



"DESIGNED TO WEAR IN THE SPRING."  
New Styles to Be Introduced by the Architects of Fashion.

Sprung fabrics of every weight and kind are displayed in the store windows, and in the "ready to wear" articles of clothing. Sheer fabrics, such as tulle, lace, silk, and warp, subliming, grenadines, etc., are to be seen, and the light wool and worsted materials are among those sought for the first spring days. Materials known as the basket weaves, in light colors and black, are among the novel effects much in demand.

For separate waists, striped silks with wide grounds and finished with Persian designs or apris are used. In some of these waists the Oriental effect is carried still further by a finish of Persian insertion, brightened here and there by a tiny piece of glass, held in place with fancy stitching, and having much the same effect as the bits of bright glass that glint in Oriental curtains of costly corners. Printed Liberties and summer foulards are being made up with founces of lace, and the promise is that the spring girl will be even more elaborately gotten up than the summer girl of the past. This is declared by dressmakers to be the reflex influence of the historical novel and its dramatization. Silk mitts are to complete many costumes, and it is hinted that hair nets are among the possibilities for summer wear.

In neckwear larger effects will be much worn. Some of these are made of a deep, round yoke of all over lace, finished at the edge with pullings of chiffon, and having a full ruffle of wide, fine lace arranged in a slight waterfall at the front. The collar is made of lace, to match the ruffle. On some yokes velvet ribbons are arranged vertically on the all over lace. The fastening is at the back, to harmonize with "button in the back" waists.

Another style, intended more for house wear, fastens at the front. It is made of wide insertion and chiffon, and has something of a surplice finish. The insertion which forms the top is bordered with a wide ruffle of chiffon, which, in turn, has a narrow pompadour edge, and the long front ends are formed of waterfalls of this ruffling. Many of these are made up to take the place of a fancy vest for an Etos jacket.

In veerings a new color has been introduced, that is, it partakes of the shades of royal blue and purple, and is made of heavy chiffon, with a tucked border. Velvet of the same color is used for any spots that may adorn it. Ready to wear hats for spring wear differ little in shape from those of the winter. Medium to large shapes prevail, and loosely puffed materials draped on, and finished with a quill or wing, are popular.

With the advent of ankle ties will come a great number of designs in fancy stockings. Many of these have the appearance of high shoes, for where the ankle tie opens over the instep, a design is embroidered to resemble tiny knots and lacings. For evening wear with slippers, a light ground is formed over the instep, on which is embroidered a fancy design. One of these represents a small cupid straying on flowers, and another has rays of moon finished with a "lover's" kiss. Spring negligees are of black tulle, with the bell shaped sleeve. An especially elaborate one has the collar, revers, cuffs and facings of white moire, and over this a border of Persian trimming. The variety of other dress goods offered will not crowd out this ununlike which was so popular last year. Those who know state emphatically that this will be a "moussie summer," and many new designs to tempt the fancy are to be found in the filmy texture that lends itself so readily to effective summer styles.—New York Tribune.

Novel Form of Entertainment.

A geographical party was the form which one of the holiday entertainments assumed. Everybody was asked to come representing by costume or decoration "some place on the map." When all were assembled, time was called, and every member of the company provided with a piece of paper, bearing numbers 1 to 48, the number assembled, each paper in addition being designated by one of the numbers as the identity of its owner. One hour was allowed for guesses, each guess to be set against the list number corresponding to the number of the person whose insignia was thought to be deciphered. A strict enforcement of the rule of "no assistance" was made, that the contest might be perfectly fair. At the end of the hour papers were signed, and all were collected, the committee, after making the count. Prizes were awarded to the man and woman making the greatest number of correct guesses, and consolation prizes for the least number. A part of the fun was to select emblems that were misleading. One young man carried around a box of soil with a large capital P partly imbedded in it. "P—in-land," Finland, was what he intended to represent, but a number of guesses read it "P—earth," Firth. A "under glass bottle, half full of water in which floated a holly berry, was correctly guessed Waterbury by some, but by others was read Clearwater and Springwater.

THE SUBURBAN DISEASE.  
Phenomena of the Commutation Period in Our National Life.

