

For the OUT-OF-DOORS GIRL



After the heat of midsummer nature offers special inducements to the athletic girl, and for such we offer the above suggestions in dress. The first gown is of brown and white check with buff revers, and black a hat of marilla turned up with black, and trimmed with black, and the coat has pipings of buff and buttons of gold, and beneath it should be worn any sort of simple shirt, either of lawn, of tucked white crepe de chine, or of Shantung. The great essential to the success of this costume is its absolute

simplicity. But, by the way, the very simple shirt is not having things all its own way, for few are guiltless of the center double frill. This frill is shown decorating with great success the other dress illustrated. The waist-coat is of patterned cretonne, the coat and skirt of purple cloth, and the hat is also of purple, with a waving plume which extends its influence from front to back. A smart little costume this altogether, with lines of fanciful braid decorating the skirt and coat, and putting in their appearance again on the cuffs.

IRLS find it an easy task to look nice in the summer time. The simplest white dress made of cambric, with a tucked skirt and a bloused bodice, will bear, if the waist be trim and the belt neatly adjusted, under the influence of a good hat and a colored chiffon scarf round the shoulders, an aspect not unworthy of a costume from one of the best artists.

Yet again I quote from a personal encounter, and tell of a dress of white linen with the skirt trimmed with three broad crossway bands, the bodice cut with very large armholes over an under-bodice of tucked lawn, and round the shoulders a loosely hanging scarf of light Wedgwood blue, and on the head a Tuscan hat, lined with black, the front one mass of roses shading from red to pink, and round the neck a string of pale pink coral beads.

I like colored beads with muslin or linen frocks; and, talking of linen frocks, I am reminded of several other cheap effects. Green and white striped cambric made in the very simplest of styles, with a shirt-bodice, long sleeves, and a turned-down white linen collar tied with a little green bow, belted at the waist with a green patent leather band, and crowned with a green straw hat trimmed merely with a huge green glaze bow.

The latest news of hatspins I have received relates of closely-jeweled knobs of monster size, while the pear-shaped tortoiseshell pins are still popular, plain and engraved with gold. Feathers are growing wilder and wilder, and their prices higher and higher. Had I to invest large sums in this direction I would advise the ostrich as being the safest bird. The plumes of the ostrich are perennially in fashion, and a really good ostrich feather will in time play many parts; and, by the way, I continue to admire those ostrich feathers which are arranged to fall in fountain fashion, while I persist in my dislike of the

NO MAIL FOR HIM.
And the Kangaroo Departed, While Passengers Wondered.
"Yes," answered the driver as his leader swept round the turn into a lightly timbered stretch of level road in the Australian "bush," "you may not believe it, but those kangaroos are as clever as people." Then in response to the inquiry of a passenger he proceeded to tell why.

"Now, there's Maloney," he continued, "who owns the section on the other side of the creek. He trained one of them to meet the coach each week and get the letters for him."
"The kangaroo's pouch comes in real handy, ye see," he added, with the humor that belongs to the stage driver the world over.
Presently, as often happens on a quiet country road, a fine kangaroo, disturbed by the approach of his majesty's royal mail, came into view, as he raised himself from the grass where he had been feeding and looked toward the coach with an innocent, hissing air.

sketch kind which seems but to be endeavoring to emulate the ostrich feather after a good shower of rain, and to lack the least hankering after the beautiful.
The elbow-length sleeve is undoubtedly booked to go, and the new sleeves will come to the hands if not to the knuckles. But whether the short sleeve will go is another matter. The creators of fashions have enacted many decrees that have been widely disobeyed. One of them was the death

of the short skirt; another the disappearance of the shirtheist, or blouse, as it was more euphoniously named, and a third was the attempt to introduce crinolines or hoops. All of these, and many other enactments, were null and void.
In these days women show more sense than in the past in the matter of gowning, and a sensible and at the same time comfortable fashion is quite sure of a following at all times by the masses of women, including many of the modish world. These fashions need not always be becoming to insure their life.

The driver glanced at him and shook his head.
"Nothing for you to-day, old man!" he called genially.
The kangaroo, as if that was all he had been waiting for, hopped quickly out of view among the trees to the amazement of the box seat travelers and the intense enjoyment of the other occupants of the coach.—Cashell's Magazine.

