

Bellefonte, Pa., April 1, 1910.

WHERE LOVE IS.

The wolf came along, and he sat by my door,
And he scratched and he howled with a terrible roar
That wakened the neighbors, but spite of his

din
He never was heard by the dwellers within;
For spite of his yowl, and in spite of his screech
I sat there inside quite outside of his reach;
For Love was my guest,
And a guest so fair

And a guest so fair
That I did n't e'en hear
Mr. Wolf out there!

The winter winds came with their withering blast,

And over the world an ice-mantle was cast.
The rivers froze up, and down by the sea
The rocks were a vision of bleak misery;
But never a chill entered in at my door,
And never a note of old Boreas's roar;
For Love was my guest,
And a guest so warm
That I cared not a jot

For the trumpeting storm!

The mists hid the sun from the sight of the day,
And over the world was a shadow of gray.

All hushed was the song of the caroling lark,
And the earth lay chilled in the gathering dark;
But deep in my soul was no trace of the night,

For deep in my heart was a harvest of light;
For Love was my guest,
And a guest so gay
I saw but the flowers
On the dark highway.

O Love is a guest that will kill all care,
And Love is immune to all dark dispair,
And love is a cure for the lack of gold,
And Love is a screen from the winter's cold,
And Love is the source of a golden stream
That lightens the soul with a lustrous gleam-

Where Love is a guest There will come no fear, And the darkest ways Are the Roads to Cheer!

By Bla Keney Grey.

Sunday Clothes a Favorite Collaterai

In Holland.

The Dutch pawnshop of Amsterdam, known as Bank van Leening, is under the control of the municipality. Up to 1616 the business was leased by the city to a private company, but as it refused to reduce its interest on pawned articles the city took over the business and has managed it ever since. The first shop was established in the Enge Lambardsteeg, and business is still done in the original building. As the business increased branch houses were opened, and there are now fifteen such branches throughout the city.

Each article pawned costs about 6 cents for administration, and about \$25,000 per annum is lost on articles pawned which do not pay more than 4 per cent interest.

It appears to be the custom of some people in Holland to pawn their best clothes on Monday morning, redeem them on the Saturday night following and repawn them on the following Monday, securing their use for the Sunday outing. Over 40 per cent of the business of the pawnshop consists of this class of pledges.

The revenue is derived from interest on pledges, to 10 cents charged on each loan for administering expenses, amounts received from the sale of pledges and rent of parts of the building owned by the payushop.

The minimum advanced on any article is 16 cents and the maximum \$201. The interest paid runs from 6 per cent to 13 per cent. The amount of interest collected is regulated every three years, so that the bank will not receive at any time more than 3 per cent on the capital invested.—Consular Reports

The Arabs of Syria. Among the Arabs of Syria a man changes his name after the birth of his eldest son, assuming the name which has been bestowed upon the beir, with the prefix Abu, meaning "father of." Thus, if the son is called Fudle Allah, "God's bounty," the father will be henceforth known as Abu Fudle Allah, "father of God's bounty." In like manner the mother would be come known as Em Fudle Allah. "mother of God's bounty." This custom is not merely one of common speech, but extends to all occasions and even to legal documents. Still more strangely, even when a man though married has no son the courte sy of oriental society demands that he should be addressed as Abu Salim or Abu Mahmoud, after an imaginary son whom politeness confers upon him

Cashed Her Bouquets.

A young woman walked into a well known florist's and, motioning one of the men aside, said a few words in a low voice. They stepped back to the desk, and he gave her some money Some time after she had left he said to one of the other men:

"Did you notice that girl? Mr. B. left a standing order to send her a box of flowers every Saturday. He's away just now, and when she sees something that she had rather have than her weekly bouquet she comes in here and cashes her flowers, so to speak. She's not the only one either."—New York Sun.

Just Like Iron.

"See here," said the irate customer as he entered the clothing store, "you said this pair of trousers would wear like iron. I've worn them less than six weeks, and now look at them. Do

you call that wearing like from?"
"Weli, why hot?" rejoined the proprietor. "Aren't they rusty enough to
suit you?"—Chicago News.

