



FOR WOMAN'S BENEFIT

Straw Trimmed With Straw.

Straw, the erstwhile useful and comparatively humble something that only formed the hat shape, has now taken upon itself, to stand alone, to form hats and trim hats all by itself; and not only that, which is of course a development of yesterday, but it appears now to embroider, and form cabochons and rosettes and bows. One toque seen the other day had roses formed of straw and another was entirely covered with straw-made leaves. The promotion of the purely utilitarian has been Madame La Mode's passion for some little time, and no one can say what next thing may be promoted to prominence.

A Hint to Girls.

It was a little thing, but the other day a young girl was noticed following her callers, two young men, into the hall as they took their leave. She even accompanied them to the stoop, this undoubtedly because she did not quite know how to say good-by and dismiss them in the parlor. There was nothing formal in the call, which was merely a drop-in of some school-boys, but it would have been a good thing for that young girl to practice the little dignified conversation of the hostess, that presently she will very much need. A girl may be all that is charming and companionable and cordial and hospitable, and yet preserve the ceremonious forms that are the necessities of social intercourse.—Harper's Bazar.

Laces and Cravats.

The dainty et ceteras for the neck are more attractive each season. For the morning blouse and tailored costume a narrow white and colored linen embroidered collar is attached to two long wide embroidered ends, which can be tied either in a knot or bow in front. These are especially practical to place inside the neckband of the corage or blouse, and others have lace or embroidered linen collar bands with two fan-plated ends bordered with a band of colored linen.

For lace and mousseline applique with colored silk and mousseline flowers there is a perfect furor. The attractive and dressy finish of a cravat to a simple plain costume is the necessary detail of importance to which the Parisienne gives special attention. The new tour de cou in platted mousseline and net edged with bouillonnons of colored mousseline or floral velvet leaves in this season arranged in flat plaits to turn away from the throat, invariably decorated with a rounded lace collar and terminating in front by long mousseline ends.

They are decidedly effective and evidently introduced as being more practical for the low collar than a high upstanding ruche, which certainly would be an inconvenience with the hair dressed low and the long ends of lace, ribbon or foliage falling over the hair to the extent of the present season's modes.

The Division of Monotony.

I have lived a good long time in the world. I have made acquaintances by the hundred; friends—not so many. Looking back upon all the people I have known, I can safely say that the number of unpoppy marriages I have personally witnessed has been very small indeed, said Sir Walter Besant to a correspondent of the Chicago Inter-Ocean. By far the larger number of the wives have accepted cheerfully the position of housekeeper and matron. They have kept house for the husbands and children whose happiness is her own.

Many of them have kept house with the earnest intention of making a home beautiful, which became a continual feast for themselves; many of them have brought art into every part of the daily life, which has been a continual feast for themselves, as well as the other members of the house; for all the matrons the daily work has been a daily delight. Then, as for drudgery and monotony, is there none in a man's work?

Think of the monotony and drudgery of a city clergyman's life, when every day he has to tramp around the ungrateful slums. Think of the monotony and drudgery of the solicitor, always drawing up endless documents in the hideous legal jargon. No. The monotony of life, I am quite sure, is pretty evenly ladled out to working man or wedded wife.

Hats and Veils.

For afternoon calls clad in their best, women naturally want a smart as well as a becoming hat. Perfectly charming is the three-cornered hat in various pale shades or all black, trimmed with a quantity of feathers. It may not sound so, but it is easier to get a beautiful picture hat than a specimen of really smart country headgear. If you possess a few good ostrich feathers and an old paste buckle, you can get a velvet or big flopping felt shape and make of it a model picture hat. Those painted by the old masters can never be surpassed. They carry no date and ever look lovely, provided they are admirably poised on a well-arranged coiffure.

Doctors are now rarely condemning veils, and at times not without reason, as in the case of spots, than which nothing is more fatal to the eye-sight. If veils must be worn, and in windy, dusty weather they are almost a necessity, let them be of plain net or gauze, without spot or pattern on them. Veils also are so becoming that no lady will readily dispense with one,

however destructive in the straight it may be.

