

THE EDICTS OF FASHION.

New York City.—Popular and generally becoming as the Eton jackets are they do not suit all figures and there is a demand for the little cutaway that



WOMAN'S JACKET.

loses but does not lap, and that extends slightly below the waist line. The admirable May Manton model illustrated is adapted to covert cloth, black or tan broadcloth, as well as to the black cloth of which the original made. As shown the revers are faced with Lorraine moire and the trimming is a simple black passementerie, but simple stitching is sufficient or a band of stitched cloth or silk can be used as a finish. The fronts are fitted with single laris and are turned back to form the revers. The sleeves are in bishop style with straight hand cuffs. To cut this jacket for a woman of

plenty of combs and ornaments for her hair without going into any of the precious metals. There is the ever handsome and ever useful shell, amber, which is beautiful with some dresses—not least frequently with blonde—and last, and this is a new departure, there is jet. Jet is appearing in fancy combs, pins and ornaments for the hair, which are exceedingly pretty. The backs of the combs are usually cut; they are of the shapes that are to be found in the other combs, and certainly they are attractive. There are very pretty ornaments of this cut jet. Sometimes they appear in the form of a braid and in other forms, which are pretty but useless.

Iridescent Gray.

Iridescent gray is the name applied to the color which is principally of a light gray tone, but which shades away into clear light pink and pale green. The rose-colored and lettuce green dyes give a shimmering play of color. It is seen in raffans. This is a good choice for a gown for wear of summer afternoons.

Desirable Linen Collars.

Linen collars with the little turn-over collar of embroidered lawn are very desirable when worn ribbons are worn around the neck. The small collar prevents the ribbon from slipping up against the neck and becoming soiled, as it will with once wearing without it.

Popular Costume For Girls.

No summer fabric known is daintier or laundries more successfully than Persian lawn. The charming little May Manton costume shown illustrates the material trimmed with cream Valenciennes insertion and with yoke of all-over inserted tucking and is essentially smart as well as child-like and simple. All white is held in high favor and is always lovely in organza, batiste, Swiss muslin and the like, as well as the lawn, but figured and colored materials are equally well suited to the design as are simple silk and wool materials. The waist is made in baby style and is full at the edge of the yoke and



PEASANT WAIST AND PRINCESS SKIRT.

medium size two and one eighth yards of material forty-four inches wide or one and three-quarter yards fifty inches wide will be required.

A Feeding Gown.

The princess skirt has taken a recognized place among the styles for young girls as well as those designed for their elders. It is excellent for gowns of all sorts but lends itself to the odd skirt for wear with peasant and shirt waists, and to the bolero or Eton suit with singular success. All the season's materials, silk, wool and linen, are appropriate, and are used, but the May Manton original shown in the large drawing is made from Princess crepe in soft pastel tan, and is trimmed with applique bands of Persian embroidery in the latter "chib" tones, and is worn with a peasant bodice of cream silk mill.

The skirt is cut in five gores and is fitted over the hips by means of darts that run to the upper edge of the bodice portion. The fulness at the back is laid in an inverted pleat that ensures the snug fit essential to correct style and provides ample folds and flare at the lower portion. At the lower edge is a shaped circular flounce that adds greatly to the effect, but which can be omitted when the skirt is desired plain. The bodice portion is pointed back and front and includes straps that are worn over the shoulders and serve to hold it in place.

To cut this skirt for a miss of fourteen years of age eight and one-eighth yards of material twenty-one inches wide, seven and one-eighth yards twenty-seven inches wide, six and one-eighth yards thirty-two inches wide or four and a half yards forty-four inches wide will be required.

To cut this waist for a miss of fourteen years of age three and five-eighths yards of material twenty-one inches wide, two and a half yards thirty-four inches wide, with one yard of silk or velvet twenty-one inches wide for girdle and collar, will be required.

Ornaments For the Hair.

A woman can have an infinite va-



THE SHIRT WAIST.

