

If the few days of warm weather, which that much abused gentleman "the clerk of the weather" has lately vouchsafed us, are a specimen of what we may expect during the coming summer, then surely we have no time to lose in the preparation of our summer wardrobes. With all the varied materials now in the market, this ought not to be a difficult task.

All the stores are filled with such beautiful stocks of goods of every description, that one had better not venture within their portals until she has a very definite idea of what she needs and wants. For afternoon wear French challis will be very popular; these dresses to be cool should be lined with satin and trimmed with ribbons to match the color of the flower. Some modistes trim them with velvet ribbon, but this takes from them the cool look which is so desirable in a summer gown.

A new fancy is to have the yoke, sleeves and skirt ruffles of these dresses of colored silk; those of light grounds have *coru* lace-like embroidery for the yokes, cuffs and skirt borders. Black challis, having colored figures, are combined with black satin and colored crepe, or black lace and the soft becoming crepe.

Cotton dress goods show an almost Oriental richness of color, exceeding any thing seen in the same goods for some time. In plain chambrays and bordered zephyrs, the tints are for the most part delicate, the varieties of gray, heliotrope and lavender being unusually prolific and beautiful, indicating that these colors will be among the most fashionable this summer. French batiste has almost usurped the place of satin in popular favor, while French percale which varies but little from year to year in pattern, shows this season many new tints.

The latest style of making these cotton gowns precludes the possibility of their ever being laundered, and whoever invented the fashion must surely have been ignorant of the meaning of the word "laundry."

Instead of fan-pleated, back breadth, many of the new skirts are simply gathered, while others are arranged in a centre, triple box-pleat; others again have the back laid in two single box-pleats.

All black lawns or batistes for mourning wear are trimmed with gros-grain ribbon as a belt, bretelles, collar, and cuffs. Black and white designs are trimmed in the same manner and are equally as appropriate. Lined gingham and lawn waists may be pointed, back and front. Colored lawns have round skirts finished with ruffles ten inches deep, the sleeves fall at the shoulders, and at the top of the deep cuffs of embroidery. A deep ruffle of embroidery at the lower edge of the waist gives it a coat appearance, and revers and collar being of edging and the belt, of ribbon.

A very light-weight, wool dress for summer wear should be found in every lady's wardrobe; this, worn at proper seasons will do much towards keeping cotton gowns in good order. Another item which is so often forgotten by those who cannot afford the luxury of a maid is the fact, that all articles of wearing apparel will last twice as long and keep almost to the last their fresh look, if properly brushed and carefully folded or hung up when taken off.

The prettiest trimmings for zephyr gingham and batistes are of open work embroideries or light, fine, linen lace. These trimmings, form jacket fronts, deep basques, entire sleeves, or the puff of the sleeve only. Bretelles and fish-shaped pieces of lace and embroidery are employed; also pointed belts and half-high peasants waists for a finish to dressy morning costumes.

Later on the new and soft twilled silks with their charmingly novel designs, and the delicate wash silks, will be all the rage, with trimmings of Nippon lace which Messrs. Redfern & Co. have just imported from St. Petersburg. Trimming laces are again very fashionable and can be found of all widths and devices, and very beautiful dress-nets can be purchased to match nearly every pattern of edging or flouncing lace. These laces are odd or gracefully disposed on skirt and bodice; they form coat fronts, hallopp or mutton-leg sleeves, collars, cuffs and points; and, prettiest of all, they are made into dainty church-caps for country wear, exactly after the fashion of the cloth caps now worn.

For mountain and yachting dresses, serge is still the favorite material, and the plainer the skirt the better; skirts for boating purposes are made narrower than ever, but the jackets worn with them are made longer, and have flap pockets and deep gantlet cuffs; the skirt worn with this jacket, disappears into a silk Swiss belt.

A practical part of the toilette which is often overlooked is the petticoat. For these garments silk is the most expensive material plain tafeta, surah, and glace tafeta are used with a shell



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healthful, cleanly and pleasing for street wear, besides being far more durable than those of other material.

The prettiest stockings for evening wear are of silver gray silk with open work fronts—in harmony with the fashionable silver kid shoes. Shot silk stockings are also very stylish; gray and cardinal, gold and gray, mignonette-green and cardinal, pale blue and yellow are pretty combinations. Bronze is still in favor, but the newest stockings for brides are of ribbed white silk.

A. R. E.

No. 1028. FANCY SKIRT AND SLEEVES.

a. Skirt of pale maize-colored surah, the bottom cut in square tabs and mounted over a deep flounce of embroidered white tulle.