Sounded Like a Game.
"We had an African explorer at the club last evening. He talked of progressive Abyssinia."
"Sounds interesting. How do you

play it?"-Louisville Courier Journal.

On the Panama Canal.

The Third of a Series of Impressionistic Stories of the Lower Mississippi Valley, the Great Canal and Native Life in the Tropics—As Seen by a Centre Countian on the Way to Panama.

—Already the movement set afoot for an exposition in celebration of the opening of the Isthmian Canal calls the attention of the world to the rapid approach of the time when the greatest engineering feat that it has ever seen is to be completed. Tampa, New Orleans and Charleston are each setting forth claims as the logical location for such an exposition. Whatever they may be predicated on it appears to us that none of the others could be as substantial as those of New Orleans. It is the nearest American port to the canal, besides being a city large enough to properly carry such an undertaking to consummation. But why prepare to celebrate the completion of a project the success of which no man can positively predict. The Panama canal is more than half done so far as physical endeavor is concerned. Theoretically it is a proven enterprise, but as a practical undertaking only its completion will demonstrate its success.

We view the work with no thought of politics, for it is a great national affair; we take no pessimistic stand concerning its outcome, for all of the best modern engineering skill and enlightenment is being employed in its construction; yet its magnitude is so far beyond the average faculty of perception, its ultimate success so hedged about by conditions no mind can ken that we are constrained to the belief that we should hope and wait and

If it proves what we hope it will be time to celebrate the achievement; if celebration be necessary in marking the climax of the world's most stupendous undertaking. Its advantage would be incalculable, its success a monument to American endeavor and determination that would cast ever lengthening shadows over the entire earth.

Losing no opportunity to make the most of our time we took a special train on Friday afternoon and went out to Culebra, the location of the great cut to lock over a working model of the canal as well as a relief map of the zone that are in the office of the chief engineer of the Commission. But first of all a little history of the enterprise might prove interesting and prepare the better for a proper conception of the work. Accordingly I take the liberty of using some of the facts compiled by H. H. Rousseau, civil engineer U. S. Navy, in his address to the trans-Mississippi commercial Congress, August last:

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"In the days that are to come, the pages of history will mark as a milestone, in the progressive western trend of civilization, the completion of the Panama Canal, which can now be predicted to occur by January 1st, 1915. Its history is an interesting one, and has been over four centuries in the making; but since the first hardy adventurers, pushing westward from their native shores, landed on the American coast, there has been no more doubt that this project not, as an indispensable factor in the future of the American continent, ultimately materialize, than that those selfsame pioneers would not continue their westward journey overland from the North Atlantic coast to the Mississippi river, thence over broad plains and rugged mountains, and finally, as has long since been seen, reach the Pacific Ocean, carrying with them and leaving in their trail the energy and spirit that have developed and now maintain the American nation.

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Spain, England, Portugal, and France have all embarked upon the work, either, directly or by giving aid and encouragement to their representatives, and failed. The time for success had not yet arrived, for even if the funds which to prosecute the work had been unlimited, the difficulties were then

too great for engineering and medical science to solve.

It was President Grant who first advanced the policy of "an American canal under American control," and it was President Roosevelt who, voicing the sentiments of the entire American people, lent the aid of the United States in undertaking the work, which is being hastened to completion by

It is interesting to review the various steps and numerous attempts which have led up to the construction of the canal.

First there was Balboa, who, driven from home by his creditors, landed on the Isthmus of Panama in 1500, where he married the daughter of an Indian chief. In 1513 he organized an expedition that crossed from the Atlantic to the Pacific afoot in twenty-three days over what is now known as the Caledonia Canal route, one of the score of projected routes that have been since advocated at various times by various persons. Old Panama, on the Pacific side, which afterwards became known as the richest city in the world of its time, was settled in 1517, and the highways from old Panama to Nombre de Dios, on the Atlantic coast, and from old Panama to Porto Bello, which were soon afterwards built, became the first regularly traveled routes across the Isthmus, over which passed all the spoils of conquest sent back to Spain from Peru. These highways, paved with stone, furnished ample facilities for the pack trains which traveled over them for many years, and today some parts of these roads are in good condition and can be traced for miles through the tropical vegetation in which they remain hidden and unused.

