

TRIUMPHS OF THE TAILORS.

Ease and Elegance in Gentlemen's Attire.

No startling innovations expected for the coming season—The Correct Thing in Gents' Trousers and Collars.

New York Journal.

Fashionable tailors say that there will be no decided changes in the cut of clothes the coming season. Some are trying to introduce a longer cutaway coat made to cling closer to the body and having five buttons instead of three or four. The skirts are not cut away as much as formerly. Mr. Dool said yesterday that coats might do for tall men, to whom they gave a more elegant look. But on short men such a garment gave the appearance of being all buttons. They are not so comfortable as the ordinary cutaway. Both coats and vests will be cut lower in the neck than last year, so as to display more of the shirt front. Trousers are not cut so tight as they have been. Evening dress broadcloth suits show little change, though the vests are cut a little wider and the lapel or rolling collar of the coat is made narrower. Prince Albert coats are double-breasted, buttoned pretty high in the neck and not as long as formerly. As regards materials, there is an inclination to push plaids and English and Scotch tweeds, particularly for sack suits, the vests being made without collars. Overcoats of the same material are now worn with these suits and give a more English appearance at the sacrifice of comfort. For weddings in the afternoon Prince Albert coats and medium dark trousers are worn, cutaway coats being worn for morning weddings. Black or dark-brown diagonals and cork-crowns are favorite materials for coats and a narrow stripe of quiet color for trousers.

A great many ribbed pique white shirt fronts are worn in preference to linen. Four, two or one stud is correct, the latter for evening dress. Many people or Madras cloth shirts in fine patterns of checks and stripes of red, pink and blue are worn with white collars. The standing collar, coming close together in front, is the favorite, especially with young men, the width varying from 1 1/2 to 2 1/2 inches to suit the taste of the wearer or the length of his neck. Turn-down collars with lapels are preferred by old gentlemen. A plain, square-corner cuff is most elegant, the cuffs for link buttons not being so favored lately. Night-shirts are made with fancy fronts showing red or blue stripes, or various colors embroidered on the bosom and round the edge of the collar, which is wide and made of silk or cotton and is not growing in favor to sleep in or to loaf round the room in undress while shaving, swinging dumbbells, etc. They are a short shirt and loose pair of drawers and are very comfortable. Half-hose are worn in dark colors, drabs and blues. In handkerchiefs white pongee silk, with faint colored borders and plain white silks have succeeded the flaming colored silks. The styles in neckwear are various. The Albert flat or puffed scarf is a favorite. The four-in-hand long silk tie is also a favorite. Striped, figured and spotted Ottoman silks, armures, brocades, taffetas and twills are worn, light colors being sure to come to the front with warm weather. Small white scarves are worn for afternoon weddings and demi-dresses. Lawn ties for evening buckle in the back of the neck, having a ready-made bow in front. White or pearl gloves for evening wear have black stitched backs, but many do not wear any gloves indoors. Tan or snuff colored gloves, with black stitching or black backs, are favorites for the street.

Scarves are worn with high buttoned coats and comprise solid gold or single color, diamonds, pearls or cat's-eye and even opals. The designs in gold range from plain cubes to flies, spiders, elephants, owls, horses and dogs set with turquoise, diamonds, garnet or pearls. Linen gloves are in great demand. Hammered silver jewelry is still worn to some extent, as well as studded and dead gold. Malacca canes of various colors with silver imitation of buckhorn handles are the famous walking stick and are elastic. Canes are also offered of South American woods and of bamboo with all sorts of silver heads. Ebony or gatta percha canes have good heads. Lisle thread or Balbriggan underwear show gay colored stripes principally. Rowing shirts of net are handsomely trimmed with silk. Gauze shirts are also shown in colors. In the way of hats the crown of the fashionable derby is nearly as high as ever, but there is less roll to the brim, giving it an appearance of greater width. On some buckles are at the back of the hat band. Black and seal brown are favorite colors. The silk hat is of good height and well-formed, the brim being slightly less rolled. Soft tourists' hats are to be had in cloth and felt. There is a decided reaction against pointed shoes, though more pointed is allowable for dress and evening wear than for ordinary street use. Patent leather is growing in favor, for material, and imitation goat skin, though nothing is perhaps more appropriate than calf.