Embroidered designs in pale green silk decorate the bottom of the tabs and smaller designs are placed at the top of the slashes.

b. Skirt composed of plain, pale

green silk and brocade silk. The back of the skirt is of plain silk; the front of brocade, the bottom edge of which is cut in shallow scallops, is embroidered with a fine vine pattern in old gold silk. Knots of old gold-colored velvet ribbon are placed at the upper point of each scallop. Beneath the scallops is set a flounce of white lace with the edge embroidered in gold silk.

c. Pompadour sleeve of camel's hair with deep waistband of silk open at the bottom. Buttons and a narrow gold braid ornament the wristband.

d. This sleeve is suitable for Summer dresses or any thin material. The top is of figured foulard shirred three times, lengthwise, thus forming two small puffs. The lower part is made very long but rather close in plain foulard. A knot of ribbon is placed on the inner arm seam, at the wrist.

e. Close sleeve in fallie open in the centre. From the shoulder to the elbow this opening is filled with a gold



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saloon and draped with lace knotted on the shoulder and crossed near the lower part by small jet design. From the elbow to the wrist a plain piece of colored silk is placed beneath the opening the lower edge of which is striped with fine gold-braid.

No. 1029. MORNING GOWN.—a. This stylish model is soft wool in shaded gray diagonal stripes crossed by narrow perpendicular white stripes. It consists of a skirt worn with a shirt waist and a cut-away jacket. On the right side of the skirt is a narrow panel pleat of white with gray straps buttoned across. The skirt waist is of fine white flannel, tucked in yoke shape at the front and back and with full sleeves tucked at the wrist and spread in a frill at the edge.

No. 1030. SPRING HATS.—a. This charming capote is of white, Italian rice straw and in fan shape. The front fitted and on the crown is placed loops of black velvet ribbon and a cluster of lilacs. Strings of black velvet ribbon.

b. Touque of black lace completely covered with yellow primroses of dilis

ferent shades with light foliage. In the back is placed a large knot of green velvet.

«Salmon Caught in Wheels»

A novel mode of taking salmon is by means of wheels. The wheels thus used are very similar in appearance and construction to those of stern wheel river steamers, and they are the cheapest and most effective methods yet devised for catching their finny prey.

The wheel consists of nine arms attached to an iron shaft, and these arms are strongly netted in groups of three at their outermost ends. The shaft is surrounded by a cone of wood, whose face or widest part is on the port side. The narrow part of the cone, or its apex, is at the end of a wooden trough. The wheel is pivoted on a galloos frame, and can be raised or lowered out of and into the water at will by means of block and tackle.

The paddlewheel method of fishing can only be employed in the rapids of the river. When in use the wheel is submerged about one-third of its diameter, and is slowly revolved by the action of the water. The salmon encounters the wheels in swimming up stream, and are by them lifted out of the water, thrown against these cones and thence slide into the troughs, down which they glide into the receptacles prepared for them. In the height of a good season a well-located wheel will frequently catch from six to fifteen tons of salmon in twenty-four hours.—Mail and Express.

Hot Milk as a Soporific.

A physician recommends a cup of hot bouillon or hot milk, sipped slowly, but while still hot, before going to bed, as a better sleep inducer than all the opiates on the pharmacopoeia—as better even than a clear conscience, which isn't very good ethics, you know, but which may be very good medical doctrine notwithstanding.

At any rate, his explanation thereof is a solid one. The hot fluid taken into the stomach brings about an increased activity of the blood vessels of the stomach—a slight temporary congestion, which relieves the overcharged blood vessels in the brain, and so induces a natural and refreshing sleep. To give this remedy its utmost potency, however, no food should be taken with it, not even a tiny wafer, and the liquid should be sipped as hot as it can be borne.—Detroit Free Press.

The Telephone in Mining.

E. F. Browne, speaking of electricity in mining, says that miners were quickly alive to the advantages offered by the telephone. Most mines are, to a certain extent, in difficult positions on precipitous mountains. The telephone enabled the manager to be in close communication with his mine at all hours, both night and day. When difficult ground or heavy flows of water were encountered arrangements could be made to control the situation at once, without the loss of hours in communicating the necessity. The electric bell and annunciator now tell the story of what is wanted and what is going on below in deep shafts or inclines. The touch of the button tells the top men and engineers if ore waste, tools or men are coming up, and what level they are coming from. Another signal tells us if timber, wedges, tools or the foreman is required below. Formerly, when a bell rope from five hundred to one thousand feet in length was used it was so heavily counter-weighted or held by such a counter spring that it took an able-bodied man with a six-foot run to sound the gong above. Wants were only known by tickets attached to the bucket or skip or after the toilsome climbing of messengers to the surface. Now the tool "slippers" and the "powder-monkey" are the only traveling men in the ground below. The remainder of the shift stays at the level until relieved. When the fact that the human voice cannot be heard over one hundred feet underground is considered the advantages of electric communication for mining purposes, become manifest.—Chicago News.

Use of Cats' Whiskers.

