

WHAT MEN ARE COMING TO

Masculinism's Answer to Feminism a Fashion Revolution.

SKIRTS INSTEAD OF TROUSERS

Inventors of Up-to-the-Minute Garments Promise to Garb Men in Glee of Flowing Robes.

Rumors are heard in Paris of a coming revolution in men's dress.

It is masculinism; and it results from femininism.

The advanced dressers of Paris have proclaimed masculinism. They claim to have affiliations all over the world.

Men will begin by not cutting their hair. They will wear their silky locks in long braids and wear Greek cottures.

Men will cease to freeze in his overcoats. They will be covered with the skins of bears, of elk, of blue foxes and seal.

Of course, men won't work. As their sweethearts and wives are doctors and lawyers and contractors and policemen, the men will just let them go ahead.

Decked in Jewels. Men will have jewels, pearl necklaces, diamond bracelets and earrings.

They will pass entire days in the department stores and enjoy the rare delight of buying a lot of useless things without paying for them.

Women will have exquisite endearments for men. They will caress them and address them as "Honey" and "Treasure."

All this is perfectly understandable. It is justice.

It is in conformity with sense, taste, morals, the history of the brute creation and the evolution of man.

Why, the baldheads! In Paris alone it seems that there are 1,432 wealthy, influential and well preserved baldheaded or gray whiskered men of fashion who are ready to come out in the Persian tunics of silk brocade which are becoming to them in their homes.

They are getting the hang of them. The eyes of their young wives and fiancées are gladdened by the sight.

They are manly robes, not dressing gowns. Chosen patterns of flowered brocades run from \$50 to \$250 each; but when the baldhead designs the pattern himself the cost is quadrupled. Women never thought of this.

Words cannot describe the beauty of these robes. On a dark morning one may choose a bright crimson. In soft warm weather the advanced dresser may rather put on pink with orange facings, while cold snappy mornings are best matched with a bright blue or pearl with grass green facings. Green and cream go splendidly together also.

"I shall not hesitate to ride out in the automobile with my purple and gold," Ferdinand de Hogue-Lamperie is credited with saying. "It's only a question of concerted action. We must all ride out the same day."

Ready to Spring. At a given moment in the coming autumn all the advanced dressers and all the exclusive tailors of France, England and America will begin creasing their trousers down the sides!

The ostensible motive is exclusiveness. To understand why trousers are to be creased down the sides it is sufficient to examine the reason of the front crease. It cannot be denied. Its fundamental object has ever been to dissimulate that bagginess that will come to the knees. Men who cling to their trousers as old friends find a precious means of rejuvenating them in the front crease.

"But what of those whose trousers never bag at the knees?" asks Henri. "Thus we persuade timid men of fashion. Their trousers never bag. There ought to be a means of showing it to the world. It is strange that no one ever thought of the side crease before. This is what we tell them."

"It is a perfect demonstrator of purity of line. It is a complete unmasker of incipient bagginess. Side creasing is a fashion that must, from its nature, remain exclusive. No trousers will stand the side crease when they have been worn more than six times. Like the shirt with its cuffs and collar attached, the side crease means continued renewing. To have the side crease means that you have 'trousers to burn.'"

He smiled superior. "It's not true," he whispered. "When the common, vulgar man in the street side creases his trousers he will only need to widen them and make knee bagging disappear by magic! We tempt them to widen 'em. We lead him by the hand. Think of it, George: no more knee bagging! Do women's skirts bag at the knees? Behold the conspiracy! Side creased trousers are the first step to skirts!"

Elderly men of fashion can hardly wait; and it seems that M. Alexandre D—, who has white whiskers, urges an immediate but subtle approach by way of black velvet. At a dinner with one's aunts, for instance, he recommends and intends to wear a long frock coat of black velvet, elegantly caught at the waist and leaving a large opening above, through which a gray silk waistcoat will be advantageously displayed.

The trousers will be of black velvet, moderately wide and side creased to habituate the eye. But when M. D— is not dining with his aunts, but with one or more of the many duchesses of his acquaintance, he will appear in the splendors of a dress frock of black brocade silk and a divided skirt of the same material side creased to resemble

trousers.

