

FOR YOUNG PEOPLE

FALL GOWNS AND SIMPLE GARMENTS FOR SCHOOL WEAR.

These Lattices Most Desirable Children Have Many Requirements—Pretty Poplins for Afternoons—Wash Frocks in Great Demand.

Another coat of broad tail has revers of emerald-green, stitched with white. At the throat are black liberty chignon knots with the almost inevitable long ends. The becoming and sensible toque worn above this distinguished garment, is from black velvet.



with black and white fanciful quilts, and a brilliant ornament of jet and rhinestones. There is no green hat to match the jacket. Some say bright green worn above the face is less successful than when adopted below it.

So much attention is paid to the young people of to-day, not only in matters of education and amusement, but in dress, that planning out a wardrobe for a schoolgirl is by no means easy, particularly where economy has to be considered, and, after all, there are few women who have money enough or are foolish enough to pay the exorbitant price asked by some of the dressmakers for children's clothes. Even the most extravagant mother is somewhat aghast at being asked \$75 for a frock for a child of twelve years; but that price is not considered extortionate by several of the leading dressmakers, while \$35 and \$40 is considered inexpensive even for a school dress.

A child requires a great many clothes to get through the winter and look well dressed on all occasions. The most important question is the school dress. Fortunately three or four of the most fashionable schools of the city have sent out the word that they will not allow their pupils to be dressed elaborately or expensively, and that flannel shirt waists and wool skirts are the correct attire. This style of dress is not so cheap as might be thought, but is far more possible for home dressmaking if good patterns can be got. The best skirt model is plain, gored, with no trimming excepting two or three rows of braid, if so desired, lined with percale and finished with a deep hem. The shirt waists should be of light flannel and also lined with a thin lining. The prettiest model is made with a narrow yoke of the flannel that comes just in front of the shoulder with fullness in the front, and in the back six narrow tucks that start far apart from the shoulders and taper down into a point at the waist. The backs can also be plain, but with a pointed yoke. The sleeves are shaped, have just enough fullness at the armholes to be comfortable, but fit close to the arm and have a flaring cuff at the wrist that can be turned back if desired. The plain colors are used, but the fine polka dot patterns are more popular, and these come in every shade.

Many attractive suits excellent for school wear are made with a coat and skirt to match of heavy material. The only objection to this is that the cloth is likely to be too heavy for a skirt, when it is just right for a coat, consequently many people choose a lighter weight material and have the coat made warm by lining and interlining. Brown double-faced golf suitings are particularly good. The coats are double breasted and of medium length, and when worn with a bright red velvet shirt waist make a pretty little costume. A smart gown is of heavy dark blue serge. The coat, three-quarter length, has loose fronts, fitted at the back and sides. It is trimmed with plain gilt buttons. It is, of course, severely plain, but pretty, and almost without exception becoming. Then plaid skirts are worn with the plain cloth jackets. A green and blue plaid, with a dark blue or green coat looks exceedingly well, and with this any colored shirt waist can be worn, but the prettiest is the red with fine white polka dots, or a dark blue with black polka dots. Young girls are wearing with the shirt waists the ribbon ties long enough to go around the neck twice and tie in front in a bow knot. The ribbon collar is finished with a narrow turned-down linen collar made of sheer lawn or cambric and trimmed with hem stitching. A black ribbon belt fastened with a buckle is also necessary to complete the costume.

For afternoon wear are many pretty poplin dresses made up. One French model is in a shade of new blue and is trimmed around the skirt with a braiding of darker blue and white. The waist is made in bolero jacket, but in the back is tight fitting. It has a yoke and vest of tucked red taffeta silk and a belt of bias velvet, the color of the poplin. The jacket is largely used for young girls who have no figure and can be made much more becoming when a soft vest is put in than a finished waist. The guimpé effect is still in favor, but only for little girls.

When it is used on the older girl's frocks it is more like a yoke, being put in trimmed around with revers, and reverses and yokes are made with the same colored silk, either tucked or corded silk, either tucked or corded.

Another pretty style of frock is made of the soft wool materials, the crepons, the crepe cloths or cashmires. The prettiest model is a plain gored skirt, a waist with a little fullness in front, white lace collar and a white lace bertha in pale blue, pink, yellow or gray. This style of frock is sure to be becoming and in style for a surprising length of time.

