

NAVY'S ROWS WITH WOMEN

Petticoat Influence Leads to Constant Trouble.

WOMEN REFUSE TO BE BARRED

Once the Navy Department Ordered Wives to Stay at Home When Husbands Went to Sea, but in Vain.

WASHINGTON, April 9.—John Hay had a saying that the ideal diplomatic service—if any government ever succeeds in having one—will be composed exclusively of unmarried men. Mr. Hay had had no experience in naval matters or he might have included the navy in his maxim.

There probably is no branch of the government service where petticoat influence is so strong as in the navy. Ask any executive of the navy about it and he will tell you how the navy women in a thousand different ways, sometimes unconsciously and sometimes deliberately, annoy the navy department. He will tell you how they scheme to obtain desirable posts of duty for their husbands or sons and how they annoy the department with requests for change of orders when their husbands are transferred from one easy job in Washington to sea duty on the Asiatic station or some other far-away tropical post. The recent row at the Boston navy yard, which culminated in the court-martial of two officers, illustrates the prominent part women often play in navy circles.

How is Traditional.

Almost everywhere between the navy women and the department. Every once in a while something happens to widen this breach. Only a few days ago Ensign Charles M. Austin, son of Representative Richard W. Austin of Tennessee, was deprived of an especially desirable berth by the navy department, merely because he got married. He had been detached from the dispatch boat Dolphin at the Washington navy yard and ordered to Japan for duty as a student attaché at the American embassy at Tokio for the purpose of studying the Japanese language. On the way to his new post of duty he stopped at his former home in Tennessee and was married to a girl he had known for many years.

This was too much for the unromantic departmental authorities, who suddenly decided that a married ensign would not make as good a student of the Japanese language as a bachelor. Accordingly his orders were revoked and instead of spending his honeymoon in Tokio he will have less interesting service at the naval training station on the Pacific coast. He will, however, have his wife with him.

Wife Rises to the Ship.

Before the days of steel and steam in the navy the wives and families of commanding officers of cruising vessels enjoyed the privilege of living on board. There was a vessel years ago cruising in the West Indies that was commanded by a mild-mannered and quiet officer. His wife, who was on board, was of a different disposition. She was overbearing and had a bad temper. The officers on board regarded her as the real commander of the ship and obeyed her commands with even greater alacrity than those issued by the nominal captain. One day she decided that the ship needed painting and the sailors were ordered to begin work with their pots and brushes. She gave free rein to her artistic ideas. The captain's wife, which she used in going ashore, was redecorated under her personal supervision. At her behest it was painted green outside and pink inside.

"I thought it would be pretty," she explained to her husband, "to have it pink inside and green outside—just like a seashell."

Sometimes a Tragedy.

But sometimes in the old days there was an element of tragedy in the incidents. Such a one occurred on the sloop Tennessee years ago. It was a hot and sultry summer night while the Tennessee was cruising in midocean off Hampton Roads. The captain and his wife had gone to their cabin, but the heat was so oppressive they could not sleep. Finally in the hope of coaxing sleep they exchanged bonkas, and both went to sleep. In the middle of the night the rapid falling of the barometer gave warning that a storm was approaching. The navigator sent a midshipman below decks to awaken the captain. He spent several minutes rapping on the captain's cabin without avail. The midshipman knew that the captain must be waked promptly at all hazards and he had been directed to enter the cabin if rapping would not suffice. The young midshipman entered the cabin and stood in the middle of the room a minute or two yelling, "Captain, but without avail. Finally the midshipman realized that he had to shake the captain to rouse him. He figured out that the captain always slept in the berth on the port side, while his wife occupied the other. After convincing himself on this point, the midshipman grasped the captain's berth and grasping him by the shoulder shook him with more energy than judgment. There was a feminine shriek. The captain jumped out of the opposite berth and made a few emphatic remarks upon the impropriety of rapping on the captain's cabin without knocking. The bewildered midshipman had visions of court-martial and dismissal from the service in disgrace. But the captain was good hearted and did not make a complaint.

