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Bought at Fifty Cents on the Dollar,

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High storm collar, black Thibet fur, regular price would be \$22, our price \$11.50 each. Only four of them.

Ladies' German Beaver Capelines

High storm collar, regular price \$14, our price \$7.99 each.

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In black and brown, regular price would be \$17.50, our price 90c each. Ladies' Fur Ruffs, worth \$2.50, our price \$1.65.

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New lines in Plaids, regular 45c, our price 25c yard. NEW LINES IN FINE CARDINAL CASHMERE, regular 50c, for 25c yard. 3 pieces only of Heavy Black Crepon, new goods, regular 75c, for 45c yard.

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In Our Millinery Dept.

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Hosiery Department

Ladies' and Children's Black Over-stockings, heavy makes, 35c, 45c, 49c pair. Ladies' Colored Cashmere Gloves, special in colors, regular 25c, for 12½c pair. Ladies' Heavy Lined Undershirts, \$1.25 each. Ladies' Very Black Satana Underskirts, \$1.75 each.

THE GOSSIP OF OLD LONDON

Liberals Making It Hot for Mr. Chamberlain.

The Colonial Secretary's Financial Ventures Keenly Criticised.

Cabinet Ministers, Too, Come in for a Scoring—The Motor Car in Warfare—American Jockeys' Methods Lampooned.

[Special Cable Letter.] London, Nov. 19.—Minimum news and maximum rain were the distinguishing features of the past week. Such gloomy, wet days as experienced here recently are unusual, even for London. Mr. Joseph Chamberlain, that central figure in British politics, can congratulate himself, for more reasons than one, upon his absence from murky London. He is sojourning on the sunny Mediterranean and is temporarily safe from the vigorous personal attacks which continue to be made upon him by the Liberals, from Sir Henry Campbell Bannerman down. The latest and most important of these is a statement made by the Morning Leader, showing that Mr. Chamberlain holds £7,000 (shares) in the Colombo Commercial Company, which is receiving large contracts for housing Boer prisoners in Ceylon.

DAMAGING FACTS. What makes the case still more damaging is the fact that Mr. Chamberlain, as colonial secretary, a regulation laid down by the governor of Ceylon, strictly prohibiting any officer of the local government from accepting shares of any company in private business. In other words, Mr. Chamberlain forbids his subordinates, under pain of severe penalties, to do what he himself is doing on a large scale. It now seems possible for Mr. Chamberlain to avoid explanations, for which he will undoubtedly be asked when parliament re-assembles. Another feature in the same connection of which the Liberals are making no little capital, is the extraordinary number of directorships in private companies held by government officers. Of the twenty cabinet ministers, thirteen are directors, while between all the thirty-six ministers, twenty-seven directorships are held. The list commences with Lord Salisbury, who is in the management of an insurance company, and includes Lord Selborne, who is both first lord of the admiralty and director of the Peninsula and Oriental Steamship Company; Mr. Gerald Balfour, who unites a directorship in an aluminum company with the presidency of the board of trade, and many other incongruous associations, several of the companies being financially discredited.

THE LIBERAL LEADERSHIP With such flagrant new spots in the armor of the new cabinet it is no wonder the Liberals are imploring Lord Rosebery to lead the party. Sir Henry Campbell Bannerman's appeals to the ex-premier, only voices the feeling of the majority of the party, but is accompanied by such bitter denunciations of the so-called imperialists that it can scarcely be expected to produce much result.

THE MOTOR CAR IN WARFARE. American enterprise in Great Britain now promises to revolutionize the methods of the war office. The problem of the transportation of stores, guns and men over the country having no railroads has long exercised the army experts. Traction engines, trucks, elephants, horses and mules have been tried with only moderate success. With the view of replacing these a series of experiments is occurring in England before a war office commission, in which an American motor car suitable for war service, having on board the driver and the inventor attained a speed of 30 miles an hour over grass, going over obstacles and undulations without the slightest difficulty or injury. Further trials are still necessary, but the British officers were favorably impressed with the performance of the motor car, and are likely to recommend its adoption by the war office.

