#### CARS PLUNGED INTO RAGING TORRENT

Further Defails of the Great Railway Disaster at Steele's Hollow, Near Eden, Colorado-Hundred Lives Probably Lost - Victims Went to Their Death Without Warning - Story of the Fireman-Experiences of a Survivor Given.

Pueblo, Colo,, Aug. 8.—Two carloads thuman freight plunged into the aging torrent that destroyed the tresle over the usually dry arroyo known s Steele's hollow, near Eden, about of human freight plunged into the raging torrent that destroyed the trestle over the usually dry arroyo known as Steele's hollow, near Eden, about & o'clock last evening. Two sleeping cars and the diner stopped at the brink of the hungry chasm filed with a boiling, seething current that quickly snuffed out probably 100 lives. So quietly had the catastrophe been enacted that the occupants of the three cars remaining on the track did not realize that an accident had occurred until they alighted from the train, and they were utterly powerless to render any assistance to the victims who had disappeared in the rushing waters.

FALL OF THE BRIDGE.

On the lookout for danger, warned by the squally clouds and heavy rains to the north, Engineer Charles Hind-man was running cautiously, about 15 miles an hour, as he approached the arreyo, which was spanned by a bridge 96 feet in length. The condition of the bridge was not known until the locomo-tive, one of the monster passenger type, had bearly crossed. Fireman Frank Mayfield, with a large torch that the engineer and the fireman had been using to ascertain the condition of the track, was in the gangway. When En-gineer Hindman felt the tremor in the gineer Hindman felt the tremor in the great machine and caught a glimmer on the water, he shouted his last words: "Put out that torch," evidently thinking that in the accident he felt certain was coming, the flames would serve to spread fire. But before Mayfield could obey, while the words were still on the lips of the doomel man and his hand seeking the mechanism controlling the air, the bridge gave way as if it had been a stack of kindling wood, and the locomotive dropped with the hissing of steam through 38 feet of flood to the bottom of the arroyo, crosswist to the track.

CARS SWEFT AWAY.

The baggage car, smoking car and chair car followed the locomotive into the stream and were swept away. All the occupants of these cars, save three men, perished, and had not the roof of the chair can burst asunder, not one would have escaped. The fireman, as the locomotive went over, was thrown out, and managing to grasp a piece of out, and managing to grasp a piece of wreckage from the bridge, floated with that to a curve, made by the caving bank and crept out of the water. He ran toward Eden, meeting on the way Operator F. M. Jones and his wife, who had already started up the track. They had seen the headlight of the approach-ing train a minute before and then had vitnessed it disappear with ominou

"NOTIFY PUEBLO."

"Notify Pueblo," came the voice of e running man. "The train's gone the running man.

down and everybody is killed."
Even as he spoke, relates the oper ntor, there were cries coming from the distance. The two men ran to where the bridge had been, to search, but in vain, for victims of the disaster. When they reached the spot all cries for help had ceased.

Relief trains with physicians, wreck and pile-driving outfits and scores of workmen were hurried from the city. The first train from the wreck came in shortly after midnight with J. M. Kil-lin of Fueble, whose seeps were killed. Gilbert, Tony Fisher and

ulous: B. S. Gilbert, Tony Fisher and Fireman Mayfield.
These were the four men in the midst of the wreek who escaped.
When dawn came the wonder grew that four had been permitted to emerge from the raging torrent with breath still in their bodies.

HANGING ON THE BRINK.

The end of the Pullman Ashmere extended four feet over the brink, while broken timbers and twisted rails hung still further over. The Arroyo had been widened to over 100 feet at the point where the bridge had been. The water tore a zigzag course across the prairie to a depth of 30 feet in several places. There was but little left of the baggage car-a few rods, a truck or so, dimly seen in the muddy water; a half-buried

The great locomotive, the boiler free of the trucks, the cab and tank gone,

PARTS OF THE WRECK. A quarter of a mile to the east,

where this gorge of death debouched into the Fountain, lay the chair car, windows gone, three-fourths filled with windows gone, three-fourths filed with mud and sand. A hundred feet farther on was the smoker, bottom up, against a sandbar. A hundred and fifty feet farther in the bed of the Fountain was the coal tender of the engine, and from that point on for four or five miles, yestiges of the coaches, the engine and tender stuck up from the hed of the vestiges of the coaches, the engine and tender stuck up from the bed of the stream or lay along the shore or on the islands. Red plush seats of the smoker were strewn along the stream. Brass rails from the coaches were found in the sand half a mile from the site of the bridge and pleces of the baggage our stuck out of the water in several places. Bits of clothing, coats, skirrs and women's hats were found in the brush along the shore, and the searchers scanned the foliage for bodies. Masses of earth had caved in from the high sides of the river at many places and searchers passed these with the fear that bodies were buried under them which they were helpless to reach. If ye hundred men scanned every inch of the river and its surroundings a few

The numered men scanned every inch of the river and its surroundings a few hours after daylight.

