



Infants' Underwear

We have a complete line of infants' underwear, including almost every kind of staple and fancy underwear made—cotton, wool, silk and wool and pure silk.

Infants' Ruben shirts, all sizes in five different qualities, no buttons and no trouble to put on and take off.
Infants' fine knit wrappers, buttoned down the front, arm shape sleeves and silk finished neck.

Infants' knit abdominal bands, in two styles, with straps and tabs.
We still have broken lots of our infants' Swiss ribbed, or India gauge, summer underwear at very low prices.

We close Saturdays at 1 p. m. during July and August.

THOMPSON, BELDEN & Co.

T. M. C. A. BUILDING, COR. 10TH AND DOUGLAS STS.

PACIFIC'S PLAN TO COMBINE

Consolidation of Offices to Follow President Hays' Retirement.

SOME LOFTY SALARIED AGENTS TO GO ALSO

Union Pacific's Pruning Knife Will Fall on High Places, That Many Dollars May Be Saved.

NEW YORK, Aug. 20.—The Commercial Advertiser says: The retirement of Charles M. Hays from the presidency of the Southern Pacific railroad will be followed by numerous other official changes on that road. Some of the high-salaried agents are to be dispensed with, it is said, and Southern and Union Pacific offices are to be consolidated. A yearly saving of several hundred thousand dollars, it is estimated, can be effected by such consolidation.

President Hays placed his resignation in the hands of Mr. Harriman some time ago and is expected to retire at Mr. Harriman's pleasure. Although Mr. Hays had a five years' contract with the road, he resigned voluntarily as soon as he ascertained that the financial interests which control this road had radical changes in view regarding the management of both the Southern and Union Pacific railroads. Already rumor has it that Mr. Hays' has been offered the presidency of an eastern road.

RAILROAD RACE IN WYOMING

Union Pacific Evidently Determined to Beat Out Its Aggressive Rival for the Laramie.

LARAMIE, Wyo., Aug. 20.—(Special Telegram.)—It is evident that the Union Pacific management has awakened to the fact that a powerful rival has entered the field heretofore supposed to be exclusively its own in the intermountain country. There is no doubt that the Laramie, Hahn's Peak & Pacific is moving to push its line through to the foot of the snow range early this fall and to cross the range during the coming spring.

The Union Pacific is massing machinery and supplies at this point. It is believed that the management has in contemplation a dash for the North Park over an old survey, the records of which are already on file at the headquarters in Omaha, and notice of the intention to revive the right of way which has been published and sent to all the ranch owners along the line. Yesterday afternoon \$250,000 worth of construction material belonging to Kilpatrick Bros. & Co. was brought to this city and added to the supplies already here.

All this would indicate that some coup is designed to offset the intentions of the Laramie, Hahn's Peak & Pacific people and it is possible that the Union Pacific has undertaken this fall and pressed with it the energy that the Union Pacific can command when it is apprehensive of being cut out of its own territory.

CONTEMPLATE LONG TUNNEL

Central Pacific to Bore Through Crest of Sierra Nevada Mountains.

SAN FRANCISCO, Aug. 20.—The long rail tunnel in the United States will be built through the Sierra Nevada mountains of California in the present plans of E. H. Harriman, who is expected to be the chief engineer. Chief Engineer Hood has sent out a corps of men to make preliminary surveys and their work is expected to be completed in six months. The tunnel project, which will involve an outlay of from \$3,000,000 to \$4,000,000, is a boring of a hole 27,000 feet in length through the heart of the Sierras. Bore a shaft a climb of 1,500 feet the tunnel will shorten the road about seven miles and is expected to effect a great saving in operating expenses. It is stated that the Sierra tunnel bill and the other plans of the company for the straightening of curves and reducing of grades in Nevada and Utah completed, passenger trains could be run between San Francisco and Chicago in two and a half days, an average speed for the whole distance of not more than forty miles an hour.

Sells Steamship Line.

SEATTLE, Wash., Aug. 20.—By charter and purchase DeWitt & Co. fleet, operated by the Washington & Alaska Steamship company, has passed into the hands of the Pacific Coast company. The vessels included in the transfer are the steamers City of Seattle, Victoria and Charles Nelson. The negotiations, which have been pending for several days, were finally and definitely closed yesterday at a conference between President Farrell of the Pacific Coast company, President Melton of the Northern Pacific and several other interested parties. The consummation of this deal marks the retirement, at least temporarily, of DeWitt & Co. from the Alaska traffic, though they will continue in the Puget sound trade.