ROUGH ON THE RIDERS. The fact that so conservative a paper as Punch devotes a cartoon this week to the representation of an American jockey perched on a horse's neck, while the trainer says: "Now, this horse is as fit as a fiddle, and you have got a galvanic saddle, an electric whip, and hypodermic sours, and if you skin a bit further up his neck you ought to tick anything with hair on." This fairly indicates the length to which British rancor against American jockeys has gone. The failure of the stewards of the Jockey Club to announce any decision after two days' investigation of Lord Durham's charges against L. Reiff, leads to the belief that if any action is taken, it will appear when the time comes for a license for 1901. The tone of Lord Durham's letter to the stewards of the Jockey Club, and the personal inconvenience and financial loss Reiff has been put to by the failure of the Jockey Club officials to notify him in time of the place of their meeting, have served to create a reaction of sentiment, not only towards Reiff, but towards American jockeys in general.

There is a strong indication in many quarters that Lord Durham is particularly anxious to curtail Mr. Richard Croker's English racing career, and that the fight against the latter's horse, The Scotchman II., was largely due to his being the owner of that racer.

THEATERS PROSPERING. Prosperity continues to be the keynote of the theatrical season. Broadway speaking, all the houses are doing well. The two much-discussed problem plays, "Mrs. Dan's Defense" and "Mr. and Mrs. Daventry," are dividing the most fashionable patronage with "Herod." A success equal to Mr. Charles Wyndham's has long been unknown in London, and the astute actor-manager is making hay while the sun shines. In addition to eight performances weekly, he is now giving a series of extra matinees and occasional performances at Brighton before packed houses.

Another great attraction is Terry's Theatre, where Charlotte Vache, the leading actress of the Royal Lyceum of Copenhagen, is appearing in pantomime plays modeled on "L'Enfant Prodigue" and "The Likeness of the Night," by Mrs. Clifford. She has been most favorably received at Fulham. The private view of the new gallery, Wednesday, was attended by fewer people than usual. The chief attraction was the Waite portrait of his sister-in-law, entitled "The Lady of the Black Heart." The title causes much excitement and discussion. Whistler explains it has no personal allusion to the lady, but to her clothes.

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There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Bilious and other Fevers, aided by Radway's Pills, which are sold by all druggists.

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A few doses of RADWAY'S PILLS will free the system of all the above named disorders. Price 25 cents a box. Sold by all druggists or sent by mail. Send to DR. RADWAY & CO., Lock Box 385, New York, for Book of Advice.

FREE AND EASY EXPECTORATION immediately relieves and frees the throat and lungs from phlegm, and a medicine that promotes this is the best medicine to use for coughs, colds, inflammation of the lungs and all affections of the throat and chest. This is precisely what Bickel's Anti-Consumptive Syrup is a specific for, and wherever used it has given unbounded satisfaction. Children like it because it is pleasant, adults like it because it relieves and cures the disease.

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UNSANITARY SLEEPING CARS

New York Man Finds Reasons for Complaint—Calls Them "Euphuised, Semirivored Vulgarities."

A correspondent in the New York Herald says: Permit me to make a strong plea to your paper for an agitation which may end in a complete reform of the present furnishings of a sleeping car. Of the comforts of the present system of American sleeping cars I shall say nothing. All know that the comforts are greater than the discomforts, and that we are all glad to avail ourselves of the sleeping car, but there are many furnishings in a sleeping car which are simply horrible, obsolete, and not in keeping with the advance of the times. I refer to the heavy stuff curtains which surround the berths, and to the heavy woolen blankets which are used for covering. I am strongly of the opinion that these should be of cotton, so that at the end of each trip they might be washed and sterilized and issued fresh for an ensuing trip.

The heavy woolen coverings at present one might cover a consumptive, whose exhalations infect them; another night a catarrh infected person, and other nights they cover and inclose all sorts of contagious and infectious diseases, so that the physical sound occupants of these berths often contract diseases from their predecessors.

A necessary reform is in the coverings of the seats and lounges. These, instead of being covered with heavy plush velvet and such like rough stuff, to which microbes and germs are particularly liable to cling, should be covered with material which could be sterilized or disinfected daily. The heavy plush and other carpets of the floors also should be of a fibre which would allow of disinfection and cleansing. At present such carpets are a horror.

One of the gravest nuisances connected with sleeping cars is that of the car porter, who every morning, with a clothes brush, brushes off from each individual the germ laden dust accumulated on the journey. This dust

fills the car in clouds and is inhaled by the occupants, to their great discomfort and extreme physical danger. Often, too, passengers come aboard who have been recently in houses containing sick or whose clothes are infected by sickness, and these people have any germs they may carry on their clothes brushed off into the air of the car for their fellow passengers to inhale.