The city doctors do not know and cannot be expected to understand that there is a large and well-defined group of diseases peculiar to the suburbs, and that these diseases cannot be treated by the application of old methods. Hence, it is suspected, the suburban doctors propose to talk the matter over among themselves, behind closed doors, and in what is to be practically an oath-bound secret society.

It is unnecessary to say that the vast majority of these diseases are of the nervous order, and are superinduced by various causes. Fear seems to be at the bottom of most of them—fear of missing the R16 train; fear of leaving one's ticket in the pocket of one's other vest; fear of missing the train that has the smoker at one's "whist" party; fear of forgetting one's bundle, umbrella, overcoat, or baby.

But this is not all. There is the fear of having indigestion if one has a hearty breakfast; fear of one's dinner spoiling if one is delayed in the evening; fear that the new conductor will recognize one's wife's sister's husband's monetary ticket, and demand full fare; fear that Johnny will not meet one at the station, when it is raining; fear that one's gum shoes and mackintosh; fear that if Johnny does meet one, Johnny will catch his death of cold; fear that the man in the next seat who is fumbling in his pocket will ask one to please have one's ticket punched for him; and so on.

The nervous diseases arising from these fears are innumerable, and are even more serious than those resulting from the bundle habit, the don't-forget-the-lettuce-and-the-radishes habit, and the suburbanite habit of looking at things from one side only, as a result of riding in and out on the shady side of the car.

The suburban doctors are probably wise in forming an organization for the discussion of these problems. The average suburbanite does not know what ails him when he is acting strangely in the presence of his friends. He does not know what ails him when he sends for the doctor. He is simply a victim of the commutation period in our national existence, and only science, as it is understood by the suburban doctor, can devise means for overcoming his illusions and hallucinations.—Chicago Inter Ocean.

One on the Officer.

Officer Martin McNally, of the Seventh Police District, is a most efficient patrolman, and his memory for faces is wonderful. It being claimed by his brother officers that he rarely, if ever, forgets a "phib," no matter if he has not seen it for years.

The other day Officer McNally happened to meet a little boy in skirts near Peables Corner crying bitterly. The big police officer loomed up over the infant, who gazed up at him in a tearful voice and said:

"I'm lost."  
"Where do you live, little man?" asked McNally, kindly, for he has children of his own.  
"Boo, boo" wailed the diminutive boy, gripping a whip he held in his hand tightly. "I don't know. Boo, boo."  
"Come wid me," said McNally. "Prat can't he father av yo be t'nk'ly av' let a little waa av your sole stray away?"  
And up the street went McNally, resolved to find the parents of the little one, and to administer a fitting rebuke when he found them. After he had proceeded a half square McNally met Officer "Pickles," O'Hearn, coming down the street with all sails set. "Where 'y' goin'?" asked "Pickles."  
"Oim thyrin' to find the little waa's parents," answered McNally.  
"Come off!" said O'Hearn. "Don't you know your own children?"  
McNally stopped, astounded, and took his first good look at the little one. Then, without a word he picked up little Master McNally and went down the street to his home near by. It is not known whether or not Officer McNally administered the threatened rebuke to the parents.—Cincinnati Enquirer.

Never Touched Him.

"Pat" was assistant cook on one of the dining cars on the Great Western Road running into St. Paul. He was obstinate and ill-tempered. The chef was equally so, and as a result, constant warfare waged between them. One day last summer Pat was making ice cream, and in spite of the chef's warnings, insisted upon sitting in the doorway of the pantry while he turned the freezer.

The train, going up grade, made a sudden lurch, and Pat and his can of ice cream fell out the door, as his superior officer had predicted.

Francis with fright the chef in his white cap and apron tore through the train looking for the conductor. "Mon Dieu, Monsieur Conductaire!" he cried, wringing his hands, when he found that person. "Le ice cream freeze, ale, he fall off, and Pat go wiz beam; destep pou le diner. Trouble, trouble always wiz zat Irish man."  
The conductor pulled the bell and stopped the train, but it had already gone two miles past the spot where Pat had rolled out.

They backed the train, fully expecting to find Pat's mangled body beside the track. Instead, they saw him coming over the ties on a run, carrying on his back the ice cream freezer.