Practical Hints on the Proper Way to Put

With the approach of warm weather the feminine mind turns to the question of shirt waists. Are they or are they not to be worn again this summer? Fashion gives its opinion that they are to be worn. This will be the greatest shirt waist season of all. I can hear the sigh of content that goes up from many an anxious woman's heart. What makes the shirt waist so popular? As simple looking as it is, a shirt waist takes as much time to put on properly as an evening dress.

I say properly advisedly, for there are ways and ways of putting on a shirt waist. A woman never looks so trimly dressed, so altogether "chippier," as she does in a shirt waist that is well put on, or so stately as in one that is badly put on, and for the sake of those dear women who for lack of knowledge or inspiration have never learned to do the thing properly, I give here a few rules which, if followed to the letter, will guarantee a "shirt waist figure" to those who have dreamed of one, but have heretofore had no personal acquaintance with it.

My method is my own peculiar invention, and I have shared the secret with only a chosen few till now, when my conscience no longer allows me to hide it from the feminine world.

First, then, take the corset you are wearing, a straight front, of course, for they can be bought now in the cheaper models as well as the most expensive, and just at the end of the corset, sew a loop of inch-wide ribbon on either side.

Now put on your shirt waist, fastening it with the tiny pearl buttons which are to be so fastidiously used this summer, and tie your stock, taking care to lap it neatly in the back. Then, with two small safety pins, pin the belt of your shirt waist to the back to the loop of ribbon as tight as you can stand it without being uncomfortable or making yourself feel like a horse with too tight a check rein.

Now take your hand mirror and turn around and look at your back. Did you ever get quite that flat effect before? Did you shirt waist ever fit so smoothly between the shoulders? For my own waist I always have the belt sewed down just to the side seams and then hanging free, so that I may pleat the front of the waist to suit myself.

Smooth the waist down well, then under the arms and over the hips, and pin it on each side. Then pleat the fulness left into side pleats, and if you are thin enough to stand it, blouse it a little in front.

Now fasten the loose ends of your belt, and there you are, I warrant you, with a better shirt waist figure than you ever dreamed could be yours.

The problem of how to pin a shirt waist down remained long unsolved to me until I evolved the method from my inner consciousness, but I had my reward when a friend to whom I had whispered my secret said to me last summer: "Do you know, the most valuable present you ever made me was your method of putting on a shirt waist."—New York Herald.

Women in the British Postal Service.
The British Postoffice finds employment for 34,000 women out of 367,000 officers, and over 39,000 of these women are engaged, chiefly in the provinces, as assistants to postmasters. There are not many ranks closed to women. No fewer than 145 head postmistresses are to be found in the provinces, and more than one-third of the sub-postmastercies are entrusted to women. Nine postwomen daily make their rounds—eight in England and Wales and one in Scotland. One name, Martha Pike, was a sub-postmistress until the age of ninety-three. When nearly ninety years old she had a three-hour letter round every morning, up hill and down dale, and she even traversed a mile and a half to fetch a letter and parcel mail from the railway station. An equally remarkable case was that of Hannah Vowles, who was sub-postmistress of Frenchay for forty-five years, and resigned at the age of ninety-five, to be succeeded by a relation, Miss Kate Vowles, who had already been postwoman in the district for forty-two years. Hannah Brewer, another celebrity, began to carry letters as a child and kept at the work until the diamond jubilee of the late reign, but at the age of seventy-two, having walked a quarter of a million miles, she gave up the duty. She was the recipient of the first waterproof clothing issued to postwomen in England. Women, it is clear, are highly appreciated by the postoffice in almost all departments.—London Telegraph.

Indulgent Mothers.

