

Satin Coat of French Design



BEFORE the great French dress-making houses were caught in the maelstrom of the war, they had brought out many new modes that were successful upon their presentation, and had in them a vitality that makes them apparent now in the fashions of the hour.

Our coats and gowns and hats are rarely exact copies of the original models, but the original models are reflected in them. As Americans we see fit to follow certain Paris creations at a little or a great distance, according to their adaptability to our needs. The originals are beautiful, or, at least, interesting.

The coat pictured here is one of those that may be copied exactly to advantage. It is of satin with long waist and flaring skirt, the fronts cut in one piece. Three cords are inserted near the bottom, giving the skirt its outward swing. The body is cut in one, with the sleeves and its ample fullness at the back gathered in where it is joined to the skirt.

It is cleverly shaped in at the neck by means of cords inserted in shirings. The neck and revers are finished with a narrow fringe of ostrich flues and malines, and the sleeves with plaiting of malines beaded with two rows of cording like that at the bottom of the coat.

The coat is lined and interlined, and

finished at the back with sash ends that terminate in flit rosettes.

Narrow borders of fur might be substituted for the ostrich feather fringe, and the sleeves and skirt bordered with wide bands of fur. Coats very similar to this in outline have been made of heavier materials and trimmed with fur.

The skirt appears only of moderate length because of the long waist line. But the garment is long, graceful, attractive and comfortable. And it is distinctly original and new in design.

Simple Blouses.

Attractively simple blouses for women who cannot stand fussy trimmings are of daphne silk made with long sleeves, a little fullness at the shoulder seam to give soft lines over the bust, and a kimono finish around the neck and down the front edges—that is a flat facing on the outside which forms a narrow upstanding collar band across the back of the neck. A blouse of this sort of dark green daphne silk over white has a kimono facing of black satin, and within this a facing of equal width of white satin. The blouse crosses in kimono fashion at the bust and a single snap fastener holds it in place. The rather severe neck finish is becoming because of the softness of the materials.

Dainty Morning Caps That Cost Little



ALTHOUGH there is nothing startlingly new in morning and boudoir caps, they continue to captivate the feminine public and cause them to part with small sums of money. Surely nothing was ever designed which offered more in the way of daintiness and beauty in return for a little outlay than the gay caps of ribbon and lace which remind one of bright, well-known and well-loved flowers.

The two caps shown here are made of thin satin ribbon and shadow-lace. The ribbon is about three inches wide, and one yard of it is used to join the strips of lace together, which form the cap. Wide flouncings of shadow lace cut into strips will provide a lace frill for one cap and the insertions in the crown of two. That is, a flouncing of ordinary width may be cut into five strips.

In the cap shown at the left two strips of ribbon join three of lace, making a square of 18 inches. The corners are rounded off and the edge turned up in a narrow hem. A narrow side-plaiting of net is sewed about the edge, and a narrow bias tape is stitched on the under side along the top edge of the net, to form a casing. Flat elastic cord is run in this casing, gathering the cap in

about the head. It is finished with small flowers and loops of satin ribbon a half inch wide.

A ribbon only two inches wide is used for the second cap, cut into one length of 23 inches and one of 15. The short length is drawn up, by gathering it along one edge, into a small circular piece for the center of the cap, and finished at the center with a tiny ribbon flower.

The lace strips are 3 1/2 inches wide. They are machine stitched to both edges of the longer strip of ribbon. This makes a wide band of ribbon and lace. The ends are sewed together, forming a circle. The top edge of this is filled in to the center already made, and stitched down, completing the cap.

Baby ribbon is threaded through the lace frill and ties in a bow at the back, adjusting the cap to the head. Three little ribbon flowers are sewed to the frill at the front.

All the materials for a cap of this kind will cost less than fifty cents. Thin silk may be used, cut into strips, instead of ribbon. There is economy in making two caps at one time. They are made up in all the light, beautiful colors—pink, blue, lavender, rose, green, etc.

JULIA BOTTOMLEY.

Popular Objections and How to Meet Them

By REV. HOWARD W. POPE, Superintendent of Men, Moody Bible Institute, Chicago.

TEXT—When I have a more convenient season, I will call for thee.—Acts 24:25.

When a man says: "I have no time for religion," it means that he is not interested. He has all the time there is, and if he considered his salvation a matter of much importance, he would take time for it. He may be so crowded with business and home cares that he cannot attend meetings, but that need not prevent him from being a Christian. Our Roman Catholic friends, who belong almost wholly to the laboring class, and whose time is not their own, as a rule, are the most regular churchgoers in the community. The fact is that people find time for what they consider important.

I know a young man who wished to attend a certain series of meetings. The factory where he was employed was running evenings, and every man was expected to work overtime for a few weeks during the busy season, for which of course, they received extra pay. He was not a Christian, but he went to his employer and asked to be excused from working evenings for a week, and he also went without his supper each night in order to attend the services. Very soon he gave his heart to God, and before the end of the week he had the pleasure of seeing his brother converted.