Tour of the Yellowstone.

The Burlington personally conducted excursion to the Yellowstone park left yesterday in care of S. R. Drury. Among the Omaha people were Gottlieb Stern and family, W. F. Stoecker and family and Robert Uhlig and family. An unusually large number of Nebraskans were picked up in the interior towns and cities.

Kitchener's Report of Engagements.

LONDON, Aug. 20.—Lord Kitchener's weekly report from Pretoria, dated August 14, shows that sixty-four Boers were killed, twenty were wounded, 248 were made prisoners and ninety-five surrendered during that time. The prisoners included: Landrost Stein of Ventersburg, a Commandant, the vicar, father of Mrs. Schalkberger, wife of the acting president, and Commandant Breitenbach of Lilliefontein.

DRIVES OUT ALL NEGROES

Furious Mob Leaves None in Petree City and Wrong Man is Lynched.

PEIRCE CITY, Mo., Aug. 20.—For nearly fifteen hours ending about noon today this town of 3,000 people has been in the hands of a mob of armed whites, determined to drive every negro from the city. In addition to the lynching last night of Will Godley, accused of the wanton murder of Miss Gardner, Wild and his shooting in the hands of his grandfather, French Godley, the mob today cremated Pete Hampton, an aged negro, in his home, set the torch to the houses of five blacks and with the aid of state militia rifles stolen from the local arsenal, opened on those dozens of negroes from town. After noon the excitement died down, but the mob gradually dispersing, more from lack of negroes upon which to wreak their hatred than for any other cause. Every negro has left the town except a few railway porters known to be respectable, but who must also leave. The citizens of Peirce City say that as negroes have remained in such numbers in the past ten years none shall live there in the future. The same feeling already exists at Monett, four miles east of Peirce City and the end of the "Frisco" passenger district. It may be necessary for the road to change all porters in Springfield hereafter.

Wrong Man Lynched.

It is now believed that the man lynched was not the real culprit. A negro named James, arrested at Dallas, Tex., across the border from Peirce City, exactly as described in the description of the murderer. It is held there awaiting identification. Unless the man is brought back here, it is believed there will be no further trouble. If returned here he will surely be lynched. Another suspect, Joe Lark, is under arrest in Springfield, Mo.

Rifles to Be Returned.

The rifles taken from the Peirce City military company, it is expected, will all be returned. Members of the company themselves were out hunting for the escaping negroes with rifles and this suggested the idea of taking all the guns. The local hardware stores in Omaha, and several applications from negroes were refused. The mob was composed of 1,000 or more and so masks were used and thirty negro families were driven from their houses.

New elements in the murder on Sunday afternoon of being implicated in the crime, and Lark was arrested today at Springfield. This afternoon Lark gave a detailed statement as to his whereabouts Sunday and he is not believed to be guilty. It is not likely that either suspect will be taken to Peirce City while the excitement runs high. Some here think that Barrett told any story in order to save his life. The funeral of Miss Wild took place today and was witnessed by several thousand people. Peirce City is near the junction of four railroads and trains from all directions brought in large numbers of armed men to bent on bloodshed if necessary. When the mob went to the section of the city occupied by the negroes someone in the ranks opened fire, but no one was hit. The mob then destroyed the cabins, but the financial loss is small. Reckless firing broke several plate glass windows and a train was fired into. None of the passengers was hurt.

THIRD PARTY IN MERRY ROW

Its Executive Committee Cannot Work Harmoniously Long Enough to Get Anything Done.

ST. JOSEPH, Mo., Aug. 20.—The executive committee of the new third party met in this city late this afternoon on a call by Chairman Cook of Carthage and soon ended with a row. Secretary Kowalski and Committee-man Ball of St. Louis preferred charges of disloyalty against Chairman Cook and asked that he be permitted to resign. Chairman Cook fought to cause the resignation of his accusers and they withdrew. Nothing was accomplished concerning the convention to be held in Kansas City, September 14.

IN THE CAPTAIN'S DEFENSE

Another Survivor of Steamer Islander Tells Different Story.

STOWAWAY SPOILS WELL-INTENDED PLAN

His Cry for Help Causes Excited Sailors to Let in Sea Without the Officer's Order or Consent.