through the tropical vegetation in which they remain hidden and unused. It was in those early days that the idea of a canal took birth, even while the existence of a natural strait was in doubt. A Spanish engineer, named Saavedra, one of Balboa's followers on the Isthmus, is reported to have been its first advocate, in 1517. After studying the subject for years he was about to forward his plans in 1529 to Charles V, King of Spain, when his death occurred. Surveys of the Isthmus with this object in view were ordered, but the work was reported to be impracticable, and with the tools available in those days this was certainly true. Philip II, successor to Charles V, in 1567, sent an engineer to survey the Nicaragua route, who likewise submitted a report unfavorable to the success of the work. In his perplexity Philip is said to have laid the matter before the Dominican friars, who desired to obey the king's orders, but being unable to report intelligently on such a problem, after searching the Bible quoted the following verse as having direct reference to the Isthmian Canal:

"What God hath joined together, let no man put asunder." This was sufficient for King Philip, who laid the canal project on the shelf, where it remained through the reigns of his various successors for two centuries after his death.

In 1814, feeling the necessity of reviving its waning prestige in its Central American colonies, Spain entered upon, by decree, the construction of an Isthmian canal, but before any steps could be taken to carry out this purpose her Central and South American colonies obtained their independence. With the successful termination of the revolt of the Spanish provinces Spain passes from the history of the Isthmian Canal, except through furnishing some of the laborers to dig the American canal.

All the enthusiasm of those early days in regard to the canal idea was unavailing for lack of proper tools and sufficient capital. Moreover, the old stone highways filled requirements very well. The Atlantic terminus of the road from old Panama, which passes through Cruces, on the Chagres river, had been changed from Nombre de Dios to Porto Bello about 1597. This route was followed by Morgan in his raid, which resulted in the destruction of old Panama in 1671, two years after he had sacked Porto Bello.

England entered the lists with Lord Nelson and Baron von Humboldt as its representatives, who made researches and reports on the Nicaragua and other canal routes in the latter part of the eighteenth and the early part of the nineteeth centuries. Goethe's farseeing prophecy, at this time, of American settlement and control of the Pacific coast, and the necessity of an Isthmian canal as a connecting link between our east and west coasts deserves especial attention.

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In 1825, President Bolivar, of the Republic of New Granada, gave to a Frenchman, Baron Thierry, a franchise for a canal at Panama, who failed in raising the required capital. President Bolivar then commissioned a British engineer, Mr. J. A. Lloyd, to survey the Isthmus for either a road or canal.

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While some negotiations were undertaken by citizens of the United States prior to 1830, the year 1835 really marks the entrance of the United States into the history of the canal, through a resolution introduced in the Senate by Henry Clay, in pursuance of which President Jackson commissioned Mr. Charles Biddle to visit the Isthmus and report on the availability of the different routes for interoceanic communication. Mr. Biddle proceded to Chagres, the only available Atlantic port, thence to Cruces by boat, and to Panama by mule back. He was much impressed with the advantages and practicability of the Panama route, and afterwards visiting Bogota, with the assistance of Don Jose Obaldia, the father of the dead President of the Republic of Panama, obtained a franchise to build a railroad across the Isthmus. He returned to the United States without making an examination of the Tehuantepec and other Central American routes, as he had intended. On account of the panic of 1837, the United States was not in any condition to finance an undertaking like this, and the matter was dropped.

In 1838 a concession was granted to a French company for the construction of highways, railroads, or a canal across the Isthmus. The government of France became interested, and sent an engineer, Napoleon Garella, to report on the enterprise. He advocated a canal as the only adequate means of communication across the Isthmus. The concession was, however, allowed to lapse without performing any work, on account of lack of capital.