Ladies' Phisicians and chemists have analyzed Pizzoni's medicated complexion powder and recommend its use to their wives and lady friends, but better could be said of it.

"That whiter skin of hers than snow, And smooth as monumental alabaster," Was justly acquired by using Pizzoni's Medicated complexion powder.

On a Broadway Omnibus.

New York Times.

A young man stood at Broadway and Twenty-third street. The tide of fashion and pleasure flooded by him, but he heeded it not. His mind was fixed on something higher—a seat beside the driver of a Broadway stage. The young man had never ridden upon a New York stage. Neither had he ever trusted himself within one. His mind was filled with anticipation, but he wondered how on earth he was ever going to climb up to the top of the vehicle. The driver, he supposed, climbed up on a rafter at the stables and dropped down on the top of the thing. There are no rafters in Broadway at Twenty-third street. Few things are as hard in this world as that. The driver yanked the young man up, slung him into a seat on his right, asked him how far he was going, jerked him over his lap to a seat on his left, and didn't seem to mind it at all. The young man devoted his attention to hanging on and wondering if it was more difficult to hold an inquest upon a man who had held one than it was to hold a young man who had held a less violent death. Victor Hugo, the young man had read, always rode on top of a stage, but then the streets of Paris are better paved than the streets of New York.

"Ray," suggested the driver, and expressed his opinion that it was going to rain. The driver thought it was too cold

for rain, and the young man went so far as to concede a cold rain. From time to time the driver crooked his finger in a significant manner at people on the sidewalk. The driver was not firing with the ladies going home from shopping tours. The crooking of the finger meant, "Do you want to take this stage?" Some said and some didn't. For those who did he slowed up, and came as nearly to a stop as his tea would permit. He would say vigorously on the reins, yell "Whoa!" and make remarks of derogation about the correctness of the horse. The driver of that peculiar shade of buff which is known in horses as "bukskin." The near animal was a bay mare. "That bukskin," said the driver, "is blind as a bat. He's got a mate just like color. I was off three or four days last week, and whoever drove the team landed the mate. I've been driving in New York 25 years and I was driving a stage in 1850. We used to make \$4 or \$5 a day then. The boss was satisfied if we turned in a reasonable sum in those days, but it ain't so now. There's no money in stage-driving these days. Will you get out of the way? Look out there you're driving"—his last to the driver of a wagon who ran his vehicle across the track in which the stage was moving. "Where'd you get that wild ass of the desert you're driving anyway?"

No information on this point being given the stage driver continued: "I was driving stage when the war broke out. A fellow came to me, a personal friend of mine, and asked me to let him drive his car so he was in the money. I was making plenty of money on the stage. There wasn't anything in my friend's offer to tempt me, so I told him I wouldn't do it. He rode with me four days, coaxing me to go. Finally I said I would. He was a personal friend of mine, but there wasn't any money in it—not a cent. He wanted to keep me in the money if I had been hauling by the load. It was iron I was handling. One day I met with an accident, got my leg and foot crushed under some iron. I was in the New York hospital a long time getting over that. It was down in Broadway. When I got out my leg wasn't good for much."

The stage rolled out of Union square into Broadway grazing an Italian's sandy stand on the corner. The young man held his breath until he felt he was growing black in the face in expectation of seeing the Italian go under the wheels. The stage coasted along down the west side of the street, picking up passengers here and there and leaving them at the door. There seemed plenty of room on the street, but the young man knew that if he was down with the crowd he would think it was a busy day. "There's a good many people on the street," he remarked to the driver.

"No more than there usually are on Mondays. There're more on Mondays."

"Well you see women have to stay in Sundays, and they make up for it Monday. When I got out of the hospital a friend of mine who had been appointed an engineer in the fire department found me work there. I was in the department 15 years. First I was driver, then my pay was raised, and then I was promoted and he made me foreman of the horse hospital. After a while he became a commissioner, and he offered me the position of superintendent of the hospital. I took it, and that's when I made a fool of myself. It was a political office and I hadn't influence enough to keep me and I was bounced. I went to a man I knew and he got me this. Hanged if I don't believe that mare is blind too."