Mothers of the too indulgent kind, those who have not the heart to make their little ones do anything that is unpleasant to them, are accountable for many of the failures in the lives of young men and women. It is the foolish home indulgence of early life that is at the bottom of these failures. The school headaches that are very severe about 8 o'clock in the morning and that are cured suddenly after 9 are too often accepted seriously and lessons are allowed to be neglected for play. Music is dropped because the child has no taste for it and it is unkind to force her inclinations. So it is with arithmetic and languages and other lessons, and the childish petulance and dislike of initial drudgery are taken as the measures of its future and mature requirements. Mothers who reason thus are likely rousing the lives of the children who are being indulged, for not only does she honor their likes and dislikes to an unreasonable extent, but she cannot, because of her tender heart, correct them even for wrongdoing; she makes kindly excuses for them, and



COSTUME FOR A GIRL.

frill at the lower edge and is laid in tucks at the belt to give the fashionable yoke effect.

To cut this costume for a girl of eight years of age seven yards of material twenty-one inches wide, five and a quarter yards thirty-two inches wide or four yards forty-four inches wide will be required, with three-eighths yards of inserted tucking for yoke and seventeen yards of lace insertion to trim as illustrated.

to them, and she puts excuses into their own mouths to save them the pain of a frank confession and herself the pain of inflicting a deserved punishment. The children of such a mother grow to be unshy, suspicious men and women, and all and only because of their indulgence at home during their childhood.—American Queen.

New Millinery For Summer Wear.

With the drapery effects continued in full force, abundant use will again be made of diaphanous tissues. Of these, Malines tulle will have first consideration, as it has in its texture a degree of elasticity that does not belong to chiffon or any of the silk gauzes, and this is better adapted to required purposes. It will be employed both for veiling and lining, rarely ever singly, but in two, three, four and a greater number of plies, and sometimes in as many different colors, revealed through straw laces in charming naive and grace effects. As are in the new mousselines de soie, there are tulle striped with narrow tinsel and straw braids, and otherwise bordered with gold, silver and straw cord, and also enriched with spangles—small square spangles, varying the round spangles of the last several years, and the ring spangles of the last season or two. Novelty in silk gauzes, almost as delicate in texture as if woven of air, are in exquisite patterned floral designs, extremely interesting and suggestive of silk gossamer, of white ground in printed figures of black lace, relieved with dainty floralisms, and outlined in tangle work of fine gold thread. There have been large importations of these silk milles.—Millinery Trade Review.

Queen Victoria's Cousins.

One of the great sources of the Queen's power was the extreme attention she gave to detail. This extended to everything which came under her personal notice. The story of her writing her name in the dust on a piece of furniture, while making a tour of Windsor Castle, and underwriting it with the name of the household who was responsible for the neglect, I have never heard confirmed on many little stories attest her far-seeing supervision in everything. She never considered the smallest courtesy beneath her dignity. Mme. M., lady-in-waiting to the Duchess of Cambridge, is responsible for this little anecdote illustrating this. At the time of the christening of little Prince Edward, the eldest son of the Duke of York, through some mistake Mme. M.'s invitation was forgotten. She did not go to the ceremony, but seeing the Queen soon after, Her Majesty asked why she had not been present, inquired into all the particulars and made many excuses. Just then the Duchess came up. "It's a pity about Mme. M.'s invitation," said Her Majesty, "but there's no need for you to say anything. I've apologized."—Harper's Bazar.

A Pathetic Queen.

Queen Charlotte, the widow of Maximilian, the one-time Emperor of Mexico, is rapidly falling in health. Her mind is now a hopeless wreck. On clear days she wanders feverishly about her prison grounds, and in bad weather she steals about the house, picking up bits of thread and dust from the floor and hiding them about her clothes. She seems to recognize no one save her sister-in-law, the Belgian Queen, whom she loves, and who has visited her faithfully for years.



NEWEST FASHIONS.

Russian cotton embroidery is among the novelties.

Novelty Swiss with embroidered dots and stripes is new and very dainty for summer gowns.

Tintily Croat is the name of one of the new novelties made of mercerized cloth to wear with the outing shirt waists.

Quills are worn on many of the spring hats, and the newest idea is to lay them perfectly flat, pointing toward the back.

Narrow strips of embroidered broadening alternating with inscriptions of Valenciennes lace will be much used for yoke trimmings of fine cotton shirt waists.