For parties the wash frocks are in favor, made of fine lawn or point de esprit and worn over a silk slip. There is not much change in the fashion of these thin frocks. The skirts are trimmed with one or two ruffles edged with lace, or have entre deux of lace, the waist being made either with a lace yoke and lace bertha or with the bands of entre deux and a little lace cap over the sleeve. Narrow ribbons are more worn with this style than wide sash ribbons, and there is a collar around the neck made of the ribbon, to match the sash. The all silk frocks are also in style and many pretty designs in silk this autumn are suitable for this purpose. Those silks that have the satin stripes of some bright color and a tiny flowered design are the best. These frocks should be made with plain skirt, or with not more than one ruffle edged with lace, and the waists can be made like the wool frock. Jackets are not permissible, as it is better to keep as simple effect as possible, even when real lace is used in the bertha or yoke. It is rather a new idea in these silk frocks to have a velvet yoke and collar and belt also of the same velvet in some contrasting color, or of a deeper shade than any other color in the material. A pale yellow silk that has a stripe of light green and is lined with little, tiny rosebuds will have a yoke of pale green velvet and around the yoke will be a ruffle of yellow lace. This sounds old, but when made up looks well, and as a child's skin and complexion is, or should be, clear, is certain to be becoming.

Broadcloth, in a morning-glory blue, is trimmed on the skirt, with a serpentine band of blue in the same shade. The band is outlined on both sides with mink. The yoke is an embroidery of white and black satin cords, shaped low as to sleeves and corsage, high and flaring when it reaches the collar. The neck sash is a complicated but pretty arrangement of dotted and fringed white China crepe with fine white lace. The hat with this admirable costume is done from dark morning-glory blue velvet, the brim covered with white openwork lace. Rosettes are of blue chiffon, while the wings are French milline, color effects, shading by artificial means from blue to white, and faintly to the reds found in the morning glory, which served as the model for the costume.



An exquisite gown for informal dinners at home is in princess effect, from rose pink silk muslin, with small ruffles of the same material, edged with baby black velvet ribbon. In vine motive an applique of fine jet on cream lace is an attractive decoration. One notices the elbow sleeves and the velvet-edged jabot of pink silk muslin. Shortened sleeves have not made the outdoor success which was hoped for them this summer, because it was bothersome to have gloves always ready to supplement the brief arm coverings. But women who would be in the fashion take advantage of the opportunity by having house frocks cut to show the prettily rounded forearm. A fall of cream lace softens the front of a coat of black Persian lamb, worn with a black satin hat.

Odd Concepts for a Shift. Women who poke into odd corners in the Japanese stores may have seen and wondered what earthly use could be made of the grotesque masks and faces which are piled into large baskets set here and there on the counters. There are all kinds and sorts and conditions of them. Some are solemn, some are jolly, some are sad, while old Satan has a generous representation among these apparently useless articles of bric-a-brac. They are fashioned of a dark reddish brown metal, and are as a rule the most outlandish looking objects.

Well, a new use has been found for them. An inventive woman having conceived the idea of putting up a row of these Japanese masks, something after the fashion of the singing cherubs. So down she went to the Japanese store and selected about a dozen of the oddest of these many odd heads, and then she arranged them artistically and placed them on the edge of her shelf, where they looked like the front row of a grotesque chorus.

REFUSE OIL SUBDUES

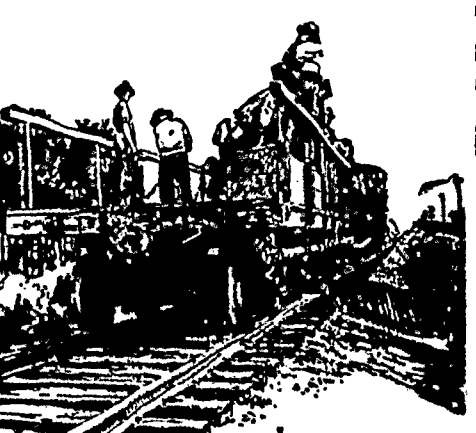
NOT ONLY DUST BUT PROTECTS THE ROADBED AND TIES

Get it and Cheaper Than Stone Ballast for Railroads—The Idea Came From California—Its Novelty Entitled to a Patent Which Has Been Issued.