The beauties of the middle ages were more careful of their eyes than are our modern women. They wore masks instead of veils when out of doors to preserve their complexion. But what modern girl would now consent to hide her fresh young beauty under a mask, especially when she has the option of wearing a veil which even enhances her beauty? As for the eyes, they must take care of themselves, she thinks, if she does not say so.

The Trophy Cup.

Young girls, and especially young American girls, are seldom without admirers, chums or even brothers who are taking their trams at the various colleges. The boys, no doubt, push through better and have an added confidence in their own strength with the merry thought of these girls' comradeship. And, in return for all their propitiating good wishes, is it too much that the girls should expect to wear their class pins and other manly decorations?

In these days of emancipated woman-kind, however, it seems strange that girls should choose to display such boasted marks of favoritism in a much more conspicuous way than did those women who had no thoughts of independence in their heads. Up-to-date girls now wear the pins they have captured from their admirers on a tiny black velvet band, or, rather, a narrow piece of velvet ribbon, which fits snugly about the right sleeve just below the shoulder. Sometimes two, three or even four pins are placed in a line on the little band. In fact, the more that can be shown the prouder is the individual whom they decorate. One popular girl was even heard to boast that she would soon have enough such pins to fashion herself a belt, instead of an arm band.

American girls are strong in their patriotism. They generally choose a certain college for their allegiance and they remain true to it; that is to say, they do not mix up in their collection the pins of various colleges. The several that they wear might represent many men and different years, but would generally be of the same college.

It is only about the sleeves of their house gowns that girls wear the velvet band supporting these decorations. When they go out of doors and a coat is necessary they fasten one or perhaps two of the pins on the outside of their cuffs. The fact then becomes a case of "the who walks may read," as from such a place they glean out most conspicuously.

Another little wrinkle that the girls are now indulging in is begging away the men's comes to use as parasol sticks. Once such a trophy is secured they indeed tote no time in having it made up with light, attractive stuff to match some summer gown. Of course, it is all the better if the case has historic value; if it has come out the victor in a "rush," or done some other gritty deed. Wise men, it is said, keep a sharp eye on especially beloved sticks, or even, if they are crafty, hide them away.

But the time when the girls are most alert is at the end of their friend's college life—when farewell is said to the alma mater. Plaques, trophies, even the furniture of rooms, is then freely given away. It is the time to secure a truly substantial souvenir. A man's desk and his easy chair are usually spoken for long in advance; and if he has an open-hearted soul he will "clear out," as he calls it, all else but his briarwood pipe. One mistake he must be careful to avoid, that of offering soft cushions, embroidered flags or woolen sweaters back to the same fair damsel whose deft fingers may have made them. Another mistake, even greater, which is not unknown, is to bestow such things on the damsel's rival.—Washington Star.

FASHION NOTES

The bolero has lost none of its popularity. Whites will be seen more than colors this season.

The collarless fancy bodice will be much seen this summer.

Moire has the post of honor for light coats, especially for children.

The new box-plated Eton is especially becoming to light figures.

The lavish use of lace is the most striking feature of warm weather toilettes.

Cloth skirts are made up unlined, even in the medium and light weight goods.

Chrysanthemum straw is the favorite for summer hats, the majority of which are flat and low.—The Delineator.

Fillet lace in appliques and allovers claims chief attention, for use on delicate gowns of satin foulard, India silk, pongee, etc.

The little protection collars of lace, batiste and even linen have now cuffs to match; they are usually adorned with embroidery.

The newest lace applique designs are composed of medallions to be applied singly or otherwise in connection with insertion and fagoting stitch.

"Gibson" effects have extended to bathing costumes, of which an attractive example consists of blouse, knickerbockers and a two-piece skirt.

Smart gowns for summer evening wear are made from Brussels net, black or white, with a foundation of silk and a slip of chiffon to be worn between the net and silk.

TAKING CARE OF A TRAIN

THE ELABORATE SYSTEM OF INSPECTION AND RENEWAL

The Largest Repair Shop in the World—Remarkable Locomotive Hospital Has Just Been Completed at Collinwood, Ohio; Marcelous Wrecking Machinery.

