SEEN IN THE STORE WINDOWS

Attractive Designs, Intended to Please the Christmas Buyers,

VAST FORESTS OF HOLLY AND MISTLETOE

Effective Holiday Creations, the Mandiwork of Artists, Viewed from the Sidewalk by Many Enthusinstic Admirers.

This is the time when the heliday trade is presemed to reach high-tide and local busipess extablishments are neglecting no attraction that can draw buyers to their counters. In these times, when the head of the family to pone too willing to indulge himself in the folicity of giving, and very sparingly sets worth having, and the people who have goods to sell have to bestir themselves to attract the attention of those who may possibly be induced to buy.

According to the time-honored custom Which is founded as well on cold-blooded garb, and many are the artistic and ingenious of attack. On the east side of the base-designs which appeal to the senses of those ment, between the entrance and Farnam who may pass by. There is an element in cells. The jailer's desk will be in the room the make-up of every man and woman that next to the Farnam street side. The vault have no mind to spend the few dollars that for a cell and the other for a runnigating fingle forlornly in his pocket, but let him pass a show window dressed as modern taste and experience dictate and it is a 2 to 1 convenience in view of the fact that personnel for the fact that personnel fact tha and experience dictate and it is a 2 to 1 shot that he does not pass on without experiencing a desire to possess some of the attractions which appear so tempting. There are, no doubt, hundreds of married men in Omaha who came down town last night with their wives to inspect trinkets with which they expected to remember their friends or Christmas morning. Days before they had taken an inventory of their resources and decided just how much they could afford to buy. They came down town with a definite determination not to exceed the limit they had agreed on. They spent an hour in pass-ing and repassing before the big windows Which were literally alive with attractive features, and in every case they discovered something new that they must add to the list of their purchases. And the wife grew fapidly enthusiastic. What woman wouldn't And as she pounced on this thing and on that, which she declared was so cheap and would be just the thing for mother or aunt, or sister or cousin, how could be refuse her? She bought them all, and he paid for them as en usually have to. She went home happy, and the poor man will smoke nickel cigars for thirty days to compensate for her ex-

There husbands can tell you just how much that combination of woman and shop windows has cost them. But the merchants knew all about it before. They had not created those alluring pictures in which their choicest goods were displayed with settings of land-Scaps and decorations and potted plants with-out calculating to a nicety the exact effect which they would have on the minds of the vives and the subsequent ravishment of the justiands' pocketbook. And while the result may not be as satisfactory as it might have been had the dollars been more plentiful, they have the consciousness that scores of customers have added to their profits who would very likely have passed them by entirely had not their attention been attracted by the decorative creations in their windows. There is no limit to the field for decorative taste which is offered by the holiday show windows. Each of the large establishments has some unique design of its own and so parious are the ideas displayed that com-parious is scarcely possible. One of the most striking effects is to be seen in one of the windows of a clothing store at Fifteenth and Douglas streets. The window is dressed to represent a mountain scene and it which are covered with a crystal crags, which are covered with a crystal mantle of freshly fallen snow. On one of the highest peaks is seen the flag of a United States signal station and over all is the painting of a wintry sky with masses of jags d clouds, reddened by a fading sunset.

Only one human figure is in sight, but mar-Yelously likelike specimens of birds and geese are perched here and there, while an eagle roosts triumphantly on the topmost ledge. in the foreground is a sledge drawn by irdeer, and driven by a fox which stands upright, a veritable triumph of the taxi-

MERCHANTS PLAN THE PLOT.

PRODUCE MANY PRETTY EFFECTS. Diagonally across the street is a similar stablishment where the windows present on ttractive picture of what may be accomished with a few sprigs of holly and potted The long window is filled with the gal dieplay of clothing so interwoven with holly and huge green plants that the effect remarkably artistic and attractive Another window in the same establishment thows a display of children's goods in the midst of which a waxen child sits in a crystal grotto and holds the dismembered remains of what was once a doll. The shoe establishments are always to be

and during the holiday season these are especially noticeable. One of the prettiest cre-ations is seen at a Douglas street store. A diamond shaped throne of warm colored sat-ins is erected in the show window, on which monstrous doll stands with its smiling face and big blue eyes turned toward the tiny shoes of every conceivable tint and pat-tern and at any hour of the day a group of little tots may be seen gazing with covetous eyes of the dainty picture.

The windows of another shoe store on the

same street are decorated in white and pink Both the floor and the interior wall are decorated with artistic designs in these colors and in the bright glow of numerous in-candeseint lamps the many modish pat-terns in the latest foot gear are shown with exceptional advantage. In another window exceptional advantage. In another window which is similarly decorated, a novel effect is produced by a revolving wheel, each spoke of which terminates in an electric light. Half way up the block, toward Farnan Street, is another very attractive window where the variety of men's and women's foot wear is shown on a back ground of bril-liant green decorations. Similar effects are afforded by decorations of bright colored goods in a Farnam street establishment.