SEATTLE, Wash., Aug. 20.—J. T. Snyder, a resident of Juneau, arrived on the steamer Farrallon today from Juneau. Mr. Snyder was on the lost Islander, was in the water twenty-four hours, clinging to a raft and was finally picked up unconscious. He left the boat just half a minute after the captain jumped overboard and they both held onto the same raft for fully half an hour and in conversation the captain said he could not understand why the boat went down so quickly. The captain finally said: "Boys, I cannot stand it any longer" and, casting his life preserver away, at once sank.

At the inquest held at Juneau, which Mr. Snyder attended, evidence developed which may tend to excuse the captain for not beaching the steamer at once. Mr. Snyder said that the captain ordered the pilot to beach the steamer at once. The pilot testified that he was on the bridge and that as soon as the boat struck he told the captain he was going to beach it, but the captain said: "No; there is a better place about two miles from here and it will be easily float that long."

The testimony showed that there was a stowaway in the forward watertight compartment and when the vessel struck the water rushed in on him and he set up a big howl and, being immediately under the sailors' quarters, they thought he was a stowaway and opened the compartment, which allowed the sea to come rolling in the hold, carrying the body of the stowaway and a sailor with it. This was done without the captain's knowledge and I think excused him for thinking the vessel would sink several hours, which it would have done had the watertight compartment been opened. He could have leached in a small bay about three miles away. It was established that if the pilot had carried out his intention he could have gotten on the beach without the loss of any lives except the stowaway.

STEAMER CREW NEGLIGENT

Survivors' Charges Cause Investigation of Catastrophe Near Paducah.

PADUCAH, Ky., Aug. 20.—The horror of the City of Golconda disaster at Cottonwood bar, four miles above Paducah, last night, is just being fully comprehended by the people of Paducah, as body after body is brought into the city and taken to the undertaker's. The boat's register has not yet been recovered, but it is certain the death list will number several hundred and perhaps twenty-two. It is already known to include:

- MRS. DAVID ADAMS, Smithland.
- MISS LUCY GRAMHAM, Grahamville.
- MISS LIZZIE BARNETT, Smithland.
- MISS TRIXIE GRIMME, Grahamville.
- MRS. W. A. HOGAN, and three children.
- IRA, aged 19; WALLACE, aged 8; and LUCILLE, aged 6, of Paducah.
- MRS. WATTS DAVIS, Livingston county.
- MISS MAY FLEMING, Birdsview, Ind.
- CLARENCE SLAYDEN, Va. Ky.
- WALLACE BENNETT, Tolu, Ky.
- D. JACKSON, colored, Paducah.
- WILL WOODS, colored, Golconda.
- GEORGE WASHINGTON, colored, Golconda.
- HERNANDEZ RONDALE, colored, Golconda.
- GEORGE SANDBURG, colored, Golconda.

Investigation Seems Advisable.

An official investigation will be made, as it seems certain that the most culpable carelessness caused the catastrophe. A. A. Peck, the pilot, claims the engineer deserted his post and that he could not manage the boat with the engines helpless. The engineer denies this and claims that he remained at the throttle until the water was waist deep. Frank Enders, one of the passengers, corroborated by several others, declares that the effort to land brought the side of the explosion on the bow, and the vessel struck it with full force. There had been almost a gale blowing for ten minutes and one man, who could not swim, went to the pilot house and begged the pilot to land. When he did finally consent to land, a hurricane, visible as a huge black streak sweeping across the river, struck the boat as it swung around in a position least able to resist.

Early this morning the work of searching for the bodies began, the party being led by Charles Graham, county clerk, and Luther Graham, his brother, whose sister was among the dead. Three bodies were recovered in the forenoon, those of Miss Trixie Grimme, Miss Lucy Barnett and Mrs. David Adams. Miss Barnett's face was badly lacerated.

This afternoon the bodies of Miss Graham and Mrs. W. A. Hogan and Lucille, her 6-year-old daughter, were recovered. The position of the limbs and the expression on the faces, as well as scratches and bruises, indicated a force struggle when the prisoners were caught in the little cabin like rats. The boat is being dismantled in order that the dead may be reached.

Groups of sad-faced people dotted the wharf here all day awaiting tidings from the rescuers, while the parlors of the Richmond hotel were filled with weeping women.