Practically nothing is wasted in these progressive days in the process of converting raw material into the manufactured product. What was refuse a few years ago is now a valuable commodity bringing profit to the manufacturer instead of loss. The great oil trust turns to profitable use the refuse of its crude petroleum after all its products for lighting, heating, lubricating and heating have been drawn from it.

That refuse was a nuisance to the refiner and to the neighbors whose misfortune it was to dwell within breathing distance of the refineries. It had to be disposed of somehow, and the how was usually offensive to the community, and many lawsuits and injunctions were the result. All that has been changed, and refuse oil no longer pollutes the streams that flow by the refineries works of the Standard Oil company. That oil is sold at three cents a gallon or thereabouts. A bright mind out in California a few years ago evolved the idea that crude oil mixed with the covering of highways would make the surface firmer and prevent the accumulation of dust. Practical tests proved the worth of the idea, and its projector went at once to Washington and got patents not only for the new oil-sprinkling machine he had invented, but for the idea itself as well. Wheeling, a Los Angeles cycling authority, calls preposterous the claim that the patent covers the general idea of the use of oil in any form on roads, and that no roads can be sprinkled with oil without paying royalty to the California Dustless Roads company. In this the otherwise careful Los Angeles Journal is mistaken, according to some of the foremost patent lawyers in the land. There have been no lawsuits, because the intelligent counselors for possible defendants have found invariably upon proper investigation that the patent on the idea of using oil in that particular connection is covered and protected in the patent issued by the Government. That in itself is an interesting feature of the new industry.

Railroads Pay for the Idea. Now some of the greatest railroad corporations in the country are using the idea successfully in their efforts to subdue dust along their routes and all are paying royalties of \$20 a mile to the Dustless Roads company for the privilege. The fact that this refuse oil is the best adapted for the purpose opened up the new avenue of profit for the oil trust. The Long Island and the Pennsylvania railroad companies were the first important corporations of the kind to experiment with the refuse oil along certain stretches of their roadbeds where stone ballast was impracticable. Both found the oil sprinkling to be effective not only in laying the dust, but in protecting the roadbed and ties as well. The scheme is in extensive use by both systems, and has been adopted by the New York Central, Boston and Albany,



The Sprinkler at Work.

Boston and Maine and several other large railroad companies. The idea, borrowed from the "Peerless State of the Golden West," as the Los Angeles Times puts it, is likely to become one of the most important factors in maintenance of way in railroad economy.

When W. H. Baldwin, Jr., accepted the task of reincarnating the Long Island railroad, about three years ago, one of the first big schemes he undertook in the line of reform was the oil device of the Californians for preventing the clouds of dust from inundating the trains on his lines in dry weather. The new president knew about the patents in existence and waited a full year before putting the oiling system in use on the Long Island roadbeds, so as to determine whether or not the owners of the patents were entitled legally to the royalties demanded. The most able patent lawyers in the country were engaged to hunt up the records, the result of their research being the opinion that the novelty of the idea entitled the patent, covering it to full protection under the laws, and that the patentees can collect royalties legally. That much having been settled definitely, the Long Island railroad started an active campaign against the dust early in 1908. The operating train consists of a locomotive and two flat cars, the first of which carries the immense oil tank, connected by piping to the second car, which carries the oil-distributing apparatus. This method of distributing the oil and the devices employed for it are the creations of the machine shops of the Long Island and railroad.

Mr. Baldwin's Commendation. Mr. Baldwin says: "It has been demonstrated satisfactorily that the sprinkling of crude oil along the stretches of railroad track where it is not practicable for one reason or another to ballast with broken stone serves the purpose of avoiding dust accumulation, and that it has other virtues. The oil at the surface of the roadbed prevents rain from soaking into the earth directly, and drains it off to the gutter at either side if the roadbed is graded properly. The oil acts, too, as a preservative of the ties.

