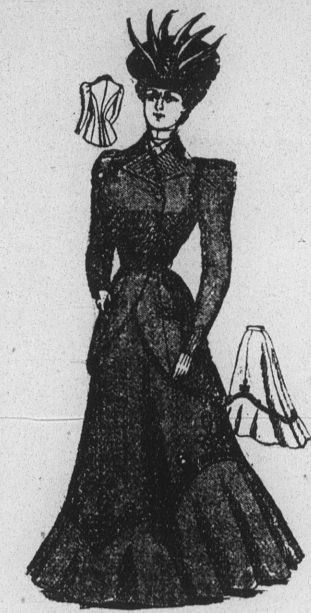


NEW YORK FASHIONS.

Late Hints For the Wardrobes of Those Who Like to Be Correctly Gowned.

NEW YORK CITY (Special).—The cloth gowns show every week some new feature, so that it seems to be necessary to have three or four in one



hat are displayed very temptingly among the extravagant novelties. They are flat in effect and made with a double ruffle at each end, but large in size. A stylish sable muff in a similar style has a wide circular frill at each end, is lined with white satin, and is finished on the edges with tiny short tails set on two or three inches apart all around.

The Boy's Suit.
The small boy of fashion is arrayed in blouse and knickerbockers for ordinary wear. The trousers are slightly full and loose, depending a little from the band which is worn above the knee. Boys like this style much better than the fitted knee breeches heretofore worn.

Worn on the Hats.
One novel and beautiful fibre which is used extensively on hats shows a coarse, lace-like mesh of heavy silk thread, woven with chenille cord. A variation of this is of coarse-meshed lace, interwoven with double zephyr wool.

Ribbon Frills for the Gown.
The liking for narrow ribbon frills and ruches increases—if that is possible. Three, four and even five ribbons of assorted colors are frequently combined to complete the trimming of a gown.

The Fashionable Jewelry.
Neck chains, lockets and crosses are fashionable. The slender gold chains strung with jewels are of course preferred. The most ultra chain ties about the throat and pear shape pearls finish the ends.

Out-of-Door Toilet for a Tot.
A stylish miss here represented in rich red serge coating, trimmed with Per-

wardrobe in order to be correctly gowned, states Harper's Bazar. The skirts of all the gowns are made long, and as close-fitting as possible over the hips, and many of them have jackets or long cutaway coats. There is no doubt that the long coats and cloaks are much the fashion this year, and are



SKIRT AND WAIST FOR A YOUNG LADY.

being imported all the time. A smart walking gown is made with a velvet skirt, and over this is worn a long redingote of beige cloth that entirely covers the skirt. In front there is a flounce, of the same material as the redingote, that starts at the waist in a narrow width, and it gradually broadens out until it reaches part way up the coat. The upper part of the coat is finished with a deep collar that forms a wavy cape, and there is a high stock-collar and vest of velvet, and inside the stock-collar is a high flaring collar also of the velvet. On the front of this coat are large fancy buttons. The sleeves are small, but have a little fullness at the top. They are very long, and are finished around the wrist with a ruffled cuff. To wear with this coat is a hat of felt, something in a sailor shape, trimmed with rosettes of velvet and stiff wings. The same gown in two shades of green is effective also.

sian lamb fur and tiny frills of black satin ribbon. Flare bonnet of red velvet, with red taffeta bows and tie strings, black soft quills and border of Persian lamb. The Empire style needs no introduction. It is graceful and becoming to little folks, the cape collar with its circular ripple ruffle being also a revival of a former style and at this time a very popular feature.

The deep box-pleated skirt portions of the coat are joined at the top to front and back short body portions, which meet in shoulder and under-arm seams. The cape collar is included in the seam with the turn-over collar.

The Cold-Weather Cape.
Capes for cold-weather wear are either in shawlpoint or seamless circular shape, and nearly every model is of three-quarter length.

Muffs to Match the Hat.
Fancy muffs of velvet to match the

IS OF EXTREME URGENCY.

MARINE LEGISLATION NEEDED WITHOUT DELAY.

Some Measure Providing for the Revival of American Shipping and its Adequate Protection Should be Passed by the Fifty-fifth Congress.