Shoulder capes of ruffled chiffon trimmed with bunches of artificial flowers and with streamers of pleated chiffon or mousseline, are shown for evening wear.

A tulle skirt to wear with odd blouses, or, as the fashion is now, built with a fancy jacket of the same is a most useful gown for many occasions. The jacket can also be worn with different skirts.

It is said by the leading dressmakers that ribbons are recurring to favor. They are used more as trimming than as sashes or girdles. A late fad is embroidering Chinese letters on colored ribbons, to form words, or even phrases.

Maltese and cluny laces are still popular for dress trimming, and then there are all the other well-known kinds which have lost some of their prestige. Laces of the applique order show a filling-in of gold thread between the flowers.

Hooks and eyes in gold for belt clasps, which are to be found in many designs at the best jewelers, come in all sizes from one only large enough apparently to fasten a skirt binding to one from an inch to an inch and a half long, large and heavy.

Velvet belts worn with light fancy waists are narrow, black, with a single row of cut steel dots running through the centre and a large open work cut steel buckle with a graceful point on the lower edge, which gives style to the front. Many of these buckles are very striking.

Variety distinguishes the assortment of flowers which appears on the new hats, but size and quality are the main features, after all. Whether the flower you choose is an azalea or a cabbage rose it must be huge and exquisite in texture and color. A wreath of roses without leaves around the edge of a hat brim is very becoming to young girls.

RAILWAY IMPROVEMENT.

REQUIREMENTS FOR MANAGERS WHO KEEP UP TO DATE.

A Common-Sense Substitute For the Old Time-Working and Dirty Method of Coasting an Engine—A Cab That Will Accommodate Two Firemen.

Possibly no one save the officers directly charged with such details comprehends fully the requirements laid on the operative departments of railways, if lines are to keep up with the procession and are to be operated with an economy equal to or approaching that of a competing road. To the casual traveler these signs are apparent in the development of special classes of locomotives designed in strict accordance with the class of work upon which the engines will be kept busy, and in the widespread adoption of the steel car. For the carriage of a weight of 1500 tons, it is stated that the non-productive or dead weight to be hauled is sixty-two tons less if the goods are loaded in steel cars than if wooden cars are used, with the additional advantage that the weight is nearer the engine, and, therefore, easier handled, and there is an incidental saving in the requirements for sidings, yard room and wages of train crews. One of the lines doing a through business to the West is about to be thoroughly equipped with track-tanks for taking up water while trains are running at full speed, for the reason that its most active competitor has the use of such appliances. On one road the engine tanks on all engines were enlarged last year, the water space being increased from 3700 gallons to as high as 7000 gallons, and the coal capacity increased in a like ratio. Such facilities as these mean a lengthening of express train runs without stopping. The Pan Handle road has three express trains which are not scheduled to stop in 100 miles, and on other roads there are runs of over 180 miles with stops only for water and coal. The replenishing of these necessities for the engine always seems to consume a deal of time, and a Pittsburgh inventor has come to the front with a common-sense substitute for the present time-wasting and dirty method. He proposes to have all engine tanks made with an outside frame of strong boiler plate, with perpendicular steel slides, arranged to fit into an interchangeable water and coal tank. These tanks are to be placed on a track above the main line, and can be filled with water and coal. When a train arrives, the hydraulic lift is attached to the empty tank and it is lifted up to be filled for another train, and in an instant the loaded tank with 7000 gallons of water and seven tons of coal is lowered down inside the tank frame. The inventor claims that his arrangement will permit the engine to be coaled and watered in twenty seconds, and that there will be no waste of time or stirring up of dust and dirt, and that leaking tanks can be repaired without disconnecting the engine and tender.