For Her Comfort.

Often the itinerary of a cruise was regulated by the wishes of the captain's wife. This occurred some years ago on a naval vessel en route from Naples to Hampton Roads. The captain's wife was a poor sailor and had had bad spells of seasickness if it was rough going. The vessel made a long detour to the South Atlantic so as to avoid the storm area. The vessel was many days out of the way and the officers of the department became anxious. Finally, however, it sailed into Hampton Roads and reported its arrival to Washington. When the department asked the cause of the unusual delay the captain reported that he had to steer an unusually long and roundabout course to save his wife from seasickness.

Efforts to Break It Up.

In 1881 William H. Hunt, then secretary of the navy, issued an order forbidding naval women from living aboard or traveling upon cruising vessels. But this order did not entirely solve the problem. Wives of officers went to the cities at which their husbands' vessels made their headquarters. In Rio de Janeiro and Yokohama were large colonies of navy women, who resided there while their husbands were cruising in the vicinity. These cruises were never of great length, because the officers did not care to remain away from port very long.

Efforts were made to break up these colonies, and on July 5, 1882, William E. Chandler, secretary of the navy, issued an order that caused a revolution among the women of the service. It was general order No. 307, which read as follows:

Naval officers attached to cruising vessels, especially commanding officers, are expected to leave their families at their usual or fixed places of abode, and not to attempt to transfer them to more convenient visiting points. Officers disagree-

ing this injunction will be liable to be re-lieved from duty.

This roused the navy "widows," as they are called, to the highest pitch of resentment, and they revolted. The wife of an officer serving in Alaska took up her residence at Sitka, where her husband's vessel often stopped. It was a plain violation of the secretary's regulation, and the department asked the officer for an explanation. His reply was substantially as follows:

"My wife will not go home. I have asked her to do so, and she refused. I ordered her home and she would not go. Please advise what further steps I shall take to comply with the wishes of the department."

The archives of the department unfortunately do not tell the sequel of this interesting incident.

Similar instances were reported from various parts of the world. Secretary Chandler made an effort to enforce his unusual order by suspending from duty three officers on the Asiatic station. Finally, however, William C. Whitney, who succeeded Mr. Chandler as secretary of the navy, realized the hopelessness of enforcing the order. The navy women were victorious and the obnoxious order was revoked on June 20, 1888.

Navy Widows Round the World.

In recent years, however, there hasn't been much friction of this sort. When the messiah feet made its world cruise many navy "widows" followed it and participated with their husbands in the festivities at the various ports. Practically all of them were at Old Point Comfort on December 16, 1897, to watch with unconcealed regret the big war vessels disappearing in the distant haze. A few days later when rumors came from the fleet by wireless that it would return to the Atlantic ocean by way of the orient and the Suez canal there was more tugging at the heartstrings. The navy women were well represented on the Pacific coast when the fleet had completed its cruise around South America. When the battleships stopped on their cruise across the Pacific the navy women were there, too. At Tokio they donned the native costumes and greeted their husbands even more cordially than the Japanese. At Gibraltar, where the fleet made its last stop before crossing the Atlantic, a small crowd of navy women waved farewell to the departing vessels.

One Wife's Strategy.

Several years ago the wife of a prominent naval officer thought she would like to spend some time abroad. Without her husband's knowledge she used her influence to have him assigned to duty as naval attaché at one of the American embassies in Europe. Finally the orders were issued and she told her husband how hard she had worked to obtain such a desirable assignment for him. Unlike most naval officers, he had been able to save a small competence out of his salary, but he was by no means wealthy enough for a social campaign required of naval attachés at foreign capitals. He remonstrated with her, but she was too enamored with the social side of navy life to give up her ambition. After one winter abroad the financial phase of the question began to appear to her more strongly as their savings gradually dwindled. She realized the tremendous cost of attaining her hobby. Her resourcefulness, however, was equal to the occasion, and after considerable cabling to friends in Washington her husband was transferred to a less expensive post of duty.

