

THE REALM OF FASHION.

Ladies' House Jacket.

Plain and figured cashmere in turquoise blue and black is here daintily trimmed with black baby ribbon "frizzed" on in evenly spaced rows. While conforming closely to the lines



A DAINY HOUSE JACKET.

of the figure the jacket is capable of a loose easy adjustment by omitting the lining over which the fronts are arranged.

The full vest portions are gathered at the top and joined to the edges of the pointed yoke, closing invisibly in centre front. A standing collar with frill of lace finishes the neck.

The over fronts are faced with the plain cashmere and rolled back to form prettily pointed lapels to the waist line, under arm gores separate the fronts and the seamless back which fits smoothly across shoulders but has fulness drawn to the waist in shirred lines. Ribbon is backed on each side passed through the under

the waist is carried out in flexible enameled goods. A Cupid brooch representing Cupid carrying in his hand a ruby heart is a new design for part of a watch fob. Just below the waist, on the left side, is now the correct place for the corsage watch, by the way.

St. Louis' Only Woman Lawyer.

St. Louis, Mo., has only one woman lawyer, and St. Louis is proud of her. She is Miss Daisy Dorothy Barbee, and is about twenty-five years old. At present Miss Barbee is giving her attention to some civil cases, and is achieving success. She believes in dress reform "to a degree," as she puts it, and in woman suffrage "in a way." She believes in marriage, provided people are mated as well as matched, and never fails to read two novels a week as a recreation.

A Smart Taffeta Coat.

A very smart blue taffeta coat is entirely covered with a narrow blue silk braid. It is made tight-fitting in the back, but with quite a long basque, and has a belt studded with jet that goes under the full straight fronts. There are two deep revers, one overlapping the other, cut in sharp points and faced with white mousseline de soie. It is intended to be worn with a fine blue wool skirt a shade deeper than the taffeta, and trimmed with braid like that on the coat.

A Stylish and Comfortable Coat.

A stylish and comfortable coat, which, if made of suitable material, may be worn all winter, is here illustrated. Navy blue melton is the material selected, the collar and cuffs of dark blue velvet being overlaid with gipure lace. A lining of bright red taffeta gives a smart finish to the in-



LADIES' MILITARY CAPE, WITH STRAIGHT OR TURN-DOWN COLLAR, TO BE WORN WITH OR WITHOUT HOOD.

arm seams and tied in a bow with ends at centre front.

The graceful one piece sleeves are shirred to fit the arm near the lower edge, which is edged with lace and ribbon to form a dainty frill. The top is gathered into the arms-eyes. Attractive and comfortable neatness in this style may be reproduced in taffeta or Indian silks, foulards, challis, or fine flannels, with insertion, lace, gimp or ribbon for garniture. Plain or fancy silk may be used for revers, vests, yoke and collar. Figured or plain lawn, batiste dimity or other wash fabrics will develop satisfactorily by the mode.

To make this jacket for a lady in medium size will require two and one-quarter yards of forty-four inch material.

A Military Cape.

A convenient and serviceable cape in the now popular military style is represented in the large illustration in navy blue faced cloth, lined with red taffeta.

The straight military collar is faced with velvet, embroidered stars decorating the ends.

Pointed straps, attached by buttonholes to regular military buttons, or buttonholes worked in cape and buttoned all the way, may be used in closing front. The cape is circular in form and closely fitted by a dart on each shoulder, pretty rippling folds falling to a fashionable length. The hood, shaped in pointed military style, is lined with red taffeta and may be made adjustable or omitted, as preferred.

Machine stitching provides the correct finish, well pressed seams and edges being all that is necessary to secure the correct tailor-made effect.

Capes in this style are exceedingly comfortable in cool or wet weather for traveling, shopping or general wear. Double-faced cloth is much used for making these capes, in which case no lining is required.

To make this cape in the medium size will require two and one-half yards of fifty-four inch material.

The Fashionable Handkerchief.

The most fashionable handkerchiefs of the moment are bordered with narrow colored Valenciennes lace. They may be fashionable, but the woman of really refined taste avoids everything but pure white in her linen from her handkerchief to her nightdress.