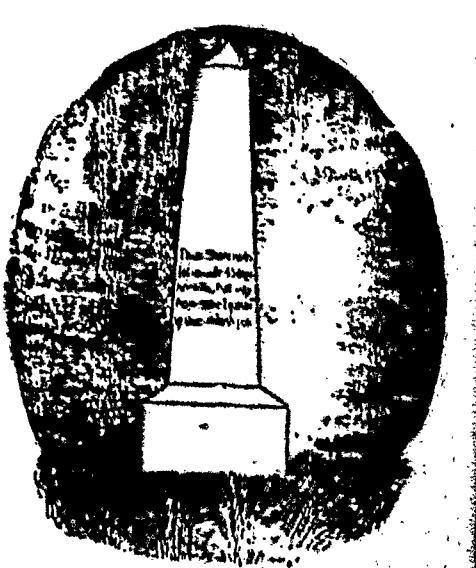
The cost of the refuse oil is about three cents a gallon. It takes 1,000 gallons of it to sprinkle one mile of single track. Therefore, the cost for a mile is about \$30. One good sprinkling a year is enough to keep the road in dustless condition. On the other hand, stone ballast involves an initial outlay of \$2,000. Considering that as an investment, and figuring it out at five per cent. interest, the annual interest amounts to \$100. That is 140 more each year for every mile involved; \$100 every ten years. No offensive odor from the oil can reach the passengers in the car. The action of the train draws the air from above into the car window, while the tremendous suction underneath pulls the surface atmosphere under the train and ejects it from the back of the rear car as it speeds along.

Another use for refuse oil, found within a few years, has saved many a vessel from foundering in the angry ocean. Prudent skippers drop crude oil overboard from canvas bags or other receptacles, thus calming the disturbed water appreciably, and enabling the craft to ride out a gale in safety. Many a log reports the story of salvation brought about in just that way.

THE MIDWAY SIGN POST.

A Shaft Erected to Mark the Spot Halfway Between the Equator and the Pole.

A singular mark of honor, and yet one to which it is naturally entitled, has just been conferred by the United States Government upon North Perry, a little village situated in Washington county, about twenty-one miles from Colais, Maine. That hitherto insignificant hamlet is located midway between the equator and the North Pole, and this memorable fact is to be noted on a shaft, which will be erected within the next few days at one of the most central points in the village. There is one church in North Perry, and the shaft will be placed on one side of the little path leading from the street to the church door. On the front of the pillar will be cut the words: "This stone marks latitude forty-five degrees north, half way from the equator to the North Pole."



The Midway Sign Post.

Naturally this unexpected incident has set the people of North Perry in a flutter of excitement. There are only about five hundred persons in the place, and while the men earn their living by acting as guides to hunting parties and by working in the lumber camps, the women and children carry 'little money in the spring and early fall by picking berries and sending them to the canning factories. Not often do they take a holiday, but they are determined to have one on the day when the shaft is placed in position. The stone, which has just been completed at a granite quarry nearby, was ordered by the government, and the spot which it will occupy has been marked by the geographical surveyors of the United States Government as being precisely midway between the equator and the North Pole.

Beasts in Mackintoshes. Something that on rainy days may fix the eye of the passer-by in front of a furrier's establishment is the figure of a bear in a mackintosh. This may be a bear mounted on wheels one that can be rolled out and in, to and from the sidewalk, left out in stormy weather, to serve its purpose as a sign, but still protected in some degree by wrapping a rubber blanket around it; but it is more likely to be a bear standing on some fixed support attached to the front of the building and placed there to stay. Here, out in all sorts of weather and day and night continuously, if not protected, at least in the heavier storms, the bear would soon wear out, or get rusty and dilapidated; and so these bears that have to stand outside whatever the weather sometimes be seen protected by a rubber cover made for the purpose.

Optical Delusions of Every-Day Life.

Doubtless every one has observed while traveling by train that the trees or houses in the distance appear to be speeding along in the same direction as the train, while the nearer objects are fast receding. Many, too, have observed that the top of a level wall built on a steep incline, appears to slope upward in a contrary direction to the hill itself, at nearly the same angle to the apparent level; and some have curiously regarded the ghost-like gliding and vanishing of dark shadows while passing a double row of fending; but the following are not so commonly remarked.

One might stand for several minutes watching the revolutions of the cups of an anemometer—for measuring the velocity of the wind—and still be puzzled as to the real way they are turning round. Gaze up at them when there is an uncertain breeze blowing; they revolve rapidly, and you are perhaps perplexed as to their direction. As the wind subsides you would expect to find it easier to tell the direction by the slower revolution, but, as a matter of fact, the difficulty is increased. With the varying speed your first impression is that such and such is the direction, a moment later you reverse that idea and the longer you gaze the more it seems as if they are spinning round erratically in every possible direction, whereas, of course, they only turn one way.

