

**WE ALSO FILL MAIL ORDERS**  
Your Money Cheerfully Refunded if you Are Not Satisfied.

Ladies' Half-Silk Hose, worth 75c.....	47c
Ladies' All-Silk Seam-Back Hose, worth \$2.00.....	97c
Ladies' Ipswich Seam-Back Mercerized Hose, worth \$1.25.....	77c
Ladies' Durham Black Hose, worth 95c.....	24c
Ladies' Ipswich Black Hose (seconds), worth 50c.....	33c
Men's Socks, all colors and black, worth 35c.....	24c
Children's Very Heavy Stockings, worth 50c.....	47c
Children's Mercerized Stockings, worth 35c.....	47c
Children's Cotton Stockings, worth 35c.....	29c
Ladies' Underwear, flesh or white, worth 55c.....	39c
Ladies' Jersey Bloomers, flesh color, worth 75c.....	47c
Ladies' Corsets, rubber top, worth \$2.00.....	\$1.97
Waitress Aprons, reversible double pockets, worth \$2.00.....	97c

**TRICOLETTE BLOUSES, Worth \$10.00.. At \$4.97**

Save Where and When You Can  
WHY PAY MORE?  
**THE PASNIK COMPANY Sell For Less**  
3 Good Stores in 3 Good Towns—Norwich, Willimantic and Danielson

**From the Consular Reports.**  
Arrangements are being made to allocate \$50,000 from the portion of the Boxer indemnity returned by America for the establishment of a school of oriental language in Peking, China. Instruction will be given in Mongolian, Tibetan and other tongues spoken by the races that are under the Chinese flag. This is not to hinder the sending of students to America in accordance with the original understanding arrived at when the American government agreed to return to China a portion of the indemnity.

**World is Moving.**  
The fact that Japan is spending \$80,000,000 a year on aeroplane equipment indicates that the outside world is not going to stand still merely because we choose to do so.—Detroit Free Press.

**Political Courtesy.**  
The Antislavery League say Governor Edwards of New Jersey, is a 2.5 per cent. American, and the Governor retorts that the other fellows are one-half of 1 per cent. Americans, Pittsburgh Dispatch.

**Courtesy on Railroad.**  
Traveling men report that the courtesy shown by railroad officials since the resumption of private ownership is almost embarrassing.—Detroit Free Press.

**Children Cry FOR FLETCHER'S CASTORIA**

**MOTOR FREIGHT SERVICE**  
(All Goods Covered by Insurance During Transit)  
NORWICH—PROVIDENCE—NEW LONDON—PUTNAM  
FALL RIVER—NEW BEDFORD  
and Connecting Points

**E. P. WINWARD & SON**  
Phone 1250  
17 WILLIAM STREET  
NEW BEDFORD  
Phone 3337

135 WATER STREET  
NORWICH  
492 SOUTH MAIN STREET  
PROVIDENCE  
Phone Union 3842

**"The Store of Better Values" Offers This Week**

# Specials In Spring Suits

**FOR LADIES AND MISSES**

Wonderful Clothing Values are displayed at our Store. Clothes for Women and Misses that portray the latest fashions—and all for a small weekly payment. Just say: "Charge it"—That's all.

**VARIETY REIGNS SUPREME**

From the straight lines to the flare and the ripple and the clever open pockets. Styles of youthful grace and matronly dignity. Styles that lend themselves to the pocketbook as well as Fashion for all are moderately priced when value and workmanship is considered. **\$35**

**BEWITCHING SPRINGTIME FROCKS**

An assortment of endless variety of models in many colors. For street or evening wear. Exceptional values—**\$27.50 Up**

**CHARGE IT**

**CREDIT TO ALL**  
Just say "Charge it." Our books are open to you. No red tape. Easy convenient terms.

**SPRING'S MOST DIVERSIFIED MODELS IN WOMEN'S COATS**

Our new Coat fabrics are the choicest we've ever shown. Colorings are simply charming. Dressy styles, sport and country styles. A Coat for every occasion. A small weekly payment and you own one. **\$16.75 up**

**CLEVER SEASONABLE WAISTS**

**YOUR CREDIT IS GOOD HERE**

**29-31 Shetucket Street Open Saturday Evenings**

**PEARY'S EXPLORATIONS IN THE FAR NORTH**

It has been my privilege to know Admiral Peary intimately for twenty years, and I find it difficult to express my admiration and affection for his personal qualities, the highness of his heart and personality, his loyal devotion to his friends, his rugged integrity and his love for everything American, writes Gilbert Grosvenor, President of the National Geographic Society.

