

## FOR LADIES.

### SHOULDER CAPES DOOMED.

It is said on the best authority that the shoulder cape is doomed. Fashion has decreed that it is injurious to health, and although physicians and hygienists as well as common sense people of all ages have long since insisted that this fashion passed the verdict, when, lo and behold, its doom is sealed!—New York World.

### HEADPHON OF THE SWITCH.

A return to an old style that may not be commended, but is closer upon us than the revival of the hoopskirt, is the adoption of the hair "switch." Women have eschewed switches and the knots now for so long that the girls of today possess, as a rule, masses of beautiful hair of their very own. It is to be hoped that they will not barter this dower of beauty for any passing fashion. Nothing is more injurious to the natural hair than the burdening of the head with switches, whether coiled in the natural hair or attached in the form of waterfalls and chignons. The switch, too, which is worn again by a very few, while it protects the hair from the rubbing of high collars, is not pretty in itself, and the hair certainly is prettier without it.—(New York Times).

### PRINCESS OF WALES AND HER LACE.

The Princess of Wales has lately been purchasing some old Honiton lace to add to her already numerous specimens of that beautiful fabric. Her royal highness's collection of lace is one of the most perfect in Europe. She has been engaged in its formation for many years, and seldom allows a twelvemonth to pass without adding to her treasures. The King of the Belgians' wedding gift to the princess was some Brussels lace to the value of \$50,000. To this she has added until she has now characteristic bits from all countries and some of considerable antiquity. The princess is particularly fortunate in her pieces of old Spanish lace, and she takes great pleasure in wearing that delicate product on suitable occasions both public and private.—New York Herald.

### BEST DRESS FOR SPECIAL OCCASIONS.

For the best dresses that women of moderate means keep for special occasions there are various inexpensive satin gowns that wear and look much better than silks of similar low price. For the present season, the satin surahs are not heavy enough, and "real satin" is too costly, hence the careful shopper buys the satin duchess or mervelline, because its surface is closely woven instead of showing a broad serge like tuft that cheapens the effect at once. These come in olive and moss green, copper, maroon, and golden-brown shades, as well as in black, at prices ranging from eighty cents to \$1.25 a yard. Black is first choice just at the moment, and a skirt of this material now in the dressmaker's hands is made in the still highly popular enlarged bell-shape with a pleated ruche, with rows of jetted gimp above for trimming. This one skirt has, to be worn with it, a stylish coat of satin brocade with cape-collared sleeves of velvet, an Eton jacket of satin, like the skirt, opening over a blouse waist trimmed with the jetted gimp; and a low cut sleeveless corselet-bodice of plain black velvet to wear with guimpes and fancy waists.—(New York Post).

### WOMEN UNIVERSITY STUDENTS.

The report of the annual meeting of the Massachusetts Society for the University Education of Women, presents the latest statements in regard to the higher education, and indicates how intelligent women feel in regard to the advance of the instruction of their own sex at the most important institutions in the country. The statement was made that Yale now offers her women students a course of studies, scholarships and degrees on the same terms in which they are offered to men. Those who are best acquainted with the inside of Harvard University feel sure that it is only a question of time when the doors of that institution will be opened to women as well as to men. The wisdom with which the Harvard Annex has been conducted demands that women shall have every advantage that Harvard affords, and the old notion that it is unsafe for a woman to study side by side with a man is well nigh exploded. The success of coeducation at Cornell and at Oberlin and at the State universities in the West has been demonstrated over and over again, and the experiment made by President Andrews at Brown University, and the large work being entered upon for women at Adelbert University under the direction of President Thwing, show that a small college can be adapted to this double purpose of education as well as a large one.—(New York Commercial Advertiser).

### NEW BICYCLE FOR WOMEN.

A new bicycle designed especially as a "woman's safety" claims to be essentially a hygienic machine, and to have the ease and lightness without the incidental cost and inconveniences of a machine fitted with pneumatic tires, says the Louisville Courier-Journal. In the designing of the new machine, which is remarkably free from combinations of springs and complicated parts, the whole of the framework is made to form the spring, but it is stayed in such a manner that no power is lost when the driving power is applied. The "C" spring front wheel fork is made in one continuous piece, thus neutralizing vibrations and shocks. The machine is designed to be ridden in the same manner as a bicycle, but the rider is seated in a position that is more comfortable and less likely to cause fatigue than the ordinary bicycle position. The machine is designed to be ridden in the same manner as a bicycle, but the rider is seated in a position that is more comfortable and less likely to cause fatigue than the ordinary bicycle position. The machine is designed to be ridden in the same manner as a bicycle, but the rider is seated in a position that is more comfortable and less likely to cause fatigue than the ordinary bicycle position.