DEATH RECORD.

Patner Grant.

MILWAUKEE, Aug. 20.—A telegram received today from Colorado Springs, Colo., announces the death of Father Grutza, founder of St. Joseph's church in that city, which was recently dedicated by Mr. Martinielli. Father Grutza was well known in Catholic circles throughout the country. His death resulted from pulmonary disease.

Minister from Chile.

WASHINGTON, Aug. 20.—The State department is advised by telegraph of the death of senator Don Carlos Morla Vicuna, minister from Chile to the United States, which occurred at Buffalo this morning. Senator Vicuna was one of the best known South American statesmen.

Another Explosion Victim Dies.

FORT RILEY, Kan., Aug. 20.—Private Arthur Hays Sulzberger, a victim of the Peirce City explosion of a Kansas carriage, died of his injuries today, making three dead in all. He was the only one of the three who had his arm amputated and he is suffering from concussion of the brain. The fort surgeon today removed one of the eyes of Dennis Mahoney's eye. He will recover. The bodies of Watson and King are held pending word from relatives.

OIL FIRE IS STILL RAGING

Another Explosion Has Destroyed Pumps, Leaving Department Seriously Handicapped.

PHILADELPHIA, Aug. 20.—The fire which began yesterday afternoon at the works of the Atlantic Refining company at Point Breeze, in the southwest section of the city, is still burning fiercely tonight, eating up the oil at the rate of \$100,000 worth per day, and Chief Baxter of the city fire department has given up hope of saving any more than 100. Many of these are trivial losses, but the city officials and the firemen were their ability to pump the oil from tanks not reached by the flames to reserve tanks in an isolated section of the yards. An explosion late this afternoon carried away a large section of the free-delivery service has concluded the work of passing upon the number of rural free delivery routes which are to be established in Nebraska up to and including November 1. The service is to be equitably distributed throughout the state and according to the figures made public, Nebraska fares well in the allowances made as compared with other western states. Rural free delivery will be established October 1 at Kearney, Hastings, Lincoln, at Elk River, with one carrier; Geneva, two carriers; Waverly, one carrier; Crete, one carrier, and York, two carriers. The service will go into operation November 1 at Grand Island, with three carriers; at Minden and South Platte, with four carriers each; at Mead and Diller, with two carriers each, and at Beatrice, Colon, Grafton, Peru and Fairbury, with one carrier each. On September 1 there will be 109 rural free delivery routes in operation in Nebraska, with 1,000 applications pending.

Rural free delivery will be established at Yankton, S. D., October 1, embracing ninety-six square miles, with a population of 1,633; Sioux Falls, Warren Osborn and W. Godfrey have been appointed carriers.

W. S. Pickler was today appointed postmaster at Badger, Holt county, Neb. Vice J. N. Parshall, resigned; also, W. B. Keith at Helton, Adair county, Ia.

The justice, Danforth, Johnson county, Ia., has been ordered discontinued, mail will be sent to Fairfax.

In Other Departments.

The Western National bank of New York was today approved as a reserve agent for the First National bank of Council Bluffs, Ia.

John H. Brown, superintendent of the Pipe Line school, South Dakota, has been transferred to similar position at the Indian school at Morris, Minn., at a salary of \$1,500.

Arthur A. Henry of Des Moines was today reinstated as an industrial teacher at the Indian school, Fort Barnard, Ia.

J. B. Hermann of Norfolk, Neb., was today awarded a contract for the erection of an Indian school at Genoa, Neb., on his bid of \$23,500. The department rejected the bids for a hospital at the same place, so that it makes her foot look steeper.

Mrs. Anne E. Lodgin of Rock City, S. D., was today appointed a cook in the Indian school at that place.

Needs of Indian Schools.

One of the needs of the Indian school service has been a uniform course of study in order that each school shall know what to teach and that pupils transferred from one institution to another could be properly graded. Several attempts have been made to fill this want, but until the present time nothing on an elaborate scale has been accomplished. Miss Estelle Reel, the present national superintendent of Indian schools, now has in the hands of the printer a course which has been pronounced by those who are authority on such matters to be the best and strongest ever devised for the peculiar educational system of the Indian office.

