

The Saks Stores

Pennsylvania Avenue and Seventh Street,

Ladies' Finest Spring Footwear at Less than Cost of Making.



They have a history. And it's important to know it—that you may understand why new Shoes of the high calibre of these can be sold below cost.

They were ordered for delivery March 1. But were not ready on time. There's no sentiment in business—and the orders canceled. You and we ought to be glad they did. The makers are famous for the fine Shoes they make. They were made for leading houses—we've promised not to advertise who—but their names are in most of the Shoes—which only doubly guarantees the qualities.

We bought this entire canceled order—several hundred pairs—because we're good, regular customers of this Shoe Maker—and he gave us the preference.

The styles are Button, Lace, and Oxford. The lasts are Common Sense, Medium Opera, Spanish Arch, and Full Dress.

The heels are Common Sense, Military, Cuban, Opera, and Louis XIV.

The leathers are Box Velour, Russia and Willow Calf, Patent Calf and Enamel Leathers, Ideal Patent Kid, Vici, Chrome and Calce Kid, and Kangaroo.

The values are \$3.50, \$4, \$5, and \$6—more pairs of the better and best than of the cheapest.

We paid an all-around price for the lot—and you shall have the same privilege.

CHOICE **\$2.45** A PAIR.

The beauty of it is that they are not odds and ends, nor broken lots—but a full and complete line of lengths and widths in a big lot, but twice as many—if we could have gotten them—would be a small lot when \$2.45 is to be the selling price. They are on sale in the Shoe Department proper.—1st floor east.

THE ODD FELLOWS' FAIR.

This Brilliant Bazaar Opens Tonight and Continues Until March 30.

The I. O. O. F. fair which is to be given under the auspices of Canton Washington, No. 1, and Union Lodge, No. 11, will open tonight at Odd Fellows' Hall and continue until March 30. The inaugural address will be made by Edwin B. Hay and the fair is expected to be one of the best ever held here. Many handsome articles of both substantial and ornamental nature have been donated by local business houses and numerous new features are promised.

AN AGGRAVATING COUGH CURED.

A customer of ours who had been suffering from a severe cough for six months bought two bottles of Chamberlain's Cough Remedy from us and was entirely cured by one and one-half bottles of it. It gives perfect satisfaction with our trade.—Hayes-Parker & Co., Lincolnton, Ala. A persistent cough is the first symptom of consumption and should never be neglected. This is only one of the many thousands who have been cured by Chamberlain's Cough Remedy. For sale by Henry Evans, wholesale and retail, and all druggists.

retary: John I. Brown, William H. Ernest, C. D. Shackelford, James E. Hutchison, William T. M. Jones, Frank R. Whitney, and William Palmer. The chairmen of the different booths consist principally of the wives and daughters of the members of the various lodges.

ROBBERY OF THE MAILED.

Two Instances in Which Registered Pouches Were Stolen.

Chief Inspector Cochran, of the Post-office Department, received telegraphic despatches this morning informing him of the theft at Cleveland on the 14th of this month of a pouch of registered letters. The despatch also says that Postoffice Inspector Owen, of the Cincinnati Division, arrested three men on the 16th and recovered the stolen pouch.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo-Quinine Tablets. Etc.

FIRE IN A CARBON PLANT.

Employees of a Cleveland Concern Have a Narrow Escape.

CLEVELAND, Ohio, March 18.—Explosion and a subsequent fire damaged the big plant of the National Carbon Company in this city this morning to the extent of \$100,000. Victor Ernot and R. C. Nickey narrowly escaped being roasted alive. The explosion occurred in the engine room and they were dug out by companions. The fire will cripple but not stop operations at the plant.

There is but one way to do justice to yourself and to the best of Heurich's beer—that is to ask for and insist on having Maizen, Senale, or Lager. Don't call for "dark" or "light," for there are many imitations of these superior beverages. For bottled beer "phone West at Arlington Bottling Co.

WHO IS TO BLAME

Women as well as men are made miserable by kidney and bladder trouble. Dr. Kilmer's Swamp Root, the great kidney remedy, promptly cures. At druggists' in fifty-cent and dollar sizes. You may have a sample bottle by mail free; also pamphlet telling all about it and its wonderful cures. Address Dr. Kilmer & Co., Binghamton, N. Y.