He climbed on the train, looking foolish, but all he ever said of his miraculous escape was, "Be goah, it jarred me some, it did that"—Lippincott's Magazine.

INDUSTRIAL STANDARDS  
PRODUCTS OF ALL FACTORIES MADE ON SIMILAR SPECIFICATIONS.

Standardization for Engines, Dynamoes, Box-Cars and Steam-Pipe Flanges—Long Struggle For Uniformity of Railway Gauge.

The principle of standardization, the adoption of uniform systems of measurements and units, is being extended to more and more branches of engineering and the mechanic arts. The recent reports of committees appointed by various technical societies to adopt standards in lines that had hitherto been without them show plainly how strong the general tendency is in this direction. Especially has this been true in this country, and even British authorities have testified to the importance of this fact in giving to American manufactures the prominence which they enjoy.

One of the most recent systems of standards adopted is the standardization of engines and dynamoes, drawn up by a committee of the American Society of Civil Engineers, and the American Institute of Electrical Engineers, which made its final report in December. Dynamoes and electrical generators and the steam engines that drive them are made usually by different companies and have to be connected and fitted together when in place. The committee's report recommends standard dimensions for the armature bore, the engine shaft that is to fit it, the space occupied on the shaft, and the keys and holding-down bolts. These are worked out in the table for generators of seven different capacities from twenty-five to 200 kilowatts.

Another report on a standard of most interest to railroad men is that of the committee of the Master Car-Builders Association, recommending dimensions for a standard box-car, twelve feet six and three-quarter inches high at the eaves, and with its floor four feet from the top of the rail. As the last number of the Engineering News has pointed out, the detailed dimensions recommended conform to the general requirements as to inside measurement and capacity, adopted in America by the American Railway Association.

Still a third system of standards adopted in the past year is for the extra heavy flanges on steam-pipes. This was drawn up by a committee appointed by representatives of about ten leading manufacturers of steam-pipes. The schedules, which apply to all sizes of pipe from two to twenty-four inches, went into effect on January 1. Twenty-six firms, including the National Tube Company, adopted them, and three others gave notice that they would supply them if desired by customers.

Standard steel rails have been rolled by all the mills for years past, but there is now a demand for revision of the standards in certain particulars. This is being considered by the American Society of Civil Engineers, and will come up again before its Executive Board at the February meeting.

Of more significance than the mere adoption of standards is the general favor shown them by manufacturers. The report of the Committee on Standardization of Engines and Dynamoes reported:

"We are glad to be able to repeat what we have said in previous reports, that the comments which have been received are almost without exception commendatory, and show not only a willingness to adopt the committee's recommendations, but an appreciation of the work which has been done."

Likewise, the report of the Committee on Pipe Flanges said:

"The committee's labors were very much lightened by the hearty co-operation of all the firms with whom they held communication, and the list of firms mentioned, embracing the largest manufacturers of valves and fittings in the East and West, shows the interest taken in the subject."

In departments more familiar to the general public the same tendency has been manifested in almost countless ways. The uniform sizes in shoes, gloves and hats of all makes, uniform cuttings in all makes of rifles, shotguns with interchangeable parts, and the American watch, which does not (like the Swiss) have to have every part that is replaced specially made and fitted by hand, are a few examples.

It is not generally realized that the complete uniformity of gauge on all the American railroads was only secured within the last fifteen years. Prior to that time there were differences of a half-inch or more between some of the roads. With the growth of electrical, and especially inter-urban traffic, in the last few years, street railway systems are more and more adopting the standard gauge which enables them to do switching, if necessary, on steam railway tracks, and gives them a more stable base for machinery than the old narrow gauge. The distance between rails which is standard here was introduced from England at the time when all our rolling stock was imported from that country.

The standards of screws and bolts in use throughout the country were drawn up in the sixties by the Franklin Institute of Philadelphia.

Kentucky Puts Up Price of Matrimony.  
Matrimonially inclined couples who in the future contemplate eloping to Kentucky to get married, will do well to put an extra half dollar in their pockets, because the license has been raised fifty cents. The former price was \$2 a license, but County Clerk Yates of Covington received a notice from the State Auditor that an extra fifty cents will be charged in future for the seal on the document.—Cincinnati Commercial Tribune.