There is a large colony of navy "widows" in Washington, whose husbands are serving in different parts of the world. While these stocks of years shall be taken for granted, they seem to have plenty of time for recreation. Many own automobiles and are expert chauffeurs. Others go in for tennis and golf. There are others who prefer bridge whist and euchre. With all their amusements and forms of recreation, however, they all live in expectation of the day when their husbands will have shore duty in some habitable part of the globe.

LONDON LOOKS ON KAISER AS FREAK

(Continued from Page One.)

several hundred looms idle. At Manchester the International Cotton Federation has received an intimation that the owners of over 5,000,000 spindles in Italy have agreed that stocks of yarn shall be taken for eight months, and that a committee shall decide monthly how much short time shall be run in order to balance production and consumption. In Spain, also, short time is being steadily increased, and in Portugal the workers have a 30 per cent short time.

American Granite for Scotland.

This is like carrying coals to Newcastle, but nevertheless it has been done. The Douglas Granite company of Glasgow has imported about 300 tons of granite blocks from America for polishing purposes, and in the belief that the venture can be made to pay, in consequence, it is said, of the local scarcity of good greystone. The company, it is said, have a cargo of 1,000 tons awaiting on the wharf of the pier, and if it is successful the stone will be at once shipped to Aberdeen.

Strong Horses and Rabbits.

A peculiar problem is just now being faced by the Northampton Borough Education committee. St. George's schools, which cost about £15,000 and were opened less than two years ago, are built on ground formerly used as a market garden, and horse-racing, which was not thorough, but of a kind that has grown again and caused the asphalt in the playground to crack. It is feared that horse-racing is also growing underneath the corridors inside the schools. The education committee has decided to open the playground in places, to dig holes and in consequence of the water in the hope that it will reach the roots and so destroy the horse-racing.

BELGIUM MONARCH VISITING

Will Call with Queen at Paris, London and Berlin This Summer.

BRUSSELS, April 9.—(Special Dispatch to The Bee.)—The king and queen of Belgium have decided to pay official visits to Paris, Berlin and London during the summer, and in consequence of the kind attitude of the duke of Combray towards the king of Belgium on the occasion of the latter's ascension to the throne, the visit to London will take place first. In Belgium great importance is attached to the forthcoming visits, as it is anticipated they will create a friendly atmosphere between the Belgian and foreign courts.

SAVAGE TRACTS TO STUDENTS

Urged to Make Collection of Beads and Offer Sacrifice for the Goddess Kali.

CALCUTTA, April 9.—(Special Dispatch to The Bee.)—Banyan school and college children in eastern Bengal has recently been flooded with leaflets of the most savage description, urging students to assist in making a collection of beads for the goddess Kali, and to offer her a welcome sacrifice of foreign blood. They form part of a scheme to goad and to mob to anger by representing foreigners as bleeding the mother country.

Colonel Kerens

Ready to Meet Col. Roosevelt

First Official Act After Receiving Credentials is to Welcome Returning Hunter to Vienna.

BY EMIL ANDRASSY.

VIENNA, April 9.—(Special Dispatch to The Bee.)—Colonel Richard C. Kerens, the new American ambassador, arrived in Vienna today and early next week will present his credentials and be formally presented to the emperor.

The first work which will present itself to Mr. Kerens will be the arrangements for the reception of Colonel Roosevelt. His most difficult task will be that of elimination. Everybody in Vienna, from the emperor down, is anxious to do honor to the famous American ex-president, and there will be a dozen invitations for every possible acceptance. Mr. Kerens is an old friend of Colonel Roosevelt and doubtless not the least pleasant part of his visit at the Austrian capital will be his talks with the Missouri leader, who will be able to "show him" what has happened in the United States while he has been buried in Africa.