Dainty Trifles For Belts.

Some dainty trifles are seen in belts. A peacock's feather winding around

side. The velvet belt is closed with a gilt buckle, and gilt naval buttons are used in closing the double-breasted fronts.

The fronts lap widely, are long and loose-fitting and meet the back in shoulder and under arm seams. The smooth back is fitted by a centre seam to the waist line, the skirt portion, which is joined on, being arranged in a wide centre box pleat each side. The deep, round collar, that fits the neck closely and flares widely apart in points at the front is an attractive feature of this dressy and stylish coat. The two-seamed coat sleeves are very slightly full at the top, and the wrists are finished with round, slightly flaring cuffs.

Coats in this style may be made of chevrot, tweed, heavy serges, covert or broadcloth, in either plain or mixed colorings. Braid, guimpe, ribbon, lace, applique or edging will be appropriate decoration. It is a practical and economical idea to make up a coat in this style now without lining. As cold weather advances, a warm lining and edging of fur on collar and



BOY'S COAT.

cuffs will transform it into a good winter coat.

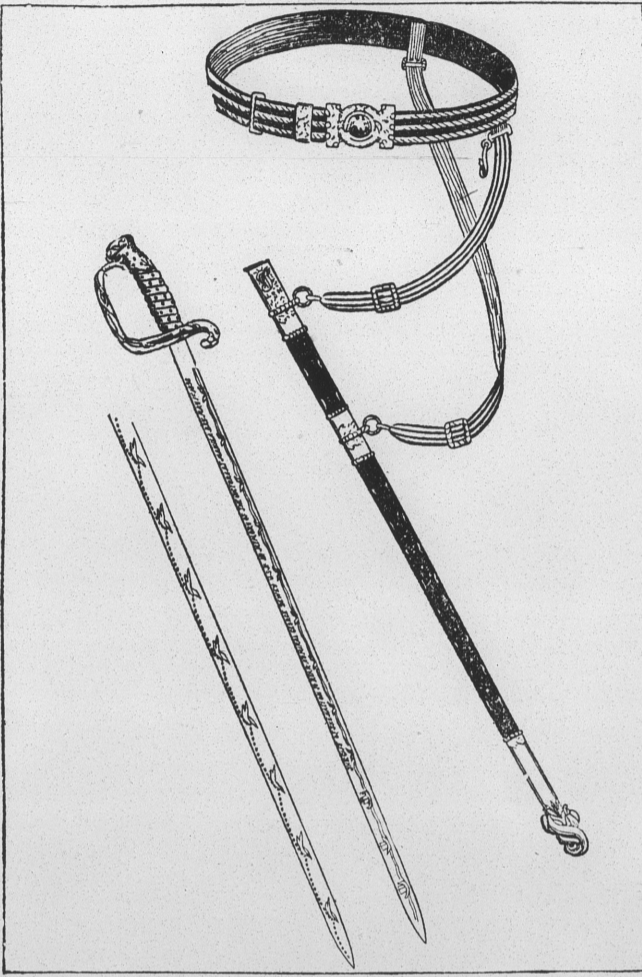
To make this coat for a boy of four years it will require two and a quarter yards of material forty-four inches wide.

REAR ADMIRAL DEWEY'S SWORD OF HONOR.

Of all the presentation swords which the United States Government has given in times past to its heroes of the army and navy, none equals in artistic beauty and skillful design the sword of honor soon to be given Rear Admiral George Dewey.

The cost of the sword will not be far from \$10,000, which was appropriated by Congress last May to defray the expense, also, of manufacturing a set of bronze medals for the officers and men of the Asiatic Squadron.

With the exception of the steel blade and the body metal of the scabbard the sword will be made entirely of pure gold, of twenty-two carats fine; the grip will be covered with fine sharkskin bound with gold wire and inlaid with gold stars. Above the sharkskin the handle terminates in a richly carved and enameled gold collar and knot. A narrow band of oak leaves unites the sharkskin to the collar. Then come the arms of the Admiral's native State, Vermont, with the motto, "Freedom and Unity,"



REAR ADMIRAL DEWEY'S SWORD OF HONOR. (Showing both sides of the blade, together with the scabbard and belt.)

and above this, and spreading toward the top, is the great seal of the United States, with the blue field of the shield in enamel; the shield in the arms of Vermont is also enameled.

