not a fixing of wages, it is difficult to see what would be.
However, there is this very broad difference between the two powers exercised. The first, the eight-hour standard, is permanently fixed. The second, the fixing of the wage standard resulting from the prohibition against paying lower wages, is expressly limited to the time specified in section 2. It is, therefore, not permanent but temporary, leaving the employers and employees free as to the subject of wages to govern their relations by their own agreements after the specified time.
A CONCRETE STATEMENT
Concretely stated, therefore, the question is this: Did Congress have power under the circumstances stated, that is, dealing with the dispute between the employers and employes as to wages, to provide a permanent eight-hour standard and at the same time legislative action a standard of wages to be operative upon the employers and employes for such reasonable time as it deemed necessary to afford an opportunity for the meeting of the employers and employes on the subject of wages? Or, in other words, did it have the power in order to prevent the interruption of interstate commerce to exert its will to supply the absence of a wage scale resulting from the disagreement as to wages between the employers and employes and to make its will on that subject controlling for the limited period provided for?

GENERAL CONSIDERATIONS

Coming to the general considerations by which both subjects must be controlled, to simplify the analysis for the

not the result of legislative judgment, but an experiment," whose success would be determined by future investigation, and as depriving the railroad of its liberty to make contracts of its property without due process of law. The bill is held to be a measure, which Congress "had no right to enact," under the Constitution.
The Government contended the law was a wage law, but an hours-of-service act; and that even if it was a wage measure, Congress had the right to pass it under the commerce clause of the Constitution.
The case had its inception when Congress passed a law late last August, when railroad brotherhoods threatened to tie up the nation's railroads, declaring eight hours to be a standard day's work and providing that pro rata overtime should be paid for work done after the first eight hours. This section formed the real basis of attack for the railroads.
On March 29, 1916, the four railroad brotherhoods—the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, the Brotherhood of Locomotive Firemen and the Brotherhood of Railroad Trainmen—demanded of the railroads of the country an eight-hour day with time and a half overtime, overtime to be computed on the minute and regular time to begin when a railroad man was required to report for duty. This was to replace the old mileage basis, by which the men were paid for a round trip, constituting a day's run, usually of ten hours.

PRÉSIDENT FAILS
Railroads refused this and other concessions, and in return asked arbitration by the Federal Board of Mediation or the Interstate Commerce Commission. This the brotherhoods refused flatly. The brotherhoods had no objection to the time and a half overtime; the railroads contended granting these would have meant material increases in pay and should be arbitrated.
Little attention was paid to the dispute until late in the spring it became apparent neither side would yield without a struggle. Both sides said the other was bluffing. When neither side would concede anything, the negotiations at New York seemed about to end in a strike. President Wilson asked leaders for the brotherhoods and railroads to go to Washington for a conference. They did—first a big delegation of the brotherhoods and the conference committee of managers representing the roads. Then, when the President was unable to make a settlement, he called in 100 railroad executives, representing every railroad and billions of dollars of capital. The brotherhoods were represented only by their presidents. Again his efforts failed. One night the executives announced they would not later go back to their own offices and a strike order—effective at 7 a. m. Labor Day, September 4. Brotherhood leaders admitted the strike had been called for that day by a ninety-eight per cent vote of the railroad men.
Faced by possibility of paralysis of commerce, President Wilson prepared a message to Congress asking immediate passage of an eight-hour law.
The bill passed his bill in the House on August 31. The Senate passed it next day. The President approved it September 2.

CONTEST IN COURT
The strike was called off. The bill provided a commission to investigate the working of the law—which was effective January 1, 1917. The railroad men, however, reported thirty days after that to the President and Congress. The country settled back. Then came rumors the railroads would fight the law, and on November 29 Alexander New and Harry C. Ferris, receivers for the Missouri, Oklahoma and Gulf Railroad, filed complaint in the Federal Court at Kansas City, attacking the constitutionality of the law.
Judge William C. Hook, of Kansas City, considered the case November 22 and voided the act "unconstitutional, null and void," and the "Judgment of the Court is the law cannot be sustained." That brought it before the Supreme Court on appeal. Both sides had rather rocky times in court, as the Justices, palpably interested, interrupted frequently with questions.
The case was regarded as one of the big ones of recent years. The law, passed frankly to avert the railroad strike, looked on as a departure from anything done by Congress, in that it named the compensation to be given the men for overtime, and incidentally stipulated that no man, under the eight-hour standard, should be paid less than his ten-hour wages when the law went into effect.