Matter of Morganatic Marriage.

The question of the position of the duchess of Hohenburg, wife of the Archduke Francis Ferdinand, heir to the Austrian throne, when her husband assumes the crown, is seriously worrying the high Austrian nobility.

When the archduke married Countess Sophie Chotek, he by so doing recognized for his children any claim to the throne, but there are indications that the duchess does not propose to see her eldest son, Maximilian, thrust aside by his oath. She has quietly but effectively gone ahead to form her position in Austria, and when her husband ascends the throne it is by no means certain that she will take her place beside him with her son as crown prince.

The situation is complicated by the fact that Hungary does not recognize morganatic marriages. It boldly asserted in Budapest that when Franz Ferdinand is crowned king of Hungary the Duchess Sophie will be crowned queen with him and the little Maximilian will be the heir to the Hungarian throne. If Franz Ferdinand should stand by his oath, so far as Austria is concerned, it may very well be that there will be one heir to the Austrian throne and another for the Hungarian, which would mean trouble and lots of it.

Use for Vanderbilt Money.

Count Ladislav Szechenyi, who has bought an extensive tract of land in Hungary, contemplates making of it a show estate. A large mansion is to be built on the property and it is to be known as the Gladys castle, after his American wife. The count and countess will pass the summer in America, returning to their new residence, as soon as it is completed, in the autumn.

Hats in Competition.

The ladies of the Viennese nobility took part in a "spring hat competition" at a charity fete here. The prize was awarded by vote to the wearer of the prettiest hat.

Cards Come.

Fined 144 for failing to "declare" a pack of cards when crossing the frontier from Saxony to Bohemia, an 80-year-old peasant woman appealed to Emperor Francis Joseph for pardon, which was graciously granted.

Greece United with Outer World

Railroad Will Soon Form Junction Near Larissa and Open Communication.

ATHENS, April 9.—(Special Dispatch to The Bee.)—Greece is looking forward with great eagerness to the near realization of the long-hoped for exit from the north by the building of a continuation of the Larissa railroad through Turkey.

Count Aehrenthal's recent utterances have buoyed up the hopes of those who so ardently wish to see Greece united with the outer world and not cut off as she is today. The Austrian statesman's words were: "In a short time it will be possible to form a junction with the Turkish and Greek railroads near Larissa. This would open out direct communication between Vienna, Budapest, Sarajevo, the Pireaus and Athens. It would also form the shortest route between central Europe and Egypt and India."

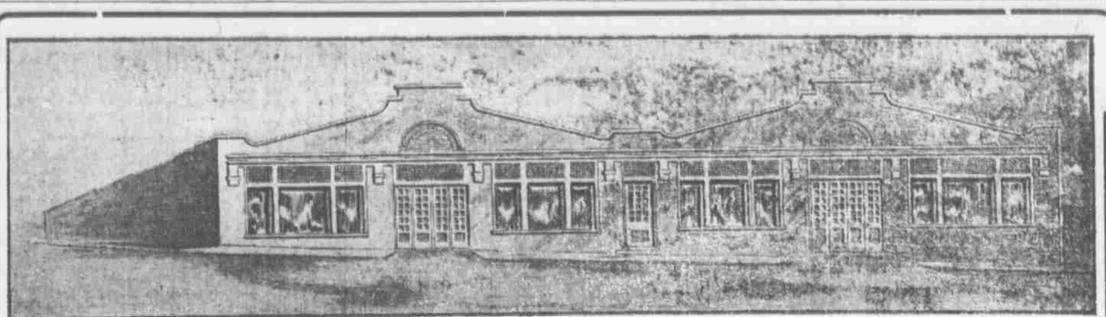
At the present time French engineers are completing in a hurry the continuation of the Larissa line to the Turkish frontier. Meanwhile the Pireaus-Larissa railroad, which was defective in places, is being strengthened where weak and the entire line to Larissa will be ready at the end of April. It covers a distance of 45 kilometers. There are ninety kilometers to be completed on Turkish territory to bring the line to Monastir and when that is completed international trains can circulate directly between Athens and the whole of Europe.