FOR AND AGAINST ICE.

Americans are noted for their devotion to ice-water and the Englishman (I took in undisturbed horror at our habit of drinking quarts of the solid fluid when we are warm and tired, as is taught when a child that awful consequences follow, washing in very cold water or drinking cold water when he is hot. Also he has a deadly terror of draughts. Naturally he cannot understand how we escape with our lives.

An Englishman who went out to Australia—which shares with us a fondness for getting cool—relates how he discovered it was the habit of his friends to play tennis when the thermometer registered 100 degrees in the shade and then rush off for an icy-cold bath and a draught of ice-water. They never seemed the worse for it. We see the same thing done here every day. The Australians, he also found, particularly the women, after dancing, hunt up draughts to sit in to cool off.

We call it ice cream. To the English it is known as cream-ice, just when or where it was invented is the question many people have tried to solve. In the beginning of the century it was almost unknown in England, though well known in Naples and Sicily, where the cream was actually made into copes of peaches, apples, apricots and such dainties, much as we have them to-day made in molds.

There is one famous instance in support of the English against the American opinion on the subject of taking cold baths when you are very hot for it removed from the earth in the city of Babylon, at the age of thirty-three, one of the greatest men that ever lived, Alexander the Great, who died of fever brought on by bathing in the river when he was very hot. This was unfortunate, because he would doubtless have gone on to conquer China, as he conquered the rest of Asia, and this might have saved several European powers half their present anxiety.

WIT AND HUMOR.

A rather "tall" tale comes from the ranks of the British Isles. While a number of ladies and gentlemen were enjoying a short spin recently a horse bounded into their midst and, quite bewildered, leaped into the arms of a lady member of the party and announced itself in her dress. The young lady let go her grasp of the hand of her horse and instantly the horse and its partner rolled on to the grass at the roadside.

The world would run more easily with a universal tongue. Witness the case of the American army nurse in Cuba who did not know Spanish. One day, just before hostilities had begun to a definite end, she was startled by the unexpected visit of her Cuban laundress. The woman was patently excited. The Cuban's hands seemed to speak of wounded men butchered and nurses out to ribbon. The nurse was frantic. She must know the word in the hospital was an officer very ill with typhoid fever. She knew he understood Spanish. Only in a matter of life or death would she disturb him, but this was obviously a matter of life and death. The sick man turned his head on the pillow. "She says," he whispered feebly, "she says the stripes in your pink shirt waist have run, and she doesn't know what to do with it."

Horace Greeley once was discussing in a general company the faults and needs of his own nation. "What this country needs," said he, in his piping voice and Yankee accent, "is a real good looking!" An Englishman present, promptly said, with unmistakable English accent: "Quite right, Mr. Greeley, quite right. The country needs a 'looking.'" But Mr. Greeley, without standing in the Englishman's direction, or seeming to pay any attention to the interruption, went on in the same squeaky tone: "But the trouble is there's no nation that can give it to us."

"How can the pan be mightier than the sword?" cried the poet, desperately, "when yonder sword-swallower makes more money than I do?" Now the fallacy of this was apparent. The pan was still mightier than the sword; the condition deplored by the poet was due simply to his own foolish action that swallowing pane in a cup of hell wouldn't be art. Doubtless the logical grasp of his mind was somewhat affected by his not having had anything to eat for a week or ten days.—Detroit Journal.

MAN OF THE HOUR.

Say, really now, wouldn't you like to be the ice-man?—Philadelphia Record.

A good way to catch cold is to run after the ice-man.—Berlin (Mö.) Times.

The ice-man runs his business mostly on the block system.—Philadelphia Bulletin.

It is cold cash that a man must lay down for his ice-bill.—New Orleans Picayune.

The ice-man doesn't kick because all that 'glitters' isn't gold. He's got something just as good.—Philadelphia Record.

The coolest thing in the way of trusts is a combination which takes in all the ice business in twelve states.—Ointon Age.

The ice-man is so great that even that he involuntarily does a natural in delivering his wares.—Philadelphia Record.

Ten states are said to be in the grip of a huge ice trust. It is said to be "frozen in" all the rest of the states in these days of the weather.—Detroit Globe.



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