

THEIR MOTTO "NO SPIKETAIL COATS"

Senators Bailey and Davis, Who Are Outspoken Champions of Reform in Evening Dress in Washington :: ::

Representative Capron, One of the New Wits of the House of Representatives. Capitol Gossip :: :: ::



THE DAVIS STYLE.

that his big, loose fitting gray coat is ample enough to wrap at least half of his baby buntings in.

Senator Davis, though a Democrat, has expressed considerable admiration of President Roosevelt. Both of them believe in large families, and Senator Jeff has proved that his belief is not confined to theory. So when he met the president he was flattered when the latter asked about the health and general well being of the family.

This moved the senator to urge that the president was wronging his country in refusing to run again. He even went so far as to say that he believed a lot of southern Democrats would vote for Mr. Roosevelt.

"Senator," said the president confidentially, "I'd do it if I thought I could carry North Carolina."

"Why," asked the Arkansas statesman, bewildered—"why North Carolina?"

The president seemed puzzled for a moment, then pulled the senator to the south window of the executive office.

"Why," he said, with a laugh, "I thought you were Senator Overman!"

While Representative James A. Hamill of New Jersey was absent for a few minutes from his seat a telegram arrived for him. The page searched the cloakrooms and the lobby, but failed to find him. Upon his return several members told of the message, and Hamill started out to look for it. The page had given it back to the messenger boy, and the latter had not returned to the telegraph office. Hamill got worked up to a terrible state of excitement. He was explaining the importance of that message to a fellow member when a page rushed in and handed him an envelope. He opened it hurriedly and read:

"For heaven's sake, wire me \$10. I'm all in."

Senator Joseph W. Bailey of Texas is keeping up his reputation as a wit. Several senators were discussing the subject of the Panama canal in the senate cloakroom, and the question came up as to who understood the isthmian problem best. Colonel Goethals came in for much favorable comment, but several senators thought former Chief Engineer Stevens probably understood the situation better than any other man who has yet tackled the problem.

"Why, when it came to knowing that canal problem," said Senator Bailey, "the late Senator Morgan had them all beaten. He made such a study of it that he knew the personal characteristics of every mosquito on the isthmus."

THE BAILEY STYLE.

The recent refusal of Senator Jeff Davis to wear conventional evening dress to a dinner recalls the fact that Senator Bailey once objected to such attire, though he some time ago waived these objections. His abstention from a reception at the White House on the ground that he was principled against wearing evening clothes made him much talked about at this time.

This was not Mr. Bailey's initial pronouncement, however, on the subject of wearing apparel. It is related that when he first went to Gainesville, a briefless young lawyer, his low cut vest, extremely long frock coat, extremely broad hat and immaculate whiteness of the appealed to the risibilities of the natives, and on one occasion some men attempted to have fun to Bailey's face on the subject of his clothes.

The future senator said not a word, but, turning on his heel, went home and got a revolver. Returning, he served notice that he proposed to wear

what he pleased and inquired if it was distinctly understood that in the future no comments were to be made. A very satisfactory understanding was arrived at on the spot.

One of the hardest workers in congress is Representative Adin C. Capron of Rhode Island. He is also a good story teller, and his brand of anecdotes is so well liked that when he begins to relate one in the cloakroom the news travels, and the members on the floor of the chamber rush to hear it. It was this which caused Speaker Cannon to say to him recently: "For goodness' sake, cut out those yarns of yours while this codification bill is up. If you persist in telling stories I can't keep a quorum here."

Some time ago Mr. Capron made one of a party of congressmen who traveled as a commission to Prince Edward Island. The party was feasted and honored by the natives, and the entertainment culminated in a banquet at which the Americans were guests of honor. Mr. Capron was called upon to speak. He made several facetious remarks and got the gathering in excellent humor.

Then he turned on the sentiment. He could well understand how pleased his colleagues were over their reception, but for him the visit there had a far deeper significance. He could not refrain from mentioning that it was from this island had come one who had been a jewel in his home and a joy of his life. He was especially stirred to be in the very place where she had spent her girlhood.

After the congressman had spread the sentiment on thick he dropped the subject, but he had the islanders going, and nothing was too good for him after that.

"Say, old man," said one of the congressional party, "that is taking an unfair advantage of the rest of us. You never told us before that your wife was from this island."

"Well, she isn't," said Mr. Capron coolly. "I was referring to our servant girl."

Canadians were not let in on the secret.

RICHEST OF SEASON'S BRIDES.

Mrs. Anne M. Weightman Walker and Her Coming Marriage.