NOVELTIES AND NOVELTIES. The furniture establishments are not be hindhard in their window attractions and a number of very ingenious and striking dec orations are in evidence. A Douglas stree store has two of the largest show windows in town, and these are objects of attention any day in the year. During the holiday seasor this firm has filled one of the windows with an ingenious arrangement which represents the prospective union depot with all the ac-cess ries and incidents of a passenger station in a big city, and the novelty of the de sign stiracts a crowd that nearly fills the sidewalk. The other window is a dream of Oriental luxury. The floor is carpeted with costly rugs and huge pillows. Handsome rug; form the walls and the whole is cov-

ered by a sloping roof constructed of natural fur rugs of all colors and designs. Each of the furniture establishments on owe: Farnam street has very attractive window decorations. One of them devotes one of its windows to a dining from scene. The lirge table is set for the Christmas dinher, thus serving to display a set of very handsome chins. A chafing dish occupies a stand at one side and around the improvised room ere distributed the sideboards and other cidentals of a luxurious dining room. The ther window shows a remarkably handsome rug and represents a parior furnished in green and gilt. In another establishment a yery pretty show window owes its attractive-pess to a lot of waste baskets. Unpromising as these might be regarded as materials for decoration, they are made to serve the pur-pose excellently in this case. The unique and various designs and colors in which these useful articles are here shown are a revetation, and hey make a very interesting adjunct to the heavier display of handsome chairs, lamps and other articles of household value.

The leading jewelry stores show excep-

clonel taste in their window decorations. In one of them two or three very handsome lamps, with numerous articles of rare china. umbrellas, flowers and various artistic

creations in jewelry, are combined into a very leasing picture.

But these only fairly illustrate the patience

But these only fairly illustrate the patience and skill that is apparent in almost any one of a hundred windows in the business district. The dry goods stores have all made an effort in this line, although their exhibits are more designed to display the variety of goods which are to be found within, and but little space is left for additional effects. Many of the drug stores show very attractive windows and the variety and toy stores have windows that are suggestive of stores have windows that are suggestive of Santa Claus in every feature

PLANS FOR THE CITY JAIL

Prepared and Now in the Hands of Chairman Kennard.

The final plans for the transformation of the basement of the city hall into a city jail and police headquarters have been transmitted to Chairman Kennard of the com-mittee on public property and buildings, and will probably be submitted to the council at the next regular meeting. Building Inspector Aside the few dollars that must suffice for lined what they regard as the most feasible various railroads were taking the question Christmas luxuries, every one's trade is method of effecting the change. The type and the people who have goods original plans have been materially changed in so far as the bulk of the space occupied will be on the Farnam street side instead of ad-

Joining the alley.

The entrance to the Jail will be from the alley between the city hall and The Bee building, instead of through the back en-trance, as was originally contemplated. Commercial calculations as on any inherent and the door is in about the middle of the do not care to say which that road is."

Commercial calculations as on any inherent and the door is in about the middle of the do not care to say which that road is."

Chow windows are wearing their holiday as to be proof against any ordinary means the public?" The may pass by. There is an element in street there will be located the six main feads human beings to covet everything that immediately under the one in the city clerk's appeals favorably to their eye. A person may office will be divided, one part answering have no mind to spend the few dollars that

> sons sick with infectious diseases are liable The fumigating cell will be air tight, so that no odor will escape to the adjoining rooms. Further west will be located the closets and bath rooms for policemen, and two solitary cells. Both the doors leading into this apartment will be thick enough so that vary noisy drunks may be put in these cells and their outery cannot be heard in the adjoining room. Next to these and across the corridor will be the boys' cells and the office for the detectives. The basement of the tower will be used for an emergency hospital. Next to this will be the captain's office, and the remaining vacant space in this part of the basement will be used for a drill room and general quarters for the patrolmen. An entrance will be made on the Eighteenth street side, and opening into the

The engineer's supply room in the northwest corner of the basement will be devoted to the uses of the police matron. Near this

will be the ceils for women, and also bath rooms and closets.

One of the principal advantages of the change will be the vast improvement over the present quarters, from a sanitary point of view. According to the plans there will be a sanitary closet in every cell and the be a sanitary closet in every cell, and the odors and missmata that prowl through the present jail will be entirely done away with. There will be twelve large cells, and two or three others can easily be improvised from the other vault rooms in case of an emer-

gency.

The plans relative to the police court rooms are unchanged. The police court will occupy the rooms now used by Chief Redell, and the entrance will be from the rear alley. It has not been decided where Redell will be moved to, but it is very likely that the rooms on the second floor, now occupied by Superintendent Matthiesen, will be chosen. The changes involve an expenditure of about \$5,000, which would just about equal the balance now remaining in the city hall fund. MET AND ASSIGNED DOCKETS.