The long hairs on the side of a cat's face are organs of touch. They are attached to a bed of fine glands under the skin, and each of these long hairs is connected with the nerves of the lip. The slightest contact of these whiskers with any surrounding object is thus felt most distinctly by the animal, although the hairs themselves are insensible. They stand out on each side of the lion as well as on the common cat.

From point to point they are equal to the width of the animal's body. If we imagine, therefore, a lion standing through a covert of wood in an imperfect light we shall at once see the use of these long hairs.

They indicate to him through the nicest feeling any obstacles which may present itself to the passage of his body; they prevent the rustling of boughs and leaves which would give warning to his prey if he were to attempt to pass too close to a bush; and thus in conjunction with the soft cushions of his feet and the fur upon which he treads—the claws never coming in contact with the ground—they enable him to move toward his victim with a stillness even greater than that of the snake, which creeps along the grass and is not perceived until it is coiled round its prey. Is this evolution or descent?—South Boston News.

A NEFARIOUS ART.

The Professional Pickpocket and How He Relieves His Victims of Valuables.

"There is no class of artists," said a renowned thief, "who in their calling are as dexterous as pickpockets. This is due to a double incentive. Not only does your pickpocket find a bait for effort and exertion in success, but has the added spur of a fear of failure. Success means as much to a pickpocket as to any man, and failure means a great deal more. A vocation in which the slightest slip means loss of liberty, and, perhaps, of life, will ever be apt to have a degree of expertness in its followers not present in more reputable and safer avenues of trade.

"Pickpockets, like poets, are born, not made. Their nerves must be iron and yet as sensitive as instinct. Their hand must be as complete in make-up and accomplishments as Herrmann's, and as strong as steel while light as down. Out of the vast army of humanity who are soldiers of the shadows only one-fourth of one per cent can or do become pickpockets. These form the nobility of thieves, and are revered by the burglar, the footpad, the sneak, and the 'con' man as of a higher class than they. The practice of a pickpocket while not really at work is as constant as that of some famed professor of the viol or harp. He keeps pace with the procession. No sooner does some jeweler invent a new fastening for diamond pins or studs than these men of finest touch devise the motion which evades its purpose.

"The chief object of a pickpocket after certainty is speed. He can not dally with his victim by the hour. What he does is to be over in a flash. Speaking of pins and studs, there has never been a fastening so complex but the expert thieves could defeat it in a motion. They do in their business as fine work as any Houdin, and the thief himself could not analyze or explain its detail. His powers of execution have gone far beyond his power of perception or relation.

"A pickpocket consults his own nervous condition constantly. No fine lady ever has such a time with her nerves as this aristocrat of the outlaws. If he does not feel right he won't work." When he does, I've known one on the impulse to take a car on some well-dressed and wealthy street, and seating himself side to the window, survey the shirt front of every would-be passenger as the car came up. The moment one showed a diamond in his linen or cravat the thief would hurry to the platform to get off. He would time his maneuvers so as to meet his man on the step of the car. They would collide. The thief's hat—a stiff silk or derby—is in his left hand, and covers his dexterous right, which is put forward to protect its owner in the collision. It touches the newcomer right where the diamond sparkles, and it is still covered by the hat in the other hand. With an apology the thief steps out of the way. The whole affair is the tenth part of a second, but as he bows his regrets he has the diamond in that mysterious hand of his, and, as I have said, he could not detail the moves by which he attained it, even if he should try.—Kansas City Star.

Gutta-Percha is Disappearing

It appears that there exists a serious risk of the extermination of the plant or tree from which gutta-percha is obtained. This gum is used in many industries, largely in the manufacture of submarine cables, as it is capable of sustaining its insulating qualities when submerged under water at great depths; in fact, the insulation of Gutta-percha actually improves with age when kept continually under water. The disappearance of the curious tree from which gutta-percha is obtained would, therefore, be a calamity of world-wide importance, yet it would appear from a report recently made to the French Academy of Sciences that we are actually threatened with such a calamity. Mr. Scullas, a French scientist, spent three years in Malay and studied the isonandra in all periods of its existence, acquiring a complete knowledge of its natural history and physiology, but he reports that there is absolutely no method in the manner employed by the natives in robbing the tree of its sap, and that no effort is made to cultivate and propagate so valuable a member of the plant world.

The natives adopt the wholly barbarous custom of cutting a tree at the roots in order to extract the gum; thus each tree only gives one yield, and is then dead forever. No wonder gutta-percha is rapidly getting to be worth its weight in silver.—Electrical Review.

The Shah's Little Favorite.

Meli Djek (Little Sparrow), the favorite of the Shah of Persia, is hardly more than a pigmy in size, but his authority in the royal palace is undisputed. He has the rank of a General in the army, keeps an establishment that costs the Shah nearly \$750,000 a year, and has horses and a military band at his disposal. He treats the royal Princes as his equals, and the latest rumor is that he has been betrothed to the Shah's youngest daughter. The boy is the son of a Kurd, who occupied a humble position in the palace, but is now a man of authority.—Chicago Times.