So the Greeks hope that with the good will of Turkey and the powers, in a year and a half direct sleeping car service will be established between Paris, Berlin, Vienna and Athens just in time for the crowds to come and witness the Olympic games.

Famous Colonel Makes Last Ride

Major General Mussenend, Who Rode Down the "Valley of Death," Passes Away.

LONDON, April 9.—(Special Dispatch to The Bee.)—The Eighth King's Royal Irish Hussars, Lucknow, have lost their gallant old colonel, Major General W. Mussenend, who rode down the "Valley of Death" with his troop on the fatal 22d of October, 1854. Major General Mussenend joined the Eighth as a cornet in 1823, went to the Crimea with it the following year, was present at the action of Alma, and was with his troop in the third line of the Light Cavalry brigade at Balaklava. He was one of the seventy Hussars who smashed up ten times their own number of Russian lancers, and under their gallant Colonel Sneswell cut their way back through the masses of the enemy. Colonel Mussenend's horse was killed under him in the charge. He subsequently was present at the action of Tchernaya and the siege and fall of Sebastopol, and afterwards shared in the fortune of the Eighth through the Indian mutiny, including the capture of Kotah and the action of Kotah. Promoted major general in 1889, he retired in 1892, and was appointed colonel of the Eighth Hussars in 1896. Major F. H. Mussenend, second in command of the Eighth, is his son.



New Garage of the Paxton-Mitchell Company

On Harney Street

The new garage of the Paxton-Mitchell Co. will be erected at 2012-14-16-18 Harney St. during the next sixty days, and will be one of the most complete and thoroughly equipped plants in this part of the country.

The building will be brick, 112x132, and will cost \$20,000. Two driveways will be provided for machines entering or leaving the building and the offices will be between the driveways.

This will be essentially a garage and no cars will be sold. Sixty-five machines can be stored for owners and taken care of easily on the first floor, and no effort will be made to provide for more. New machines have been put in and every facility added to do repairs on cars just the same as if they were in the factory that made them.

The building is absolutely fire-proof and safe in every respect. The Paxton-Mitchell Co. have been doing automobile work the past two years, and have the only plant of this kind in this part of the country. Mr. E. R. Wilson, a thoroughly experienced and capable man, has had the physical management of the plant since it took on the new work and will be placed at the head of the new plant.

The Officers of the New Company Are:

President—MRS. W. A. PAXTON, Jr. Vice-Pres. and General Manager—C. A. COONS. Treasurer—J. L. PAXTON
Secretary—B. J. SCANNELL. Manager—E. R. WILSON.

Along Auto Row

Prospects Are Exceedingly Bright and Dealers Are Pressed for Cars to Supply the Large Demand.

Low speed contest, rather than high speed races, are coming into vogue wherever efforts are being made to demonstrate the practical efficiency for the ordinary user of the modern automobile.

The capacity of several cars of different makes to be operated on low speed was tested in a slow speed contest during the Toledo Automobile show, in which the Rambler Fifty-five won over fourteen other entries. There was a judge in each car, and the driver was not allowed to slip the clutch or use the brakes, simply using the throttle on the car.

The Rambler people claim an advantage because the offset crank shaft enables the operator to throttle down on high gear no faster than a man usually walks.

The advantage of low speed in the crowded traffic of city streets, when it can be accomplished without the bother of frequent gear changing, is such an important one that all standard cars, like the Rambler, will quite likely in the future be designed with this advantage in view.

W. L. Huffman Auto company will have a bunch at the Inter-State here this week which will attract a great deal of attention.

At Los Angeles last week the Velle "40" roadster, carrying a passenger, made ten miles at an average score of 59 seconds per mile.