Judges of the District Court Hold the Annual Meeting.

Judge Scott will not preside over the criminal court next year. His place on that bench is to be taken by Judge-elect Baker. This was the decision reached at a secret meeting of the judges-elect of the district court of this district, held Friday night for the purpose of assigning the dockets for the

ensuing year.

It is the custom of the judges to hold this was not compulsory upon the judges to hold the meeting at any certain time. With the exception of Judge Scott all of the judges were present at the meeting. It is under stood that an invitation was extended to him to attend, but that he could not be present on account of the illness of his wife Those in attendance were Baker, Slabaugh, Fawcett, Dickinson, Powell and Keysor. The judges were assigned as follows: Criminal court, Judge Baker; court room No. 2, Judge Fawcett; court room No. 3, Judge Dickinson; court room No. 4, Judge Powell; court room No. 5, Judge Slabaugh.

The two equity courts were not assigned, but one will be taken by Judge Scott and the other by Judge Keysor. understood that this assignment may be subject to a change, in case that Judge Scott is disposed to object to the court

which he was given. Cradle and the Grave.

The following births and deaths were recorted at the health office during the twentyour hours ending at noon yesterday:

Births-Sofia Peterson, Fifteenth street and Ames avenue, boy; Joseph Adams, 1945 South Eleventh, boy; Elias Svenson. Twenty-fourth and Blondo, boy; Chester Zander, 4929 Daven-port, boy; Ed P. Donahoe, 3406 Patrick avenue, giri; Joseph Boker, 1710 Dorcas, boy; Goorge A. Dunn, 4145 Burdette, twin girls; Charles E. Adv. 1317 North Fortieth, girl Salvatoria Gentilia, 1218 Chicago, girl; S. F. Miller, 2122 Charles, boy; A. T. Withers, 2215

Deaths-Andrew Lindquest, 58, 814 South Thirty-eight avenue, paralysis, Forest Lawn. Story Would Not Go Down.

Charles Van Buskirk and Harry Wilkins vere arrested Friday night at the corner of Sixteenth and Howard streets or attempting to hold up a pedestrian. The two men darted out of an alleyway and were almost upon their victim, when, espying the officer, they changed their plans and attempted to escape, their efforts however being fruitless. When taken to the station they stated that they only wanted to ask the party they stopped where a certain hotel was located, but the story was decided thin and Judge Berka gave each man fifteen days in the county jail.

It Got George Into Trouble. day morning on an old charge. During the late campaign George smoked cigars and drank cocktails at the expense of some of the republican candidates. On election day he went to the livery stable of Henry McCormack and hired four carriages, which merely for a joke he had charged to the democratic central computition.

When McCormack's collecte called for the cash he was thrown out by the democratic bouncer, and now the livery man wants George punished for his humorous

Natural Soft Sonp in Puddles. A party of gentlemen from the east, who have been hunting and fishing for the past month in the Big Horn mountains and basin, met, while there, with a pertinent illustration of the natural marvels of the great central west, says the Denver News This was nothing less than the discovery of a series of pits, or vats, of natural soft scap, the excellent quality of the product showing that old Dame Nature is well competent, when in the mood, to hold up fully the end of her string as a housewife. These natural soft soap pits, seven in number, and having an average capacity of about 1,000 gallons, are scattered over an area of two or three acres of alkali land, situated just below the mouths of half a dozen hot springs and two large springs of practically pure lubricating oil. The water from the hot springs and the oil drainage combining with each other and acting on the alkali deposit constitute a natural scap manufactory, the product of which is gathered in the adjacent series of earth cavities or pits. Just below the pits themselves is a wide tract of sponglest marsh soil in whose depths the soft soap surplus is absorbed. The product is perfectly marketable, and in the coming commercial development of the Big Horn basin there will doubtless be a natural soft soap syndicate.

MR. LOMAX ON PULLMAN RATES

An Exegesis on the Sleeper Situation West of the Mississippi.

THAT UPPER BERTH QUESTION DISCUSSED

Rolling Palaces of Today Compared with Those Which Were Hauled Over the Ronds a Quarter of a Century Ago.

Referring to the article in the Chicago Inter Ocean of November 19 concerning the proposed reduction of rates for upper berths in sleeping cars, E. L. Lomax, general passenger and ticket agent of the Union Pacific rail-Deverill, Plumbing Inspector Duncan and Architect Biendorff have been at work on the plans for a couple of weeks and have out- matter is and if it were true that the companies to reduce the prices on the different sleeping car lines in the country.

"I have seen mention of such a move in some of the newspapers, but so far as I know only one road has asked other lines to give their views on the subject, and I

"But have there been any complaints from "None that I know of." "What is your opinion of the matter? Are

you in favor of a reduction?" "I am not for it." "For what reason?"