Do you perceive the quaint illusion? Then, some evening, the "divide" will be quietly dropped!

CAPTURED SANTA ANA'S LEG

Cork Member of Mexican General Found on Cerro Gordo Field.

The most interesting relic in the memorial hall of the Illinois State house is the cork leg of General Santa Ana, the Mexican leader, captured in the battle of Cerro Gordo on April 18, 1847.

Mr. Elliott enlisted in Company B of the Fourth Illinois Infantry. He was a printer and left his case to go to the front. His regiment did not meet with much action until the memorable Cerro Gordo engagement.

Mr. Elliott recalls the Mexicans when their batteries were attacked by the American troops charging across the open plain. The Fourth regiment advanced rapidly to the Jalapa road, in which stood the luxurious coach of General Santa Ana, the mules harnessed and ready to leave. The artillery fire, however, damaged one of the wheels of the coach and also killed one of the mules.

As Mr. Elliott and the other soldiers approached they noticed that the saddle mule, on which an outrider usually rode, was being cut out of the harness and that the Mexicans were mounting an officer on this animal. They did not know until later that this officer was General Santa Ana. His capture, says Mr. Elliott, would have ended the war.

Mr. Elliott was the first man to reach the carriage, and with the curiosity of the ordinary youthful soldier, jumped inside. He found the cork leg worn by General Santa Ana and which had been abandoned, the time being too short to permit its adjustment to the limb of the Mexican leader.

When the other members of the command came up the leg was sent to the rear for safe keeping. It then fell into possession of John Gill and Samuel Rhoads, privates in Company C of the Fourth regiment, who enlisted from Pekin, Ill. They brought the leg home and kept it for many years.

Henry Crowell, also of Pekin, Ill., charged down the hill, scattering the Mexicans. Upon its return it was sent to Washington, D. C., in care of General McCook, and was exhibited in the patent office for a number of years.

For the last quarter of a century it has reposed in the Memorial hall, Springfield.—New York Herald.

FISH TAKES JOSLYN'S PLACE BEFORE HOUSE COMMITTEE

WASHINGTON, June 13.—(Special.)—H. H. Fish, secretary of the Western Newspaper Union, and Judge J. J. Sullivan of Omaha appeared today before a subcommittee of the house judiciary committee to answer charges of discrimination filed against the ready-print enterprise by a Kansas concern in violation of the Sherman anti-trust act.

These charges have been the subject of investigation not only at the hands of the house committee on the judiciary, but on the part of the attorney general. The subcommittee investigating the charges desired the attendance of George A. Joslyn, president of the Western Newspaper Union, but being too ill to attend, Mr. Fish, the secretary of the company, was asked to attend.

BOTTLED UP DESTRUCTION

Government Ammunition Factory is Working at High Speed.

TONS OF POWDER TO BURN

Processes of Preparing War Material and Its Handling—Safeguards Against Accidents.

These are busy days at the naval ammunition base at Iona Island, some forty miles up the Hudson river. Here at top notch speed hundreds of men are making ready large and small shells and preparing the powder charges for the guns of the battleships now in Mexican waters.

The reservation covers 115 acres. Within its limits are stored about 1,000,000 pounds of smokeless powder and over 1,000,000 pounds of black powder, besides many thousands of shells. This war material is kept in large brick and stone powder magazines and shell houses.

The powder magazines all have four separate fire proof walls and are divided up into compartments in order to prevent a fire or an explosion from reaching or destroying the entire contents. The loaded shells are kept separately from the empty projectiles and are stored in the two fixed ammunition magazines. Each shell is weighed and numbered before being put away. The weight is recorded in chalk on the shell. Magazine attendants inspect the shells and powder magazines many times during the day and night. At night each visit is recorded on the disk of the magnetic clock in the administration building. The temperature in the shell houses and powder magazines is kept between 85 and 90 degrees. The temperature readings are taken at regular intervals.