RAIL STRIKE CALLED OFF AFTER PARLEY
NEW YORK, March 18.—The railroads have met the fullest demands of the Adamson eight-hour law and thereby definitely averted the threatened nation-wide strike with the country on the verge of its most serious international crisis.

PRAISE FOR RAILWAYS
The following statement was issued by the mediators:
"We desire to express our appreciation of the large and patriotic action of the railway managers' committee, which has put beyond peradventure the possibility of a nation-wide railroad strike.

"The railroads have met the full demands of the Adamson eight-hour law. This concession was secured as the culmination of two days of negotiations.
"Our first effort was to secure a postponement of a strike which was fixed for Saturday night. This was secured by presenting to the railway managers a memorandum agreement drafted by the brotherhoods which with some particularly expressed their willingness to place the whole matter in the hands of this committee.
"This action proceeded, as the letter from the railway managers states, from a desire to demonstrate to the country that the railroads would not allow their own conception of railroad policy to stand in the way of the fullest use of the roads at a time of severe national strain.
"The committee considered the matter and decided that, in view of the action of Congress in passing the Adamson law and the necessity for immediate action, that it was best to adopt a strike which memorandum agreement of the previous day as applicable under all conditions.
"Thus the provision of the eight-hour law, by agreement between the roads and the president, has been adjusted to the settlement, and whether the Supreme Court holds for the validity of the law or against it, there will be no strike.
"The decision of the railway managers, who were as anxious as it was unexpected by all those directly in the conference, came after virtually forty-eight hours' continuous conference.
"It has ended the specter of a national paralysis of the American railroad system—and at a time when the whole world waited for word from the two little camps in New York city.

COMMISSION'S THANKS
The following letter was sent to the railroad managers' committee early today by the mediation committee:
Elisha Lee, Esq., chairman national conference committee of the railways:
Dear Mr. Lee:
We are in receipt of your favor of this date, placing in our hands for immediate adjustment the settlement, and the difference between your committee and the railroad brotherhoods.
We have brought this letter before the brotherhoods with the statement that in our judgment it was advisable to put into effect the provisions of the Adamson law, whether it be held valid or otherwise. This was acceptable to the brotherhoods, and the settlement thereto by the highest reasons of national concern, you have avoided a national calamity.
We would be delinquent in a true sense of gratitude if we failed to express our sincerest appreciation of the action you have taken. We trust that it promises a long period of hearty cooperation between the railroad managements and their employes.
Cordially yours,
FRANKLIN K. LANE,
W. B. WILSON,
DANIEL WILLARD,
SAMUEL GOMPERS.

THE TELLING BLOW
Sunday had been a day of doubts in the conference rooms of the mediators. The fate of the Administration's attempt to avoid the greatest labor war in the history of the United States had stood in the balance all day, ready to be pushed either way.
Railway managers, brotherhood chiefs and mediators had been in conference through the day and most of the previous night. Messages had flowed back and forth in a constant stream. There was an open wire between Washington and the mediators' headquarters.
The sinking of the three American ships. Half an hour later the brotherhood chiefs, a committee for the managers and the mediators were in a joint session. Debate and earnest pleading could be heard issuing from the little room in the Biltmore.
Then word was passed to waiting newspaper men at 1:45 a. m. that the managers would send their definite answer to the situation in a few minutes. The message came guarded, and minutes turned into hours before it was announced.
Shortly afterward the brotherhood chiefs arrived. An hour and a half later the message came that the managers had unconditionally surrendered and placed the settlement in the hands of the four men who had postponed and then averted the calamity.
"We have been negotiating all day," Secretary Lane announced. "As a result, regardless of a decision by the Supreme Court, the eight-hour basic day will go into effect."
Then he made public this letter to the mediators from the railway managers:
In the national crisis precipitated by events of which we learned this afternoon the national conference committee