"I think the present rates are low enough for the accommodations furnished." "le it not a fact that sleeping car rates have always been the same, notwithstanding railroad rates have been reduced from

time to time?' "There has been no general reduction in sleeping car rates, but I recall some reductions which affected our line, notably be-tween Chicago, Omaha, Denver and San Francisco. The present rate from Chicago to Omaha is \$2.50; it was formerly \$3; from Omaha to Denver it is now \$3.50, and was formerly \$5; Omaha to San Francisco now \$13, formerly \$14. These reductions were due to a material quickening of the time be-tween those points, requiring a less number of cars. As to the reduction in railroad rates, it is unfortunately true they have been reduced from time to time by competition, or otherwise, until they have now reached a otherwise, until they have now reached a point where they have ceased to be remunerative, as is evidenced by the present condition of most of the roads, especially those west of Chicago. The sleeping car companies, fortunately, have not been forced into this condition and there is no good reason why they should be."

REASONS AGAINST REDUCTION. "What other reasons have you, from a railroad standpoint, against a reduction? "In the first place, a railroad cannot afford to haul more first class sleeping cars than are necessary to accommodate the first class passengers who are able and willing to pay the present rates.

reason why they should be.'

"There are second-class, or tourist sleep-ing cars on the lines west of Chicago, and on some of the eastern roads. The secondclass rates are about two-fifths of the first class. The first class rate from Chicago to Omaha is \$2.50 for a double berth, which can be occupied by two persons, making the rate per person \$1.25; the second-ciass rate between the same poinits for a double berth, is \$1, or 50 cents for each person. The second-class rate for a double berth from Chicago to San Francisco, or Los Angels, is \$6-certainly cheap enough—and these cars have comfortable beds with clean linen each night, and other necessary conveniences; they also have a porter, and are under the supervision of the conductor of the first class

'Can a first-class passenger occupy the second-class sleeping car if he chooses? second-class sleeping car if he chooses?"
"The passenger can have his choice of a first or second-class sleeping car, as he does betwen a first and second-class hotel.
"There has been a wonderful improvement made in sleeping cars over those of some twenty-five years ago, which were quite plain, and had no drawing rooms or smok-ing rooms, and weighed only from 60,000 to 70,000 pounds; the present car of the same capacity weighs 100,000 pounds, the addi-tional weight being necessitated by improved commodations. increased which are supplied with hot and cold water; the fittings and furnishings are of a much more elaborate and expensive character, and the application of vestibules adds to the weight as well as to the safety of the car. Electric light, the Pintsch system lighting, and many other things, add largely to the cost of the car, and are, of course, more expensive for both the railroad and the sleeping car company to maintain."

AS CHEAP AS POSSIBLE. "A reduction in the present upper berth rate would cause many passengers who nov take the sleeper and would force us to pu on additional sleeping caro, which we could not afford to do without increasing the price of the railroad ticket, as we haul four times the sleeping cars as compared with the passenger coaches. You see, the ordinary coach weighs about 50,000 pounds and will carry lifty or more passengers, while the sleep is I said before, weighs 100,000 pounds and cirries an average of twenty-four passengers when filled, or 4.000 pounds to each passenger as against 1.000 pounds per coach Furthermore, if the upper berth rate were reduced it would cause many passengers, especially women, to take a section, for which we should only receive one rallroad fare, al-hough we would carry double the amount of dead weight in such cases. The remuner tion to the railroad compay at the present rates is too small for the service performed. Take the sleeping car fare on the continent of Europe for example, where the accommo-dations are vastly inferior; the rates are double those charged here and one-half is paid to the railroad company as compensa tion for hauling the extra weight for the accommodation of the sleeping car passen

Then the sleeping car companies in Europe receive approximately the same as the sleeping car companies do here?"
"Yes, and of course their expenses of oper ation are necessarily cheaper, by reason o cheaper materials and labor. First-class passengers take the sleeper because they de sire the comforts and accommodations it affords and are willing to pay for them— the reason they select a first-class hotel; other passengers take the coaches or the second-class sleepers, as the case may be, for the same reason that they would patron ize cheaper hotels."

"It would seem, so far as your road is concerned, that the passenger can be ac-con.modated according to his purse?" APPLIES TO WESTERN ROADS.

"Yes, and this applies to the majority o the western lines. A reduction in the rate would require us to haul more eleepers—which would be impossible on our fast trains—and we could not afford to increase this class of our train service. However, I think a differential rate would introduce two classes of passenger into the sleeper which would cause a great deal of dissatisfaction and result in the loss of some of our first class patronage, or a demand would be created for more compartment cars, which would largely increase the cost of transporta

"Do you think the regular patrons of the slepors would favor a differential rate?"
"No. I do not think that any attempt to
establish first and second class rates in the ostablish first and second class rates in the same sleeping car would be successful or be appreciated by the traveling public. While the average traveling man is keen to secure a reduction in railroad rates that does not contemplate making a second-class passenger of him he would not be inclined to regard favorably a proposition that would certainly have that effect. This whole question is first come first served, and I do not think there is any more reason for making a dif-ference in the rate for upper borths in a sleeping car than there is on a steamship, as the occupants of the upper borths have the same provisions made for their accommodation and comfort as the occupant of the lower berths, and there does not appear to be any good reason why they should not pay the same price. I am inclined to the opinion that when the railroads have carefully con-sidered this subject they will come to the conclusion that a reduction in the upper berth rate would seriously effect the earnings of both the railroad and sleeping car com-panies, while all cleases of traveling public would not be as well served as they are now."