They waded in the stream and carried out mud-begrimed bodies which were found at widely separated points, some of them miles from the scene of the accident.

FIRST CORPSES RECOVERED.

The first corpses recovered were those of Miss Irone Wright and little Dorothy Johnson, the sister-in-law and daughter, respectively, of Harry Johnson of Pueblo. An unknown woman lay beside them, Engineer Hindman was found with his watch still running a few feet further down the stream. And since the sun reas marrily over the gines the sun ress marrily over the drenched land, suretchors with sandcovered, dripping burdens have been earried every few minutes to the refl-road tracks where the death train

CANKER SORES

Obstinate cases of Canorum Orla have been relieved after three or four applica-

# SOZODONT

A complete oure has been officeted within a week from three applications a cisp. It is a wonderful dentifrice. Nothing to equal it IT CLEANSES, HEALS, PRESERVES

FORMS: LIQUID, POWDERS, PARTE

were compelled to wade almost to the waists to reach it. A moment's search and clearing away of the floor of the car revealed the wounded head of young man in his shirt sleeves. He evi

plunge came. BURIED BODIES.

ently had removed his coat when the

A second party further down the river found several persons entangled in a mass of debris, thought to have been part of the baggage car, which was lit-erally torn to pieces. In a short time a large number of bodies were dug out large number of bodies were dug out of the sand here. One woman was completely buried, save one foot, which stuck above the water. Some bodies were found lodged in the shrubbery along the banks, others in the wreckage in midstream and many half-buried with only an arm or a bit of clothing to reveal their whereabouts.

LIKE RATS IN A TRAP.

It required eight strong men to lift the water-soaked body of one woman to the shore, and a skirt and hat found on the bank could searcely be lifted with the fingers of one hand. Many of the bodies were almost naked, the clothing having been torn completely off. Most of them were slightly bruised, probably from the first snock of the wreck, but there was little blood visible when they were removed from the stream. The hands and faces were blue and translucent. An almost gen-eral thing with all the corpses was that the hands were raised when they were laid on their backs, but all appeared in good condition. Withou doubt the great majority were drowned like rats in a trap when the cars were plunged without a moment's warning into the whirling waters 35 feet deep, 100 feet wide and with a current strong enough to carry thousands of pounds of weight nearly a mile before

BODIES BROUGHT ASHORE.

When brought ashore the bodies were placed on the ground and covered, but persons who wished to look upon them were allowed to do so for the purpose of identifying them. A baggage car was kept running between the city and the wreck bringing in those who were found. A number of wagons were finally pressed into service to haul the bodies to the tracks, leaving the searchers free to continue the hunt for others. Some searchers worked all night and all day and never once thought of eat-When brought ashore the bodies wer Some searchers worked all hight and all day and never once thought of eating or resting. People were constantly arriving and anxiously inquiring for lost ones known to be on the train. By 9 o'clock this morning the plains were dotted with vehicles, each with its load of anxious seekers or the morbidly curious.

More than 1,000 people were on the scene two hours before noon, and the roads in every direction were filled with streams of others coming away. with streams of others coming away.

Bodies recovered were identified very slowly because many of them were those of strangers here, who had been to the fair at St. Louis and other eastern points. Maj. F. H. Whitman of Kansas was identified by a watch presented to him by the members of the Twentieth Kansas volunteers, in which his name was superved. his name was engraved.

WRECKING CREWS.

The wrecking crews were under the direction of Cupt. R. H. Bowden and Asst. Supt. W. E. Miller of the Den-ver & Rio Grande, and Supt R. H. Dyer of the Missouri Pocific, who made every efforts to recover the bodies of all victims of the disaster. They were ably assisted by Chief of Police H. M. Shoup

assisted by Chief of Folice H. M. Snoup and a force of officers from the city. The Fountain river still rushes with the impetus of the flood, and the arroyo has a clear, tiny stream trickling along where the fatal mass of water rushed a few hours before. The earth on either side is swept clean by the flood.