One of the features of Iona Island is its miniature railroad, which is used for hauling the loaded shells and copper cans of smokeless powder. The train is pulled by a little sparkless, compressed air locomotive. The engineer, when he wants more power, steps down from his cab at different points and connects the storage tank of the engine with an air pipe running from the powder house. Seven hundred pounds pressure is taken on, which is allowed to run down to fifty pounds before recharging. These compressed air locomotives cost in the neighborhood of \$5,000. The railroad is so arranged that all the magazines, shell houses and filling houses are reached by it.

Expensive Shells. Just how many shells for the big battleships are stored away at Iona Island is a secret; but there are lots of them. They are expensive. Thus the 14-inch shells, weighing 1,500 pounds and requiring a charge of nearly 400 pounds of powder, cost about \$300 each.

One of the principal activities at Iona Island is the manipulation of smokeless powder for charges for the large and small guns of the navy and of black powder for bursting charges for the shells. The powder filling houses, four of which are in operation, are situated at widely separated points. They are all small, one story, wooden structures, isolated owing to the possibility of an explosion. The men working in them are required to wear white serge suits and moccasins; no metal or other articles are allowed in their pockets which might in any way cause a spark.

All the tools, funnels, measuring cups, scales and other appliances used are

made of copper. Here the delicate and somewhat dangerous business of weighing out the various smokeless powder charges is carried on. The weighing has to be done very carefully. At the Indian Head proving grounds the naval ordnance experts by test determine the powder charges best adapted for the various guns, and at the annual target practice the results as to range and velocities of the various charges are recorded. Then slight changes in the composition of the powder lead to changes in the weight of the charges. Therefore the charges put up at Iona Island are subject to constant revision.

Each morning the day's supply of powder is brought from the magazine to the filling houses in lead colored wooden boxes. These are zinc lined and airtight. The government pays 75 cents a pound for powder and furnishes the alcohol to the manufacturers. The boxes of powder are emptied into a long wooden trough, and with a copper scoop the powder is dipped out, accurately weighed and tied up in quarter, half and full charges in bags of white muslin.

These bags have several wide streamers for fastening them, and each is tagged with the date of filling and the amount of powder it contains. A small ignition charge of quick burning black powder, to set off the smokeless, is stowed in the bottom of each bag. The bags are then placed in large copper cans and returned to the magazines, where they are held in readiness to go aboard the ships.

Powder Piled High. The big charges of 400 pounds for the 14-inch guns are arranged in four charges of 100 pounds each. The bags when piled on top of one another reach to the top of a man's head and present a formidable sight of bottled up destruction.

To furnish the great number of bags needed for the powder charges an extensive sewing department is constantly kept going. With an electric cutter from fifty to 100 thicknesses of muslin are cut up at a time in various patterns, while a press fitted with a series of steel dies cuts out great numbers of the round bottoms for the bags. Bags of thirty different sizes are made for the bursting, ignition and propelling charges for guns, ranging from the 3-pounder to the 14-inch rifle.

The sewing is all done by skilled men operators, a motor being attached to each machine. The making of the large twelve and thirteen-inch bags, with a half dozen wide streamers, requires an extraordinary amount of intricate sewing and manipulation. Besides the regular bottom, each bag has an additional compartment made for the ignition charge.

One of the important operations performed in the magazine houses is loading the projectiles with their bursting charge. For the fourteen-inch shells fifty pounds of black powder is used and about thirty pounds for twelve-inch shells. To hold the shells steady and to get at the base of these huge steel missiles—some of them weighing 1,500 pounds—they

are roped in a sling and hoisted clear of the floor by a pulley and chain. The point is then lowered a foot or so into a stout wooden frame with an opening a trifle larger than the shell. Then a long narrow bag is inserted in the shell cavity and the measured amount of black powder is poured through a funnel into the shell. Some fifty of these huge projectiles can be loaded in a day.

Several of the smaller filling houses are used to assemble the cartridge cases and the bursting charges of the three-inch rapid fire shells. It was shells of this sort that were fired from the guns of the Prairie to clear off the Mexicans from the rooftops at the occupation of Vera Cruz.