CURIOUS FACTS

To make canned fruits, the West Indians first cut the fruit into cubes. They leave the cubes several days in sea water, and then immerse them in hot syrup.

Mr. Edison's "toy" the phonograph, is said to be growing in use as a substitute for stenographers in the dictation of correspondence. It was used recently as a witness in a coroner's inquest.

Among the fishing population of Lancashire coast there exists a strong prejudice against learning to swim. The belief being that swimming only serves to prolong the agony of death by drowning.

Certain months in the year, the Town Council at Farnmouth, England, employs a band to play twice daily in the Wellington Gardens. An admission of a penny a seat is charged. Last season the receipts were \$13,500.

Professional shoppers are employed by a large London firm of drapers to test the ability of shop assistants. This firm owns over thirty large shops, and employs nearly 1000 assistants. To find out whether every customer is politely served, a number of women customers are employed to call at the various shops. They are told to give as much trouble as possible, and sometimes to leave without making a purchase, after looking at nearly everything in the shop.

The resistance of cedar wood to decay has long been famous, and cedar fence posts often last for generations. A remarkable instance of the indestructibility of cedar has been noted in the State of Washington, where a forest of hemlocks near Acme, has grown in cedar trunks. The trunks of cedar, although lying in the moist soil, have been almost perfectly preserved for at least 150 years, the length of time that the rings of growth show the hemlocks to have been growing above their fallen predecessors.

Among the birds that are living a higher life, it is the female bird who carries the hod during building time. The husband sits about on twigs and tells her how to do it. A woodpecker should be a very pariah among decent birds. The moment a woodpecker's mate gets through nesting, he tells her "to take her clothes and go"—then he establishes himself in the house she has built—and she goes and builds another for winter. She is fool enough to take another woodpecker to boss the job, if she can find one willing, but as a general thing all the male woodpeckers at that time are as comfortable provided for as her legitimate spouse, so she has to work without getting kicked for it.

For Overstaying Her Leave.

"It's an old story that the United States Treasurer, occasionally pays warrants for the sum of one cent to creditors of the Government," said an old department clerk the other day, "but it's not so well known, but equally true, nevertheless, that Government clerks are sometimes docked for overstaying their annual leave a minute or a fraction thereof. In the Treasury Department in particular the rule is inflexible that a clerk who exceeds the regulation leave even for a minute in a year shall forfeit a proportionate amount of his pay. The taxation of delinquents requires eternal vigilance, and careful calculation, but is regarded as essential to the best interests of the service. No fractions of a minute are considered, and there is no penalty less than a cent. The salary per minute is determined by dividing the annual salary by all the working days, which exclude Sundays and holidays, and allowing seven hours for each day. On that basis it is computed that the salaries of Government clerks average about a cent a minute. Of course some get more and others less, but that covers the most of them. It does not seem much to deduct ten cents from the \$1200 salary of a clerk who has exceeded his sixty days' leave by ten minutes, but he invariably treats such action as an outrage on his rights as an American citizen. The other day a woman in the Treasury upset the entire office in which she is employed for almost a whole day in her persistent efforts to get back thirteen cents which had been deducted from her salary for overstaying her leave about a quarter of an hour. She nearly went into hysterics, but the authorities were firm, and she had to submit."—Washington Star.

Coal is the Chief Problem in Industry.

A hindrance to industrial growth, second in importance to that of the demand of the war-chests, is the lack of coal. All the coal used on the railroads and in the factories is shipped from other countries, and Italy's trade balance is reduced each year by the full amount of her fuel bill. This not only has a most unfavorable effect on her balance of trade, but it means that the cost of fuel in Italy is very much higher than is the cost in any of the countries with which she must compete industrially. At Italian seaports the price of coal ranges from \$7 to \$10 a ton. In Milan manufacturers pay \$12 a ton for coal for which German manufacturers pay \$4, which the English manufacturer can get for \$4, and which is laid down at many factories in the United States at \$2.50 a ton.—Frank A. Vanderlip, in Scribner's Magazine.

"SURRA" ATTACKS ARMY MULES.  
Deadly Fatal Indian Parasitic Disease.