On the Charleroi Canal, a narrow waterway, about fifty miles in length, in Belgium, there is an interesting system of electric haulage. Horse traction formerly used gave a speed of one and a quarter miles per hour. This has been increased to two and a half to three miles at the same cost per ton-mile. The haulage is done by five horse-power automobiles, with three-phase motors, taking current from overhead wires, through separate trolleys, which run on the wires and are dragged by a slack rope. Current is supplied at 600 volts. There are six wires in the system. The upper three carry current at 6000 volts, and the lower or trolley wires are fed from them through sub-stations three miles apart, each containing a step-down transformer. On the length of fifty miles there are two generating stations, twenty-nine miles apart. The automobiles do not pass each other, but are confined to approximately the same section of canal. Each one takes over the boat that approaches it and proceeds to return along its track until it meets another boat. Boats are again exchanged, and the motors again retrace their paths. Where the canal banks are poor, electrically propelled tugboats are operated instead, and these will make about two miles an hour, with two seventy-ton boats. The tug can turn without changing the trolley and can also keep sixty feet from the line, though the cable mast is only fourteen feet high. Locks are passed with the tug in four minutes, which required fifteen minutes with horses. In France, and in Germany on the Finow Canal experiments have been made with continuous current mechanism and the pole trolley. The experiment in these countries seems to indicate that canal haulage may be economically done by electricity.

The little high-speed locomotive, a French design, is of a decidedly special type. It is carried on fourteen wheels, of which four are coupled, and set between a four-wheeled bogie in front and a six-wheeled one at the rear. It is driven by two simple expansion cylinders and has a motor by which the entire train is lighted electrically. One of its most prominent features is the position occupied by the engine driver, which is in a cab at the extreme front. The cab is wedge-shaped to lessen the wind resistance. The fireman is located at the rear. The boiler is built to sustain a pressure of 200 pounds per square inch, which is considered somewhat high for a simple expansion machine. The firebox is of the Belpaire type, with flexible stays in the two front rows supporting the crown sheet. The piston valves are placed above the cylinders and are almost perfectly balanced. In order to lessen to some extent the condensation to which live steam would be subjected when in contact with walls, along the other side of which exhaust steam is flowing, the admission and exhaust passages have been separated, and the steam admitted at the centre of the valve and exhausted at the ends.

Again, in order that, while running with the throttle closed, there may be no admission of smoke-box gases into the cylinders, the mechanism attached to the throttle lever is so arranged that a valve closing the admission of gases to the cylinders can be shut at the same time as the throttle valve.

A cab has been placed at the rear for the accommodation of two firemen.

A Laval turbine is used to drive a dynamo for lighting the train. Although separated from the fireman, means of communication are furnished the engineer by a horn and a bell. The tender is carried on two bogie trucks; one, that in front, having four wheels and the other six.—Providence Journal.

BREAKING UP THE MESS.

Friendships Among Brother Officers Last as Long as the Staff.

Lasting friendships are formed in the officers' mess aboard ship in our navy, but no effort is made to keep track of a mate when he is transferred. This strikes the landsman as a queer freak of nature, but the sailors accept it as a matter of course never to be questioned. Men get into pretty close communion with each other when they breakfast, dine and sup together for three years. As a rule, they learn each other's history to the minutest detail, unless a man chooses to be disagreeable and distant. Close attachments grow up, yet when the inexorable order arrives from Washington, sending the mess to the four winds of heaven, breaking up, as it were, the family, a warm hand shake ends it all. Each officer goes into a new mess, and the old is forgotten.

It was my good fortune to be introduced to an old mess as over broke bread together on a man-of-war. The devotion of the officers to one another was an inspiration. Finally the separation came. One went to some navy yard, another to the Philippines, another to China, another to Washington, etc. They were scattered all over the world. One day, meeting the lieutenant-commander, who had gone up for promotion, I inquired when he had heard from Lieutenant So-and-So. "Why, not in several months," he replied. "In fact, not since he was ordered to his new station. You know we fellows don't follow each other's movements after a mess is broken up. We form new associations, new friends, and the old drop out of sight. We never think of writing to each other. It is more than likely we shall never see each other again as long as we live, and we haven't time or inclination to worry over each other's fate."—New York Press.

When the Window Rattles.