The struggle for the North Pole began nearly one hundred years before the landing of the Pilgrim Fathers at Plymouth Rock, being inaugurated (1527), by that king of many distinctions, Henry VIII of England.

Scores of hardy navigators, British, French, Dutch, German, Scandinavian, and Russian, followed Davis, all seeking to hew across the Pole the much-coveted short route to China and the Indies. The rivalry was keen and costly in lives, ships, and treasures, but from the time of Henry VIII for three and one-half centuries, or until 1882 (with the exception of 1594-1669, when, through Wm. Barrenet, the Dutch held the record), Great Britain's flag was always waving nearest the top of the globe.

Immense treasures of money and lives were expended by the nations to explore the northern ice world and to attain the apex of the earth. But all efforts to reach the Pole had failed, notwithstanding the unlimited sacrifice of gold and energy and blood which had been poured out without stint for nearly four centuries.

A brief summer excursion to Greenland in 1888 aroused Robert E. Peary, a civil engineer in the United States Navy, to an interest in the polar problem. Peary a few years previously had been graduated from Bowdoin College second in his class, a position which means unusual mental vigor in an institution which is noted for the fine scholarship and intellect of its alumni. He realized at once that the goal he had eluded so many hundreds of ambitious and dauntless men could be won only by a new method of attack.

The first arctic problem with which Peary grappled was considered at that time in importance second only to the conquest of the Pole; namely, to determine the insularity of Greenland and the extent of its projection northward. At the very beginning of his first expedition to Greenland, in 1891, he suffered an accident which surely taxed his patience as well as his body, and which is mentioned here as it illustrates the grit and stamina of his moral and physical make-up. As his ship, the Kite, was working its way through the ice fields off the Greenland shore, a cake of ice became wedged in the rudder, causing the wheel to reverse. One of the spokes jammed Peary's leg against the casing, making it impossible to extricate himself until both bones of the leg were broken. The party urged him to return to the United States for the winter and to resume his exploration the following year. But

Peary insisted on being landed at originally planned at McCormick Bay, stating that the money of his friends had been invested in the project and that he must "make good" to them. The anxious nursing of Mrs. Peary, aided by the bracing air, so speedily restored his strength that at the ensuing Christmas festivities which were arranged for the Eskimos, he outtraced on snowshoes all the natives and his own.

In the following May, with one companion, Astrup, he ascended to the summit of the great ice cap which covers the interior of Greenland, 5,960 feet in elevation, and pushed northward for 500 miles over a region where the foot of man had never trod before, in temperatures ranging from 100 to 500 below zero. Imagines his surprise in reaching the table-land to enter a little valley radiant with gorgeous flowers and alive with murmuring bees, where musk oxen were lazily browsing.

The "Madeline journey," which he duplicated by another equally remarkable crossing of the ice cap three years later, defined the northern extension of Greenland and conclusively proved that it is an island instead of a continent extending to the Pole. In boldness of conception and brilliancy of results these two crossings of Greenland are unsurpassed in arctic history. The magnitude of Peary's feat is better appreciated when it is recalled that Nansen's historic crossing of the island was below the Arctic Circle, 1,000 miles south of Peary's latitude, where Greenland is some 250 miles wide.

Peary now turned his attention to the island which lay 396 geographical miles farther north than any man had penetrated on the western hemisphere. To get there by the American route he must break a virgin trail every mile north from Greeley's 83° 24'. No one had pioneered the great distance northward. Markham and others had attained enduring fame by advancing the flag considerably less than 100 miles. Peary had pioneered 150 miles, and Nansen 125 from ship.

His experiences in Greenland had convinced Peary, if possible more firmly than before, that the only way of surmounting this last and most formidable barrier was to adopt the manner of life, the dress, the food, the houses, and the clothing of the Eskimos, who by centuries of experience had learned the most effective method of combating the rigors of arctic weather; to utilize the game of the north; to eat lastly to train the Eskimo to become his sledging crew.