The fact that Mrs. Anne M. Weightman Walker, who is to be married in Easter week to Frederic Courtland Penfield, is reputed the richest woman in America except Mrs. Hetty Green will make the coming nuptials at St. Patrick's cathedral, New York, of more than usual interest. It is expected that Archbishop Farley will perform the ceremony, for the wealthy widow has made many gifts to the Roman Catholic church and has received several memorials from the pope in recognition of her munificence. She inherited about \$60,000,000 under the will of the multimillionaire chemist, the late William Weightman of Philadelphia, and for several years prior to his death and after that event was the virtual manager of his large business. The quarrels of the relatives over this will excited much attention at the time, and they culminated in a notable trial, in which Mrs. Walker's sister-in-law, Mrs. Owen Wister, sought to break the will. The suit ended sensationally, Mrs. Wister abandoning the contest when a "scrap of yellow paper" was

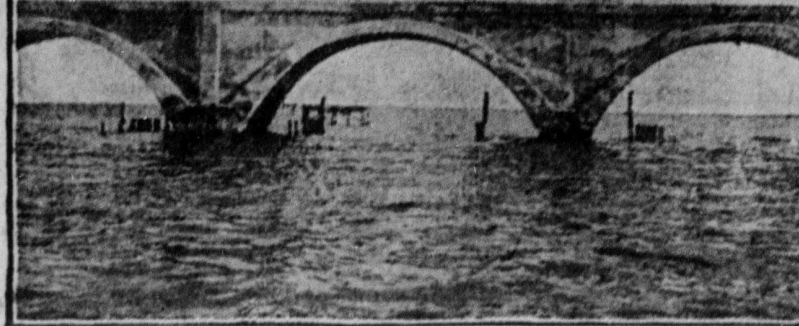


MRS. ANNE M. WEIGHTMAN WALKER.

produced in court containing statements about her written by the dead multimillionaire and which she did not wish given to the world.

Mrs. Walker has recently said that she purposed soon giving her relatives appropriate shares in the estate bequeathed to her alone. Mr. Penfield is a widower about her age and wealthy.

TO CUBA BY RAIL



THE opening of Henry M. Flagler's Key West extension of the Florida East Coast railway as far as Knight's Key signals the success of a remarkable engineering project. It is also a great personal triumph for Mr. Flagler, who stuck to his pet enterprise in the face of all kinds of discouragement. It was often predicted that he would never live to see the railway from New York to Key West completed, but trains are now running to Knight's Key, from which point passengers are conveyed by steamer to Key West and Havana. It is now recognized that there is no insuperable engineering or financial obstacle in the way of the speedy completion of the extension to the terminus at Key West. At that point, which is only ninety miles from Havana,



HENRY M. FLAGLER.

large ferryboats will take the trains across the intervening stretch of ocean so that they may be run solid from Miami to Havana. In this way the Pullman passenger can remain in his stateroom if he desires all the way from Jersey City to the capital of Cuba.

The completion of the line will also render it possible to ship freight from many parts of the United States to Cuba without breaking bulk en route. This is an important gain when one considers the increase in volume of trade with the West Indies and South America likely to come as one result of the completion of the Panama canal. But it is expected that trade along continental lines will feel a new impulse even before the opening of the Panama canal by reason of the extension to Key West of Mr. Flagler's railway. The commercial importance of the port of Key West will be much increased. In fact, the port has already attained a considerable increase in

MRS. CORNELIUS VANDERBILT.

Widow of Noted Capitalist and Her Reported Engagement to a Count.

The report of an engagement between Mrs. Cornelius Vanderbilt and Count Alexander Hadik of Hungary has occasioned special interest on account of the recent marriage of Miss Gladys



MRS. CORNELIUS VANDERBILT.

Vanderbilt to Count Szechenyi. According to some accounts of the affair, one Hungarian count wooed the daughter in Europe last summer while the other Hungarian nobleman tried to get into the good graces of the mother. Mrs. Vanderbilt inherited from her late husband, Cornelius Vanderbilt 2d, \$2,000,000, the town house on Fifth avenue, New York, and the use of the Vanderbilt Newport residence, known as The Breakers. The Fifth avenue house cost the late Cornelius Vanderbilt \$4,000,000 and was at the time considered the most costly and magnificent private residence in America. It has been reported that Mrs. Vanderbilt is making efforts to sell this property. She was Alice Gwynne of Philadelphia. Count Hadik is one of five brothers and inherited \$100,000, but is said to have lost it. He is a member of the Hungarian parliament.

commercial prestige because of the recent opening of the extension to Knight's Key.