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The attention of the American people was again turned to transportation via the Isthmus by the settlement of the Northwest boundary question, by which we came into possession of Oregon, and by the Mexican war, which added California to our possessions. Communication overland to the Pacific slope was difficult and dangerous, which deflected the main current of immigration via Cape Horn. To render this newly acquired territory more accessible, lines of steamers from New York to the Isthmus and from the Isthmus to California and Oregon were inaugurated by Americans having in view the construction of a railroad as a connecting link across the Isthmus, from which they would derive the greater part of their profits. Securing a franchise therefor from the government of New Granada in 1848, Messrs. Aspinwall, Stephens and Chauncey entered upon the construction of the Panama Railroad, and after successfully coping with various financial and physical difficulties opened the road from Aspinwall (Colon) to Panama in 1855. Under its very advantageous concession, the Panama Railroad company held exclusive right to construct a railroad or canal in a certain territory, which gave it complete control of the Panama route, which by subsequent modification dated for ninety-nine years from 1867. First-class railroad fare for many years after the road was opened was \$25 across the Isthmus—over 50 cents per mile. The time of passage was four hours. The present first-class fare is \$2.40, and time of transit two hours and a quarter. The promoters of the Panama Railroad had based its prospects on the

advantages which it would afford from shortening the route to California and Oregon, and also to the Orient, and from the development of the Pacific coast. The discovery of gold in California in the latter part of 1848, with its accompanying immigration westward, changed the prospects of the railroad and put it on a firm basis financially and made the enterprise one in which the government as well as the people of the United States became deeply interested.

Railroad communication across the Isthmus was now finally established and the construction of a canal was relegated to the background, so far as the Panama Railroad was concerned. Meanwhile other canal routes were exploited by a small army of promoters.

Altogether 19 different routes have been suggested and received more or less attention. Of these, the Tehuantepec, Nicaragua, Panama, and Darien projects are the most important, and Nicaragua has been Panama's principal rival in the last thirty years.

The railroad did not in general opinion meet satisfactorily the requirements of interoceanic communication, and, in 1869, the United States again took up the canal question, and President Grant appointed an interoceanic canal commission. Negotiations were entered into between our government and the United States of Colombia for building a canal, and a treaty was signed in 1870 providing that the work would be undertaken if a satisfactory route could be surveyed. The territory covered by the Panama Railroad company's franchise was respected, and an examination was made of other less favorable routes, including the Caledonia, San Blas, and Atrato routes, and finally the commission took up the Nicaragua route and reported favorably on it in 1876. But nothing was done, the United States temporarily lost its opportunity, and the representatives of France stepped in and remained in control of operations for twenty-eight years—until 1904, when they retired, defeated, in favor of the United States.

The Universal Interoceanic Canal company by which the work was performed was organized and incorporated by Ferdinand de Lesseps in Paris in 1878. The movement in which it resulted was started by a French promoter who secured a concession from the United States of Colombia for the construction of a canal. He transferred his concession to a speculative company called the "International Civil Society of the Interoceanic Canal." De Lesseps became interested and surveys of the Atrato and San Blas routes were made, which were pronounced impracticable. Finally, the Panama route was surveyed and a concession was obtained from the Colombian government for the construction of a canal on any part of the Isthmus, with the understanding that the company would make satisfactory arrangements with the Panama Railroad company in case the latter's territory was invaded. The Universal Interoceanic Canal company was then formed with De Lesseps at its head. The control of the Panama Railroad was secured through the purchase of its stock at a high figure—over \$18,000,000. Work was entered upon and pushed vigorously on the sea-level plan. The original capital of \$60,000,000 was quickly snapped up, and the first two years were spent in making surveys, examinations, and other preliminary work.

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The first plan adopted was for a sea-level canal 29 1-2 feet deep and having a minimum bottom width of 72 feet. It included a tunnel through the continental divide at Culebra. Work was continued until 1889 when the company went into bankruptcy. A receiver was appointed and work was suspended on May 15th. Over \$260,000,000 had been spent and about 66,700,000 cubic yards of excavation had been accomplished, at a cost of nearly \$4 per cubic yard.