In his first north polar expedition, which lasted for four years, 1898-1902, Peary failed to get nearer than 343 miles to the Pole. Each successive year deep packs of ice blocked the passage to the polar ocean, compelling him to make his base approximately 700 miles from the Pole, or 200 miles south of the headquarters of the next year's expedition. The distance from the Pole to be overcome in one short season. During this trying period, by sledging feats which in distance and physical obstacles overcame exceeded the extraordinary records made in Greenland, he explored and mapped hundreds of miles of coast line of Greenland and of the islands west and north of Greenland.

On the next attempt, Peary insured reaching the polar ocean by designing and constructing the Roosevelt, whose resistless fame crushed its way to the desired haven on the shores of the polar sea. From here he made that wonderful march of 1906 to 87° 5', a new world's record. Winds of unusual fury, by opening his leads, robbed him of the Pole and nearly of his life.

**KIMONO MAY BE DISCARDED IN JAPAN**

According to recent news despatches Japanese women are seeking a new dress better suited to modern life than the graceful kimono. American machine-made clothes are being considered to supplant the native dress of the women of Japan.

In this connection a bulletin issued by the Washington, D. C., headquarters of the National Geographic Society.

"Probably in all the world there is no more charming figure than the Japanese maiden with tinted parasol, pigion-toeing along in the attractive kimono. Throughout the history of Japanese art, dress has been changes of woman's dress, but wasp waists, balloon sleeves, hoop-skirts and pantalettes have not been among the fashionable features. The same graceful lines of the kimono have prevailed in spite of minor changes, which are as patent to the Japanese woman as is the difference between Hudson seal and plush velvet to an American lady of fashion.

"Seen at a distance of 20 yards, walking in the shade of the majestic cryptomerias of Nikko or the bamboo of the byways, the diminutive Japanese lady, with her bright parasol and a touch of color showing at the border of her outer kimono, is an eye-delighting figure. She embodies grace and coquettish charm. Beside such an one, if observed from a distance, the empress, gowned in Paris styles and wearing an enormous beauty plumed foreign hat at her semi-annual garden parties, seems a sorry figure. For indeed are the Japanese men who gain dignity from frock coat and silk hat, but fewer still are the Japanese women who add to their charm by assuming foreign dress.

"The Japanese feminine costume is made up of layer after layer of lovely silks of the brightest hues, all discreetly hidden under an outer kimono of dark gray or black. Now are the kimonos at all standard in pattern. Sleeve length, fullness and a score of more subtle variations cry aloud the extreme chic to the best dressers.

"In the peasant women these changes make little difference. Her main demands are two—convenience and durability. For the field worker in hot, damp climate one requisite of the kimono is that the upper portion can be slipped off and tucked under the belt on hot days, and for the factory worker it is necessary that the long, dangling sleeves be girded back out of the way of tools and gears. For durability the peasant kimono is unexcelled. It is so constructed that the various pieces can be fitted together in any way so that what is the bottom edge today can, after washing, be basted up and down the back, where it can rest from heavy wear until the next washing. For each washing the kimono is then dried and smoothed by spreading them, while wet, on a board in the sun. No electric iron is necessary, and the pieces are quickly basted together to serve until the next washing day. In this way the materials last for a long time.

"For the lady of fashion, however, no such easy means of dressmaking are possible. The finest crepes and silks are used, and so carefully are the patterns woven that the slightest deviation from the measurements for which the patterns were made should subject the wearer to sidelong glances from her rivals. Far from being all alike, both pattern and cut are jealously guarded by the would-be dress leader.

"In the best shops special rooms are provided where a lady may select herself with a discreet designer, thus ensuring that Model 187A-2 will not

be worn by her scrubwoman that season. Annual contests in design are held and the prizes are large enough to attract famous artists. These designs, of course, admit of a variety of color combinations and several individuals may choose the winning design and still have a distinctively finished product an account of the different colors employed. But each season there are thousands of new designs from which to choose.

The pride of the Japanese woman's costume, aside from the concealed design which distinguishes her ceremonial dress, is the obi. The most vain of matinee idols never selected his necktie with half the care the Japanese fashion plate bestows upon her obi. There are as many ways of wearing this combination scarf and decoration as there are ways of wearing the hair among Japanese women, but no amount of care in arranging it can make up for a poor choice as to color and texture. Heavy brocades with gold thread liberally woven in are extremely popular but older women affect soft rough finish crepes of quiet tones.