The course treats of thirty-one subjects, and aside from the literary branches, it is particularly strong along industrial lines, and embraces a course in agriculture, baking, basketry, biscuitmaking, carpentry, cooking, dairying, engineering, gardening, harnessmaking, housekeeping, laundering, printing, painting, sewing, soapmaking, tailoring and upholstering.

As the majority of the Indians will have land and prefer an outdoor life, they will depend to a great extent upon the soil for their livelihood. Great stress is, therefore, laid upon the importance of teaching agriculture, dairying and the useful trades that everyone should know in order to conduct a life economically and successfully. Pupils finishing this course will be fitted to take charge of the allotment the government has given them, to shoe their horses, build their houses, barns and fences and mend their shoes, harness and implements, all of which are the best selling goods in the West.

A thorough course in domestic science and domestic art is also outlined, and the girls are fully trained in all that is required to make them economical and industrious homemakers.

Mint Director Talks of the West.

Director of the Mint Roberts has just returned from a trip across the continent. He indorses the action of the Iowa convention in the heartiest manner; but the director of the mint is peculiarly impressed with the fact that the prosperity of the west has not been affected either by the poor corn outlook or the strikes.

FIRE RECORD.

Business Buildings in McCook. McCOOK, Neb., Aug. 20.—(Special Telegram.)—Fire destroyed one building and badly damaged two others at noon today. The fire started in the C. Lilly building. When the fire broke out, it was extinguished by the fire department. The origin is supposed to have been a gasoline stove. This building was entirely consumed. Loss on building, \$600; insurance, \$400. Mr. Lavin places his loss at \$1,000; insurance, \$500. R. A. Cole's building and stock of flooring goods were damaged to the extent of \$1,000; no insurance. A few hundred dollars will cover the loss to Darius Kendall's buildings and contents.

Barn and Grain Bins in Miller.

MILLER, Neb., Aug. 20.—(Special Telegram.)—Fire at 6 o'clock this morning destroyed the barn and grain bins owned by C. D. Brink, two miles east of Miller. The loss on buildings, implements and grain is \$1,500, with no insurance. The fire is supposed to have been caused by three threshers while sleeping in the barn.

Gives Up Home to Doctor Leper.

ST. LOUIS, Aug. 20.—Dr. Louis Knapp, a practicing physician of this city, has forever separated himself from his wife and four children and will become isolated from the world to nurse Doug Gong, the Chinese leper, who was found here two weeks ago. The doctor, who is a graduate of a Detroit medical college, took final leave of his family today. With his patient and prisoner as his only companion, Dr. Knapp will live in a three-roomed house now being built by the city authorities at quarantine until necessity for his services is ended. Dr. Knapp will take his library to quarantine and will devote the greater part of his time to the study of leprosy. There were five other applicants for the position.

NEBRASKA GETS ITS SHARE

Fare Well in Distribution of Additional Free Rural Delivery.

MANY NEW ROUTES ARE SPECIFIED

Contract Awarded for Genoa Indian School, but Not for Hospital—Postmasters at Badger and Hebron.

(From a Staff Correspondent.)

WASHINGTON, Aug. 20.—(Special Telegram.)—Supplies and applications for the free-delivery service has concluded the work of passing upon the number of rural free delivery routes which are to be established in Nebraska up to and including November 1. The service is to be equitably distributed throughout the state and according to the figures made public, Nebraska fares well in the allowances made as compared with other western states. Rural free delivery will be established October 1 at Kearney, Hastings, Lincoln, at Elk River, with one carrier; Geneva, two carriers; Waverly, one carrier; Crete, one carrier, and York, two carriers. The service will go into operation November 1 at Grand Island, with three carriers; at Minden and South Platte, with four carriers each; at Mead and Diller, with two carriers each, and at Beatrice, Colon, Grafton, Peru and Fairbury, with one carrier each. On September 1 there will be 109 rural free delivery routes in operation in Nebraska, with 1,000 applications pending.

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CHANGED STYLES IN SHOES.

"Double Deckers" the Latest Thing in Woman's Wear.

"Double deckers" are the latest thing in women's shoes, relates the New York Sun. They are a trifle smaller than a canal boat and weigh a little less than a ton. The Chicago girl does on them, the New York girl takes to them but mildly while the San Francisco girl would almost rather wear a coffin than a double decker.