Not the Real Reason.

When one offers the lack of time as an excuse for not being a Christian, it is well to show him by some simple illustration that this is not the real reason. Say to him, "If, in addition to your regular work, you had an opportunity to earn ten dollars each week by one hour of extra work, would you accept the offer?"

He will doubtless answer, "I think I would."

"In other words, if you want time for something extra, you manage to find it. You see, my friend, the simple fact is that you do not feel the need of salvation, and you are not interested in it. You are in the condition described in Ephesians 4:18, 'Having the understanding darkened, being alienated from the life of God through the ignorance that is in them, because of the hardening of their heart.' Why not face the fact, disagreeable as it may be, and when people ask you why you are not a Christian, give them the real reason instead of offering a false one? And furthermore, it is well to remember that if you do not take time to consider this question of salvation, you will soon lose your capacity to know God, and will be in the condition described in the nineteenth verse of the same chapter, 'Who being past feeling,' gave themselves up to all manner of sin."

"I Will Think About It."

There are some minds which mature very slowly, and if one really has never considered what is involved in becoming a Christian, it may be well to give him a little time for reflection. As a rule, however, this excuse is only another way of saying, "Not now." We should show the person that already he has all the information he needs for an intelligent decision, and that if he waited a dozen years he would not be any better prepared, but on the contrary, he would be less disposed to decide than now.

There are only two things that he needs to know—that he is lost, and that Christ is the only Savior. These two things he knows already, and all that remains for him to do is to accept Christ as his Savior. Show him that continual thinking on the subject will not make the decision any easier, but continual rejection of Christ will surely make it harder. It is a great mistake for people to think that they can be saved when they please. The only time when a man can be saved is when God chooses to save him, and God's time is now; "Behold, now is the accepted time; behold, now is the day of salvation."

No one has a right to say that he will think it over and decide when he is ready. God calls for immediate decision; he commands us to lay down the weapons of our rebellion, and surrender unconditionally. When Mr. Moody was holding meetings in Hartford, Conn., many years ago, he urged a man one night to accept Christ at once. Finally the man replied, "Well, Mr. Moody, I will promise you this: I will attend the meeting tomorrow night and I will accept Christ as my Savior then." That man never reached his home alive. The train on which he traveled ran off a bridge at Tariffville and many lost their lives, and among them was this man. "That experience," said Mr. Moody, "taught me a lesson, never to let any one off with a promise, but to press them hard for an immediate decision, and if that failed, to show them the peril of even a night's delay."

ROAD BUILDING

EFFECTIVE WORK ON ROADS

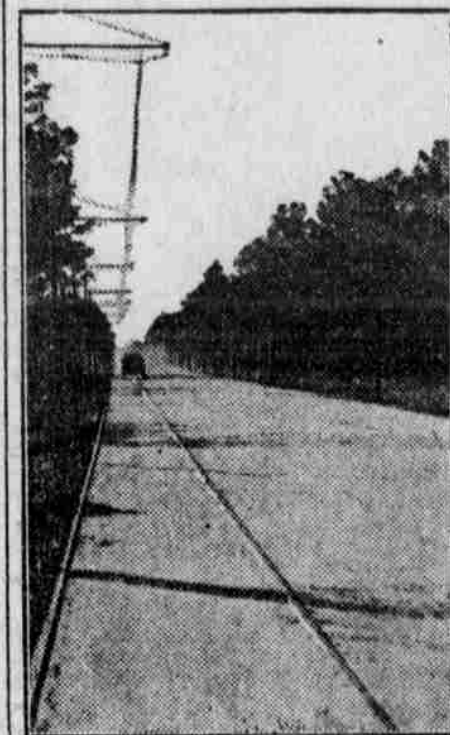
Pulling a Drag Through Mud When Soil is Sticky is Waste of Time—Farmers Work Together.

We have a road drag club of 33 members that has been in existence for nearly two years. About a third of the members own drags and these are in use nearly all the time. It is understood that any member has a perfect right to hitch to anybody's drag that is not in use.

We have learned a good many things about road dragging since we started, writes W. D. Dennis of Missouri in Farm Progress. Dragging a road is not quite as simple as it looks and there are some kinds of dragging that are not worth doing. For instance we have found that pulling a drag through the mud when the soil is sticky enough to cling to the drag is a waste of time.

Nor do we ever drag a road that is bone dry. All the good that does is to heap the dust in the center of the highway. Of course, we have no one in the club who has authority to send a man home if he wants to drag a road in dry and dusty weather, but it is understood that such road work is foolish and no one does it.

Drive the team at a walk, always, is another of our unwritten rules. You don't want the drag bounding and hopping along, leaving the road sur-



Harriburg Road, Near Houston, Texas.

face dragged in places and skipped in others. Slow and steady does the best work.