The collar is surmounted with a closely woven wreath of oak leaves, the standard decoration for rank, and the intervening spaces between the decoration are studded with stars. On the pommel is carved the name of the cruiser Olympia, and the zodiacal sign for the month of December, when Dewey was born.

The guard is composed of a conventional eagle, terminating in a claw clasping the top, the outspread wings forming the guard proper. The expression of the eagle is one of cool determination, and, while firm, still bearing a message of peace in the laurel wreath held in the beak. The wreath serves as a protection, covering the point of the beak, and at the same time preserves the proper outlines of the guard.

The scabbard will be of thin steel, damascened in gold, with sprays of rose marinus, signifying fidelity, constancy and remembrance. The sprays are interlaced in the form of a series of arabesques, with a star in the centre of each, while dolphins fill the outer spaces. Sprays of oak leaves and acorns secure the rings and trappings of the scabbard; above these, on the front of the scabbard, is a raised monogram in brilliant entwining the letters "G. D.," and immediately under them are the letters "U. S. N.," surrounded by the sprays of rose marinus. The ferrule, or lower end of the scabbard, terminates in entwined gold dolphins.

The sword blade is damascened with the inscription:

The Gift of the Nation to Rear Admiral George Dewey, U. S. N., in Memory of the Victory at Manila Bay, May 1, 1898.

The letters are of an ornamental character, and sufficiently large to be dignified. The Phœnician galley, representing the first craft of the world's navies, supplies the rest of the ornament on this side of the blade. On the other side of the blade is shown the flight of the eagles of victory, bearing festoons of laurel to the four quarters of the earth.

Three women are members of the Board of Aldermen at Lincoln, Neb.

FARM WAGON BY TROLLEY.

A Special Truck to Carry It When Rails Are Reached.

A great many different schemes have been proposed, and some of them have been tried, for lessening the work of carting farm produce into town. The traction engine is used for that purpose to a considerable extent in England, although in America very little hauling is done therewith. Then again there has been a good deal of talk of laying broad, guttered rails on the common highway for the wheels of the ordinary wagon to run in.

In some parts of the United States there are trolley lines reaching through the rural regions and carrying not only passengers, but also mail and express matter.

A Toledo man, named Bonner, has devised a special truck which is designed to run on a street railway and to carry a farm or express wagon. Inasmuch as the ordinary vehicle would not fit the truck, Mr. Bonner thinks it better to have his own wagon as well as his railway truck. He has obtained a franchise from the city of Toledo for running his wagons through the streets.

After the city service is fairly started Mr. Bonner will endeavor to secure rural patronage. Of course, it will be

GOOD ROADS FOR CUBA.

THE ISLAND IS A NATURAL PARADISE FOR WHEELMEN.

The Picturesque Beauty of the Scenery Is Sure to Attract the Attention of the American Cyclist—The Militant Apostle of Better Highways Is General Stone.

It might seem a trifle premature to consider Cuba as a favorite resort for wheelmen. The island is not now blessed with many roads available for anything more than mule trains, but the militant apostle of good roads, General Roy Stone, has shown in Porto Rico what a little Yankee energy can do for the improvement of highways and, of course, the same can be done in Cuba, and doubtless will be done now that the island has ceased to be a colony of Spain. For one thing, the picturesque beauty of the island, enhanced by the charm of its semi-tropical verdure, is sure to attract the attention of American wheelmen, and when wheelmen get their eye on a country it is certain that the condition of its roads will speedily improve. In the case of Cuba, however, wheelmen will find that their task will be not so much the improvement as the creation of roads, for practically no roads worthy of the name exist, and even the streets of the cities and towns are in a wretched condition. Were the patient native mule endowed with speech like his kinsman of the Balaam story, he would undoubtedly cry out against what passes for a street in a typical Spanish town. It will sound a little strange to read of century runs being made in Cuba, but the thing may happen, and that, too, before many years.