A party of tourists enroute to the coast stopped over in Omaha Saturday last yesterday to buy an Auburn. The party left yesterday in the machine for California.

Mr. F. E. Edwards of the Sweet-Edwards Auto company left last night for his ranch in Wyoming, where he will spend several weeks.

The Mid-West Auto company received the following message:

"Cole 20 won first yesterday in ten-mile stock car race at Los Angeles, against Buick, Ford, Firestone and Warren-Detroit. Time: 9:03, lowering world's record 45 seconds."

Mid-West will move into room occupied by Omaha Automobile company, at 218 South Nineteenth street, Monday. They will repaint and remodel into first class salesroom.

Further evidence that the electric is not confined to city use alone is found in an order just received by the Baker Motor Vehicle company of Cleveland, O., from Sir Edward Clouston, president of the Bank of Montreal, Montreal, Canada. In placing his order Sir Edward specified that the car was to be used between Montreal and his country place, thirty miles from the city. He instructed several expert mechanical engineers to inspect and test the different makes of electric thoroughly, and placed his order for a Baker Electric upon their recommendation that the car could be depended upon to negotiate the trip satisfactorily. Nothing could better illustrate the great advance that has been made in electric motor car construction, since but a few years ago no electric manufactured would give such service.

Guy Smith said: A seventy-five-mile run without a shift from the high gear for the varying grades was recently made on an air-cooled Franklin motor car. Starting from Main street in Kansas City, the car was run, with four passengers, to Independence, Lee's Summit, Hickman's Mills and Swope Park, before the return was made to the starting point.

Three Franklins take the three first places in the first sociability run for automobiles of this season. The event was conducted by the Automobile club of Kansas City, 50 motorists of that organization making a trip from the city to Marsh's Grove, near Belton.

The time schedule for the trip, which is one of about forty miles, had been strictly fixed at 3:30. This time was exactly duplicated by L. W. Lease, in winning first prize with his Franklin touring car.

One of the Franklins which took second and third places was that of L. A. Hobbs, in whose party were Mrs. W. C. Henfrow, wife of a former governor of Oklahoma, with her daughter, Mrs. R. B. Henfrow, and Mr. and Mrs. George A. Bond. The third Franklin was a press car. Eleven of the cars entered were officially checked in at the finish.

At the request of S. M. Butler, chairman of the entire board of the American Automobile association, the complete log of the

Glidden tour route, which was just completed in Chicago, will be turned over to Dal Lewis, the official pathfinder, who will leave Cincinnati next week to cover the same route in a Chalmers car, by the officials of the Mitchell-Lewis Motor company, whose car, the Mitchell Ranger, just covered the 2,900 miles embraced by the tour.

Paul C. Gee of Kansas City has been appointed Omaha agent for the Lexington car and will store his cars in the Paxton-Mitchell garage.

Charles T. Jeffery, general manager of Thomas B. Jeffery & Co., announces that March was the greatest month in the history of the Rambler business, more than double the number of sales being made in that month than in the corresponding period one year ago.

"The demand is for our higher priced models," said Mr. Jeffery, "and the increase has been chiefly in the larger cities, like New York, Boston, Cleveland, Chicago, Kansas City and San Francisco."

Quite contrary to the usual idea that gasoline stored in an automobile tank would be dangerous in case of fire, it may be mentioned that after an examination of practically all the cars in the garage of the H. E. Fredericksen Automobile company not one gasoline tank exploded.

These cars were gone over after the fire and it was found that they contained from one to fifteen gallons of gasoline. Two cars in particular which had just been gotten ready for country delivery had the tanks entirely full and they were so found after passing through the terrific heat to which they were subjected.

With the ordinary person it is taken for granted that a pre-stored tank under these same conditions would be as dangerous and destructive as an equal quantity of dynamite. There were fifty-four pre-stored tanks in the garage, all of which passed through the fire, and not one single one of them exploded.