PARK SYSTEM EXTENSION

Extensive Plans for Beautifying the City of Washington.

Expert Engineers and Landscape Architects Before the Senate Committee of the District of Columbia. A Conference Tomorrow Morning.

The Senate Committee on the District of Columbia is sitting during the recess of Congress and giving hearings to experts to the end that the National Capital may have the most beautiful and extensive park system in the world. The plan is authorized by the Senate and embraces both the improvement of the splendid breathing places already existing, and a scheme for the laying out and developing of new tracts and boulevards. The most noted landscape architects in the country will be heard on the matter and their plans considered. The genius which created the Public Gardens in Boston, Central Park in New York, and the Columbian Park in Chicago will be compared in this effort. A hearing will be given the Institute of American Architects at the Capitol tomorrow morning.

Probably the most extensive portion of the scheme is that for the improvement of the Mall, and that portion of the District situated south of Pennsylvania Avenue and north of B Street southwest, with a suitable connection between the Potomac and Zoological Parks. As estimated by the Chief of Engineers of the War Department, this improvement will involve an expenditure of \$3,544,536, and, in the opinion of Secretary Root, the results to be attained warrant the investment of this large sum. The above estimate does not include a plan for a boulevard which will occupy all the territory lying between Twenty-second and Twenty-fourth Streets and running across the city from the Potomac Park to the Zoological Park.

Plans for the treatment of the southern park system, presented by Col. Theodore A. Bingham, Corps of Engineers, United States Army, and Samuel Parsons, a distinguished New York landscape artist, are now before the Senate committee and will be acted upon at the hearings, the advice of other experts being taken and suggestions noted.

In the opinion of Secretary Root the plans submitted "should receive favorable consideration and action." Brigadier General Williams, chief of the committee, prepared by Col. Bingham and Mr. Parsons "will give to the Capital of the Nation a park system second to that of no city on the globe." Colonel Bingham states in his report that the plans "will make Washington by and away the most beautiful capital of the civilized world."

The suggestion is made that the plans should cover a park, as a pleasure ground, yet so isolated by art as to show it out from the rest of the city. The interior of the park is to be arranged to suggest woodland and meadow scenery.

The plans now before the committee state in detail as follows: "At present approximately 250 acres, which lie in a space bounded by Pennsylvania Avenue and B Street southeast, and by the Capitol and the Washington Monument to the east, and Washington Monument to the west. An oblong territory, bounded mainly by natural features, the Agricultural Institute, and the territory owned by the National Carbon Company, is to be acquired by the nation, and it is proposed to condemn by law and secure a number of large tracts on the north, B Street on the south and Fifteenth Street on the west, and to acquire, in addition to this land, in order to secure the ideal park, another parcel to be acquired, bounded by Maryland Avenue on the south, B Street on the north, and Fifteenth Street on the west, a range which would be separated from the rest of the city by the base of the Capitol. There the view would be a great perspective through the woods and trees to the elevated vista over almost level ground to the Washington Monument, the Capitol, the White House, and the Potomac River, and the view would be a grand one."

It is proposed to use only cross streets for traffic and to turn them into transverse roads of ample width, screened by embankments surrounded by trees and connected by rustic bridges. These are to arch at least twice, for all the transverse roads, and bridges kept in close relations with the drives, it will be readily seen, will naturally force the main avenue of traffic into a series of ovals, commencing at the Capitol and extending to the White House, where the same idea is repeated all the way to the adjacent public terrace. It is a fortunate arrangement of footpaths, which will be finished and consistent perspective, a harmonious cadence and rhythm of effect, resulting in a lower and a higher grade of distance.

In referring to the connection between the park and the city, the report says: "Concerning the parkway from Washington Monument to the Potomac and the Zoological Park, it should be said that as far as the beginning of the precipitous portion of the banks of Rock Creek, a formal arrangement of footpaths, ovals and bridge roads is secured, whereby the formal lots are reached by two roads, one on each side of the parkway. The space of 800 feet in the middle is occupied by a bridge by the roadway and a bridge road, each of which takes a direct course parallel with the adjacent houses, as indicated in the accompanying detail plan.

