

SEA LEVEL OR LOCKS FOR PANAMA CANAL



JOHN F. STEVENS.

AMONG the important subjects which the congress that has just opened will have to deal is that of the Panama canal. Whether it will be a sea level canal or a canal with locks is yet an open question.

It is conceded by the advocates of a sea level canal that it will require much more time and money for its construction than a lock canal would.



THEODORE P. SHONTS.

pay the French claims. The sum of \$10,000,000 went to the republic of Panama, and much of the remaining \$10,000,000 has been spent in surveys, in the purchase of supplies, in work in Culebra cut and in sanitation.



SECRETARY W. H. TAFT.

men at present employed in the enterprise as common laborers better contented with their lot the commission not long since contrived to import a cargo of wives and sweethearts.

first shipload came from Martinique, and the women were welcomed by the American families and employed as cooks and general servants until they secured husbands.

STYLES OF THE DAY.

The Tailor Once More a Power.

Tailor makes are having a rush. Now that short skirted suits have been so thoroughly accepted and bid fair to last a year or so longer—would it were possible to say for all time, so far as street costumes go—those who held on to walking skirts that had to be held up on the sides, no longer hesitate to order the present correct style for street wear for all but ceremonious occasions.

It is understood that black cloth costumes are to be greatly in vogue once more. There is nothing that quite comes up to them whenever a quiet elegance is required and a certain becoming dressiness. But, while black suits appeal to matrons especially and of all ages, it cannot be denied that the younger set once out of their teens sometimes look their best in them.

Backs of bodices are still designed upon extremely graceful lines. Many are the original directions of the lines mentioned, but all of them tend to the latest idea of keeping the back in its natural fitness. But where those bolder blade lines have been distorted by one cause and another the effort is to obviate too plain an exposition of them.

The carriage coat of the accompanying cut is of silver gray beaver cloth with revers, cuffs of ivory satin and marine blue velvet, antique silver buttons, silver braid, Chinese silver embroidery and ivory satin vestes. The coat has loose fronts and a back with a bias seam at the center below an empire yoke. Narrow velvet straps, stitched on both edges, outline the yoke and border the coat, interlacing at the corners.

A driving costume is also shown with a coat of tan broadcloth and a blouse waistcoat of tan and green plaid cloth, green velvet collar, buttons and crush girdle. Tan chiffon cloth plainings border the top cuff and form a lower cuff. The coat back is fitted and the fronts are loose. The double breasted waistcoat is attached at side seams and at neck. The edges of the shoulder collar and the pocket hems are attached. The lining is tan taffeta. The circular skirt is green, cheviot of the shade of the plaid in walking length. A toque in green felt and velvet with parrot's wings complete the costume.—Vogue.

Pare, core and thinly slice sufficient mellow, tart apples to make one quart. Place them in a well greased deep dish, adding sugar according to their tartness and one-half of a cupful of water. Make a biscuit dough with one pint of flour, one tablespoonful of butter, a pinch of salt, one teaspoonful of baking powder and sufficient sweet milk to mix. Roll out to fit the dish, place it over the top of the apples and steam for one hour and a half, or cover closely and place in a moderate oven for one hour, uncovering for the last twenty minutes. Serve with sugar and cream.—Table Talk.

Fashion's Echoes. Plaid and striped mohair combined with plain fabrics suggest attractive school frocks.

Tucks are favorite trimming for thin and soft goods.

Close fitting coats promise to be the popular outer garment of the winter.

Feather hats, feather boxes and muffs are a feature of some of the autumn costumes.

The new soft velvet known as chiffon glace is attractive for waists.

Large buttons covered with the same cloth as the dress, or velvet or harmonizing shade, embroidered or in leather, are used in the decoration of smart redingotes or director coats. This class of costume is the popular idea at present.

Brads, buttons and embroideries are conspicuous in the new furs.