The walls of the so-called Dry creek are rugged, irregular, caving and widened, but so narrow that it is almost impossible to understand how the great coaches, the baggage car and tender could have been swept so far without becoming lodged against the sides. Most of the bed of the creek is now visible, with little streams weaving about the strips of sand, forming islands of mud and sand which are being searched for bodies that may be buried in them. The walls of the so-called Dry creek

STATION AGENT'S VERSION.

F. M. Jones, the station agent at Eden, who was the first to go to the aid of the stricken victims, gives this version of the accident: "I was sitting in my office, a distance

of a mile from the scele of the wreck, when suddenly a loud sound, followed by a series of smaller reports, startled me. I had heard of No. 11 passing Pinon from the operator there, and at this time she was overdue more than six minutes, an unusual thing, for the train is a fiver. train is a flyer.

"Becoming thoroughly alarmed I selzed my lantern and ran up the track to the place where the bridge should

"The faint rays of my lamp threw just enough light for me to distinguish three cars, but between them and myself there was a chasm fully 50 feet wide, through which dashed a river almost level with the ground upon which I stood. Opposite me I could wisk the stood of three cars. make out the outlines of three cars, but the other four that usually make up No. II were nowhere in sight. I started across the mesa in the direction of the river, which was high and making much noise. After walking about half a mile I saw near the bank about hair a mile I saw hear the bank a dark object. It was almost stationary in midstream with one end swinging toward the left bank. I slipped off my clothes and plunged in, swimming in the direction in which I had come, as I knew the strong current would carry me down stream. By proceeding in this course I managed to get to carry me down stream. By proceeding in this course I managed to get to the object, which proved to be a chair car, half on its side and held in position by an arm of land extending into the stream probably 15 feet. The roof of the car was gone and inside there was not a soul to be found. Guided by the light of my lawn on shore. Letruck the light of my lamp on shore, I struck out for the bank, and being a strong swimmer, I reached it in a few mo-ments. The car, or what was left of it, broke loose and was completely demolished. It was then after midnight, "There were two survivors of the wreck that I know of the fireman and wreck that I know of the fireman and a passanger in a chair car. His story he told me in a dazed manner, for the man was really berdering on lunacy, it seems he was sitting in the third chair from the rear of the car when the quain turned upwards; and the and-domess precipitated him through the window, and after turning a complete circle, handed him on the bank."

ONE OF THE SURVIVORS.

One of the spicient stackes is that of lin, and Mrs. Bener Cilbert of Odh-bonna Cur, who pad bow married only

#### Tired, Tired

Tired. That one word tells the whole story. No rest. No comfort. No particular disease. Just all tired out. Fortunately, physicians know about Ayer's Sarsaparilla. They prescribe it for exhaustion, anemia, depression, \$1.00. All druggists. general debility.

No matter what ails you nor what medicine you take, you cannot get well if your bowels are constipated. Correct this at once by taking Ayer's Pills, just one pill each night. These are a great aid to the Sarsaparilla. J. C. AYER CO., Lowell, Mass.

noon trip. Gilbert is one of the three moon trip. Gilbert is one of the three men who marvelously escaped from the chair car. His wife, who was sitting beside him, was lost, and although he is unscathed, her death has made him a nervous wreck. He is now in the Pueblo hospital. He has been wire chief of the Western Union Telegraph

company at Oklahoma City.

A dispatch from Jacksonville, Fla.,
nquiring for Miss Alice Wood of that city was received by the Chieftain. The name has not been reported among the dead or missing. A trunk was found, containing a package of visiting cards bearing the name of Mrs. Everard Boscoe of Durango, Colo., and she is supposed to have been a passenger.

STORY OF A SURVIVOR.

J. M. Killin Tells of a Remark able Escape from Death.

Pueblo, Colo., Aug. 8.—The most re-markable escape from death that the railroad officials have yet learned in connection with the wreck was that of J. M. Killin, a well known hardware merchant, who was one of three occu-pants of the chair car, who came out of the wreck alive. the wreck alive.

the wreck alive.

Mr. Killin was badly cut about the head, hands and arms, but no bones were broken and he will be entirely recovered within a few days if no serious complications ensue. His escape ous complications ensue. His escape was due entirely, he believes, to his ability as a swimmer, his great strength and his presence of mind, which led him to hold his breath while he was submerged with the other passengers in water.

CRASH DESCRIBED.