"When the parkway reaches the steep hillsides of Rock Creek it is allowed to recede to the right and occupies a large portion of the picturesque slopes with the winding curves of its drives and bridges, ending at the boundaries of the Zoological Park at the junction of the Potomac and the Potomac River."

The second alarm would bring three additional engines and a hook and ladder, besides hose carts. Altogether the President and his family are well protected from any danger from a conflagration while at the White House.

GREY ADMITS HIS GUILT.

Gets Three Years for Obtaining a Piano Under False Pretences.

William Grey, alias Charles Holmes, indicted on the charge of obtaining goods under false pretences, when called to trial today in Criminal Court No. 1, pleaded guilty. He was sentenced by Justice Barnard to imprisonment for a period of three years in the penitentiary at Annapolis, Md.

The specific charge against Grey was that he secured possession of a piano from the Wm. Knabe Company, on the pretence of hiring it and paying the rental weekly. Before he had the instrument in his possession a week Grey sold it to a person in Northwest Washington, Frederick Brown, who arrested Grey, stated to the court that the prisoner was well known in police circles and that his photograph adorns the rogues' gallery.

The detective stated that Grey was wanted in Chicago for a similar offence and that in that city he had jumped his bonds amounting to \$1,000, and was also wanted in Baltimore, Md. Brown said, for securing a piano from a music house under pretence of renting it and after ward slipping it to this city and selling it.

In his own defence Grey said that he was not guilty of any of the crimes with which he is charged, except that of obtaining a piano from the Knabe Company.

SCHMIDT NOT TO HANG.

The President Commutes His Sentence to Life Imprisonment.

The President has commuted to life imprisonment the sentence of death imposed on private John H. Schmidt, Company A, Thirty-sixth Infantry, who was tried by court-martial at Lingayen, North Luzon, and convicted on a charge of murder. Schmidt was sentenced to be hanged, and the papers were sent to Washington for final action. The Secretary of War has designated Fort Leavenworth, Kan., as the place of confinement.



Said Wit to Wisdom—
"A full stomach makes a light heart."
Said Wisdom to Wit—
Uneed a Biscuit

Always good and ever growing better.
Sold in airtight moisture proof packages.
NATIONAL BISCUIT COMPANY

THE VALUE OF THE WHARVES.

Potomac River Front Cases to Be Reopened Very Soon.

Thomas H. Anderson, United States Attorney for the District, will in the near future reopen the case of the United States against Martin F. Morris and others, involving the ownership and title to certain property along the Potomac River front, within the District of Columbia. It is expected that the matter will be called to the attention of the Supreme Court of the District, in general term.

By the terms of a recent decision of the Supreme Court of the United States the title to this property was vested in the United States. The decision, however, stipulated that the persons who believed that they had title to the property, constructed wharves and other improvements should be compensated. The proposed plan in connection with the reopening of the case will consist of taking testimony to ascertain the value of the wharf property, and those claiming under old titles will be given ample opportunity to be heard.

THE WHITE HOUSE PROTECTED.

Almost Impossible for Fire to Do Any Damage.

The fire which on last Friday night destroyed the inauguration reviewing stand at the northwest corner of the White House grounds and damaged one of the massive stone posts at the west side has suggested the enquiry as to what protection the historic Executive Mansion itself has against the flames. The great white pillars stood forth in such bold relief in the bright light produced by the blaze that many people believed the White House to be on fire.

When the present electric fire-alarm system was installed in Washington an alarm box was placed in the Executive Mansion. It is No. 107, and is affixed to the wall back of the door, in the hallway leading from the main corridor of the building to the East Room. Few visitors ever notice it, but its location is known to all attaches, and in case of a fire its presence would be of inestimable value. The box has, however, never been rung in.

Fortunately the Executive Mansion has always been remarkably free from damage by fire since its destruction was attempted by the British invaders during the war of 1812. The chief reason for this is the watchfulness of those who are on duty to guard the houses and the care of the servants. At all hours of the day and night a force of metropolitan police is on duty, and the building is constantly patrolled, and it is practically impossible for a blaze to gain any considerable headway before it would be discovered. From time to time they are carefully inspected and all of the household attendants are instructed in the proper method of employing them. Besides these, there is a set of hose and buckets in the basement of the building which at all times hangs ready for use, and nearby is a hydrant to which it can be speedily attached if necessary. Recently a hose of the front portico is another large pipe to which a hose can be attached. Lines of small hose are also stretched throughout the conservatory. These are used in case of fire, and are always ready for use.