Skirts of walking costumes will be worn short for the street and in many cases for visiting and for church.

The circular skirt, with fullness in the back and much flare around the foot, is stylish.

AGAINST GRAFTERS.

John B. Moran of Boston and His Election as District Attorney. One of the surprises of the November elections was the choice of John B. Moran as district attorney of Suffolk county, Mass., the county in which the city of Boston is located. His election was even more remarkable than that of William Travers Jerome in New York, for Moran not only ran as

an independent, but was opposed by Michael J. Sughrue, a candidate who had been nominated by both the Republicans and the Democrats. Nobody had any idea that Moran was going to be elected. The bar was against him, and the newspapers not only gave him no support, but paid only slight attention to his canvass. Hardly any one treated it seriously, yet Mr. Moran defeated Mr. Sughrue by over 4,000 votes. He was counsel for Thomas W. Lawson in the recent gas investigation in Boston, and, like Lawson, he adopted the plan of buying advertising space in the newspapers for his appeals to the public. The people read his ads.,



JOHN B. MORAN.

and the latter won their votes. Mr. Moran fought his campaign single handed, paid his own expenses, hired the halls for his meetings and mortgaged a life insurance policy to get the money for campaign bills. It is said he was enjoying a practice worth \$15,000 a year, and as district attorney his salary will be only \$5,000.

The district attorney elect is a native of the old Bay State and was born in Wakefield in 1859. He is a graduate of Phillips-Exeter academy and of the Boston University Law school, is unmarried, belongs to numerous clubs and has a reputation as a boxer.

There is a story that when Moran started the practice of law he slept in a blanket on the floor of his office until he could afford a lounge and lived on bread and water until he got his first retainer of \$15.

RAISING TIES.

Great Consumption of Wood Drives Railways Into Forestry.

"Within the past two years," said a prominent Pennsylvania railroad official, "we have planted about 800,000



CHARLES E. TOWNSEND.

of the house interstate commerce committee he submitted a proposed law on this subject, and it was combined with that of Representative Esch to make the Esch-Townsend bill, which passed the house last winter. He is one of the props of the administration in the house this session. Mr. Townsend is a native of Michigan and was born in Jackson county in 1856. He studied at Michigan university and began the practice of law in Jackson in 1885.

When Mr. Townsend was making his first canvass for election to congress he visited a household where the voter was not in sight, but where a buxom woman and six children were very much in evidence. It has been said that the man is the head of the family, but that the woman is the neck and can turn the head at will. So the congressional aspirant started in to have the woman turn the support his way. Every child was tossed into the air and kissed. The best looking ones resembled the mother, and the others were very sturdy.

The last one to receive the political heading had a red top and a face freckled like a turkey egg. He squirmed away on his bare feet after being released and piped:

"Say, mister, why don't you kiss mother too? Fred Wood and Bob Bragg did when they was here. Guess they don't know yet that she's a widder."

John Jacob Esch, the Wisconsin congressman who is one of the president's field marshals in the matter of railway rate legislation, had the good fortune

trees, mostly locusts, averaging about 400 to the acre, in rows ten feet apart. The trees thus planted are seedlings two or three years old and have cost an average of 8 cents a tree, but in the ground. We have planted about 400,000 more this fall and expect to plant from 300,000 to 500,000 seedlings every year and keep on doing it until we have covered all the available territory belonging to the road.

"It is not the intention of the company to raise all of the ties necessary for its use in future repairs and construction, but we hope by our own example to stimulate an interest among land-owners along the line, so that they will plant trees in the fields that are not good for anything else. Locust, chestnut, white oak and yellow pine, which make the best ties, will grow almost anywhere in Pennsylvania, and there are vast areas of unoccupied lands that might be made fairly profitable in this way. Some of it was formerly covered with timber, and most of it is idle.