ONLY TWO DAYS MORE.

GREAT CLOSING OUT SALE OF THE S. P. MORSE BANKRUPT STOCK.

ness which will astonish the most experienced bargain seeker for lowness. We cannot begin to adequately quote prices. We mention a few of the thousands of extraordinary values. In order to fully appreciate the magnitude of this gigantic closing out sale and to understand the terrible price cutting which we have done for the last two days' business you must personally examine the goods and compare prices with what you have been paying and what others ask for same goods. Remember that these are new, desirable and seasonable goods-and every article a bargain. Come early in the day, if possible,

ALL FIXTURES Etc. FOR SALE CHEAP S.E.Olson Co.

GENTS' FURNISHINGS

Gents' Ties, silk goods, both 4-in-hands and Tecks, Morse's price 25c, CLOSING OUT PRICE EACH Gents' fine silk Ties, light and dark colors, good styles, tecks and 4-in-hands, Morse's price 50c, CLOSING OUT SALE, EACH Gents Suspenders, fancy silk woven, light and dark colors, Morse's price 50c to 75c, CLOS-ING OUT SALE, PAIR......

Laundered Shirts, all sizes, ex-tra 4-ply linen bosom, fully reinforced, open or closed fronts, regular \$1.50 goods, CLOSING OUT PRICE, EACH Gents' Underwear, natural wool goods, Shirts and Draw-ers, all sizes, Morse's price \$1.25, CLOSING OUT PRICE, EACH

JEWELRY DEPT.

Goods worth 5c and 19c, CLOS-ING OUT PRICE, EACH..... Goods worth 10c to 20c, CLOS-ING OUT PRICE, EACH..... At 17c

At 33c

Infants' solid gold Rings, Breast Pins, Lace Pins, gents' Scarf Pins, ladies' Chains, Cuff Buttans, fancy Hair Or-naments, etc., a large assert-ment, Morse's price up to \$1.59, CHOICE OF THE LOT.....

Ladies' and gents' solid gold Rings, e'egant peari Breast Pins, handsome sterling trim-med Shell Hair Ornaments, sterling silver Hair Ornaments, sterling silver Hair Ornaments, Ladies' Chain Bracelets, etc. Morse's price up to \$2.93. CLOSING OUT PRICE ONLY

Albums -Cellulaid cover, gold edge, plush back, handsome goods, Morae's price #1.59, CLOSING OUT PRICE ONLY, Crushed Plush Albums Large size assorted colors, Morse's price \$1.75, CLOS-ING OUT PRICE ONLY..... Elegant celluloid top Albums, beautifully enameled, assorted colors, Morse's, price \$3.59 to \$4.50, CLOSING OUT PRICE ONLY

Morse's price \$1.50, CLOSING OUT PRICE 79c Morse's \$2.00 goods, CLOSING OUT PRICE Morse's \$3.00 goods, CLOSING OUT PRICE Morse's \$3.59 goods, CLOSING OUT PRICE

TOYS, DOLLS, ETC.

Every Article

SILKS

Black Satin, plain; black Bro-cailed Satin; Colored Chiffon, stripes and figures, evening shades; black Slik Velve; Morse's price up to \$1,59, S. E. OLSON CLOSING OUT PRICE

Novelty all silk Taffetas, black and colored ground, with small design, this sea-son's goods, Morse's price 31.23, S. E. OLSON CLOSING OUT PRICE 30-inch black Satin Duchesse, all pure silk, soft finish, note the width-30-inch, Morse's price \$2.50, S. E. OLSON CLOSING OUT PRICE.

All the colored all silk Velvets Morse sold for \$5.00 a yard, CLOSING OUT PRICE........

Stick Pins

Breast Pins, Scarf Pins, Child's Dress Sets, Heart Pins, Watch Chains, a big lot, assorted de-signs, Morse's price 55c to \$1, CHOICE OF THE LOT.

FANCY GOODS

Celluloid Box Toilet Sets. Handsome, complete goods, assorted col-

China Dolla, each.
12-inch hair stuffed Dolls, each.
14-inch Dressed Dolla, each.
30-inch Dolla, each.
Toy China Diabes, 17 pieces.
Toy Soldiers on Horses, per box.
Large boxes Paints.

a this department must be closed ardless of price. Don't fail to se ne of these bargains.