Few people who travel, and few of those who depend upon the railroads of the country for the hauling of freight, have any idea of the part which the army of men who work day in and out, on repairs only, play in the world of transportation, nor of how many thousands of human lives are annually saved by the conscientious attention of these men to their work. In the inspecting and repairing departments of the American railroads are employed not less than 100,000 men, to whose skill and quick perception the public owes a debt of gratitude.

The average passenger train is thoroughly inspected at all large cities, 100 to 150 miles apart, and is hastily looked over at many other stops besides. Six hours of time is allowed for a thorough inspection. Four men, two at each end, begin the work of looking over the wheels, the trucks, the couplings and all parts of the car which are liable to get out of order. These men from both ends meet at the middle of the train, and the inspection is completed. While they are doing this work the chief, who is nicknamed in the car repairing circles sometimes as the "doper," looks out for hot boxes and properly lubricates all the heated parts. At the same instant the ice-man, with his tongs, is lifting chunks of ice into the tanks in the interior of the coaches.

Freight trains are inspected with just as much care as the passenger coaches, but the work being done upon the repair tracks, in an obscure location, the public practically sees nothing of it. At some of the principal repair tracks, even in cities of not more than 15,000 population, as many as 1,000 men are employed, and inspected every 24 hours, and this by four men, two working nights and two days. When a train moves in upon a track for an inspection but a half-minute is allowed to each car, and so rapidly are the workmen that they do it thoroughly in this time. Were the railroads not sure that these men are perfectly capable of their work, they would, in the time now allotted, they would, of course, increase the limit, for there is one department more than another in which the railroads are particularly about perfect work it is in the line of proper and adequate repairs.

When a train of cars arrives in the yards the repair tracks the inspectors place their tag laylines or a blue light at night, at each end of the train. This warns roadrunners that the inspectors are at work on the train, though they may not be visible, often being under the cars. The locomotive must not be attached when these blue signals show forth from the ends of the train. One of the inspectors passes over the tops of the cars. He is on the lookout for a leaky roof, if it be a box car; if it be an ore or coal car, then he must look out for the condition of the chains which hold the drop-bottoms. The men working about the trucks must look out for a broken flange, a checked wheel, bent axles, loose bolts, and air connections, condition of the air reservoirs and many other things.

As soon as a defect is found a card is tacked on the car by the inspector. There are different cards used to designate rolling stock that is in bad order. One card denotes danger, and that the car must be handled with care until it is unladen and placed upon the repair tracks. Another card denotes the condition of the air brakes. The car may be in such shape that it must go at the rear of the train, and have no connection with air, or it may be that it can be run between cars of air, but that the reservoir of the car must be cut out, the air simply passing through the pipes of the car, without having any effect as to setting the brakes upon it. Box cars with leaky roofs must be transferred to some distinct line of traffic, such as the carrying of coke.

No one can well doubt that the car repairers are skilled workmen. They must be able to discern checks on a wheel and know that eventually it may mean a crack which will develop into a broken wheel. A broken wheel, in turn, may mean a fearful wreck. When a man begins as a car repairer he must first work about the repair track with some one who is experienced, and before he learns perfectly every part of the trade should spend, perhaps, two or three years. It would seem that these men would receive big pay, but they do not get as much as in many of the other departments. Western roads, it is said, pay men more than the eastern and central states they get but 15-12 cents an hour, while the switchmen of the same locality get in the neighborhood of 25 cents an hour. The repairers believe hard de- unjust, and they are now in some sections of the country asking that their wages be raised.

Of late there has been a tendency to change the plan of this work to that of piecework, but the change has not yet been in effect long enough for the men to feel just sure how they like it. By the piecework plan they are paid a certain scale rate for each separate bit of work they do. For example, if there is to be a slip put into a car the workman is paid the scale rate for placing slips. The questions which arise, however, relate to whether he is to be paid for the extra work he must do in tearing away timbers and bolts in a disabled car

prior to putting in the new sill. In some instances this would require a long time; in other instances not so long.