"When the first crash came we were riding along as smoothly as one could go," said Mr. Killin. "It was just as though the train had struck against a stone wall. The lights went out, the fixtures and everything fell down, all the passengers were thrown forward and there were the most awful cries for help and the grinding of timbers. saw the man next to me was down and I helped him up, but just then another crash came and the train seemed to sink about five feet. I lost sight of everybody and could not think of anything but to save myself. I remember well the sensations that I had at that time. I knew I was in terrible danger and my first thought was that I must get out of the car. At the second crash I was about to my waist in water. All the time the grinding and crushing of timbers was going on. In another crash Il was thrown about a third of the length of the car right up against the front door. I grabbed the top of the door and the car went over in the water three times.

UNDER THE WATER.

"My first instinct when the water went up over my head was to hold my breath. I think I was under water for a full minute. The car naturally righted and when it came up the water was just above my lips. I could breathe all right, and saw that the transom was just above me. With my right hand I smashed out the glass, hoping I could get out in that way.
"At that moment another crash came

and I was struck in the forehead by some floating object and dazed, but managed to keep my head above the water, and after a terrific struggle reached the shore.

"The only man I could see in the coach as I left it was F. H. Messinger, a banker from Central City. He sat just behind me and once came to the end of the car, and it seemed that he would be saved, but before he could be saved he went down and was lost. "As I approached an island I heard

As I approached an island I heard a faint cry of a woman for help. I an-swered, shouting, I am coming, but at that moment I heard a gurgling sound, as if the poor unfortunate was lost, and I heard the cries no more.' Mr. Killin was taken to a hospital in

FIREMAN MAYFIELD.

First Person to Give Any Details Of the Awful Wreck.

Pueblo, Colo., Aug. 8 .- Fireman Mayfield arrived here at an early hour this morning and is the first person to give any details of the awful wreck. He is dazed and almost insane because of the awful ordeal he passed through, yet each little incident is fixed so

### **Every Throb**

Of My Heart Was Plainly Felt, and Sometimes Very Painful.

If your pulse is too strong, and your heart throbs so that you can feel the force of the heart-beat against your chest, your heart is weak and needs attention. This is usually caused by long contin-

ued palpitation, over-work, excessive exercise, heart strain, and the condition indicates serious heart trouble. You should not at once. The very best thing to do is to take Dr. Miles' New Heart Cure, a remedy that will strengthen the nerves and

muscles of the heart, and restore them to their normal condition. If you neglect to do this, disastrous quences will surely follow. You will have smothering spells, pain in the heart, faintness, the valves of the heart

will become leaky, and the heart left in

a death struggle.

"My heart bothered me so that I could feet every pulsation. Could only sleep on my left side. Doctors teld me that I had one-fifth enlargement of the heart. I had all the usual symptoms of heart trouble. I took about 16 or 20 bottles of Dr. Miles' Heart Cure and an ecompletely cured. I have had no symptom of heart discuss for two years, and an attending to my business affairs, which I could not do before."

B. C. GATLIN, Manufacturer, Elizableund, Kam.

If first bottle does not benefit, your

If thet bottle does not benefit, your

Protest White to us for Free Trial Plant Package of Dr. Miles' Anti-Package of Dr. Miles' Anti-Package of Dr. Miles' Anti-Package Dr. Also Symptom Blank, Our Specialist will diagnose your case, tell you what is wrong, and how to right it from DR. Milliss ME, MCAL CO. LABORATORIES, ELECHART, END.

firmly in his mind that he will re-member them until his dying day. member them until his dying day.

"It all happened so quickly—and, my God, it is so terrible," he said, "It had been raining all evening and we had a hard time to keep the steam up in order to run on schedule time. A little while before we reached the bridge that crosses Dry Creek I turned to Charley Hinman, the engineer, and said to him: "Charley is there enough."

said to him: 'Charley, is there enough steam to carry us to Pueblo?' Charley said 'No.' And I began firing up. ENGINE LURCHED UPWARDS.

"Just as I was putting in the second "Just as I was putting in the second shovelful of coal the engine gave a sudden lurch upwards. I lost my balance and was thrown from the train on the bank of the creek. I must have struck partly on my head, as I was dazed and did not know what happened for several minutes. When I came to I saw the Pullman cars standing near me, but could not see the engine or the rest of the train. I went up and down the stream looking the engine or the rest of the train. I went up and down the stream looking for my partner, Charley, the engineer, you know. We were such good friends. I looked everywhere for him. "I did not notice whether water was running over the trestle as we approached the bridge, but when I was thrown out the water was much higher.

thrown out the water was than the tracks.