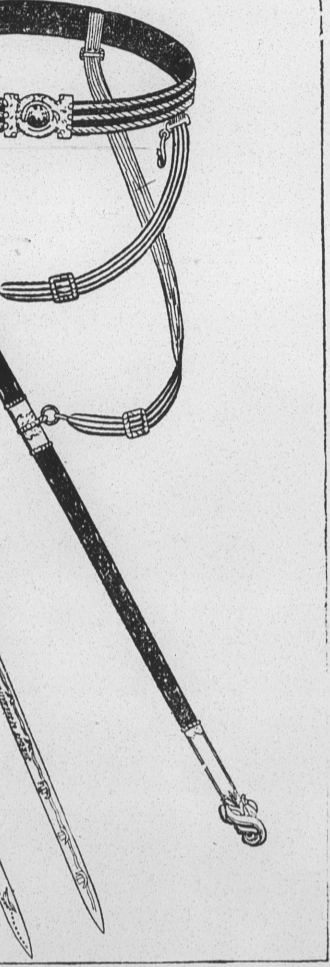
In the winter, with the improved sanitary conditions that will soon obtain in the Cuban cities, the island will become a favorite resort for a multitude of Americans. The beautiful Isle of Pines will probably become one of the most popular places in the West Indies. Even in the midst of their fierce fighting our sailor and soldier boys were struck by the charm of the country around Santiago. Scattered about in the sugar districts of Cuba are splendid sugar plantations owned by Cubans and Americans, whose owners, under a decent and stable government, would soon open up the country by good roads and other improvements. Then there is the centre of the island, as yet practically unexplored and unknown, but said to contain great forests of valuable woods. It will not be long before this terra incognita will be opened up under the stimulus of American enterprise. Towns will arise, railroads will be constructed, and then about that time along will come the wheelmen, not long afterwards we shall hear of this, that and the other bicycle path or path running, it may be, through a grove of palm trees, while the air is laden with a tropical fragrance and the stillness of the forest is punctuated with the notes of strange birds. If the adventurous American wheelman fails to take advantage of this new and delightful experience, we have very much misjudged him.

General Roy Stone has already spent some time in Cuba, but his duty there has been simply to advise in the building of temporary military roads for the use of the army. But it may well be that these temporary roads will become the nuclei of permanent roads, just as the points near Santiago at which engagements with Spanish troops have taken place may become interesting towns and villages with American names in the new Cuba which is to be. Indeed, it is inevitable that this American invasion of the island is going to make many changes in its geography and topography. While the more important places will, of course, retain their names, American industry and commerce will create new centres of life and trade and develop to their fullest extent the splendid opportunities for growth and progress that have been so shamefully neglected by Spain. But to revert to our first thought, Cuba is a natural paradise for the wheelman, and when he finds it out he is going to see that good roads are built.—New York Tribune.

Captain Sigbee's Lost Dinner. Somebody aboard the auxiliary cruiser St. Paul got a fine dinner that was not intended for him, and Captain Sigbee was the loser, says the Philadelphia Record. While the St. Paul was making the run from Montauk Point to New York, the captain's cook prepared for him a fine pair of mallard ducks, of which Captain Sigbee is especially fond. Orders had been given to the cook to be particularly careful in the roasting of the birds, and he brought them forth from the oven nicely browned. The captain, upon the bridge, had had his mouth set for them all morning, and occasionally fancied he could smell them cooking. Just a few minutes before dinner time, while the cook's back was turned, somebody whisked those two luscious birds out of the galley, and disappeared with them. The St. Paul is a big ship, and the thief had ample opportunity to hide himself while he got on the outside of the roast duck. At any rate, he was never caught, nor was there any clew to identify. Captain Sigbee was obliged to content himself with a can of sardines.

False Report. "I was very sorry to hear that you had failed, Jones," said his next-door neighbor.