Wrecking crews are usually stationed at two or three points on a division. There is usually one large steam wrecker, with a lifting capacity of 50 tons, and then there will be one or two hand-wreckers. The men on these wreckers receive the same wages as the car repairers who work on the repair tracks, except that for extra time the men on the wreckers receive about 20 cents an hour. The average wrecker carries a crew of 12 men. These, of course, are skilled in their particular line. The modern machinery with which they work is marvelous in many respects. Every one is familiar with the remarkably short time that is required to clear a track in this day. That which would require but a few hours now would have taken several days a quarter-century ago.

The average American railroad system employs several thousand men in its repair departments alone. In the big shops of the companies the largest numbers are employed, but even in small cities as high as 125 men will be kept steadily at work. These men are capable of building a car, from the trucks up, with the various parts that are so extensive sometimes after a wreck that the car may be said to be rebuilt.

At Collinwood, Ohio, there has just been completed the biggest locomotive repair shops in the world, by the Lake Shore & Michigan Southern railway. Lately it is said that very extensive car repairing interests will have been added. The dimensions of the new shops are 610 by 300 feet. The walls are of brick and the framework of steel. Here some 2,000 men will be employed, and their sole work will be repairs. The machinery will be marvelous, including cranes with a lifting capacity of 100 tons. No locomotives will here be built, but many will be practically rebuilt.—Philadelphia Record.

THE ROMANCE OF A SQUALL

A Yacht Captain Who Rescued a Girl Remembers Her Husband.

The rescue of a young woman from a capsized sailboat last summer in the bay by the captain and mate of a Providence tugboat has resulted in a romantic wedding. Capt. Warren H. Brown, now of the town of Weymouth, was married Saturday night by the Rev. Charles Donnell to Miss Clara L. Pickering of Edgewood, who owes her life to the captain's act.

It was on the 23d of last July. It was rather stormy, late in the day, with thunder, lightning and squalls, and among the craft that were out on the bay was a slooping yacht, in which a party, consisting of J. Walter Pickering, Mrs. Pickering, their two daughters and Agda Johnson and Ethel Tucker, was out on a pleasure trip. When they were off Pott's Cove at Prudence Island, the boat was struck by a squall and capsized. There was a small rowboat with the sailboat, but no oars, and when the accident came the occupants had to take to the bottom of the yacht, as the smaller boat would hold but three.

The women were in the cabin when the squall struck them, and it was necessary to break the windows in order to get them out. As the boat would not hold out, and there was a chance of bringing assistance by reaching shore, Mr. Pickering, with the two smaller girls, Miss Tucker and his youngest daughter, Miss Essie, started for the shore, paddling the boat with a broom. They disappeared in the darkness, leaving Mrs. Pickering and one daughter and Miss Johnson lying upon the boat's side, which was about 18 inches above the surface of the water for about six feet by her length. For four hours they lay clinging to the boat as best they could, with hands that had been badly cut by the jagged edges of the cabin windows.

About 10 o'clock the tug Gertrude, with two barges in tow, which had left Providence shortly in the evening, reached the vicinity, and Capt. T. C. Brown thought he heard a faint cry for help. He steered toward the sound and found the women clinging to the boat. They were nearly exhausted and probably could not have held on more than 15 minutes longer. Capt. Brown called to his mate, and bringing his boat alongside, jumped from the pilot-house to the deck. A rope was thrown to the women, but they were unable to grasp it, and so William Lawson, a deckhand on the Gertrude, jumped overboard and brought one of the women to the tug, while the others were rescued from the deck. They were taken into the hot kitchen of the tug and given restoratives and exchanged their wet garments for overcoats and blankets.

When Capt. Brown found their homes were in Providence he cut loose from the barges, leaving them anchored, and steamed back to this city, reaching here about midnight. The women were taken to Mr. Pickering's home at 533 Smith street in Edgewood, and left in charge of their friends.

Capt. T. C. Brown of the Gertrude is the father of the bridegroom of Saturday evening. The latter was at that time mate of the Gertrude, was the man who saw the ship "reeky" party and took an active part in the rescue. The acquaintance formed at that time was continued through the cordial invitation the captain and mate received to call at the Pickering residence whenever they chanced to be in town, and the engagement and wedding finally resulted.—Providence Journal.