The costly and intricate torpedoes are put on board the ships at the torpedo station at Newport, R. I. Here the government has established a new plant for their manufacture. It takes about a year to build one of these marvelous engines of destruction and they cost \$5,000 each. The latest twenty-one-inch type will run at a speed of twenty-eight knots for a distance of 10,000 yards.—New York Sun.

TIPS FOR SUMMER RESORTERS

Useful Suggestions for Persons Contemplating Running Away from Home.

Do you blame the landlord for the mattress. This will make hard feelings, also. Be patient with the canned goods. Remember that they are aged.

Praise your landlord's dogs unqualifiedly. They bark because they are pleased, not to keep you awake. Thank your landlady for the attentions of her children. It is but an innocent curiosity which prompts them to explore your trunk.

Get on good terms at once with your fellow-boarders. Maybe you can borrow

money of them.

Do not call your landlord a robber. He may be only a thief. Be very careful of your table manners. It is quite rude to become excited and babble incoherently if food is brought to the table.

If you are asking to sing, do it. It is their own fault. When strolling in the meadow, see the bill before he sees you. In plucking fruit from the trees, select the best. You are entitled to it, heaven knows!

Do not allow the hired man to become familiar (unless you need a drink). Go home ten days sooner than you expected to. This may save your life.—Judge.

Latest Chandlers Received in Omaha

The first shipment of 1915 Chandler cars has been received by the W. L. Huffman company and arrangements are being made for immediate delivery of the new models.

The new 1915 Lesters, both sizes and light roadsters, will be delivered in Omaha to the Auto Sales company Monday.

The new 1915 Chandler has been received by W. L. Huffman.

Pointed Paragraphs. There's always room at the top for those who prefer an attic. Many a man's even temper is due to the fact that he's single. A woman thinks every man should have a wife to watch him.

Gossip Along the Automobile Row

The Auto Sales company, agents in this territory for the Lester, sold a car to J. C. Ourett of Lincoln and another to Dr. H. C. Parker of this city. Dr. Parker now has two Lester machines.

W. D. McDonald, salesman for the Western Auto Supply company, reports that crop conditions in western Nebraska are even better than generally reported. As a result he expects to see a banner year in automobile sales in Omaha.

C. S. Gillespie has joined the sales force of the Western Auto Supply company. He is working western Iowa territory.

E. M. Burbank has received a carload of the Paige model "Speedway 30." This machine is costly constructed and is long on power.

Frank Bixby has purchased an Allen 40 from the McIntyre Auto company.

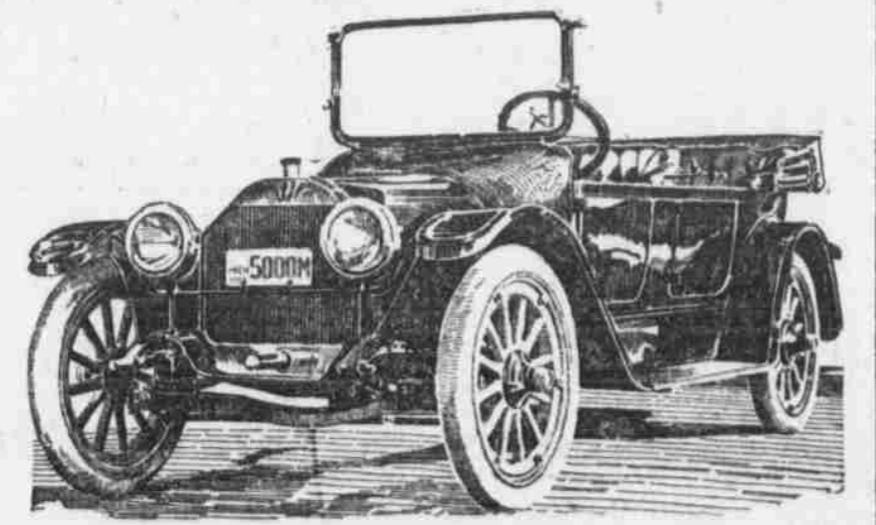
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\$1,350

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