"After a long time I met a body of men, who told me to go with them, but I wanted to find Charley and thrown out the water was much higher

didn't want to go with them. Then they said Charley was dead, and thut the body was found near Eden. DANGER NOT ANTICIPATED.

We did not expect anything at all. We were going along at a good speed all the time, and never dreamed that anything was wrong. We thought that if there was any kind of a flood near Eden the operator there would know, and that he would flag us. We passed there, but saw no signals of any kind there, but saw no signals of any kind and never for an instant felt any fear. It is only a mile, you know from Eden to the bridge that went down, and it was a few minutes after leaving Eden that we got there. I scarcely know how it happened, as I was dazed in the nud on the bank of the creek. I only know that there are dozens and dozens dead—but so help me God, I am in no way responsible for their deaths."

Fireman Mayfield is one of the most trusted employes on the Rio Grande. DINING CAR SUPERINTENDENT.

R. Brunazzi, superintendent of the dining car service of the Denver & Rio Grande, one of the survivors, had a

"I was sitting in the front end of the forward sleeper Wyuta," he said, "near the door. The train had slowed up on account of the bad condition of the tracks, and I think we were going about 15 miles per hour when all at once I felt a sudden joit, then a terrific crash and our car turned almost on its front end. I rushed to the platform and saw before me nothing but a black, and saw before me nothing but a black, raging torrent, with three coaches whirling down the stream. It was horrible, horrible. I have never experienced anything like the awful sensation that came over me when I saw the cars, packed with human beings, floating down that raging flood. The water was rushing against the banks with was rushing against the banks with terrible velocity, and no human being, it seemed to me, could ever withstand that awful current.

HARDLY ANY SCREAMING.

"Strangely enough, there was hardly any screaming. I listened to hear the cries, but it was all over in a moment, and the coaches whirled away down the stream with loads of human beings. Apparently the people were swallowed up in the flood, the water surglowed up in the flood, the water surging into the coaches and drowning them instantly. There was not a sound. I heard no calls for help.

"I reached the bank and joined with those who were trying to rescue the lost. I worked as best I could, but hope I shall never see anything like it again. It was terrible, it was terrible."

A PORTER HERO.

To His Nerve and Bravery Many Owe Their Lives.

Eden, Colo., Aug. 8.—W. Vance, porter on the forward sleeping car, Wyuta, was one of the heroes of the disaster. To him and his nerve and bravery the people on that car owe their lives. He was standing near the front end of the car when the crash came, and with rare presence of mind rushed to the rare presence of mind rushed to the handbrake on the front of the car and began tightening the brakes on the wheels. His car was slipping forward from the momentum and from the terrible drag in front, caused by the forward cars falling into the stream. Vance held on to the brake like grim death. His hands clenched the wheel until his fingers almost bled, but he held on until his tight grip stopped the car. The forward cars broke from the sleeper and fell into the water, while

the car which Vance had held with the brake stopped one-third of the way on the brink of the chasm, overhanging the guich below. The forward trucks had left the track and gone down, but the remainder of the coach stayed on the tracks and the lives of the passengers were said.

ers were saved. It required two engines and nearly a half-hour's work to pull this sleeper back from the brink of the chasm. Nothing but Vance's cool and brave work at the brakes kept the car from plunging into the stream

CAPT. FRANK WHITMAN.

Lyndon, Kan., Aug. 8.—Capt. Frank Whitman, killed in the Pueblo wreck, was on his way to his home in this city to see his aged father, Prof. J. S. Whitman, who is on his deathbed. Capt. Whitman graduated from West Point in June, 1896. He was major in the Twentieth Kansas regiment during the Spanish war. After being mustered out as a volunteer he resumed his place in the regular army, being promoted to aptain.

His last station was Fort Logan, Colo. After visiting with his father here he was going on to Manassas, Va., where he was to act as umpire in the eastern

army maneuvers. A STANFORD STUDENT.

Worcester, Mass., Aug. 8.-Miss Irene Wright, one of the victims of the Denver & Rio Grande railroad wreck, was ford, Jr., university in California of Miss Clara Lathrop of this city. Miss Wright was editor of the Stanford Se-quola. She was on her way to Los quoia. She was on her way to Los Angeles to accept a position in a school there.

THE RUSSIAN FLEET.

Alexieff Informs the Czar That It Has Been Very Active.