The pole of the stage ran into the rear end of an express wagon, and slipped under a messenger sitting on the tail board. The stage driver saved on the bit, the horses threw up their heads, and the end of the pole raised the messenger up and tipped him over backward. When it came up he made some remarks of an emphatic nature.

"Oh, what's the matter with you?" yelled the driver. "Shut up and keep still or I'll raise you through the roof. Funny how some folks save money. I had a salary of \$1500 a year as superintendent. The last I saw of it was I went to a man I was doing business with and asked him for \$25. He let me have it quick enough. Then he said: 'How much money do you suppose you have drawn from me this year?' I said I didn't know. 'Two thousand dollars,' says he. He had his books there to show it. I was dealing with him all the while, and he was only one of them."

The young man clambered down to the ground. Twenty minutes later, by a coincidence he took the same stage up Broadway. "In business around here," admitted the driver. The young man admitted his connection with the press. "I used to know a reporter," said the driver. The young man congratulated him, and suggested that that acquaintance was doubtless formed during his palmy days. "He was on the Star, on the old Star, when Joe Howard had it. He was an awful nice fellow, but he had one failing, and that was whisky. He got to carrying on so they put him in an infirmary say I am. After that time he never came out and he was as straight as a string. But he fell back, and I suppose he went to the devil. I don't remember his name."

The stage siddled across the street, picked up a woman, and threw a little dirt on a slender, good-looking man on the sidewalk. "The man who was," said he driver. "I used to know him," when was a politician. He don't know any more about law than I do about making a watch. I know Justice, too," said the driver. "He was born and raised in the 17th ward." His father kept a butcher's shop, but he was the only one who took to politics. The 14 man didn't say. They sent — to the legislature. When an excise bill came up he voted in favor of it, and that laid him out cold. He couldn't get any more votes in that district. When he tried for the office again they put it to another man, somebody of no account, too, and — didn't know he was running. Did you give me your fare?"

The young man said he had forgotten it.

"I forget myself sometimes," said the driver. "If I shouldn't turn your fare to-night I'd be docked 25 cents. The spotters along the road count the men who ride on top. If I look a fare they'd fine me a day and every day but Sunday. They are paid off every night. It's pretty hard work in bad weather, but it's better than driving a street car. I got away about 8 o'clock nights. That's all the evening I want. If I had more I'd spend it down town. I'm in favor of a high license. It would clean out the poor little mills. Men that are not dressed very well would go with us before they would go into a hotel or a tony place. I do sometimes."

The driver's face was round and friendly. There was a pleasant twinkle in his eye as the young man again clambered down the stage, and a hearty tone in his voice as he bade him good-night.

THE WORLD'S FAIR.

Suggestion to Form a Joint Stock Company.

San Francisco Chronicle.

A meeting of the World's Fair committee was held in the Palace hotel last night. The principal business transacted was the reading of the report of the secretary, Marcus D. Boruck, which was substantially as follows: Since the organization of the committee the secretary has circulated 119,688 circulars and letters and 67,890 papers and documents in regard to the exposition; 25,000 blanks for signature in favor of asking government aid to the amount of \$2,000,000 have also been circulated, making a total distribution of 212,578. The petitions were sent out only thirteen days since and thus far they have gained 9000 signatures. The great interest of the people in the scheme has been made manifest by the promptness in this signing. To raise a sufficient fund of money to meet the absolute requirements of the work a joint stock company should be formed with a capital of \$500,000, upon which 10 per cent should be paid at the time the subscription is made. The shares should be \$10 each, thus rendering them obtainable by persons of limited means as well as by those of affluence. This insures a good working sum and will also be a safeguard against any somewhat substantial basis. With but few exceptions the governors of the respective states and territories have not only acquiesced in the importance of the exposition, but have appointed commissioners where they have had the power to do so, and those who had not will specially call the attention of the legislature to the matter and endeavor to secure favorable co-operation. The press of the coast is unanimous in giving countenance to the affair, and a constant advocacy distinguishes every newspaper. The petitions throughout California, Oregon, Nevada, Utah, Colorado, Arizona, Mexico, Texas, Washington, Idaho and Montana territories, and the portion in the aggregate will be the largest ever forwarded to Washington upon any subject.

The suggestion of forming a joint stock company will be considered at the next meeting of the committee, to be held on April 12th.