It is a notable fact that the re-assembling of the Fifty-fifth Congress marks the first time since the first Presidential term of General Grant that both Houses of Congress have been in entire political accord either with a Republican or a Democratic President during the second half of his term. It is a fact to be considered that this remarkable political harmony of Congress with the President, during Mr. McKinley's entire term, is due to the fulfillment by the Republican Congress of the pledge of a protective tariff, which pledge was made in the National platform and promptly redeemed by the Congress through the influence of the administration. There is, however, one pledge which was made in the platform of the Republican party at the National Convention, at St. Louis, and indorsed by the President in his letter of acceptance of the nomination, which is unfulfilled. We refer to the pledge of protection for the American mercantile marine. The platform distinctly set forth the character of the protection that should be given in the following language:

"We favor restoring the early American policy of discriminating duties for the up-building of our merchant marine and the protection of our shipping in the foreign carrying trade."
Mr. McKinley stood squarely upon this plank of the platform when he said, in his letter accepting the nomination for the Presidency:

"The policy of discriminating duties in favor of our shipping, which prevailed in the early years of our history, should be again promptly adopted by Congress and vigorously supported until our prestige and supremacy on the seas is fully attained."

There is no possibility of mistaking this language. It conveys a distinct enunciation of the policy of the administration. The candidate announced that the declaration of the Republican platform in favor of the upbuilding of our merchant marine had his hearty approval. The platform distinctly declared that discriminating duties should be restored, and no other form of protection was contemplated by Senator Foraker, of Ohio, when he framed this plank of the Republican platform.

While the results of the war with Spain have made necessary effective legislation by the Fifty-fifth Congress at this session, this is no reason why an earnest effort should not be made to redeem the pledge of the Republican platform, which promised protection to our merchant marine through the policy of discriminating duties. Indeed, the necessity for such protection is even more urgent now than it was when this plank of the platform was framed. Our sea power has been wonderfully increased, our navy has taken high rank among the most advanced nations of Europe, our territory has been expanded, our commercial fields have been enlarged; and yet we are dependent upon foreign bottoms for the carriage of our overseas commerce. Our trade should follow our flag, but until we have a merchant marine bearing that flag we cannot reap that benefit from our territorial and commercial expansion to which we are clearly entitled.

There is no more important policy demanding the attention of the Fifty-fifth Congress than this policy of protection of our merchant marine. The exact form of discriminating duties which this protection shall assume is clearly defined. It was acted upon and adopted by the people at the Presidential election, and it has the unqualified endorsement of the administration. The voice of Senator Elkins should not be the only voice raised in the Fifty-fifth Congress in advocacy of this measure of protection and upbuilding of our merchant marine, and it is essential that the bill introduced by the Senator from West Virginia shall receive early consideration in order that its passage may be assured before both Houses of Congress before the final adjournment. Then will be fulfilled the two most important pledges of the administration—the protective tariff and the restoration of the early American policy of discriminating duties for the upbuilding of our merchant marine and the protection of our shipping in the foreign carrying trade. There should be no delay in pressing for consideration by the present Congress some adequate measure of marine protection. The time to act is now. It is a measure of extreme urgency.

All Are Silent.
It would be interesting to hear a free trade organ explain what has become of the freight of disasters which were billed to fall on our export trade under the Dingley tariff. All the organs of the policy under which England is steadily losing her manufacturing supremacy to us are as silent about the victories of protection as if their mouths were closed by good, thick American tin plate.—Washington Post.

Nature and Protection.
Nature made the country a great grain producer, and the wisdom, courage and foresight of the old-time protectionists made us an independent manufacturing nation, soon to be felt in all the markets of the world.—Cincinnati Commercial Tribune.

An End of Jeering.
The Dingley law has vindicated itself and the wisdom of its authors, and there will have to be an end to the Democratic jeers at Dingleyism.—Troy (N. Y.) Record.

DR. TRUMBULL'S (SUNDAY) SERMON.

AN ELOQUENT DISCOURSE.

Subject: "Light in Darkness"—A Discourse That Will Be Comforting to the Sick and Helpless—Shut in For an All-Wise Purpose.