The Simulated Poet.
The most idiotic specimen of male humanity who ever trod the face of this globe, by allowing his hair to grow two or three inches beyond the recognized standard, would immediately convince numberless women that he possessed a poetic soul.—London Gentlewoman.

Perpetual Pencil Point.
There's a new kind of lead pencil in the shops. It never grows shorter, doesn't have to be sharpened or peeled. The idea is to push the lead up into a perpetual point by means of a little spring in the side of the wooden pencil.

Ruffled Net Curtain.
To do up ruffled net curtains, stretch out on a sheet after starching. Pin just to the ruffles and leave until dry. Take up and iron only on the ruffles, dampening as you go along. This will leave the curtain perfectly straight.

Telegraph Clothes Line.
An ordinary telegraph wire makes a better line to hang clothes on than the usual rope line, as it does not break, sag or rot. It is wiped off easily and made clean.

Charming Linen Bolero Skirt.

Go over the furniture with a cloth dipped in paraffin oil and allow it to stand for an hour, which will loosen the dirt. Next wash the furniture with a soda made of pure soap and rain water. Rub very dry with a soft cloth and polish with a piece of white flannel dipped in turpentine. This will not injure a piano, but restores the brilliant polish. Furniture gets dull because it is dirty and needs to be cleaned with soap and water.

FROM ONE FORMULA

SIX TASTY AND ATTRACTIVE DISHES MAY BE MADE.

Ingredients Required Are Simple and Always on Hand—Dutch Rolls a Welcome Addition to Any Menu.

I have found, after a great many experiments, that no less than six tasty, attractive and extremely economical dishes may be made from this one simple but reliable formula, properly carried out, writes "A. M. B." in the Delineator. The ingredients required are: One quart of sifted flour, five teaspoonfuls of baking powder, half a cupful of butter, one small teaspoonful of sugar, half a small teaspoonful of salt and sufficient milk to make the dough of a soft consistency.

My method of mixing is to sift the baking powder with the flour. I then add the butter, which must previously have been cut into small pieces, and follow with the sugar and salt. I mix all these ingredients together thoroughly with the hands, rubbing the butter well into the flour, after which I add the milk. I then mix as lightly and handle as little as possible.

With this dough as a foundation it will be easy to prepare any one of the following dishes:

1. Tea Biscuits.—Place the dough on the mixing-board and flatten it with the hand until it is no more than an inch in thickness, but do not use the rolling pin upon it. Cut the biscuits with a tumbler, cup or biscuit cutter, and bake in a buttered tin, in a moderate oven for about half an hour.

2. Dutch Rolls.—Roll the dough out until it is about half an inch thick; then cut it with small bits of butter, about half an inch apart. Sprinkle generously with sugar, and roll as if making a roly-poly; then cut in slices, each about an inch thick, and bake in a well-buttered pan in a hot oven for about an hour.

3. Raisin Loaf.—Make the mixture as directed, add half a pound of raisins before adding the milk; then bake in a bread tin, in a slow oven for three-quarters of an hour.

4. Shortcake.—Mix as directed; then bake in a round tin for half an hour. Split the cakes and butter them while hot; afterwards place a layer of fresh fruit or preserves between them and serve with sifted sugar and whipped cream.

5. Roly-Poly Pudding.—Mix as directed; roll the dough until it is about half an inch thick; then cover it with fresh fruit and roll it up. Place it in a granite dish or earthen bowl and steam for half an hour. If preferred, the dough may be covered with jam or jelly, and, after being rolled up tightly, baked, a process that will take about three-quarters of an hour.

6. Pie Crust.—This mixture will also make a good, plain pie crust, and is especially good when used in making meat pies.

Oriental Trinkets.
Everything oriental is fashionable this season, from the material to the buttons and buckles. Old Chinese character buckles are seen on the newest belts and red and yellow Chinese chameleons set in jade are extremely smart, according to a writer in Dress. Many of the newest rajah suits are ornamented with Japanese coral buttons set in rims of dull gold, or large silver gilt buttons with the Chinese dragon. Even with the Marie Antoinette fiasch are worn pins of scarabaeus wings in oriental designs set with amethyst, coral, or turquoise.