St. Petersburg, Aug. 8.—Emperor Nicholas has received the following dispatch from Viceroy Alexieff, dated at Mukden, Aug. 7:

"Telegrams received today from Port Arthur and from the commander of the squadron (Rear Admiral Withoft), state that the cruisers Bayan, Askold, Pallada and Novik and some gunboats steamed out of the harbor on July 26 for the purpose of bombarding the enemy's positions. They were attacked by the Japanese battleship Chinyen, the protected cruisers Chiyoda, Itsukushiprotected cruisers Chiyoda, Itsukushima and Matsushima and two second-class cruisers with 30 torpedo boats.

"An eight-inch shell from the Bayan burst in the stern of the Itsukushima,

placing that ship out of action. There upon the Japanese ships steered for the open sea and, at the same time, the Chiyoda was damaged by a Russian mine. As the Chiyoda was sinking by the head she steered toward Talien bay. A shot from battery 22 also damaged a Japanese gunboat which was sighted. "On July 27, in view of the Japanese having taken the general offensive against our land positions, the Bayan. Captain Reitzenstein; the battleship Retvizan, the Pallada, Askold and No-vik, the coast defense ships Gremiash-chi and Otvashni, the gunboat Giliak and 12 torpedo boats, under the command of Rear Admiral Leschinsky were ordered to support our right flank at the demand of Lieut.-Gen. Stoessel. nmander of the military forces at

"Our ships, preceded by mine dredges steamed toward Lungantan, from where they bombarded the Japanese positions until 3 o'clock in the after-

"On their return, which they effected with the same precautions, a mine exploded underneath one of the "Rear Admiral Withoft estimated

that the enemy's naval forces off Port Arthur July 30, consisted of five battleships, four armored cruisers. tother cruisers and 48 torpedo craft."

N. A. TRUST. Petition for Receiver and Winding Up Affairs Made.

Boston, Aug. 9 .- A petition for the trust has been brought in the suprem court by John M. Barry and Francis C Webster, two of the trustees. The pe-tition is brought against the North tition is brought against the North American Trust and Frank E. Lewis of Lowell, Mass.

The petitioners claim that because of the various legal actions that have been brought against the company and be-cause of the publicity it has lately recause of the publicity it has lately re-ceived it can no longer conduct its business. Barry and Webster, the pe-titioners, were arrested last Thursday by deputies from the United States marshal's office on a charge of con-spiring to defraud the public. The government officials claimed that the company's business was a lottery and

## OUR TINSHOP

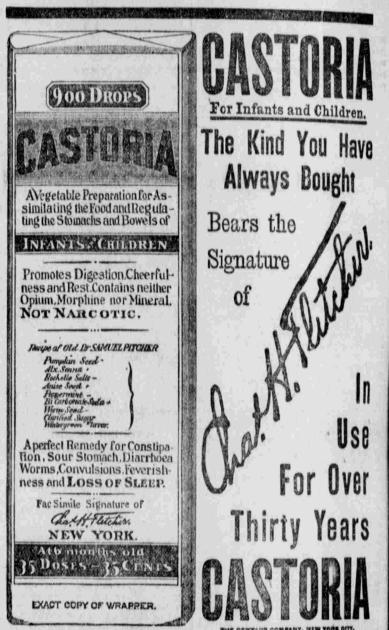
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THE DESIGNER

"A Magazine of Real Use to Woman" September Number-Out To-day! THINK The Designer is a little different in its aim, and very different in its

accomplishing, from any other of America's magazines. It, first of all, presents practical, tasteful fashions that are not too difficult for reproduction by the average woman, and supplements this by as many articles as possible each month on subjects of especial interest to those who have adopted the needle for occupation of spare moments, or as a means of support—hence dressmaking, millinery, trimmings, accessories to the toilette, embroidery and fancy work of all kinds are given prominent position in The Designer pages. After them in importance rank the three departments edited by our readers themselves: "What Women are Doing," which encourages those who have to make their own way in the world, by presenting incidents showing how others have successfully overcome obstacles as formidable as any that lie in their path;

"Helps Along the Way," and "The Mother's Club."

I believe that every shareholder in a business is far more concerned for its welfare than are outsiders. and for this reason I have closely allied many of our readers and subscribers by making them co-editors of these departments, which gives the more or less isolated woman in the country a chance to run in figuratively

speaking) to her neighbor's for a little friendly talk on the easiest way to accomplish the household tasks, or to manage the babies, or as to opportunities for earning a few dollars in pleasant ways.

There are many other regular departments, of course, and fiction and articles of general interest; but the magazine itself can best describe itself. I think I can add truthfully that The Designer is a cheerful, practical magazine which earnestly tries to help those who want to help

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