GERMAN SAILORS LEAVE
NAVY YARD THIS WEEK

Stockade Will Be Built Around Forts McPherson and Oglethorpe, Harboring Prisoners WILL LEAVE BY TRAIN
Raiders Will Be Under Guard of Seventeenth Regiment of Infantry. Intoxicants Barred

The 700 German sailors at the Philadelphia Navy Yard will be removed to Fort McPherson and Oglethorpe, Ga., by train movement will start probably Thursday or just as soon as the barracks are in readiness.
Secretary Baker and Secretary Daniels had a conference this morning on the subject. The Seventeenth Infantry will proceed to the barracks from the Philadelphia Navy Yard will take the German sailors under guard to the barracks at the fort.
Because of international law, the prisoners will be taken from Philadelphia in two or three trains. It would be easier to take them by boat to Savannah, but the three-mile limit and there may be beyond international law point, trains will be used. No intoxicants will be allowed the sailors in the barracks, as both forts are in dry territory.
Captain Max Thierichens, commander of the Kronprinz Wilhelm, left the navy yard going to the United States Naval Hospital, Gray's Ferry, and according to the charges, who was Floyd Williams, one of Henry Rohrer's employes under the contract in the alleged chronometer smuggling plot. Williams said he did not know why the German commander was being taken to the hospital. At the hospital the authorities said that Captain Thierichens had not been there, nor was he expected.
The automobile which drove Captain Thierichens and another man from the Fischer, who is under the hospital, to the alleged plot. Captain Thierichens and his companion were allowed to leave the yard after papers, which they presented to the marine guard at the gate, had been read. No guard accompanied them.
The vessels will remain at their present anchorage at the foot of Broad street. This has been settled upon by the Navy Department and the officials at League Island. No will the ships be searched unless war should come. This is a principle of international law, and the various United States officials have been warned to use great discretion in observing these rules.

LITTLE GIRL IN NIGHTGOWN BURNED AT GAS RADIATOR
Flame: Set Fire to Dress as She Plays in Home—In Critical Condition
Five-year-old Elizabeth Mitchell was seriously burned today in spite of the rescue efforts of her parents, Mr. and Mrs. John Mitchell, 3248 Chancellor street. Both were badly burned on the hands and arms.
The little girl, playing in her nightgown about a gas radiator on the second floor of the Mitchell home today, tumbled too near the flaming jet. Her screams attracted her parents, who wrapped her in a blanket. They rushed her to the University Hospital in a motor truck belonging to Walter Bradley, of Ninth and Thompson streets. Physicians said the little girl was in a critical condition.

RUSS CHURCHES HERE
STILL PRAY FOR CZAR

Orders Eliminating Romanoffs From Supplications Expected From Petrograd, However
Members of the Russian Orthodox Church throughout the United States are momentarily expecting orders to take the names of Czar Nicholas and other members of the royal family from the prayer books now used by the Church.
Some believe they may be ordered to pray for the Duma, while others are of the opinion that instructions will be sent forth to pray for the executive who will succeed the Czar. Although there is general jubilation among the Russians of Philadelphia over the success of the revolution they will continue to pray for Czar Nicholas until orders to the contrary are received.
Members of the three Russian Orthodox churches in this city prayed for the Czar yesterday, although the names of the Czar and members of the royal family were omitted from the prayers offered by Archbishop Evdokim at the Russian Cathedral, New York. Similar action was followed in the Orthodox churches in Pittsburgh.
The prayer as now offered by communicants of the Russian Orthodox Church follows:
"We pray for our God-fearing Emperor, Nicholas Alexanderovich, and for his family, and we pray for the President of the United States and further pray for their countries and for victories, peace, health and for the defeat of all their enemies."
There are 1,000,000 communicants of the church in the United States, and of these 600 are in Philadelphia.
The largest of the Russian Orthodox churches, in point of membership, is St. Michael's Sixth and Spring Garden streets. Several hundred Austro-Hungarian members of this church. Although many of them are citizens of Austria.
Resolutions denouncing the conduct of Austria-Hungary in the present war, were offered their services to the United States.
The Austro-Hungarians sent a telegram to President Wilson today declaring they would fight for the United States against the Russian church held a mass-meeting yesterday at Metropolitan Hall, 717 Fairmount avenue, at which the Rev. John Adamik presided.