TEXT: "The Lord shut him in."—Genesis xlii, 16.
Cosmogony has no more interesting chapter than the one which speaks of that catastrophe of the ages, the submergence of our world in time of Noah, the great carpenter. Many of the nations who never saw a Bible have a flood story—Egyptian flood story, Grecian flood story of which Quailon was the Noah, Hawaiian flood story, New Zealand flood story, and the flood story, American Indian flood story—all of which accounts agree in the immersion of the continents under universal waters, and that thereafter the world was shut out of the ark and drowned.

All of these flood stories represent the ship thus adrift as finally stranded on a mountain top. Hugh Miller, in his "Testimony of the Rocks," thinks that in these flood stories were infirm traditions of the Biblical account, and I believe him. The worst thing about that great freshet was that it struck Noah's Great Eastern from above and beneath. The great ark broke in chain of shells and crystal and rolled over the land, and the heavens opened their clouds for falling columns of water which roared and thundered on the roof of the great ship for a month and ten days. There was one door to the ship, but there were three parts to the door, one part for each of three stories. The Bible account says nothing about parts of the door, but long to two of the stories, and I do not know on which floor Noah and his family voyaged, but my text tells us that it struck Noah's Great Eastern from above and beneath. The ark was on which Noah stayed was closed, and he had entered. "The Lord shut him in." So there are many people now in the world who are as thoroughly shut in, some by the duties that will not allow them to go forth, some surrounded by deluges of misfortune and trouble, and for them my sympathies are aroused, and from them I often hear the cry, "The Lord shut me in." The physician knows what a relief it may do good to others, is more especially intended for them. To-day I address the shut in. "The Lord shut him in." He has no statistics as to the number of shut-ins. The physicians know something about it, and the apothecaries and the pastors, but who can tell us the number of blind eyes, and deaf ears, and diseased lungs, and congested livers, and jangled nerves, and neuralgic temples, and rheumatic feet, or how many took no food this morning because they had no appetite to eat, or digestive organs to assimilate, or how many delicate they cannot get forth when the wind is in the east, or there is a dampness on the ground or pavement because of the frost coming out? It would be easy to count the people who every day go through a street, or the number of passengers carried by a railroad company in a year, or the number of those who cross the ocean in ships, but who can give us the statistics of the great multitudes who are shut in? I call the attention of all such to their superior opportunities of doing good.

Those of us who are well and can see clearly, and hear distinctly, and partake of the food of sorts, and receive the sun's radiation never occur to us, and we can waste the snowbanks and take an equinox in our faces, and endure the thermometer at zero, and every breath of air is a tonic and a stimulus, and about sleep needs us, and five minutes after our head touches the pillow, do not make so much of an impression when we talk about the consolations of religion. The world says right away: "I guess that man mistakes buoyancy of nature for spirits for religion. What does he know about it? He has never been tried." But when one goes out and reports to the world that in his way to business he was called to see you and found you, after being kept in your room for two months, cheerful and hopeful, and that you had not one word of complaint, and asked all about everybody, and rejoiced in the success of your business friends, although your own business had almost come to a standstill through your absence from store or office or shop, and that you sent your love to all your old friends, and told them that if you did not meet them again in this world you hoped to meet them in dominions serene, with a quiet word of advice from you to the man who carried the message about the importance of his not neglecting his own soul, but through Christ seeking something better than this world could give him—why, all the business men in the country say: "Good! Now, that is the story and talk it over, so that the weigher and cooper and hackman standing on the doorstep say: 'That is splendid! Now, that is what I call religion!'"

No doubt while on that voyage Noah and his three sons and all the four ladies of the antediluvian world often thought of the bright hill-sides and the green fields where they had walked and the homes where they had lived. They had had many years of experiences. Noah was 600 years old at the time of this convulsion of nature. He had seen 600 springs, 600 summers, 600 autumns, 600 winters. We are not told how old his wife was at this wreck of earth and sky. The Bible tells the age of a great many men, but only one gives a woman's age. Jared's age was 162 years and Enoch's age was 365 years, and all up and down the Bible it gives the age of men, but none of the ages of women. Why? Because, I suppose, a woman's age is none of our business. But all the men and women that tossed in that oriental craft had lived long enough to remember many of the mercies and kindnesses of God, and they could not blot out, and I think they had no disposition to blot out, the memory of those bright-nesses, though now they were shut in. He had the shut in of our time. He had the blessings of the past. Have you been blind for ten years? Thank God for the time when you saw as clearly as any of us can see now. Let the great army of the radiant landscapes and illumined skies which you ever looked upon kindle your rapturous gratitude. I do not see Raphael's "Madonna di San Sisto" in the picture gallery of Dresden, nor Rubens' "Descent From the Cross" at Antwerp, nor Michael Angelo's "Last Judgment" on the ceiling of the Vatican nor St. Sophia at Constantinople, nor the Parthenon on the Acropolis nor the Taj Mahal of India, but shall I not thank God that I have seen them? Is it possible that such midnight darkness shall ever blast my vision that I cannot call them again?