The style is what the dealers call a fad style. It has a double projecting sole, enormously thick. The lower deck is a good three-quarters of an inch wide. The upper is a quarter of an inch in width and is rope-stitched to the lower deck. The projecting sole is made of a soft material, which is equally softening. A low double decker of patent leather has an elaborate punched toe and a trimming of the same style extending entirely around the shoe. The eyelets are huge brass ones. Altogether it is a shoe about as graceful as an elephant's hoof.

A shoe salesman, who goes all over the country, was showing his set of samples the other day to a layman. He lifted the double decker and said it down with a sigh. "That's the sort of shoe that makes the manufacturers want to lie down and die," he said. "Of course, that's an extreme, but look at all the rest of these heavy shoes for women. If it wasn't for the extreme weight, you might as well give up the ghost. Now, here's the shoe that women used to wear before they took it into their heads that they'd wear armored cruisers on their feet."

He picked up a kid shoe whose upper was as light as a kid glove and rolled the sole up as if it had been a cigar. "Now, there's a shoe that there was money in," he said. "That's what we call a turned shoe. It's sewed on to the sole wrong side out and then turned over. There's no inside. That was a shoe that wore out!" "I'm going to buy one," the layman ripped loose from the sole. Always the woman took it to the shoemaker and had it sewed up and the next week it ripped off in another place. But what can you expect of a shoe like that? holding the shoe in his hand, the salesman said that it with deep despair.

"Those things simply won't wear out. Why, we used to sell at least two pairs of light, turned shoes where we sell one pair of heavy shoes now. If women had given the turned shoe the hard wear they give these new-fangled ones, we'd have sold twice as many as we did. That double decker goes it a little too hard, though. It won't be a good seller except in Chicago. They're great on fads out there."

"That old fellow who the Chicago girls big feet isn't true," by the way, the layman doesn't make a special size of feet for Chicago. The shoe clerks out there do the best they can in that line, though. They have a special way of fitting out west. Their idea is to have a woman wear a very long shoe, so that it makes her foot look slender. Out in Sioux City I saw a clerk fitting a woman and he gave her a No. 9 when she ought to have worn a No. 7.

"Buston women wear these big, heavy shoes, too. The uglier a shoe is the better they like it. I don't know why, but I think it's because they have New England consciences up there. They can't reconcile themselves to seeing their feet look trim and pretty. I can tell you just what cities in the country will buy any shoe you show me. Here, for instance, is a Philadelphia shoe. That's a good shoe; heavy, well made, thick sole, broad toe, but not extreme in any of these points. At the same time the toe is broader and squarer than the shoes which sell best in New York."

"Here's what we call a freak toe. The shoe has an absolutely straight line on the inside, then sheers off suddenly on the outside, so that the point of the toe is right at the inside corner of the shoe. In fact, it takes a Philadelphia shoe to fit a woman's foot. That shoe sells best in Chicago."

Down south the girls are just beginning to get over the notions their grandmothers had about footwear. They're always worn their feet into that made-up, high-heeled hump and as a consequence there had to be a special style of shoe made for the south. I know a southern woman who is 5 feet 7 inches tall and who wears a two and a half inch heel. Proud she is of which she wears a peacock, but I know a chiroplast who treats her feet and he says—

The shoeman made an expressive gesture. Then he picked up two shoes. "These are the best New York sellers," he said. "This one is a lightweight kid shoe, with a patent leather tip, flexible sole and what's called a medium toe. This other is heavier, has a larger toe, but is not a freak. One is a dress shoe, the other a street shoe. Take it all in all, patent leather is the best selling shoe in New York today, more's the pity for the feet that wear the shoes. Here's a new thing; looks like patent leather, but is more flexible and porous and is guaranteed not to crack. That's ideal kid shoe for the spring."

"What struck the tan shoe this spring?" asked the layman; "it dropped out of the fashion all of a sudden?" "Didn't it, though?" said the shoeman with a shrug. "But what would you do if your customers were pretty well fixed in a certain line and you knew you couldn't get much of an order from them? You'd start a new fashion, wouldn't you, so that they'd have to buy? There are tricks, as you may have heard, in all trades. I'm thinking, though, that it won't be an easy trick for us to get women to stop buying these heavy shoes that they've taken such a notion to. Anybody that'll call off that fashion will earn the heartfelt gratitude of the shoemakers, you may be sure of that. We've done New York for ourselves, though. Look at this heel. That's the very latest thing and is called the Cuban. Looks like