"It was a slander, sir. I did not fail. It was my plans that failed, sir. Had they succeeded I could have paid every dollar I owe and had a handsome fortune left."—Detroit Free Press.



NOVEL TROLLEY WAGON.

before him. The rapid development of trolley lines through the rural districts nowadays makes Mr. Bonner's idea an interesting one. There is no telling how far it is likely to become serviceable to American farmers.

What Dusty Rhodes Did.



"At the first call he went to the front."

Letter Carriers in India.

Each letter carrier in India has a run of six miles, and at the end of it is relieved by another carrier, who at once begins his run. Thus the mail is conveyed over unpopulous sections in comparatively quick time.—Cleveland Leader.

Packing an Alligator For Transportation.



He was sent packed like this on the way from Panama to London.

THE MARKETS.

PITTSBURGH.

| Grain, Flour and Feed. | |
|---------------------------------|-------------|
| WHEAT—No. 1 red..... | 66 1/2 67 |
| No. 2 red..... | 64 65 |
| CORN—No. 2 yellow, ear..... | 39 40 |
| No. 2 yellow, shelled..... | 35 36 |
| Mixed ear..... | 36 37 |
| OATS—No. 2 white..... | 27 28 |
| No. 3 white..... | 26 27 |
| RYE—No. 1..... | 52 53 |
| WHEAT—Winter patents..... | 4 10 4 10 |
| Fancy straight winter..... | 3 00 3 00 |
| Rye flour..... | 2 75 3 00 |
| HAY—No. 1 timothy..... | 9 25 9 50 |
| Clover, No. 1..... | 7 25 8 00 |
| FEED—No. 1 white mid., ton..... | 16 00 17 50 |
| Brown middlings..... | 12 50 13 00 |
| Bran, bulk..... | 11 00 11 50 |
| STRAW—Wheat..... | 5 25 5 50 |
| Out..... | 6 75 6 00 |
| SEEDS—Clover, 60 lbs..... | 2 50 3 00 |
| Timothy, prime..... | 1 20 1 40 |

Dairy Products.

| | |
|----------------------------|-----------|
| BUTTER—Elgin creamery..... | 22 1/2 23 |
| Ohio creamery..... | 19 20 |
| Fancy country roll..... | 15 16 |
| CHEESE—Ohio, new..... | 8 9 |
| New York, new..... | 9 10 |

Fruits and Vegetables.

| | |
|-------------------------------|-----------|
| BEANS—Green, 7 bu..... | 25 1/2 35 |
| POTATOES—White, 7 bu..... | 1 65 1 75 |
| CABBAGE—Per bu..... | 50 60 |
| ONIONS—Choice yellow, bu..... | 45 55 |

Poultry, Etc.

| | |
|-------------------------------|-----------|
| CHICKENS—Per pair, small..... | 65 1/2 70 |
| TURKEYS—Per lb..... | 14 15 |
| EGGS—Pa. and Ohio, fresh..... | 15 16 |

CINCINNATI.

| | |
|---------------------------|-----------|
| WHEAT—No. 2 red..... | 3 00 3 20 |
| RYE—No. 2..... | 49 48 |
| CORN—Mixed..... | 30 31 |
| OATS..... | 23 24 |
| EGGS..... | 13 14 |
| BUTTER—Ohio creamery..... | 20 21 |

PHILADELPHIA.

| | |
|-------------------------------|-----------|
| WHEAT—No. 2 red..... | 3 00 3 80 |
| WHEAT—No. 2 mixed..... | 69 70 |
| CORN—No. 2..... | 4 29 4 30 |
| OATS—No. 2 white..... | 33 34 |
| BUTTER—Creamery, extra..... | 15 21 |
| EGGS—Pennsylvania firsts..... | 17 18 |

NEW YORK.

| | |
|-------------------------|-----------|
| WHEAT—Patents..... | 4 00 4 50 |
| WHEAT—No. 2 red..... | 73 74 |
| CORN—No. 2..... | 35 36 |
| OATS—White Western..... | 15 21 |
| BUTTER—Creamery..... | 15 26 |
| EGGS—State of Penn..... | 16 17 |