"Although it takes a long time for a tree to grow, I do not know of any better investment for such otherwise useless property. It costs only about 8 cents to plant a tree, and it requires little attention. One man can look after 3,000 or 4,000 acres and have plenty of time left to take care of other business. Even if he may not live to enjoy the results of his labor, any one who plants a thousand acres of trees will leave something as good as life insurance to his children. The demand for ties will never cease. Ten years from now we shall want as many as 600,000 ties every year on the Pennsylvania alone, and it will pay the farmers along our lines to plant every vacant acre they have with locusts, chestnuts, white oak or yellow pines."—Philadelphia Press.

Railroad Building Extraordinary.

One of the most interesting pieces of railway construction now under way in the south is the Key West extension of the Florida East Coast railway, says the Engineering News. This new line will follow the outgoing Florida keys for nearly their whole length, and about thirty miles of it will be over what is now open water. Two types of construction are required. One is embankment construction on land and in shallow water, and the other is re-enforced concrete arch viaduct construction over deeper water. Altogether there will be over six miles of the viaduct work in four stretches varying from one mile to two miles in length.

Writing Telegraph to Banks.

Professor Gray's wonderful invention, now some ten to fifteen years old, by which it is possible to reproduce handwriting automatically at a distance, is just finding practical application, after having been regarded for many years as a scientific toy. Its silent and easily concealed operation finds application in the banking business, as it enables the paying teller to ascertain from the bookkeeping department without apparent communication the condition of a depositor's balance. Similar uses are found in large mercantile establishments, where information is mysteriously furnished in regard to customers' credits.—New York World.

STRUGGLE TO CONTROL RAILWAY RATES

THE contest over the question of railroad rates overtops in interest everything else up for discussion in the present congress, and bids fair to be the most exciting of any struggle witnessed in some time in the national halls of legislation. The battle may be said to have begun last winter, to have been continued during the recess of congress in the newspapers and on the rostrum, and now to be joined again where the contest must be fought out, at the national capital itself. The administration plan for a body vested with powers to make fair rates won a victory last winter in the house of representatives, where the bill bearing the names of Congressman Esch of Wisconsin and Congressman Townsend of Michi-

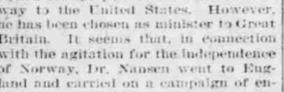


SENATOR NELSON W. ALDRICH.

gan passed by a large majority. Democrats joining with Republicans in its support and only a few scattering votes being cast against it. When it went to the senate it encountered obstacles too great to be overcome at that time, and the Fifty-eighth congress went out of existence without enacting into law this most important measure. During the summer the friends of railway rate reform rallied their forces, and the railroads and the interests allied with them did the same. During the interval between the expiration of the Fifty-eighth congress and the assembling of the Fifty-ninth the senate committee on interstate commerce held sessions and took testimony. The interstate commerce commission made investigations with a view of aiding in the solution of the problem and the subject was discussed in the press, on the platform of Chautauque assemblies and at other public gatherings.

As the Esch-Townsend measure did not become law the matter must be taken up anew from the beginning, and the assembling of the Fifty-ninth congress found the friends of railway rate reform eager to proceed with the enactment of the new bill. Messrs. Esch and Townsend are again the

There was even a Nansen presidential boom, to use an American phrase, when it was supposed that the government would be formed might be a republic rather than a monarchy. He was also mentioned for the post of minister of Norway to the United States. However, he has been chosen as minister to Great Britain. It seems that, in connection with the agitation for the independence of Norway, Dr. Nansen went to England and carried on a campaign of enlightenment there for the benefit of the British public. The sentiment thus created proved of advantage to the Norwegian cause when the separation from Sweden came.



DR. FRIDTJOF NANSEN.

Although known to the world at large chiefly as an explorer, Nansen's activity in his own land in behalf of the interests of his countrymen has been such as to endear him to them in an unusual degree, and the courage he once displayed in penetrating the ice fields of the arctic he evinced again in leading the way along the adventurous pathway of Norwegian independence.