To Clean Furniture.
Go over the furniture with a cloth dipped in paraffin oil and allow it to stand for an hour, which will loosen the dirt. Next wash the furniture with a soda made of pure soap and rain water. Rub very dry with a soft cloth and polish with a piece of white flannel dipped in turpentine. This will not injure a piano, but restores the brilliant polish. Furniture gets dull because it is dirty and needs to be cleaned with soap and water.

Favor of the Linen Suit.
A style of garment which has sprung into popularity during the past two or three seasons has been the linen toilette. This summer more of these gowns are to be seen in the fashionable resorts than in any season during recent years, and the stores are now making a strong drive on their stocks of linen suits, which consumers appear to be willing to take in preference to any other offerings.

Cheese Pudding.
Lay three thin slices of buttered bread buttered side down in a pudding pan, sprinkle one-fourth of a pound of cheese between the slices. Mix three eggs with one pint of milk and pour it over the bread, adding salt and paprika to taste. Soak for an hour, then set in a pan of hot water and bake in a moderate oven.

Raspberry Whip.
Beat the white of one egg with one cupful of pulverized sugar and one and one-half cupfuls of mashed raspberries together 30 minutes. Pile in the center of a chop plate or platter and pour around a custard. Serve with macaroons.

New Piping.
The increasing demands for piping has made the progressive dressmaker seek for some more perfect and easy method of making her dress trimmings. The shops are now showing bias-seamed tapes made of good quality and in every shade.

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At the National Capital

Gossip of People and Events Gathered in Washington

FORESTRY BUREAU RULES OVER MILLIONS OF ACRES



WASHINGTON.—The Forestry Bureau, which now administers more acres of land than any other institution in the world and is the landward branch of the Federal Government, has just completed its report covering statistics of grazing on the public lands of the great West. The figures will give some idea of the scale on which Uncle Sam has gone into the land business, and are very comforting because of their very size, for if the existing policy is unmodified the vast areas of forest and mountain now embraced in reserves will for all time be administered in the interest of the entire people.

There are now more than 155,000,000 acres of land in the national forests. Grazing is permitted, but under strict regulations, made in order that the grass may not be destroyed by overfeeding. This, by the way, is what has caused most of the friction in the West. Owners of flocks and herds in that section of the country for years have been accustomed to grazing without restrictions of any kind. Many of them in time came to look upon the public domain as their very own, in an important sense, and they were quick to resent any effort on the part of the government to conserve either forest or grazing land.

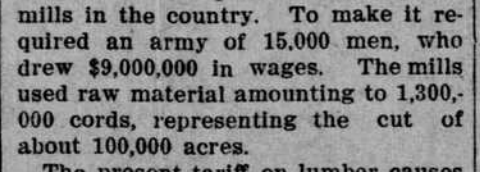
But this friction is rapidly disappearing, as the western people see that without such conservation the range and forest in time will be destroyed.

A glance at the regulations governing grazing on the government forests will give the reader a very good idea of the government forest policy and how it is being administered. Stockmen who desire to make use of the range apply for permits stating the kind of stock they have, the quantity of it and the location of the range they want. The forest officers then proceed to make allotments, apportioning the available pasture among the applicants on an equitable basis as practicable.

Sometimes stockmen who live near forests or have stock near them allow that stock to drift across lines. If this is done carelessly or willfully it is considered trespass and the offender is subject to a fine and may also be sued for damages. The number of trespass cases last year was 183, of which 163 were settled out of court. The sum collected for these trespasses aggregated \$5,576. These trespass cases have been another source of friction between the government and the graziers. It is difficult for the west to realize that the country now being thickly populated, it is no longer possible to maintain the old time free range without destroying that range.

The entire system of permits and fees is for the purpose of enabling the government to know that the range within the reserves is not being overfed.

NEWSPAPERS FAST EATING UP OUR SPRUCE FORESTS



THE rapidity with which the newspapers is eating up the American spruce forests has caused some alarm among officials of the government, who have been looking into the thing. The conversion of spruce timber into paper is going on at the rate of 1,765,000 feet for every working day in the year. And most of this timber is cut in the United States, although a few wood pulp logs are imported from Canada.

During 1905 the newspaper demand alone consumed 900,000 tons of manufactured white paper. This was one-third of the output of all the paper mills in the country. To make it required an army of 15,000 men, who drew \$9,000,000 in wages. The mills used raw material amounting to 1,300,000 cords, representing the cut of about 100,000 acres.