Room for Death.
Judge (to elderly witness)—In what year were you born, madam?
Lady—In 75, your honor.
Judge—Um! In 1875 or 1775?—Chicago News.

PEARLS OF THOUGHT.

That which satiates cannot satisfy. Sweet fruits grow from bitter seed. Righteousness will not come by rote. His need makes another my neighbor.

He loses all who is unwilling to lose any. No man can run away from his own heart. Lights are more important than lamps.

The corrupt man cannot be courageous. Every blessing received creates an obligation. Honor looks best on a background of humility.

To cultivate a callous heart will not insure calm. It takes a small breeze to raise a storm in a puddle. The oil for the night must be bought in the day.

It is a greater thing to prevent a disease than to invent its cure. When a man begins to go down there are always plenty to smooth his way for him.

The man who is always figuring where he will come in will find himself cast out at the end.—Ram's Horn.

THE FLOWER CRUSADE.

Ornamentation of the Home and Beautification of the City.

Several years ago a flower-loving citizen of Cleveland, Ohio, organized a club for the ornamentation of the home. Out of this small beginning has grown the Cleveland Home Gardening Association otherwise known as the flower crusade. Children are enlisted in the movement, which is under the management of the association. This organization distributes seeds among school children, examines the gardens exhibited in competition and distributes the prizes, a number of which are offered. The seeds went to 20,000 homes last year. Not only are homes beautified by these flowers but the school yards.

Last year the children planted in all 175,000 packages of seeds. The results are so evident that the casual observer notes the change in the smoky city, and it is known throughout the state as the "city of flowers." St. Louis has now taken the matter up. A botanical club has prepared a system of seed distribution in co-operation with one of the seed companies. The reward offered in this case to the children who are most successful in a diploma signed by the mayor, indicating that the holder is worthy of merit for aiding in the beautifying of St. Louis. This sort of enterprise will show results long after the flowers of any given year have faded. The experience of the children will not be forgotten by them, but will be renewed when they are in possession of homes of their own. And this form of ornamentation will open their eyes to the needs and possibilities in other directions.

Until recently American towns and cities have been given over to negligence partly because the necessity of looking after the more practical and immediate interests made attention to aesthetics impossible, and partly because people did not understand just what their towns lacked or how to remedy the deficiency. Both these conditions are passing; education is tending in the direction of the artistic and the rising generation will have much better ideas on the subject than prevail at present. The flower movement is a useful feature in this education.—Indianapolis Journal.

Fine Marksmanship at Annapolis.

Lieutenant-Commander A. P. Niblack, U. S. N., in charge of gun practice in the navy, has just installed at the naval academy at Annapolis one of the new target ranges which artificially represent conditions at short ranges as they exist at long. Mr. Niblack found that the caliber have made some remarkable gun practice with the six-pounder rapid-fire naval tank in being required to hit a target 1620 feet at a distance of 1300 yards as many times as possible in 90 seconds, only actual holes through the target to count.

For juniors the scores were excellent. For instance, Cadet H. G. S. Wallace, in 90 seconds, fired 12 times and made seven hits. C. Simmers, Jr., fired 17 times and made 11 hits. W. G. Diman fired 29 times and made 15 hits. F. D. Hall fired 16 times and made 15 hits. J. H. Blackburn made a perfect score of 14 aimed shots and 13 hits in 90 seconds. F. C. Marvin, out of 31 shots made 13 hits. Lieut. A. E. Keithach was in charge of this firing party, which was on board the Standish.—Army and Navy Register.

As Slow as the Train.

"Look at that bicycle," said a lady as she identified a machine in a clock-room, and saw that it had been badly knocked about and was quite useless for riding purposes.

"Yes, ma'am, I've been looking at it," said the official.

"Why, it's all smashed to pieces!"

"Yes, ma'am."

"Well, what do you propose to do about it?"

"I'll report to the foreman, ma'am, and he'll report to the station master, the station master to the general manager, and he to the board of directors and in three or four years a solicitor will call upon you to ask you why you didn't travel with your bicycle in a properly made case. That is the way we do.—London Answers.