The fatal and much dreaded "surra" of Indian Burma has invaded the Philippines and is destroying horses and mules with amazing rapidity. The disease was at first mistaken for glanders but failed to yield to treatment and puzzled for months the best veterinarians. A pathological investigation has now identified it as a parasitic disease identical with "surra" of India, where it caused the death of thousands of English cavalry horses. It affects horses, mules, camels, dogs, and monkeys, and is almost always fatal.

In Manila alone the Quartermaster's Department lost 300 horses within four months. General Chaffee has issued an order to the officers in the island urging the isolation of all affected animals, and giving the results of bacteriological investigations of the disease made by the Manila Board of Health. It is declared that the mortality of the epidemic has been about seventy-five per cent for American horses and mules, and 100 per cent for native ponies. The official report says:

"This disease is caused by the presence in the blood of a flagellated animal parasite, in length three or four times the diameter of a red blood cell, and in width one-fourth the diameter of a red cell. It resembles a whip-like worm, one end, probably the head, being represented by a slender flagellum. This parasite exists in the blood in immense numbers, and produces so great a blood destruction that the animals almost invariably die."

"The mode of infection is not yet known, but there is a strong probability that the parasite is introduced through the bite of some suctorial insect, probably either a fly or a mosquito."

"The pathological change caused by this parasite is a rapid destruction of the red blood cells, causing a acute anemia. The change occurs in the blood coincident with the invasion of the parasite. In one horse, which had been ill seven days, the red blood cells numbered 3,500,000, the white 14,500. In another, ill six weeks, the red blood cells were 3,200,000 and the white were 12,000. The blood of a healthy horse, taken as a comparison, gave red blood cells 9,000,000, white, 9500. There is also a slight diminution in the amount of haemoglobin—about eighty-five per cent."

The Army surgeons who have studied "surra" admit that a remedy is yet to be found and until this is done isolation is the only method to be pursued in stamping out the disease.

An Easy Messenger Job.

The position of messenger at the British Embassy is a place much sought, and is now, for the first time, held by a colored man. It is usually given to retired soldiers who have proved their loyalty to the Crown. This qualification is deemed essential because of the responsibility of the position. All State papers, secret reports, and private documents are given to the messenger, and he is held responsible for their safe delivery upon a British vessel either at New York or at some Canadian port. Richard Donaldson, now deceased, was the last messenger. He served twenty years with the British Army in India, and was appointed messenger in recognition of faithful service in the field, and his unquestionable loyalty to the British Government.

The messenger's job can be termed a sinecure. Once a week, or perhaps twice or three times a week, he goes to New York, carrying the outgoing mail and returning with that brought over on the English vessel. This is the extent of his labors. He is, however, held strictly accountable for the safe delivery of the papers. When an English vessel is scheduled to arrive he must be on hand with his mail and turn it over to the juror of the vessel, obtaining a receipt therefor. Then he is given the mail for the Ambassador and Secretaries, for which he receives his salary. This mail must not leave his possession until it is placed in the hands of the Ambassador or the First Secretary of the Embassy.—Washington Post.

Abandoned Cars.

What becomes of old trolley cars? The increasing favor of electric trolley cars all over the country, and the consequent sale of large numbers of the no means worn-out "stage carriages" of the horse traction type, give point to the inquiry. The London United Tramways Company, for instance, at present the only electric undertaking in London—has just sold its old cars at a "nominal price," and it appears that the uses to which they can be put are very numerous indeed. A trolley car that is only technically old can be turned into a tiny bungalow, or a summer harbor, or a workman's cottage—in the fashion of a dilapidated railway carriage—or, best of all, it will, when fitted upon a small barge, make a capital, if modest, houseboat. In the ordinary way, the houseboat is a luxury of price, but on the large and tram-car basis, it might be brought "within the reach of all."—London Chronicle.

Resisting Inevitable Changes.

How little we realize the changes that are going on and how stubbornly we resist them! We hate the motor car as our grandfathers hated the railway. Think of the police in rural districts being drawn off to their ordinary duties in order to time motor cars, as if safety depended on speed, and not on the capacity of the driver to guide, stop, and control his vehicle. We work in the false analogy of the horse, and probably shall continue to do so for a generation; but the consequence, of course, is that the automobile trade goes to France and America.—Westminster Gazette.