The new Panama Canal company was formed in October, 1894, and resumed operations on the canal, principally in Culebra cut, in accordance with plans recommended by a commission of engineers. This company continued to do sufficient work to maintain its franchise until all of its rights and property were transferred to the United States Government in 1904. It excavated about 11,400,000 cubic yards.

Progress having practically ceased at Panama under the new French Canal Company, to meet the growing sentiment in favor of more satisfactory interoceanic communication, on March 3, 1899, the Congress of the United States passed an act authorizing the President to make full and complete investigations of the Isthmus of Panama with a view to the construction of a canal to connect the Atlantic and Pacific oceans.

This marks the opening of the last chapter in the construction of the Panama Canal, the end of which is now, by the early completion of the canal, in sight. The commission appointed in accordance with the above act was called upon to investigate particularly the Nicaragua and the Panama routes and to report which was the more practicable and feasible, and the cost. In November, 1901, it reported in favor of the Nicaragua route, considering the demands of the New Panama Canal Company for its franchise and property more than balanced the other advantages of the Panama route. The price fixed by the Panama Canal Company was \$109,000,000. By subsequent negotiations the French company was induced to reduce its price to \$40,000,000, and the commission in January, 1902, submitted a supplemental report in favor of the Panama route.

Satisfactory arrangements were completed for the purchase of the French company's rights, etc., for \$40,000,000 and negotiations with the Republic of Colombia were carried on to secure other necessary rights and privileges not held by the French company. After a long delay, a satisfactory treaty was formulated, which was rejected by Colombia in 1903.

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The province of Panama, an integral part of Colombia, thereupon seceded and organized an independent republic. This resulted in the negotiation of a satisfactory treaty with the new Republic of Panama, including the payment, under certain terms, of \$10,000,000 by the United States to the Republic of Panama. Under this treaty the United States guaranteed the independence of the Republic of Panama and secured absolute control over what is now called the Canal Zone, a strip of land about 10 miles in width, with the canal through the center, and 45 miles in length from sea to sea, with an area of about 448 square miles. The United States also has jurisdiction over the adjacent water for 3 miles from shore. To all intents and purposes it is a perpetual lease from the Republic of Panama to the United States of all governmental rights and privileges in this territory, and yet, strictly speaking, it is not United States soil, for residents therein acquire no rights of United States citizenship and have no voice in United States elections, while citizens of the Republic of Panama residing in the Canal Zone are protected in their electoral rights and are accustomed to go to Panama and Colon to vote in the Panamanian elections. The cities of Panama and Colon and a certain water frontage adjacent thereto, while within the five-mile limit from the center line of the canal, which bounds the Canal Zone, are excluded from the Canal Zone and are considered Panamanian territory, although the United States has, under the treaty with the Republic of Panama, the right to regulate sanitary matters therein, and, if necessary to preserve order, to enter those cities with armed forces and take pos-

The 85-foot lock canal which is being built consists of a sea-level entrance channel 7 miles long and 500 feet wide on the Atlantic side to the foot of Gatun locks. On the Pacific side there is a corresponding sea-level channel to Miraflores nearly eight miles long. For fifteen of the fifty miles the canal will be at sea level. At Gatun the 85-foot lake level is obtained by a great dam. The lake is confined on the Pacific side by a smaller dam between the hills of Pedro Miguel thirty-two miles away. These two dams make a great lake 85 feet above sea level, with an area of 164 square miles. Ships pass from the sea level to the lake level, and vice versa, at Gatun by a series of adjoining locks, "in flight" as it is called, three in all, each with a lift ot 28 1-3 feet. The locks are in duplicate. On the Pacific side of Pedro Miguel, instead of dropping down at once to the sea level, there is one lift, with duplicate locks, by which vessels are lowered to a small lake called Miraflores Lake, which is 56 feet above the mean level of the Pacific Ocean. One mile from Pedro Miguel, through Miraflores Lake, are the Miraflores locks, where by two lifts, with locks in duplicate, vessels reach sea level on the Pacific side.