Possibly you have had this experience:

"The wind howls without, and just as you are falling into a doze the sash rattles.

"Drat the window!" you say, and turn over.

There is a rattle; then another gust of wind, and the rattling is heard louder than before.

"I'll have to fix that," you exclaim, for a single loose window is a most effective sleep disturber. If several were rattling it would not be so bad, but one that shakes sharply at intervals wears on the nerves. So you get up and put a tiny paper plug between the casing and as usual.

A few minutes later you become suddenly conscious of the fact that it is rattling again.

"Well, let it," you say, in disgust; but you can't. Your mind is now on it, and you find yourself involuntarily listening for the expected noise, and wondering how long it will be before you hear it. So at last you get up and put in another plug of paper.

"That'll settle it," you say; but it doesn't. Just as you are convinced it is all right it rattles again.

"In how many places is that window loose?" you mutter, as you get up and insert a third plug. Then for ten minutes you listen so intently that it hurts, but you do not hear a sound.

"At last," you say, with a sigh of relief, and immediately thereafter it rattles.

Perhaps on the fourth or fifth trial you get it fixed, and when you are satisfied that it is all right you say to yourself, "I'll send a carpenter up to attend to that to-morrow," after which you fall asleep.

And then you forget all about the carpenter until some night when the wind gets on another tender.—Chicago Post.

A Mammoth Schooner?

A mammoth five-master schooner is to be constructed at the yard of John M. Brooks, Harbor View, East Boston, which will exceed in point of tonnage and carrying capacity any schooner afloat, not excepting the giant six-master Eleanor A. Percy, which now holds the record.

Her general dimensions will be 300 feet over all, 300 feet in length of keel, 40½ feet beam, thirty feet depth of hold. Her gross tonnage will be 2500 tons and net tonnage 2200 tons. The extreme length of the Percy is 345 feet, or eight feet longer than the vessel to be constructed at East Boston. The Percy's gross tonnage is 3610 tons, or 100 tons less than the five-master's will be. The latter vessel will have a greater depth of hold than the Percy, and her carrying capacity will be between 5000 and 6700 tons, or about 100 tons more than the Percy.

The five-master will have three flush decks, the poop being eight feet. To add to her strength a scheme entirely original has been decided upon. She will have steel bolts on the floor and top timbers, with diagonal iron straps extending her entire length.

Her five masts will be of Oregon pine, and wire rigging will be used throughout. The contract calls for the completion of the vessel next November. She will cost \$125,500 ready for sea.—Boston Globe.

Russian Conquest of Manchuria.

Last year, when the Boxers in Manchuria rose in arms and attacked Bigovorschenok, over 5000 Chinese residing in the town were drowned in the Amur River by the order of the general, who has since been called "the Murderous Governor." Having once been asked it was not too cruel to drown them all, the general coolly answered: "The Chinamen themselves have invited their fate. If they had not invaded the Russian province and destroyed the railway they would not have met such a fate." It is said that no case has been taken by him to distinguish peaceful citizens from armed soldiers, as his orders are to kill indiscriminately. In fact, he insists on wiping out a nation by killing old and young until there is not a single soul left to oppose him. The governor well deserves the title.—Nippon Shippo, Tokio, Japan.

SUCCESS IN SELF-POSSESSION.

So Says Walter Damrosch, and He Surely Ought to Know.

The man who makes public appearances must have self-possession, says Walter Damrosch. I have learned by great experience that this quality is all-important. There have been times when the slightest perturbation on my part would have made my orchestra play out of time and out of tune.

The musicians in an orchestra place just as much faith in their conductor as do soldiers in their general. The best example of this quality I ever witnessed was aboard an Atlantic liner.

The second day we ran into violent weather. The propeller shaft broke, and we were drifting helplessly. The waves ran high and a general scare ensued. Hysterical women ran blither and thither and the men were pale and nervous. The officers, not knowing what had happened, at first, were obviously frightened. A pandemonium seemed imminent.