The present tariff on lumber causes this enormous drain to fall almost entirely upon the forests of the United States. It has been suggested that it would be a wise political and economic move to remove this lumber duty, and let the paper mills begin to eat into the almost limitless forests of Canada.

Incidentally the price of paper would drop some, and the paper trust would not have quite the monopoly on affairs which it has to-day.

newspapers have increased more rapidly than morning newspapers. A hundred years ago there were 359 newspapers in the United States, having an aggregate circulation of 22,321,700 copies per annum.

GOVERNMENT TO SUPPRESS TRAFFIC IN GIRL SLAVES



NOT WANTED
U.S.A.
IMPORTED VICE

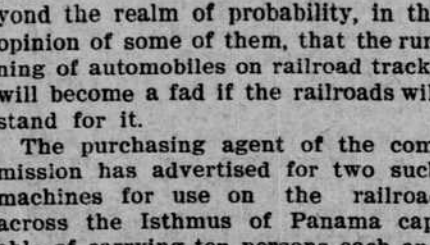
A SYSTEMATIC effort is to be made by the bureau of immigration to put an end to what is popularly known as "the white slave traffic," which, it is asserted, has been conducted, especially in cities on the Atlantic seaboard, for a long time.

On recommendation of Robert Watchorn, immigration commissioner at Ellis Island, New York, Miss Helen M. Bullis has been appointed an immigration inspector for the particular purpose of developing information regarding this traffic. Miss Bullis recently has been connected with the Travelers' Aid Society, and has done much work along philanthropic and sociological lines.

Commissioner Watchorn says that despite the scrutiny with which immigrants are examined as to their right to enter the United States many women of non-English speaking races are being imported for immoral purposes. The method by which this is accomplished is so well devised that the victims of the importers nearly always avoid detection by reason of the thorough coaching they receive prior to their embarkation for this country.

Mr. Watchorn suggests that Miss Bullis is in position to furnish the department conclusive proof of the existence of the traffic. This would enable the immigration officials not only to deport those who have been brought unlawfully into the country, but also to punish those who are responsible for this sort of immigration.

TRACTION AUTOS TO BE USED IN WORK ON CANAL



TRACTION automobiles are the latest thing for the Panama canal, and their use, according to officials of the canal in Washington, presages the doom of the ancient and time-honored railroad velocipede, now used by track walkers and employes in charge of switch lights in sparsely populated communities. It is not beyond the realm of probability, in the opinion of some of them, that the running of automobiles on railroad tracks will become a fad if the railroads will stand for it.

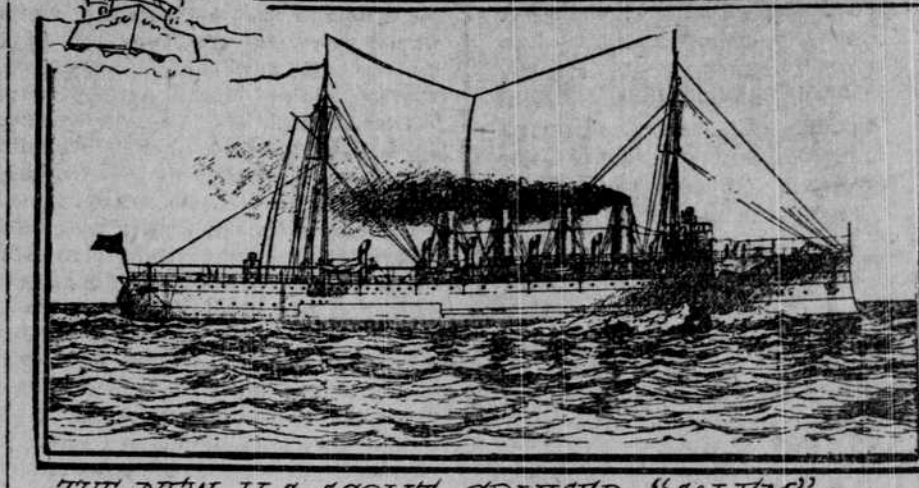
The purchasing agent of the commission has advertised for two such machines for use on the railroad across the Isthmus of Panama capable of carrying ten persons each and able to make a speed of 40 miles an hour on a level track with the engine running at normal speed. The engine must be stout enough to climb a grade of eight per cent, and to increase their speed to 25 per cent above normal, or, in other words, to make 50 miles an hour. The car must burn ordinary stove gasoline and have a capacity to go 125 miles at full speed and load. It is the purpose of the commission to place these cars in the inspection department for the use of the chief engineer and his assistants, who now have to rely on passing passenger, freight, dirt or special trains in inspecting the work along the canal.