From deep water to deep water the distance is about 50 miles and it is expected that a vessel can easily make the transit within less than twelve

hours.

The Atlantic channel has a depth of 41 feet below mean sea level, and the average range of tides is not over a foot. On the Pacific side the tides have a range sometimes as much as 20 or 22 feet, and in order to provide ample depth the channel is to be dredged to a depth of 45 feet below mean sea level. The elevation of both oceans is the same at half tide. At extreme high tide, therefore, the Pacific ocean is ten feet above the Atlantic

and at low tide ten feet below.

'Gatun Lake will be a body of fresh water, and its level will be maintained at practically a constant height by the rivers which flow into it. The principal river is the Chagres, which rises in the hills to the east of the canal. It catches all the rain which runs off of an area of about 1,200 square miles. A second large river is the Trinidad, which will flow into the lake from the west. The Trinidad river has a drainage area of 340 square miles. Its headwaters extend within sight of the Pacific ocean.

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Elaborate investigations and observations have shown that the annual rainfall is entirely sufficient to keep the lake amply supplied. The rainfall averages 100 inches per annum, varying from 120 to 140 inches on the Atlantic side to 60 to 80 inches on the Pacific. The rainy season extends from April to December, during which time practically all of the rain falls. From January to April there is little or no rain.

Evaporation will be one source of loss of water from Gatun Lake and averages not far from one-seventh of an inch per day, or 50 inches per annum. Water will be required to pass vessels through the locks and will also be used, as far as available, in generating electric current for use in lighting, in furnishing power for canal operations, and for the future operation of the Panama railroad. This will be accomplished by installing a hydro-electric plant at Gatun, and making available the energy due to the 85 feet head of water. Any surplus water will be disposed of by allowing it to flow over a spillway, which is merely a large waste-weir."

The three great pieces of work on the canal, aside from the sanitation and the engineering problems, the solution of which have made the work possible, are the Gatun dam, the Culebra cut and the locks. The breast of the dam is 9040 feet long, 2000 feet thick at the base and 100 feet thick at the top which will be 30 feet above the level of the water and 115 feet above sea level. The spillway or waste weir will be 300 feet wide and through it the overflow from the Chagres and other rivers that are to supply the water for the dam, will flow to the sea through a new channel that has been cut for that purpose. It was deemed cheaper to find a new course for this overflow because so much soil is carried down by it in flood seasons that it would have filled up the canal bottom if carried off through that channel. The locks installed in the breast of this dam are in pairs each 1000 feet long and 110 feet wide; large enough to carry any boat that the future might produce; inasmuch as the largest boat now contemplated will be slightly less than 800 feet in length and none of the dreadnaughts of the English or American navies are in excess of 500 feet. The construction of the locks at Gatun are the same as those at Pedro Miguel and Miraflores, all of reinforced concrete on rock foundations and anchored into the adjacent hills. The locks are designed to lock two boats an hour making the maximum capacity of the canal forty-eight boats a day of the largest size afloat; though

[Continued on page 3.]

FOR AND ABOUT WOMEN.
DAILY THOUGHT.

It's gude to be merry and wise,
It's gude to be honest and true,
And afore you're off wi' the auld love
It's best to be on wi' the new.

Besides the rough diagonals in worsted, we have a fascinating array of hopsacking to choose from if we happen to be a happy bride with a traveling costume in mind. Both of these worsteds are new and unusually stylish. In effect they are the reverse of the zibeline of the winter, being coarse of weave and open of tex-

-Old Scotch Song

ture.

Hopsacking is a basket or canvas weave in varying design, and broadwaled diagonal is rougher than ever, in tea green, dull blue and gray. Huge buttons shown with these materials take on the color, although they are metal, and look as if made for the costume.

Linen suits are everywhere seen. Never was there a showing of greater variety. The severe man-tailored style is still with us, although the feminine touch is evident in the eyelet allover embroidery, of which the entire coat is sometimes made, or in the flat embroidery which ornaments with the coat and skirt. We have, too, the dainty frills to decorate it down the front.