DRESS GOODS

At 17e Henriettus, Serges, Twills-all that is left of several lines. Morse sold them at 20c, 35c and 49c a yard. You will find them all on one table at once price. Only 17c per yard.

Mottled Chevists, Chevrons, Imported Henriettas, A grand line to select from. Not a piece in the lot ever sold by Morse for less than 50c a yard. They all go on one table at one price. Only 24c per yard.

In this lot are bargains and bargains.
54-inch genuine Scotch Cheviots, fine
double ware imported Henriettas. Royal
Serges, Whipcords. Morse sold them for
\$1.00, \$1.23 and \$1.50 a yard. All on one
table at one price, \$20 per yard.

A Black Bargain—46-inch imported Hen-rietta. This fine black Henrietta Morse sold readily at \$5c. Closing out price only 4c per yard.

Our Last Two Days OF ::: Cloak Selling-

We are going to quit with as little stock as possible.

We are going to sell whole skins Astrakhan Capes, best trimmings, the \$22.00 kind, at, each..... \$10.00 \$1.25 Print Wrappers at, each..... \$175.00 and \$200.00 Alaska Seal Jackets, large \$10,00 and \$12.00 Cloth Capes at, each...... \$5.20 \$40.00 Electric Seal Capes. \$19.00 \$50.00, \$60.00, \$70.00 and \$75.00 Imported Velour \$15.00 and \$18.00 Box Jackets, all go at..... \$9.95 \$25.00 Seal Plush Saques, go at......... \$13.60 \$12.00 Mackintoshes, go at \$6.50 \$10.00 Mackintoshes, go at \$5.25

These extraordinary reductions are made on all new and clean goods bought for this season's sales.

All Cloaks, Suits, Wrappers: Fur Garments not sold by Tuesday night are for sale in bulk.

CARPETS AND UPHOLSTERY

Only two days left, MONDAY and TUESDAY, to get Carpets at such low prices. DON'T MISS THIS OPPOR-NY.
Brussels, regular \$1.25
Brussels, regular PRICE 50C TUNITY. Body Br ONLY, YARD .

Velvet Carpets Best \$1.25 quality, CLOSING OUT PRICE ONLY, YARD... 50c Silk Curtain

Handsome silk stripe and dado fringed at both ends, worth \$5.00. CLOSING OUT PRICE 3.50 Prices are all CUT TO PIECES on Lace Curtains of all kinds. Everything goes at CUT PRICES.

CELLULOID MANICURE SETS

Elegant, complete goods, assorted colors. price \$1.25. CLOSING OUT PRICE ONLY ... Morse's price \$2.50, CLOSING OUT PRICE ONLY.....

Morse's price \$3.00, CLOSING OUT PRICE ONLY..... All other goods in this department at

Every

HOSIESY AND UNDERWEAR

Ladies' very fine black Cotton Hore, with white feet, 35c hase, NOW ONLY Children's beavy wool ribbed Hose, all sizes, 35c and 50c quality, ONLY 19c Ladies' natural wool ribbed Vests, slightly imperfect, 75c goods, ONLY Ladies' black wool Tights, ankle length, heavy, \$2.25 qual-ity, NOW Children's heavy black wool Tights, regular \$2.50 quality, NOW 88c Ladies' natural gray ribbed Vests and Pants, nice fleeco lined goods, regular 75c qual-ity, ONLY

GLOVE DEPT. Ladies' 4-Button Real

48c

Kid Gloves In tans, browns, blacks, English reds and slates, all sizes, Morse's price \$1.50, CLOSING OUT PRICE Ladies' Silk Mittens

Ladies' Wool Mittens Warm and heavy, Moreo's price - 50c, CLOSING OUT 25c

HANDKERCHIEFS Ladies' Embroidered nd Plain Hkfs

Morse's price 10c, CLOSING OUT PRICE ONLY..... La lies' White Hkfs Hemstitched and embroidered goods, Morse's price 12½c and 13c, CLOSING OUT PRICE Ladies' Swiss Em-

broidered Hkfs Very fine sheer goods, assorted edges; also gents' colored bor-der pure linen Handkerchiefs, worth 25c to 35c, CLOSING OUT PRICE, EACH..... Ladies' Silk Initial

Handkerchiefs All pure silk, fine goods, Morse's price 25c, CLOSING 122c Gents' Japanese Silk

Handkerchiefs With initial corners, elegant, fine heavy goods, Morse's price 75c, CLOSING OUT PRICE, EACH

Elegant Real Lace Hankerchiefs

Also hand embroidered goods, CLOS-ING OUT AT JUST ONE-HALF PRICE. UMBRELLAS Ladies' Umbrellas

Fancy handles, gloria silk, \$1.19 steel rods, Morse's price \$1.75. \$1.19 CLOSING OUT PRICE ONLY Ladies' All Silk Umbrellas Steel rods, Dresden and pearl handles, elegant goods, Morse's price \$5.00 and \$8.00, CLOS. ING OUT PRICE ONLY..... 3.50

Gents' Umbrellas Morse's \$1.75 goods, CLOSING PRICE 1.19

Morse's \$5.00 goods, CLOSING PRICE

CONDUCTOR MADE A MISTAKE

Realized His Error When it Was Too Late to Correct It.