LIVE STOCK.

| Central Stock Yards, East Liberty, Pa. | |
|---|-----------|
| CATTLE. | |
| Prime, 1300 to 1400 lbs..... | 5 20 5 30 |
| Good, 1200 to 1300 lbs..... | 4 90 5 00 |
| Fair, 1000 to 1100 lbs..... | 4 70 4 80 |
| Fair light steers, 900 to 1000 lbs..... | 4 10 4 20 |
| Common, 700 to 900 lbs..... | 3 60 4 00 |
| HOGS. | |
| Medium..... | 4 25 4 30 |
| Heavy..... | 4 10 4 12 |
| Roughs and stags..... | 3 40 3 75 |
| SHEEP. | |
| Prime, 95 to 105 lbs..... | 4 65 4 70 |
| Good, 85 to 90 lbs..... | 4 50 4 65 |
| Fair, 70 to 80 lbs..... | 3 80 4 50 |
| Common..... | 3 00 3 60 |
| Veal Calves..... | 6 00 7 50 |

REVIEW OF TRADE.

The Financial Condition of Business Unusually Strong

The Markets Vary. In their weekly review of trade report as follows for last week: Failures in September have been about \$6,700,000, and for the quarter about \$22,875,000. No report covering the exact month or quarter is possible this week but the returns indicate a smaller aggregate of failures than in any other month in many years, except in August of this year, and smaller for the quarter than in any other quarter since 1892. In fact, excepting one quarter in that year, no other appears to have shown a smaller aggregate unless more than 10 years ago, when the volume of solvent business was very much smaller than it is now. Evidently the complete returns to be given next week will show that the state of business is in that respect more satisfactory than it has ever been, unless in one quarter of 1892.

Changes are all for the better excepting the fall of cotton to the lowest point for 50 years, and even the lowest prices of 1848, considering other commodities, where perhaps not lower than prices this week. If there were not on hand commercial and mill stocks unusually large, or if manufacturing were more successful, an early recovery might seem probable, but the heavy fall in material has affected the demand for goods, causing buyers to expect still lower prices for them, although after the decline last week goods now average lower than ever before.

In the minor metals, slight weakness in tin and lead does not indicate smaller consumption, while copper is strong at 12 1/2c for lake, and spelter strong at \$4 3/4.

With pig iron firm everywhere, in spite of the extraordinary output, and a bessemer held at \$10.40 at Pittsburgh, while valley producers report 230,000 tons sold for delivery before June next, the consumption is evidently growing. The week's production of contracts include one for 17,000 tons pipe from basic steel by the Standard Oil Company, material for 2,000 cars ordered by the Pennsylvania, structural work for many ordinary large buildings, and heavy orders for plates, partly for two lake vessels, and partly for eastern shipyards, which have larger business than ever.

The demand for iron bars owing to increased use of steel, is in some quarters below expectation, and shipments are less active at Pittsburgh, though the mills are full of orders. Rail producers are negotiating a new compact, and the usual eastern price, \$18, is said to be shaded in some quarters, while it is pending. But car locomotive, bridge and structural work is exceedingly heavy, and there are no signs of decrease in the demand.

Wheat rose 2 1/2c, but on Thursday declined sharply, closing 2c lower for the week, notwithstanding very heavy exports, amounting for the week to 4,911,022 bushels, against 5,092,186 bushels last year, and for four weeks to 15,011,992 bushels, against 20,651,315 bushels last year, included. The usual label of guesses does not change the belief that the crop will be the largest ever grown, and while farmers throughout the West are holding back again largely because of the low prices, the western receipts are now running above even the extraordinary movement a year ago, both for the week and month. Corn is a fraction lower with some decrease in export demand, though the recent shipments would have been considered heavy in any year until the last, and can hardly be continued long.

Failures for the week have been 155 in the United States, against 194 last year, and 17 in Canada, against 34 last year.

NEWS NOTES.

The president in his annual message will recommend a regular army of 100,000 men.

Senator Mark Hanna says that Spain will have to relinquish her sovereignty over the entire Philippine archipelago.