Many of the tailored skirts are habitbacked, made absolutely plain, and fastened with self covered buttons.

The pleated skirt, so becoming to some

The pleated skirt, so becoming to some figures, is always more or less popular, and is generally pleated with a yoke at the sides and paneled in front. This yoke may be long or short, as desir-

Linen coats are "finger length," and more closely fitted to the figure than last season, and the sleeves have very little fulness. Some revers reach to the waist

The one-piece frock of linen has lost none of its popularity, and most beautiful models are shown. Net for the biouse of the one-piece frock is appliqued with the linen in ornamental design, and is most effective. Bands of the linen finish the yoke and the sleeve, while coronation braid of the same shade as the linen outlines the designs and conceals the cut edges. Much hand embroidery is used on linen frocks, the work being done with heavy floss and in large, bold conventional designs.

Leghorn in the natural color, which is deeper yellow than some other straws, is

very good this season.

The all-white hat is almost a necessity to the summer girl, and Paris sanctions the lace-trimmed white straw.

Large black hats are simply trimmed

with huge bows, requiring from ten to twelve yards of crisp, glossy ribbon.

The black hat is not mourning, except when the mistake in choosing too dead a straw and too dull a ribbon.

Paris features the crown so low as to suggest a flat or plaque.

The more flaring the turn-up of the hatbrim the more up to date is the hat.

Wreaths of simply white roses lie flat upon the broad brims of plain hlack hats for those who would avoid the flaring

Hollyhocks "are in." Paris shows whole bedges of these stiff flowers on her model hats, and many other tall, spikelike blossoms are in evidence. When the stem is not stiff enough to hold them in place, on end, as it were, they are wired into upstanding position.

They sometimes rise from among a soft bed of roses, and then, again, they present a fencelike appearance.

Gingham frocks for youngsters are much in vogue, the brightest combination of coloring in the weave and the stauch wearing quality of the material adapting

wearing quality of the material adapting them especially to childish wardrobes.

The Russian-blouse effect is seen in most of these; the plain material generally used as trimming is run up the side as well as around the neck, and sometimes around the pleated skirt. The wide leather belt is worn with these colored frocks, as well as with those of thinner material for less strenuous wear.

Pique is much in favor for children, and when it does not constitute the entire garment, it is used for trimming little frocks, and comes in many variations heretofore undreamed of.

tions heretofore undreamed of.

Frocks of this material, made with onepiece yoke and sleeves, the square neck
outlined with hand-made scallops and the
little dress cut on the plainest lines by
means of a circular-gored pattern, outgrow their popuaraity for the mothers
who consider the simple and the practical
as necessities in the childish outfit.

The friend of the conservative woman, and the foe of the reckless one, a buston needs a sane consideration before you allow it to make or mar your gown. To the observant one, the fact is apparent that buttons have decreased in number and increased in size on coats. Two large tortoise-shell buttons are very effective on the new jackets that fasten at the waist line. Cloth buttons, braided and embroidered, are used at odd places on afternoon gowns, but there is never an abuse of the idea. You need not buy buttons by the dozen for the spring costume.

On many white linen coat suits gilt buttons will be effectively used to carry out the military or the marine idea. When vests are worn, brilliant silk or linen can be touched up with a line of five or seven

Crocheted buttons that are really works of art will be used sparingly but effectively on linen frocks, and buttons of plaited braid can well carry out the decreation of cloth costumes

oration of cloth costumes.

The important fact for the home dressmaker is to keep well in mind that a little time spent upon the fashioning of four or six buttons will add immeasurably to the frock. It is worth any woman's effort to make the few disks of braid, lace or cloth telling points in the whole

Following the lead of the extreme Paris houses that hinted of the curtailing of the long coat, the fashionable world is now accepting with favorable zest the short jackets.

It is not surprising to see the enthusiastic greeting of the antithesis of the long and ubiquitous winter models. A short length is definitely fashionable, giving a jaunty air that is dear to the heart of every woman.

These short coats are straight, loosely fitted models, or the more ornate irregular style that necessitates a waistcoat.