Some years ago when Nansen was in America he told a story of one of his countrywomen who journeyed to the United States in search of employment. She was taken into a household as a cook, but failed to give satisfaction. Nearly everything she undertook ended in failure, and finally the lady of the house asked desperately:

"Hilga, is there anything you can do?"

"Yes," responded Hilga with a grin. "Ay can milk reindeer."

Frederick A. Burnham, president of the Mutual Reserve Life Insurance company, who has figured in the investigation of insurance matters which the Armstrong legislative committee is making, has occupied his present post

president's field marshals in the lower branch of congress.

In the senate the course of railway rate reform is beset with greater obstacles now, as it was in the previous session, owing to the strength of the railway element in that body. A bill has been prepared, with the aid of the interstate commerce commission, which is said to represent the ideas of the administration as to the kind of a law which would prove effective. Senator Forsker, who has all along opposed the president's idea of giving rate-making powers to the interstate commerce commission, has prepared a bill expressing his own ideas of a conservative measure on this subject. He is one of the members of the senate interstate commerce committee, which has charge of bills on the subject of railway rates. The other members are Stephen B. Elkins of West Virginia, Shelby M. Cullom of Illinois, Nelson W. Aldrich of Rhode Island, John Keam of New Jersey, Jonathan F. Dolliver of Iowa, Moses E. Clapp of Minnesota, Joseph H. Millard of Nebraska, Benjamin R. Tillman of South Carolina, Asahel J. McClaurin of Mississippi, Edward W. Carmack of Tennessee, Murphy J. Foster of Louisiana and Francis G. Newlands of Nevada. Senator Elkins is chairman, and he made his fortune largely through railroads and is counted as in sympathy with their side of the question. The foremost antagonist of railway rate legislation in the senate, however, is Senator Aldrich of Rhode Island, who for years has been the master of corporation influence in the upper branch of congress. Lincoln Steffens, the magazine writer, whose investigations of the "system" have been carried on in many states, has devoted much attention to the operations of Senator Aldrich, who, he says, owes Rhode Island. The senator is the father-in-law of John D. Rockefeller, Jr., he stands close to H. H. Rogers, vice president of the Standard Oil company, and is an all powerful factor in the circles of high finance. Senator Aldrich is sixty-four years old, he has been in politics for thirty-five years and has risen from alderman to senator. He entered the house of representatives in 1870 and was promoted to the senate in 1881. He is an expert in all matters relating to finance and has for years been chairman of the senate finance committee. Though past threescore, the senator is well preserved and athletic and devotes much time to golf. He has a private course on his Providence estate, and it has sometimes been claimed that he is the champion golfer player of congress.

Somehow women appear to think that fur garments just grow during the summer and ripen in the fall ready for them to wear. But it is during the very hottest days of the summer that the workers are busy on the fur coats and neck pieces, and I can assure them that the work is anything but pleasant on account of the odor of the rancid butter and other things preservative of furs. But out of the workrooms now come to the early bird the new fur wear. This season there are few long tails hanging down, though there is a sort of short fringe made of tails set close together. Stole effects in neck wear are preferred, it would seem, for few of the neck pieces have any attempt at a collar. Some of the stoles have half way down a row or even two of short tails. The rest is quite plain. One very rich stole collar reaches but to the waist line, and each side is finished off with a big ball made of the fur. Two others are hung by two tying cords. This garment is made of black luxurious fur, but I cannot say just what it is. Others, however, are made of Persian lamb and moire astrakhan, but the preference seems to be for smooth furs. Handsome stoles and victorines are made of the rich and lustrous skunk skins, than which nothing is handsomer but real sable, and even then it is not easy to distinguish them apart. These animals belong to the same tribe and are so close in their family resemblance that sometimes it requires an expert to say which is which.