In order that a rainbow may be produced the sun must not be more than 42 degrees above the horizon.

HELD FOR POSTAGE.

Newspapers That Do Not Get Past the Post Office.

"We have an exhibit here in the city postoffice which ought to interest every reader of Washington newspapers." The speaker was Major James H. Bell, superintendent of the delivery system of the Washington postoffice, and he was leading the way to the middle of the first floor of the postoffice building as he spoke. When he had gone a few feet he turned and pointed to a case which stood in an open space near the roadressing desks. What the reporter of The Star saw was a series of shelves of twelve shelves each, crammed with newspapers.

"If you go over and examine those shelves you will find them full of papers, most of them published here in Washington and all properly addressed. The entire number, however, is understamped and so must be held here in the office. There are from fifty to seventy-five such packages received here every day. They're really our interests in them comes with the discovery that the papers are not fully prepaid. The regulations provide, however, that where the packages are 'of obvious value' we must make some effort to notify the sender that his packet has not been forwarded because not properly stamped. That provision is construed with enough liberality to enable us to hold here the underpaid newspapers.

"We try to keep the papers a month, sorting them as to the date of mailing. Then when an addresser learns that his paper has not reached the addressee and comes here to inquire, why, we try and hunt out his paper. We can always find it if we know the date of mailing, and nearly always succeed otherwise if the addresser guesses at the date. Then the deficient postage is paid and the paper starts on its way, perhaps two weeks late.

"An idea prevails in Washington and true at all. The Star, for example, and there are many copies of The Star in that case over there—goes for other cities that any single issue of a paper can be sent through the mails for one cent. This is, of course, not true at all. The Star, for example, and there are many copies of The Star in that case over there—goes for a cent only when the issue is fourteen pages or less. Sixteen pages or more, up to twenty-eight pages, cost two cents, and the Saturday issue, when ever it exceeds thirty pages, cost three cents.

"It may be that a postal regulation as to the mailing of single papers for delivery in the town of issue has occasioned this confusion. By the terms of that regulation the publishers of The Star can send a single copy of their paper anywhere in town for a cent. But the entire shipment of such newspapers in Washington under that ruling does not amount to \$1 a week.

"Often and often we find the most unexpected articles bound up with papers. The law directs us to open every such package before throwing it away. Many contain letters which the writers have attempted to send in violation of a law known to every one who reads the papers. In such instances we present letters, papers and wrappers to the authorities for appropriate criminal action. Many others have writing on the margins, in which cases we simply pay no attention to the packet either to forward it or to notify the addresser. In some instances we find magazines, which we deem articles of obvious value, and accordingly notify the sender.

"I was once walking past the 'dostroy' basket you see there and picked up a paper out of the pile. The wrapper was torn, but the papers had not been examined. When I opened it I found inside a \$10 bill and a gold ring. The wrapper was gone, but we identified the sender and notified him and the articles reached their rightful owner.—Washington Star.

A Talmage Story.

The late Dr. Talmage was on one occasion in the company of some theological students. They found from the study of church history, were leaning together over the old scholastic question:

"How many angels are supported on the point of a needle?"

They were surprised when Dr. Talmage turned to them and said:

"Well, how many do you think?"

As no one answered he went on, with decision:

"Well, I'll tell you—five."

And he justified his answer with the following story:

One very stormy night he was coming home late, and noticed a light in the window of a room where he knew a poor woman lived whose husband was at sea. He wondered what kept her up so late, and he went to see. He found her hard at work sewing by her lamp, while her five rosy children were sound asleep beside her.

"There," said Dr. Talmage, "was a needle supporting five angels."—Philadelphia Times.

The Grape.

The history of the grape is almost as old as that of man. Growing in its highest perfection in Syria and Persia, its luscious fruit recommended it to the especial care of the patriarchal tillers of the soil, and vineyards were extensively planted long before orchards or collections of other fruit trees were at all common.

The grape first came from Persia. From the latter country as civilization advanced westward this fruit accompanied it—first to Egypt, then to Greece, Sicily, Italy, Spain, France and then to Great Britain, to which latter country the Roman carried it.—New York News.