In the midst of it all a young man whom I remember by the name of Stone, who was making his first voyage, came out of his stateroom in an immaculate yachting suit; he was cool and collected.

A man who had been racing up and down, clad in one or two scanty garments, seized him by the shoulders, jammed him against the rail, and frantically said:

"For heaven's sake what is the matter? What is the matter?"

"Go and ask the captain, please," replied Stone.

"Have you any idea what is going on?"

Stone pulled out his watch, looked at it and said, as he puffed a cigar:

"I suppose it is something that happens every Tuesday morning. This is my first trip over, and I'm not running the ship this time."

In five minutes order was restored, because other excited passengers became calm at the self-possession of the young man.—Success.

An Extraordinary Tree.

In the Congo region there is a most remarkable tree, of which Europeans had often heard, but of which they had never seen a picture until a few days ago, when several photographs of it, which were taken by order of the Congo Government, arrived in Paris, Berlin and London. The tree is known as the baobab of Kinschassa, and it is believed to be the largest tree of its kind in all Africa.

Kinschassa is on the Congo railroad, about an hour and a half's ride from Leopoldville, and is a flourishing place, having several factories and an English mission. The banks of the Stanley Pool are low at this point, and several huge baobabs grow on them. The natives call these monsters "monkey's bread trees," and their scientific name is "Adansonia digitata."

The monarch of them all, which has just been photographed, is over thirty feet in circumference, yet, strange to say, it is hardly thirty feet in height. Its gigantic branches are leafless and withered, and the trunk itself has for many years shown signs of decay. Indeed, it is quite hollow on one side, and it is evident that it cannot survive much longer. At the foot its growth has been abundant, as can be seen from the great breadth and solidity, not only of the main trunk, but also of its numerous offshoots.

The Car's Little Joke.

The history of medieval times is replete with instances of the merry pranks played by the Court jester on the day sacred to the rule of the cap and bells.

It is said that Peter the Great was much struck by the manner in which All Fools' day was celebrated in France, Holland and England during his sojourn in those countries, and on his return to his own dominions he introduced the April fool custom quite forcibly among his people by erecting on the 31st day of March, 1719, in the open square in front of his palace in St. Petersburg, a gigantic pile of wood, garnished with tar and other inflammable materials. To this he set fire during the early morning hours of April 1.

The flames shot high up in the air, and it looked from a distance as if the palace and the whole city were afire. People came from all sides, some traveling for miles to help out the fire. When they finally arrived at the conflagration troops formed around the square cried out: "Fools and donkeys, fall back! By order of the Czar fall back." The little fitter has fooled you. It is the 1st of April to-day.

Wolves Abundant in Northern Canada. Wolves are rapidly increasing in many of the forest lands of Northern Canada. At St. Agathe, only sixty-five miles from Montreal, Mr. Bramble, a deer-hunter, declares that he has been kept awake at night in camp by the howling of the beasts. Their appearance in such large numbers of late is undoubtedly due to the large increase in the herds of deer throughout the country. Wolves have also made their appearance in the valley of the St. Maurice, causing great destruction among the red deer. They are also exceedingly numerous in the woods north of Ottawa and on the Ontario side of the Ottawa River. Hunters say that each wolf kills on an average thirty deer in the course of a year; consequently there is a demand for the payment by the Government of a bounty upon the heads of the brutes.—New York Evening Post.

Got a Lock of His Hair.

About a dozen recruits for the army in the Philippines were standing in the depot talking to friends when Al Hawthorne, who calls trains, came by and announced that their train was ready to leave.

"I must go," said a tall soldier to a young woman to whom he was talking. He removed his hat as he stiffly bowed to her. As he leaned forward she caught a lock of his hair and reaching down in the pocket of her dress pulled out a small pair of shears and cut off the lock of hair. Those standing by laughed and the young soldier, with tears in his eyes, turned and walked out to the depot platform to his train. The young woman carefully placed the lock of hair in a small vial she carried and then she left the depot, going uptown.—Kansas City Star.