All in all, this conflagration developed some features not heretofore generally understood.

Henry H. Van Brunt is east to bring out more Overlands.

The Independent Auto Repair company is a new firm in the field to engage in the care and repair of automobiles. They will occupy the building recently erected on Farnam west of Twenty-fourth street, at F. S. Hall. The building is 90x125 feet, making it one of the largest garages in the city. It will be fire proof and equipped with the sprinkler system. The new company is employing expert mechanics from eastern factories, so as to give Omaha a repair shop the equal of any in the United States. The officers of the company are D. J. O'Brien and Adolph Storz.

The Paxton-Mitchell company are showing in The Bee today the front elevation of their new garage to be erected on Harney street within sixty days. This will be one of the largest machine garages in the country.

It will accommodate sixty-five cars, which may be stored and taken care of.

E. H. Wilson, well-known young business man, is manager of the company's affairs. The building will be brick and will be erected at a cost of \$30,000. A few weeks since Manager Wilson went east and made purchases of new and modern machinery for the plant.

This company will be in position to make any repairs to cars made at the factory.

Beautiful Hair Comes With Dry Shampooing

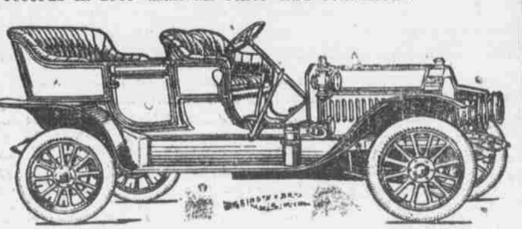
(From Woman's National Journal.)

Dry shampooing always has been and always will be popular with the woman who takes pride in long, abundant and glossy hair. The dry shampoo does away with so much of the inconvenience and with so much of the waste of the hair—both accompanying washing the hair—eliminates the long drying hours and abolishes the danger of catching cold—indeed, is so all-around satisfactory, that one wonders why soap and water, eggs, etc., can find any followers whatever.

Dry shampoos certainly stimulate the growth of hair. There can be no doubt as to that. Just mix four ounces of powdered orris root with four ounces of perfume, sprinkle a tablespoonful of this mixture upon the head, brush the powder well through the hair, do this two or three times a week for a while and see the results for yourself. This will keep your hair light and fluffy, and beautifully lustrous. It corrects the condition of the scalp that cause hair to become scabbed, dull, colorless, coarse and brittle.—(Adv.)

"ALL THE WORLD LOVES A WINNER"

Buicks won 182 firsts during the season of 1909. Regardless of price, horsepower or number of cylinders, Buick cars have won more important stock car hill climbing, speed and endurance contests and made more world's stock car records in 1909 than all other cars combined.

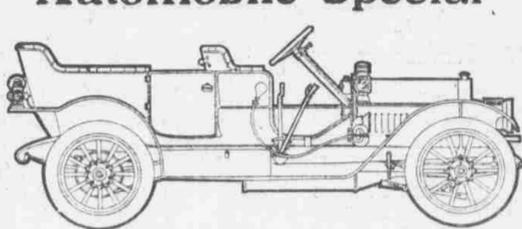


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The Buick is the dependable car, noted for its graceful lines, silent running, durability. Four models, ranging from \$1,000 to \$1,750.

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Four-cylinder, 40-horsepower, \$3,000. The high place attained by Oldsmobile was secured by the most faithful attention to detail. Each car is built as carefully as if the entire reputation of the Oldsmobile were to be sustained by the one car. With increased length of wheel base, giving additional tonneau space, folding auxiliary seats, larger tires and improved spring suspension, four speeds and reverse, the Oldsmobile special, seating seven passengers, is unsurpassed in riding qualities—the perfection of motor car luxury.

OLDSMOBILE LIMITED
Six-cylinder, 60-horsepower, 106-inch wheel base, 42-inch tires, four speeds forward and reverse, seats seven passengers. Price \$4,600.

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