FATAL RESULT OF A HEAD-END COLLISION

Through a Misunderstanding of Orders Two Suburban Trains Are Wrecked and Many of the Passengers Budly Injured.

PHILADELPHIA, Dec. 21.-The local northbound train on the Reading railway. in which left the station in this city at 6:15 this Frankford at 6:44, started from the Frankford station without waiting, as is customary, for the down train, which arrives at 6:44, and the result was a head-end collision at Sellers street, two blocks north of the Frankford station. Two persons were killed and saveral injured, three of them fatally. The killed: DANIEL HART, aged 70 years, of Frank-

GEORGE ANDERSON, 16 years, Frankford Injured: Edward Stott, 20 years, Frankford, both

egs crushed, will probably die. Samuel Sievers, Frankford, both legs and one arm crushed, will probably die. George Lee, 15 years; Frankford, both legs and one arm crushed, will die. Charles Guard, 28 years, Philadelphia, bagagemaster, injured about legs and shoulders.

Herbert E. Fray, 17, years, Frankford, one leg crushed, body badly bruised. William Mosley, Frankford, both legs badly hurt. Irwin Udall, 65 years, Frankford, both legs

and one arm broken.

Several others were less seriously hurt. Several others were less seriously hurt.

All the killed and sariously injured, with few exceptions, were in the combination caron the outbound train. The orders as a usual thing are for the outwardbound train to wait at Frankfort for the train due at the same time from the north. The conductor of the northbound train, it is said, ordered the engineer to go ahead. The train had barely left the depot when the engineer sent his fireman back to ask the conductor. Lew S. Jarrett, if orders had been received to go ahead as he the engineer, had heard of Lew S. Jarrett, if orders had been received to go ahead, as he, the engineer, had heard of none. As soon as the fireman spoke to the conductor, the latter jumped up and pulled the rope for the train to back up. But be-fore the engineer had time to reverse the down train crashed into it. The force of the collision was so great that the bumpers of both engineer were smashed to sullivers. of both engines were smashed to splinters. The tender of the northbound train was driven clear through the baggage compart-ment of the combination car into the smoking compartment, which was crowded with pas-sengers, and this is where the slaughter

Acts at once, never fails, One Minute Cough Cure. A remedy for asthma and that fever-ish condition which accompanies a severe cold. The only harmiess remedy that pro-duces immediate results.

PECULIAR NERVOUS AFFLICTION.

Features of the Complaint Known Physicians as Locomotor Ataxia. If Frenchmen are as subject as other folks nervous hallucinations touching symptoms of disease, says the New Sun, there is likely to be a wide widespread alarm in France as to locomotor ataxia. Dr. Goncelin has published in the Journal de la Saute an account of the symptoms forerun-ning and accompanying that disease, and his article has found its way into popular lay publications. Dr. Goncelin sets down five leading symptoms of the disease in its early stages, and intimates that where three of them are well defined the patient is almost certainly on the edge of the disease. One symptom is the inability of the person affected to stand firm and erect with his eyes Another is the symptom of the stairs so called from the fact that the patient is in constant fear of falling as he descends a stairway. The third symptom is found in morning and reached the suburban town of the way the patient crosses his legs. He lifts Frankford at 6:44, started from the Frankto clear the knee of the other leg, and the toes describe in the air an arc of a large circle. The fourth symptom is the confused and hesitating manner in which the patient moves when suddenly commanded to rise and walk, and the painful effort he make

to keep his equilibrium when suddenly ordered to halt in his march.
In the first case under this symptom the patient seems uncertain of his equilibrium. In the second, under the same symptom, he tends, when suddenly halted, to lean far forward, or, with a view to counteracting this tendency, to lean back at a perilous angle. The fifth symptom is the insbility of the patient to stand firm and erect upon one foot, at first with his eyes open, then with his eyes closed. A man in normal health can ordinarily preserve his equilibrium upon one foot with his eyes open, but it takes some practice to enable him to stand still upon one foot with the eyes closed. The eyes are an important adjunct in preserving one's equilibrium, whether in walking or in standing. In the case of a person stricken with lecomotor ataxia it is difficult to maintain equilibrium upon one foot with the eyes open, and impossible to maintain it for a sin-

gle instant with the eyes closed. All these symptoms are to be noted with the fact in mind that persons in good health are likely to be nervously affected by the knowledge of the experiments with the view to discovering such symptoms are in progress. It is also important to remember that a person of sound health, but unused to smooth floors, descending an uncarpeted smooth floors, descending an uncarpeted stairway of polished hard wood, is likely to be seized with a fear of slipping, and in-stictitvely stiffens the ankles as one does in walking on ice. A steep stairway, too, is alarming to old persons or to nervous persons when they make the descent.