Horseford's Acid Phosphate.

No Physician Need Hesitate.

Dr. S. V. CLEVELAND, Chicago, Ill., says: "Horseford's Acid Phosphate should be made official. It is the most eligible form for the administration of phosphorus, and no physician need hesitate to order it on his prescription blanks."

Juice of the Sapota Tree.

New York Times.

In the basement of a substantial four-story brick building in Market street, Times reporter was shown the other day a great heap of what seemed to be broken pieces of putty, barrels and boxes around the room were filled with the substance. "That," said the proprietor of the establishment, "is chicle. It is the dried juice of the sapota tree, of Mexico. Seventeen years ago, when General Santa Anna was in this country, his secretary had with him a piece of the chicle. I saw the stuff and believed I could use it as a substitute for caoutchouc, or india rubber. I spent \$30,000 trying to vulcanize it, and then gave it up. Meanwhile, I had learned that the natives chewed the gum. I concluded that I would begin by the manufacture of chewing gum. We have built up a large business, probably the largest of its kind in the world. We call the manufactured article 'rubber chewing-gum,' or rather that name was promptly given it as soon as we put it on the market. It won't wear out like spruce or paraffine gum. It is used for the making of rubber bands, and to people who want to chew gum it is just as satisfactory as any other kind. A great many persons chew gum—adults as well as children. We import 200,000 pounds of chicle every year."

"How is this gum made?"

"It is a simple process. The 'chicle' is thoroughly steamed, so that all the impurities are washed out. It is then heated, when in a semi-liquid state, it is run into molds."

"Then rubber chewing-gum is pure 'chicle' and nothing more?"

"Nothing more. We put up a kind which we recommend for colds. That contains a little liquorice. When that is extracted pure chicle alone remains."

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Dr. Mott's Liver Pills.

These Pills have never been advertised very much, but they have just as much intrinsic merit as most of those which are peddled by indiscriminate advertising. Try them and be convinced.

The Wealth of the Presidents.

All our Presidents have not been rich men by any means. General Grant's \$200,000 makes him the richest ex-president since Buchanan. Mr. Hayes has, perhaps, \$100,000. Neither Johnson nor Lincoln had over \$50,000; Pierce went in the white house poor, but had about \$50,000 going out; Fillmore and Taylor were in independent circumstances but never rich; Tyler was a bankrupt when he was president, married a fortune afterward, and lost all in the war; Polk was worth \$150,000; Andrew Jackson had nothing but his "Hermitage"; Adams was rich; Monroe died in debt; Jefferson and Washington were very well off. Van Buren, who died worth \$300,000, was the richest president we have had.

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A Safe Step for Brakemen.

Albuquerque Journal.

The large number of accidents on every railroad resulting from the coupling of cars, has called out an invention by an Albuquerque man that will create a revolution in this dangerous line of business. Dr. O. C. Baker, of this city, has patented what he pleased to term a safety step, and a full trial of this new appliance was given yesterday in the switch yards of the Atlantic & Pacific railroad. The appliance consists of a step, broad enough to admit both feet upon it with ease. The step is fastened to the end of the car by two

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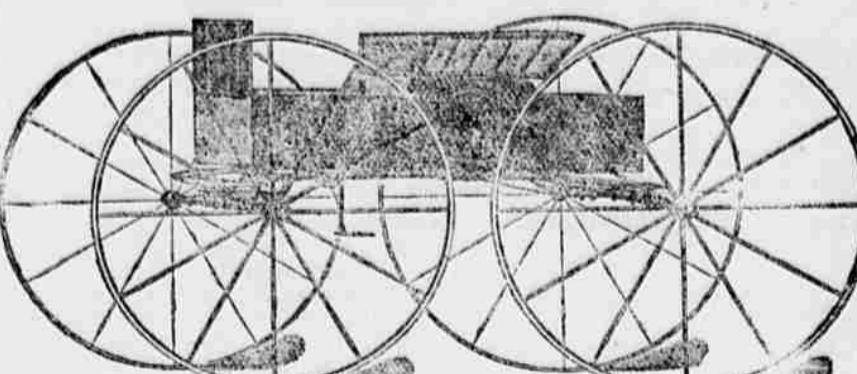
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