WASHINGTON
3-DAY TOURS
\$10.50 \$12 \$13 According to Hotel Selected
Proportionate Rates from Other Points.
Itineraries and details from F. B. Parke, Excursion Passenger Agent,
1230 Chestnut Street, Philadelphia,
or nearest Ticket Agent.
Pennsylvania R. R.

Mawson & DeMany
1115 Chestnut Street
(Opposite Kailh's)

Most Interesting Fur Values for Tuesday
Spring and Summer Fur Scarfs

Red Fox Scarfs.....	22.50
Taupe Fox Gray.....	22.50
Moleskin Gray.....	24.50
Kamchatka Fox Scarfs.....	24.50
Battleship Gray.....	29.50
White Fox Scarfs.....	32.50
Jap Kolinsky.....	32.50
Ermine.....	34.50
Slate Fox Scarfs.....	39.50
Sliver Squirrel.....	39.50
Cross Fox Scarfs.....	45.00
Kolinsky.....	89.50

Fur Coats at One Half Buy Your Next Fall Coat Now
French Seal..... 29.50 Hudson Seal..... 54.00
French Seal..... 39.50 Hudson Seal..... 98.00
Natural Muskrat..... 48.50 Hudson Seal..... 125.00
Scotch Moleskin..... 225.00 Hudson Seal..... 175.00

IMPORTANT
Purchases will be reserved in our storage vaults until next fall on payment of a deposit. Payments to be continued during the spring and summer.

Smart Suit Hats \$8.50
They consist of Lisere, Milan and all the novelty straw springtime hues of exquisite harmony.
These hats are the kind you usually see priced \$10 and \$12 but are worth while to

CELESTINS VICHY
(FRENCH REPUBLIC PROPERTY)
Natural Alkaline Water
For 50 years the standard Mineral Water for the relief of Sour Stomach, Indigestion and Uric Acid.

Men Can Have Their Easter Suits Tailored-to-Measure, According to Their Own Style Ideas, from New \$40.00 and \$45.00 Fabrics, \$31.50
Thanks to a special purchase of several thousand yards of new Spring Suitings—qualities intended for \$40.00 and \$45.00 Suits—we can give the customers of our Custom Tailoring Shop choice of over one hundred excellent fabrics. From the fabric selected, our own staff of cutters and tailors will make the Suit according to the purchaser's own ideas of style—and the price will be only \$31.50. As a great many men are taking advantage of this opportunity, early selection is advisable.
Men's Custom Tailoring Shop, Second Floor, East

New Silk Waists for Spring
Those of CREPE GEORGETTE are the most fashionable and are here in a very comprehensive assortment. They are embroidered, beaded, or trimmed with hand-made laces; others, less elaborate, simply have revers or frill. The color-range consists of chateauise, citron, mair, amber, peach, coral, flesh color, bique, orchid and new shades of blue. The new slip-over Waist is included in this collection, as are also Sports Waists, elaborately embroidered in Chinese or Bulgarian designs. Prices \$5.00 to \$35.00
Second Floor, Centre

Special Service in Corsets
MINNIE K. FINK, M. D.
Medical Director of the Nemo Hygienic Fashion Institute, of New York, Here This Week
Dr. Fink will be in our Corset Store every day this week, from 10 to 12 and from 2 to 4 o'clock, to give FREE CONSULTATIONS in all cases of physical ailments which may be helped by correct corseting. She is a specialist in corsets in their relation to health, and whether or not you have any particular physical weakness, will advise you what corsets should be selected and worn to preserve health and youthful grace. CONSULT DR. FINK TO-MORROW.
A Special Nemo Model at \$3.50
Nemo Self-Reducing Corset, No. 359, in flesh color, for average full figures—unusual value. Third Floor, Market Street, West