Chinchilla will have a considerable vogue also, for it is such a becoming fur that every one can wear it. All the martens, minks and furs of that class will be employed mostly as collars and revers to coats of closer fur, such as a Persian and astrakhan. Seal will be very dear this season except in one or two old and conservative houses, where they serve only old customers and where they have thousands of skins in their cold storage vaults from one year to another so that they do not feel the fluctuations of the market.

A quite new variety of fur garments has been made necessary by the advent of the automobile. For this kind of wear all sorts of furs are used, and it is not unusual to find leopard, cheetah and another skin which looks to the lay mind like the calf that once upon a time was used to cover small trucks. These coats are cut in a very stylish manner, even if ugly, and are finished with all the care bestowed on the finest furs. And it would seem

THE SEASON'S FURS.

Timely Information as to the Skins That Will Be Most in Vogue.

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Coats are also made of cloth of one kind or other, most often of the best quality of cravenette, lined with fur. These make ideal coats, for even wet fur is not pleasant, and the cravenette, being waterproof, protects the fur inside. It is a very handsome material also and does not in the least look like a waterproof garment.

Now is the time for ladies who have frills whose shape is out of date to have them remodeled. Short jackets in Eton shape, others with rafter fronts and still others tight fitting are shown, as the fashions in these excellent shapes rarely change materially from one season to another.

And Some In Velvet Gowns.

Silks and velours fairly stagger one by their enormous quantities. Taffetas, peau de soie, satins, messaline satins, peau de cygne, moire velours, pongees for house wear, colonnades in all colors and plaid silks in all kinds of designs and colors, some with satins braid over the silk, are seen. There are also colored silk velvets called poux, which means peacock and carries the metallic lusters of that gorgeous bird. We see crepe de chine, printed silks, brocade effects, regular moires, rich and fine, and chiffon velours. The colored velvets are more in demand than ever, for women have come to recognize the fact that a good velveta is far more satisfactory, both for wear and appearance, than a cheap silk velvet, while to get first quality Lyons velvet requires a liberal allowance. The real velveta has the same close nap, short and uneven, which makes it the equal of the Lyons in appearance, while costing less than a tenth as much. This does not include ordinary velveteens, but refers only to real velvets.

The new colors are beautiful, though far more showy and striking than would have been adopted by the fashion of a few years ago. The purples, browns and soft mode and mode colors come next to black in popularity. Leading of all kinds is used on everything. Bugles, larger beads and no end of cut jet applied directly on the garments as well as in set pieces are seen. All kinds of jet jewelry are fashionable. Dog collars, all black or mingled with colored stones, are pretty and becoming. OLIVE HARPER.

HER LOVER A PRINCE.

Grand Duchess Sophie Charlotte and Emperor William's Son.

The marriage of the German emperor's eldest son, the heir apparent to the throne, not very long ago was a



THE GRAND DUCHESS SOPHIE CHARLOTTE.

notable event. The ceremonies in connection with it were imposing and picturesque. And now the kaiser's second son, Prince Elitel Friedrich, is soon to take a wife.

According to all accounts, this fortunate prince is to have a bride of his own choice. The romance of his wooing of the Grand Duchess Sophie Charlotte of Oldenburg seems to prove that royal love-making is not necessarily cut and dried. It is said that "Eitel Fritz" and the Grand Duchess Sophie met for the first time at the wedding of the German crown prince last summer, when the duchess was the guest of her grandmother, the Princess, Friedrich Karl of Prussia. They were attracted to each other from the beginning and, both being fond of yachting, found opportunities to meet often in the races at Kiel, where their acquaintance progressed to the sentimental stage. The duchess is better looking than most of the young ladies of royal European houses, and the match is a popular one.

The Phillies Sell Three Men.

Pitcher Corridon, Catcher Abbott and Fielder Kruger of the Philadelphia National league have been sold to the Toledo club for next season. The crack third baseman Hatfield of the Syracuse club has been drafted by the Baltimore club for next year.

(Continued on Page Twelve.)