## What Good Roads Mean.

They would make it possible for farmers to take advantage promptly of the highest market, no matter at what season of the year. They would save "him" days and weeks of time which he wastes every year in wallowing through the disgusting mire of dirt roads. They would reduce to a minimum the wear and tear on wagons and earriages. They would lessen the expense in keeping horses in working order, and fewer horses would be required in the country to perform the farmer's work. They would require less to keep them in repair than do the dirt roads. They would make it easier for a team to pull several tons over their smooth surface than to draw a wagon through the mud. They would afford ready communication with the outside world at all seasons of the year. They would save the farmer many vexations and nervous strains. They would practically shorten the distance of the local market. They would increase the demand for country and suburban property.—Farm and Fireside.

### FASHION NOTES.

A new combination is a very bright green and tan. All suits are made now with fur ruffled shoulder capes. Crystal weaves are selling well in street and house clothes. Velvet, striped with satin, is sold for handsome teagowns. Evenings silks show a variety of opalescent effects. Satin ribbon is exceedingly popular as a trimming material. Hair-pins of filigree gold have long teeth of shell or amber. Old-rose and green brocades are made up with old-rose velvet. Green and brown are a popular combination in woolen fabrics. A lovely shade of pinkish heliotrope is known as lilas de printemps. Silk mull in black, white and colors is in demand for evening dresses. Dresses of heavy, thick peau de soie and woolen goods are much liked. Some new skirts have a very wide box plait at the middle of the back. New silver bracelets are made of twisted wire in all sorts of fancy patterns. Hats with brim projecting far over the face are very much liked by young ladies. Every day and business dresses are made of heavy, camel-hair in double quantities. On occasion of plain silk, either rich brocade are trimmed with white fluffy fur. Plain cloth in combination with fancy figured wool or silk goods is a favorite combination. Gold bangles fastened with tiny gold slippers are the gifts bridegrooms present to bridesmaids. Plaids of all sorts are in demand, and plaid waists with plain skirts are liked by young ladies. Immense pink roses of the old shade known as solferino are worn on hats, and tower to an immense height. French dogskin gloves of a rich reddish tan are worn with four large buttons and with black or white stitching. Silk gloves are coming into use again, some long, very handsome ones for evening wear being among the new importations. Ladies of leisure spend their spare moments in embroidering the edges of the large flowers on brocaded silks with cut jet beads. A new caprice, and a not very charming one at that, is dyed-wool trimming, or collar and muff in yellow, pink or heliotrope. A popular house-costume or one for every-day wear is a skirt of black Priestley Henrietta-cloth, with waist or blouse of India silk or surah. Black silk is very popular now with linings of sunset pink silk, which is so arranged as to form a noticeable contrast. The trimming for such a gown should be black lace and jet. Princess dresses of pink bengaline artistically trimmed with pink chiffon of the same shade, are worn by bridesmaids with large picture hats of black velvet, with pink tips and rosettes of the pink velvet.

### The St. Gothard Tunnel Dethroned.

The great St. Gothard tunnel, which was begun October 1, 1872, and finished in 1880, is nine and one-half miles in length and cost \$190,400 per foot throughout. At present it is the Titan of all the world's tunnels. "These cannot last forever," however, and by the end of 1905 St. Gothard will be dethroned, the great Simplon tunnel, now in course of construction, coming in with the title of "largest and longest tunnel in the world." This new claimant for Titanic honors is being built to supersede the famous "Route of the Simplon," a road over the mountains which was constructed by the first Napoleon. The Simplon tunnel will be almost one-fourth longer than the now celebrated St. Gothard, its total length from opening to opening being, according to expert calculations, twelve and one-half miles. In short it is almost exactly three miles longer than St. Gothard. The old "Route of the Simplon," which will be practically abandoned when the tunnel is completed, is about thirty-eight miles in length. At present it takes twelve long hours to cross the Simplon route. When the tunnel is finished less than a half hour will be consumed in making the journey. The tunnel is being built by the Swiss Federal Railways.

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The Idaho "diamonds" prove to be only rock crystals, and the crowds of men who hastened to the San Juan "gold fields" got nothing on the trip but blistered feet. It is evident to old timers that the '93ers are getting badly left.

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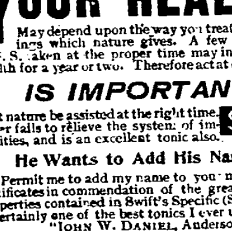
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**JOHN A. SALZER SEED CO., La Crosse, Wis.**

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