Again, notice that during that forty days of storm which rocked that ship on that universal ocean of Noah's time the door which shut the captain of the ship in, the craft kept him from many outside perils. How those wrathful seas would like to have got their wet hands on Noah and pulled him out and sunk him! And do all of you of the great army of the shut in realize that, though you have special temptations where you are now, how much of the outside style of temptation you escape? Do you, the merchant incarcerated in the sick room, realize that every hour of the day you spend looking out of the window, or gazing at the particular figure on the wall, or listening to the words of the doctor, are being wrecked by the allurements and uncertainties of business life? How many forgeries are committed, how many trust funds are swamped, how many public ones are being misappropriated, how many bankruptcies suffered! It may be, it is very uncomfortable for Noah inside the ark, for the apartment is crowded and the air is vitiated and the breathing of so much human

animal life, but it is not half as bad for him as though he were outside the ark. There is not an ox, or a camel, or an antelope, or a sheep inside the ark as badly off as the proudest king outside. While you are on the pillow or lounge you will make no bad bargains, you will avoid the mistakes that the bold wids of men as good as you are every day making.

Notice also that there was a limit to the shut in experience of those ancient mariners. It was the forty days of the descending and uprising of the ark, and forty days before the passengers could go ashore must have seemed to those eight people in the big boat like a small eternity. Noah's rain had waited between the hills. "Will it never stop?" For forty mornings they looked out and saw not one patch of blue sky. Floating around amid the peaks of mountains Shem and Ham and Japheth had to hush the fears of their wives lest they should dash against the projecting rocks. But after awhile it cleared off. Sunshine, glorious sunshine! The assailing mists were folded up into clouds which instead of darkening the sky only ornamented it. As they looked out of the windows these poor passengers clapped their hands and danced and shouted and sang and they thought if God could stop such a storm as that He could stop any storm in your lifetime experience. If He can control a vulture that flies in at your window, at the right time He will put the rainbow on the cloud and the deluge of your misfortunes will dry up. I preach the doctrine of limitation and disengagement. At just the right time the pain will cease, the bondage will drop, the imprisoned will be liberated, the fires will go out, the body and the mind and soul will be free. Patience!

Notice also that in the closing of the deluge the shut ins came out, and they built their houses and cultured their gardens and started a new world on the ruins of the old world that had been drowned out. Though Noah lived 350 years after this worldwide accident and no doubt his fellow passengers never got over talking about that voyage. Noah I have seen through pictures and many other pictures of the entrance into the ark, two and two, of the human family, and the animal creation into the ship which sailed between the two worlds—antediluvian world and the post-diluvian world—but I never saw a picture of their coming out; yet their entrance was not more important than their disembarkation. Many a crew has entered a ship that never landed. Witness the steamer Portland, a few days ago, with 100 souls on board, going down into the sea with all her passengers. Witness the submarine cable of anguish across the ocean depths from America to Europe. If any ship might expect complete wreckage, it would be the one which might have expected it. But no; those who embarked disembarked. Over the plank reaching down the side of the ark to the Armenian cliffs of which they had been stranded the procession descended. No other way of so solid or afforded such attractiveness as that height of Ararat when the eight passenger put their feet on it, and no sooner were they on the ground than the ark was entered a ship that never landed. Witness the steamer Portland, a few days ago, with 100 souls on board, going down into the sea with all her passengers. Witness the submarine cable of anguish across the ocean depths from America to Europe. If any ship might expect complete wreckage, it would be the one which might have expected it. But no; those who embarked disembarked. Over the plank reaching down the side of the ark to the Armenian cliffs of which they had been stranded the procession descended. 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