The alarm for fire at the White House would first bring Chemical Engine No. 1 from D Street, near the corner of Twelfth, and a hook and ladder, followed by engine No. 2 from E Street, followed by engine No. 3 from E Street, followed by engine No. 4 from E Street, followed by engine No. 5 from E Street, followed by engine No. 6 from E Street, followed by engine No. 7 from E Street, followed by engine No. 8 from E Street, followed by engine No. 9 from E Street, followed by engine No. 10 from E Street, followed by engine No. 11 from E Street, followed by engine No. 12 from E Street, followed by engine No. 13 from E Street, followed by engine No. 14 from E Street, followed by engine No. 15 from E Street, followed by engine No. 16 from E Street, followed by engine No. 17 from E Street, followed by engine No. 18 from E Street, followed by engine No. 19 from E Street, followed by engine No. 20 from E Street, followed by engine No. 21 from E Street, followed by engine No. 22 from E Street, 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followed by engine No. 453 from E Street, followed by engine No. 454 from E Street, followed by engine No. 455 from E Street, followed by engine No. 456 from E Street, followed by engine No. 457 from E Street, followed by engine No. 458 from E Street, followed by engine No. 459 from E Street, followed by engine No. 460 from E Street, followed by engine No. 461 from E Street, followed by engine No. 462 from E Street, followed by engine No. 463 from E Street, followed by engine No. 464 from E Street, followed by engine No. 465 from E Street, followed by engine No. 466 from E Street, followed by engine No. 467 from E Street, followed by engine No. 468 from E Street, followed by engine No. 469 from E Street, followed by engine No. 470 from E Street, followed by engine No. 471 from E Street, followed by engine No. 472 from E Street, followed by engine No. 473 from E Street, followed by engine No. 474 from E Street, followed by engine No. 475 from E Street, followed by engine No. 476 from E Street, followed by engine No. 477 from E Street, followed by engine No. 478 from E Street, followed by engine No. 479 from E Street, followed by engine No. 480 from E Street, followed by engine No. 481 from E Street, followed by engine No. 482 from E Street, followed by engine No. 483 from E Street, followed by engine No. 484 from E Street, followed by engine No. 485 from E Street, followed by engine No. 486 from E Street, followed by engine No. 487 from E Street, followed by engine No. 488 from E Street, followed by engine No. 489 from E Street, followed by engine No. 490 from E Street, followed by engine No. 491 from E Street, followed by engine No. 492 from E Street, followed by engine No. 493 from E Street, followed by engine No. 494 from E Street, followed by engine No. 495 from E Street, followed by engine No. 496 from E Street, followed by engine No. 497 from E Street, followed by engine No. 498 from E Street, followed by engine No. 499 from E Street, followed by engine No. 500 from E Street, followed by engine No. 501 from E Street, followed by engine No. 502 from E Street, followed by engine No. 503 from E Street, followed by engine No. 504 from E Street, followed by engine No. 505 from E Street, followed by engine No. 506 from E Street, followed by engine No. 507 from E Street, followed by engine No. 508 from E Street, followed by engine No. 509 from E Street, followed by engine No. 510 from E Street, followed by engine No. 511 from E Street, followed by engine No. 512 from E Street, followed by engine No. 513 from E Street, followed by engine No. 514 from E Street, followed by engine No. 515 from E Street, followed by engine No. 516 from E Street, followed by engine No. 517 from E Street, followed by engine No. 518 from E Street, followed by engine No. 519 from E Street, followed by engine No. 520 from E Street, followed by engine No. 521 from E Street, followed by engine No. 522 from E Street, followed by engine No. 523 from E Street, followed by engine No. 524 from E Street, followed by engine No. 525 from E Street, followed by engine No. 526 from E Street, followed by engine No. 527 from E Street, followed by engine No. 528 from E Street, followed by engine No. 52