A RUNAWAY TRAIN. It Had a Clear Track and a Cool-

Hended Engineer. "The approach of Thanksgiving clways sets me thinking about the time, several years back, that I spent railroading it up in the New England hills," said an official one stormy day last week, to a Chicago

hronicle man.
"I lived then in a small Massachusetts city, and managed a road where every em-ploye, from the section men up, was per-sonally known to me, and railroading was more of a pleasure than it is here where the roads are so vast and long that one hardly knows the members of his own office staff. My office windows, I remember looked out directly upon the principal busi ness street of the place and the entrance

to the union depot, the street crossing the tracks at right angles not twenty feet from the great ercked station entrance. hour or two New York and Boston express trains were arriving and departing, and it was always an interesting sight the day fore Thanksgiving, when every train was running in two or three sections, and each one drawn by two locomotives, loaded dowr with passengers anxious to get to the old farm in time for the Thanksgiving dinner "One snowy, blustering day I sat waiting to see the 11:25 train pull in from Boston, for somehow I kind of smelt danger, as a railroad man often does. I knew the train was a heavy one, the ralls slippery and that before it struck the crossing it came down a heavy grado four miles long. Out at the other end of the depot was a great long bridge carrying the train off to the west, and also the tracks branching south to New York. On both these tracks stood huge locomotives blowing off steam and seemingly in haste to couple on to the coming train, which was destined for both the south and the west, and hurry it off to its destination. Well, to make a long story short that train not the best story short that the same train and the same trains the same trains and the same trains and the same trains are trained to the same trains and the same trained to the same trained trained trained to the same trained trained

story short, that train got the best of the engineer that day, owing to some defect in the air brakes, and there was one of the most hair-raising train runaways I guess I will ever witness. A mile up the grade I heard old Seth Mayoor, the engineer, making old 104 whistle for brakes in a way that made me turn cold. Almost at the same time the train came tearing down over the street crossing and into the depot going at sixty miles an hour and I remember to this day and always will how cool Mayor looked as he dashed by blowing his whistle for dear life as a warning to give him a "That they would even get those engines way I thought was an impossibility, but they did. There were cool men about that place that day and No. 104's great Crawford

whistle had given the warning. The switches were hastily set straight on to the bridge and away dashed the waiting engine in a race to get out of the way of the runaway train. It was a close shave and it unnerved me for a week, but luck saved the day. That runaway ran four miles before stopped, and the engineer with the light enwonder if the tracks were clear way

passage. Her cargo of coal took fire in the north Atlantic and the flames were only subdued after a desperate struggle. She lost a large amount of her cargo, but the ex-tent of the damage to the ship will not be known until the rest of the coal is dis-charged here, clearing the hold for an examination.

DeWitt's Little Early Risers the pills that

GENERAL MILES' PLAIN TALK

the Coast Defenses. SAYS AMERICA IS ALMOST DEFENSELESS

Reiterates His Former Views Concerning

Two Years at Least Will Be Required to Fortify Our Coasts Against the Incursions of a

Foreign Foe.

WASHINGTON, Dec. 21.-General Miles, ommanding the army, has given out a statement by request in regard to the ability of the United States to defend herself in case of war. He said, speaking particularly of coast defenses: "If war should break out at the present time all we have in the south, or in fact, anywhere else, with a few exceptions, would be a lot of obsolete guns in rotten carriages, which would fall over because they could be of no service. We are in a deplorable condition for defense. If congress would make liberal appropriations the coasts can be placed in condition of defense in two years. The work would cost in the neighborhood of \$80,000,000. It would take in the neighborhood of a year to manu-facture the tools for construction of guns

and then another year for manufacturing the Regarding the land forces: "No difficulty would be experienced in getting 1,000,000 men in a month. The small army we have would be in the nature of a nucleus for other troops. What we need, however, is not men, but coast fortifications. After we get the fortifi-

cations we could get the men to operate the guns. "Could the United States be invaded? No; could the United States be invaded? No: nor would any enemy care to invade it. All that would be necessary would be for them to place ships off our coast and fire shells into the cities. The fire would drive millions of people from home and cause untold dis-

wonder the second was brought to a successful came the iragic ending that demonstrated the theory relative to birds. She brought them a sprig of green on Sunday morning and diractory. In less than an hour they was examined and proved

kill full-grown cattle. The little creatures lay dead in the cage and slightly fearning at the mouth, victims of their mother's stern resolve that her offspring should die by her own act rather than live in captivity.