Maybe Land.

Beyond where the marshes are dank and wide Is a ladder of red and gold, Where the sun has sunk in the shifting tide Of the clouds that the night elves mold. It leads to the portals of Maybe Land, Whose castles and groves we see, On a vapor bank e'er the mists expand To darken the wind-swept sea. 'Tis there that our wishes are all made true, Where frowns may not mar the brow, Where storms never mutter the whole year through, Where Then is transformed to Now, And only the dreamer who idly halts With a pencil and brush in hand, Can travel the path to the mystic vaults, And the treasures of Maybe Land. (Whitinger Johnson in Washington Post.)

SCIENTIFIC AND INDUSTRIAL.

Pastboard pulleys are made in Germany.

In bats the heart is aided by rhythmic contraction of veins in the wings.

In Belgium the white insulators on telegraph poles are so frequently broken that grayish brown ones are being used to replace them.

The welding of the spokes of metallic wheels to the hubs by means of electricity has recently been proposed and a process patented.

The submarine war boat has led to the dying of balloons from war ships. A balloon hovering over a ship can detect every movement of a submarine boat coming to the attack.

It has been proposed to make the upper half of war balloons of very thin steel and the lower portion of ordinary balloon material, the whole so constructed as to hold hydrogen instead of ordinary gas.

Data of the trials of three large steamers, showing the comparative of large and small screws, show that propellers of small diameter have in each case proved the more economical and effective, both increasing the speed and decreasing the coal consumption.

Stretton, the eminent English engineer, says that a locomotive of the present type can run only the least trifle faster than eighty miles an hour. A higher speed is prevented by the resistance of the air, the friction, and the fact of the back pressure in the cylinders because of the impossibility of getting the exhaust steam out fast enough.

A deposit of sand has been discovered in King County, Washington, which is reported by experts at Pittsburgh and San Francisco to be superior to any other found in the United States for the manufacture of glass. Appliances have been ordered from the East, and it is the intention of the discoverer to utilize the find as soon as they arrive.

Modern methods are changing continually towards simplicity and rapidity in the smallest things. The Pennsylvania Railroad has introduced the measurement of oil by weight in its supply department. An odd number of quarts can be run off much more quickly by weight than by lading. Oil averages about seven pounds to the gallon.

It is now proposed to utilize the lignite coal, which lies beneath the wheat fields of Minnesota and the Dakotas and which can be bought for \$2 per ton, and to turn back into the fire the gases which it throws off. Under this arrangement there is no smoke, the heat is greater and the fuel lasts longer. This can be done in furnaces, ranges, or cooking stoves.

The investigations of fire ruins show that porous terra cotta bricks best resist fire, as well as water and frost; after these in fire-resisting qualities come the various concretes and burned city work. In the most approved building work now in vogue the iron part is incased in terra cotta, tile or brick work in roof, floor and tile construction, and the hollow tiles are faced with vitreous tile, slate or any good weather-proof coating, or with a single thickness of brick. Iron and steel work, incased in fire-proof materials, is just now very much in favor.

Bravely Bolted the Caterpillar.

A veteran who had been through half a dozen campaigns, and was very particular about what he ate, was invited out to a grand dinner party. He sat almost directly opposite the hostess, and was painfully conscious that every move he made could be observed by her. Suddenly, at the height of the festivities, the veteran came across a caterpillar in his salad. A furtive glance at the hostess disclosed the fact that she, too, had discovered the embarrassing circumstance. It was a critical moment, but the old soldier was equal to the occasion. Without changing a muscle he gathered up the caterpillar with a forkful of salad and swallowed both. The look of gratitude which he received from his hostess a few minutes later warmed his heart. In due time the story leaked out, and when somebody asked the old campaigner how he liked caterpillar salad the reply came like a red-hot shot: "Do you take me for a man who would spoil a dinner party for a little thing like a caterpillar?"—Chicago Herald.

The Snow Sheds of the Rockies.

Few persons have any idea as to the extent to which snow sheds have to be used in the west by the railroads which traverse the Rocky and Sierra mountains. The building of these snow sheds and keeping them in repair form a large item of expense to the railroads crossing these mountains, but if it were not for these sheds many of these roads would be inoperative during the greater portion of the winter on account of snow blockades, snow slides, etc. The snow sheds of the Southern Pacific railroad in the Sierra Nevada mountains alone represent an outlay of fully \$3,000,000 to the company, and about 2,000,000 feet of lumber were required for their erection. It cost about \$2,000,000 to build them in the first place and about \$1,000,000 to keep them in repair during the past twenty years. This is an item of expense that the eastern roads do not have to contend with.—Atlanta Constitution.