Old Sweet Springs.
In the mountains of West Virginia which are not as well known to the country at large as they deserve to be, are many lovely spots, that are summer resorts as well as beautiful resting places in spring and fall. Old Sweet Springs is such a place. It is far above the sea level, and there has been a hotel there ever since 1792. George and Martha Washington spent the summer of 1797 there, and there Jerome Bonaparte met Elizabeth Patterson. There, too, is still standing the "Lewis cottage," said to have been the first house erected west of the Alleghenies. There is a golf course at Old Sweet Springs, which is said to be very fine; anyway, there is a mint patch by the brook. The springs themselves are believed to cure nearly everything, including dandruff! Without vouching for this latter fact, doubtless if you play golf every day without a hat they will help.—Travel Magazine.

Still Owed for Them.
A couple of men were chatting in a club smoking room about a friend and his motor. "He seems to be very well satisfied with it," remarked one.
"Oh, yes. Hasn't paid a copper in repairs all the nine months he's had it, he tells me."
"H'm. I heard the same story from the fellow who's done all the repair."

Above the Plane.
To be always seeking after the useful does not become free and exalted souls.—Aristotle.

OUR NEW TYPE OF WARSHIP



THE NEW U.S. SCOUT CRUISER "SALEM"

The spirit of rivalry between the nations of the world in the expensive game of battleship building has not altogether escaped the United States, and while the great nations of Europe, especially Great Britain, are launching bigger and swifter and more powerful ships than ever before, the United States is not idle. She, too, is looking with pride and confidence upon the building of big battleships which will in every way be the equal if not the superior of the Dreadnought, the new type of battleship in England.

But in addition to the construction of these immense fighting ships, the navy is at work providing a new type of fast cruiser which eclipses anything now afloat in the world. The first of these warships has just been launched at Quincy, Mass., and christened the Salem. These boats, because of their speed, will serve as scout ships. The estimated speed of the Salem is 24 knots, which is greater than that of any other cruiser of the navy, and is exceeded only by that of the torpedo boats and destroyers; and while it is a knot less than that of the English scouts now building, the difference in speed is more than compensated for by the ability to maintain the high speed in all conditions of weather, by a coal capacity more than double that of the English scouts, and consequently a greatly increased radius of action.

The leading characteristics of the "Salem," as given by the Scientific American, are as follows: Length between perpendiculars, 420 feet; length over all, 423 feet two inches; breadth, molded, 46 feet eight inches; draft, fully loaded, 19 feet 1 1/2 inches; depth amidship, molded, 36 feet 5 1/16 inches; displacement, fully loaded, 4,640 tons; displacement on trial, 2,750 tons; draft on trial, 16 feet 9 1/2 inches; total coal capacity, 1,250 tons; coal on trial, 475 tons; maximum speed, average of four hours' run, 24 knots; steaming radius at ten knots per hour, about 6,250 knots; steaming radius at full speed, about 1,875 knots; maximum brake horsepower, main turbine engines estimated, 16,000; indicated horsepower, auxiliaries, 400.

The freeboard of the vessel is greater than that of any other vessel in the navy, being, at the normal draft, 19 feet 8 1/2 inches amidships, 34 feet at the stem, and 21 feet six inches at the stern. The high freeboard insures good sea-going qualities, gives great range of stability, and provides a safe and dry vessel under all conditions of weather. On account of the high freeboard it has been possible to provide commodious quarters for the officers and crew, well above the waterline. A forecabin has been provided above the main deck, for about one-quarter of the length, and deck houses have been arranged about the forecabin.

Ample subdivision has been made to insure the vessel ceasing afloat with no serious change of trim or loss of stability if several of the compartments are pierced. In planning the structural details the greatest care has been exercised to provide a hull which shall combine with lightness the strength and stiffness necessary to successfully withstand the severe shocks which the vessel may be called upon to undergo, and particular attention has been paid to the longitudinal strength of the vessel and to the strength of the watertight bulkheads, that they may be able to withstand the pressure due to the flooding of any compartment and thus avoid endangering the vessel as a whole.