To construct a railroad across the rushing waters of the gulf of Mexico as they pour into the Atlantic constitutes an engineering problem the exact parallel of which has never been encountered before. It is complicated by the necessity of building a portion of the line so that the tropical storms encountered in that part of the world may not ruin the work of the engineers before it has even been given a trial in the support of trains. It is about 155 miles from Miami to Key West, and a natural foundation for the railroad is provided over less than half the distance. But in the construction of the Florida keys nature went halfway, so to speak, in assisting the engineer. Over forty of these small islands or reefs are used in the creation of the overseas railway. The tracks of the road run sometimes over bridges, sometimes over viaducts, sometimes over concrete arches, sometimes over dredged embankments and filled in swamps. There is one stretch of the road where the tracks run for five miles over concrete arches, and on this part of the road and several others the traveler can look out on either side without being able to see any land. As he cannot see the tracks beneath the train it seems like a veritable journey over the ocean on some railway constructed by magic hands. For two miles after leaving Long Key the tracks have been laid on a concrete viaduct, where the trains run thirty feet above the level of the open sea. Two similar stretches are yet to be built beyond the present temporary terminus at Knight's Key. The journey from New York or Chicago to Cuba has already been shortened in time about one-third by the opening of the railway as far as Knight's Key. The water journey from there to Havana is only about six hours. When the line is completed to Key West the trip across the ferry can be made in about three hours. Nearly \$20,000,000 has been expended by Mr. Flagler and his associates in the realization of their ambition to link the United States and Cuba in closer bonds of commercial intercourse.

The construction work has proceeded very rapidly in spite of the many difficulties encountered. Building operations were begun only about three years ago. But it was millions of years ago that the little coral insects built the broad flat surface to meet the needs of the engineers, some portions of their work appearing just above the water in the form of the keys. Thus with the co-operation of nature in the long, long ago results have been achieved which are certain to remain a subject of marvel for generations to come.

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SHOE DAY AND ITS PATRON.

An Original Form of Philanthropy Started by "Big Tim" Sullivan.

"Shoe day" was celebrated recently on New York's Bowery with old time enthusiasm despite the absence in Washington of its originator and patron, Congressman Timothy D. Sullivan, better known as "Dry Dollar" Sullivan or "Big Tim." He makes "shoe day" a pet feature of his special brand of philanthropy. At the Christmas dinner to Boweryites over which he presides he gives out tickets calling for shoes and socks at the distribution, and this year on account of the large number of men out of employment there were about 5,000 in line. The



"BIG TIM" SULLIVAN AND HIS "SHOE DAY."

blind and lame were placed at the head. Each applicant called out the size of the shoes he wanted.

"Guess I'll have to have No. 10 this time," said one old fellow in clothing that had seen better days.

"I thought you wore a 3 B," put in a man who was handing out footwear.

"I used to, judge, but since I stopped parading on Fifth avenue I ain't been so proud," replied the recipient.

It is said "Big Tim's" income is close to \$100,000 and that he gives away every year at least \$20,000.

It is rather unusual for a man in such a high office as that of first assistant secretary of state to receive a medal for courage displayed in the saving of human life. It ordinarily falls to the lot of those in humbler stations to enjoy opportunities for distinguishing themselves through exploits evincing bravery and physical strength. But Robert Bacon, who is Secretary Ellhu Root's right hand man and who on numerous occasions has been acting head of the important state department, has been an athlete from boyhood and, though now approaching middle age, is still vigorous and fond of outdoor exercise. It was owing to this and to the fact of his being a Harvard graduate that he chanced

to be one of a party who were following in a launch the Harvard racing boats on the Charles river last October. A canoe ahead, in which were two young men, neither of whom knew how to swim, capsized, and the two canoeists were in danger of being drowned. Mr. Bacon and a companion named Robert Reid, a student, jumped overboard, swam to their rescue and succeeded in saving their lives. The Massachusetts Humane society recently awarded bronze medals to Mr. Bacon and Mr. Reid in recognition of their heroism.



ROBERT BACON.

The assistant secretary has won fame in the world of finance as a partner of J. P. Morgan and in the world of diplomacy by his able conduct of his present position of responsibility in connection with foreign affairs, but it is said there are few incidents in his career that give him greater satisfaction than that of which the little engraved bit of metal is a reminder.

A mammoth bull belonging to G. Albe Schoch, president of the First National Bank of Middleburg, while being driven along the street there and seeing his shadow reflected on a big plate-glass window, dived into a drug store. That was all, but it was enough for him.

HOUSEHOLD NOTES.

If a few drops of glycerin be added to the starch for linens it will be found that the iron will not stick and that the linens will have a beautiful gloss after they are ironed.

Use a clean brick to stand the iron on when ironing instead of the usual ironing stand. It has no holes underneath to admit the air, and the irons will retain their heat much longer.

New boots often do not take a good polish. They will do so if they are rubbed over with a cut lemon before they are blacked. A cut raw potato may be used instead of the lemon if the latter is not to be had.

To make paper stick to metal use a strong solution of washing soda. While hot dip the metal in and when clean take it out and rub with a soft cloth. Apply onion juice to the metal, press the paper smoothly over it, and it will adhere like glue, and it will be almost impossible to separate the two.

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