"Naturally, between a peasant kimono dried on a board and basted together, and a \$150 set of kimonos to make up a single costume, the school girl is in a quandary. Those of her sisters who have been educated in America have returned with gowns that are different, to say the least.

"The girl student wears an overskirt which reaches only to the waist and blue or plum colored serge has been utilized in this insignia of the girl student, which is as distinctive as the military cap of the Japanese school boy. But copies of American fashion magazines, some of whose advertisements would surely shock her brothers, only serve to give her new aspirations and it is feared that the charming picture which the daintily draped figure, shuffling along on clogs and toting in order to keep her kimono together in front, may be supplanted by awkward school girls whose attempts at foreign style are ludicrous to Japanese and foreigners alike."

**Making Old Iron Bridges Stronger.**

An ingenious method of strengthening old cast-iron bridges has been devised by a British major, the county surveyor of Shropshire. The fundamental idea is to encase the original arch ribs in ferro-concrete, the making good defects resulting from cracks and general deterioration and rendering the structures capable of complying with modern traffic requirements. The first bridge treated in this manner was a cast-iron structure built 95 years ago by Thomas Telford when county surveyor of Shropshire. This bridge, situated on the main road between Shrewsbury and Ludlow, had long been unfit for heavy traffic, and in the course of a careful examination made last year it was found that two of the cast-iron ribs had developed cracks of serious character at the haunches. On the recommendation of the major, the county authorities decided that the two defective ribs should be encased in ferro-concrete and the work was successfully carried out on the Mouchel-Hennebique system. No disturbance of the road surface or handrailing was involved, the

**MACPHERSON'S "FOR QUALITY"**

## FURS PLACED IN COLD STORAGE

ARE SAFE FROM MOTH DAMAGE

Garments thoroughly cleaned before storing. Your Furs are cared for in a manner that restores them to a condition as near like new as possible.

The tremendous increase in the value of Furs necessitates extraordinary precautionary measures for their Summer care and safety.

**J. C. MACPHERSON**  
QUALITY CORNER  
OPPOSITE CHELSEA SAVINGS BANK

**BRIEF STATE NEWS**

**Granby.**—There has been a flock of evening grosbeak birds numbering about 27 around Granby street this week. They are northern birds and are seldom seen in this part of the country.

**Waterbury.**—This year the city improvement committee, with William T. Mannin as its chairman, has arranged to distribute gratis 6,000 shrubs, 50-600 packages of seeds and approximately 12,000 evergreens.

**Old Saybrook.**—Twenty carts were placed at Saybrook Point dock the other day to transfer stable fertilizer coming by barges from New York city, consigned to the tobacco farmers up the river by rail.

**Waterbury.**—Dr. F. W. Herr of this city has received notice of his appointment by the federal government as dental examiner for New Haven county.

**South Manchester.**—The Roosevelt Civic association held an enthusiastic meeting this week which was well attended. The new rooms in the Murphy building are beginning to take on the appearance of real club rooms.

**LIVER TROUBLE**

Oxal pains in the back, often under the shoulder blades, poor digestion, heartburn, flatulency, sour risings, pain or uneasiness after eating, yellow skin, mean liver trouble—and you should take

**SCHENCK'S MANDRAKE PILLS**

They correct all tendency to liver trouble, relieve the most stubborn cases, and give strength and tone to liver, stomach and bowels.

Purely vegetable. Plain or Sugar Coated. 50 YEARS' CONTINUOUS SALE PROVES THEIR MERIT.

Dr. J. E. Schenck & Son, Philadelphia

**WRIGLEYS SPEARMINT**  
THE PERFECT FLAVOR

**WRIGLEYS DOUBLEMINT**  
CHEWING GUM

The Flavor Lasts

**Why are WRIGLEYS**

flavors like the pyramids of Egypt?  
Because they are long-lasting.

And **WRIGLEYS** is a beneficial as well as a long-lasting treat.

It helps appetite and digestion, keeps teeth clean and breath sweet, allays thirst.

**CHEW IT AFTER EVERY MEAL!**

**Sealed Tight Kept Right**

UNITED FRUIT COUPONS