The hull is built of steel throughout; two longitudinal bulkheads are worked continuously throughout the engine and boiler spaces, one on each side, extending from the bottom of the vessel to the main deck, and inclined slightly inboard at the top. In order to avoid any break in the continuity of the strength of the vessel, the upper and lower strakes of these bulkheads extend well beyond the limits of the machinery spaces, forming large brackets gradually tapered off. Between these longitudinal bulkheads, and extending throughout the boiler and engine room, an inner bottom is

worked, so that the vessel is well protected from injury in case of grounding.

There are five decks, designed as forecabin, main, berth, orlop, and platform, respectively, the main and berth decks being continuous from stem to stern. Nickel steel protection of 80 pounds per square foot is worked on the shell plating for the length of the machinery space including the dynamo room, extending from about three feet four inches below the waterline to about nine feet six inches above, abreast the boiler rooms. At the forward end of the machinery space and after the dynamo room, partial athwartship bulkheads of 40 pounds nickel steel are fitted, of the same depth as the adjoining side protection. Nickel-steel protection is fitted in wake of the steering engine.

The battery consists of two five-inch and six 3-inch rapid-fire guns and two 21-inch submerged torpedo tubes. Two submerged torpedo tubes of the side-loading type with all necessary accessories, including air compressors and accumulators, are installed in the torpedo room forward, one on each side. Four torpedoes will be carried for each tube.

The magazines have been so arranged that about half the total supply of ammunition will be carried at each end of the vessel, and four ammunition hoists driven by constant speed motors will deliver ammunition to the guns. Battle order and range indicators will be fitted in accordance with the usual naval practice.

The engines are Curtis marine turbines, 120 inches diameter, seven-stage reversible, located in separate compartments, of a combined brake horsepower of 16,000, arranged for outboard turning propellers when going ahead. The steam pressure at throttle valve is 250 pounds, and maximum revolutions at full power about 350 per minute. The necessary auxiliaries and accessories will be provided in accordance with the practice of the Bureau of Steam Engineering.

There are 12 watertube boilers of the Fore River "Express" type, placed in three watertight compartments, with a total heating surface of 37,080 square feet. The working pressure is 275 pounds per square inch. The steaming capacity will be such that all the steam machinery can be run at full power with an average air pressure in the firerooms of five inches of water. The "Salem" carries four smokepipes, each 75 feet high above the base.

The arrangement of the quarters provides accommodation for a commanding officer, 12 wardroom officers, five warrant officers, and 340 men. The quarters for the officers are located in the after portion of the vessel, with the usual staterooms, messrooms, etc., as customary in the naval service. The amidship and forward portions of the vessel are given up to the crew, with the usual lavatories, dispensary, sick bay, etc. Quarters for the petty officers are provided on the orlop deck forward.

Moose Walks Down Busy Street.
The other morning a big moose visited the town and after taking a few observations he leisurely walked down to the river right in the busiest part of town and swam across while a number of our citizens stood on the bank and watched him, but the monarch of the forest, though not in any hurry to leave, seemed to think his place was in the woods so he finally walked off. The animal appeared so contented that not a soul in town expressed any desire to harm him.—Big Fork correspondence Duluth News-Tribune.

Use for Red Clover.
For clover brushes, which give a pleasant odor to the closet, gather the red clover with long stems, and while still plant tie the stems close to the flowers with a cord. Plait the stems and tie at the end with narrow ribbon.

There are now 70,000 confessing Christians in Japan, or about one in 600 of the population.

patois, but my French, though limited might serve.
"Votiez-vous—apportez-moi-de. I'eau chun, s'il vous plait?"
My effort was thrown away. The woman's face lost not a jot of its stolidity.
My sister ventured the request in uncertain German: "Bitte, wollen sie mir—helse water bringen?"
The maid's face was a blank.
The open door made a draft with the window. It was cold. I wanted that hot water, and I lost my temper at her patient stupidity.
"Can't you get us some hot water?" I almost shouted.
The first gleam of intelligence showed itself in the creature's eye.
"Certainly, miss!" she said.—Detroit Free Press.

Reasons for Haste.
"Why do you telegraph your congratulations on their marriage? A letter would do as well."
"Oh, no. They may be divorced before a letter can reach them."—Cleveland Leader.