We have no heavy drags. A few months' experience showed us they were not what we wanted. We use light drags, pulled over the road at about the regulation angle of 45 degrees. This pulls a small amount of earth over to the center of the highway and firms the whole wheel path.

We have a 60-foot highway. Naturally we do not try to drag all of that surface. What we try to maintain is a roadway of about twenty feet in width. We begin in the center and try to first get a good wheel track width in fair shape. As soon as this is done the drags are lapped a little farther over into the undragged roadway at the sides.

We drag the roads as soon as possible after every rain. The best work is done after a rain and just before the road surface begins to harden as it dries. One side of the wheel path is taken going in one direction, and the other side is smoothed up on the return trip. Half a dozen drags on a road after a spring rain will work wonders. Keep this up a few weeks and you are able to build the center of the road up to a height of from ten to twelve inches above the level of the edges. This gives a good drainage and makes the future dragging easier and much more effective.

Road dragging is something that must be kept up continually. Eternal dragging is the price we have to pay for dirt roads that are above the average. If we paid for the work put on them it would probably cost us all of \$10 and maybe \$12 a mile for the year. Some years the roads will require much more work than in others because of the weather conditions. The amount of traffic and the nature of the soil on which the road is built are other factors that affect the amount of dragging necessary.

There are some spots in every road that should be graded and filled before you can expect to do very much with the drag. A drag will not help these bad spots much. Get them fixed up once, though, and you won't have much trouble in keeping them in shape with the drag.

Reduce All Grades.

Reduce all grades to at least five per cent if possible. In some states roads are laid out on section lines and hills must be gone over, but where possible avoid steep grades, as these are a constant cost for maintenance and dangerous to travel.

Work Systematically.

The way to build a good road is to work at it systematically and continuously. You can't do a little now and then and have it come out the way you want it in the long run.

POULTRY FACTS



RAISE PIGEONS FOR PROFIT

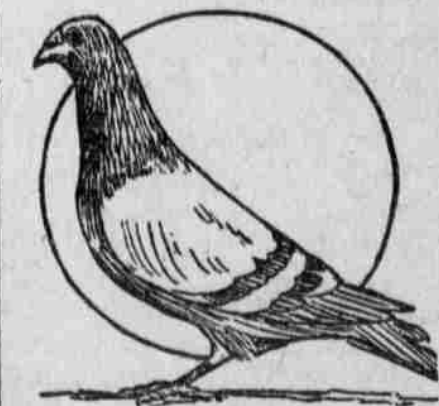
Main Points for Success Are to Keep Birds in Dry, Well Ventilated Coops and Feed Regularly.

Paul Belden, in Suburban Life says that the main points in keeping pigeons for squabs are: Keep them in dry, well ventilated coops; feed regularly, giving a variety; do not keep more than fifty or sixty pairs of birds in one flock; keep them free from vermin by having the coop clean and allowing the birds to bathe as often as possible; use only full-blooded homers and be sure they are mated. Mated birds cost more, but are worth the difference if you want results.

There is a delicate flavor to the flesh of a well fattened squab that at once wins for it a patron.

When properly conducted, poultry and squab culture make a profitable combination.

Regularly arranged nests, uniform in appearance, cause an endless amount of contention and confusion



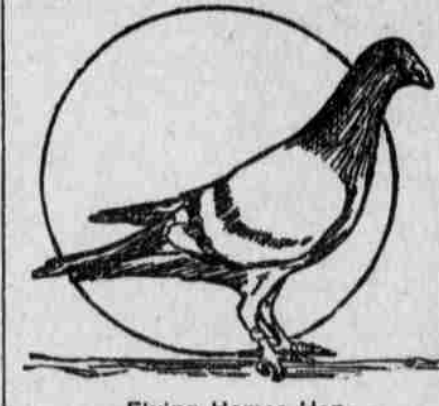
Homer Pigeon—The Type Usually Employed in Squab Breeding.

among the birds, resulting in considerable loss.

Immediately upon being discovered, remove the sick bird from the flock and keep it separate in a dry, warm cage or pen.

The blue homer produces the ideal "white squab," while white feathered breeders are the ones that generally produce dark-colored squabs.

Crossing homers with runts, homers with dragoons and dragoons with



Flying Homer Hen.

runts is recommended by some breeders, but no advantages are to be gained by crossing.

An exclusive winter diet of peas would soon produce an epidemic of bowel troubles.

Pigeons that produce good healthy squabs need never be mated. Crooked breast bones, cross beaks, one eye only and crippled feet are among the penalties paid for inbreeding.

Corn in excess will enrich the blood to such an extent that scrofulous troubles are apt to be the result.

January is the beginning of the great demand for squabs. From now on until July the prices will be the highest.

ATTENTION TO FALL HATCHES

Chicks Should Be Separated From Main Flock and Kept in Coop Outdoors—Do Not Overcrowd.

The fall hatched chick will be profitable only if given an equal chance with the spring hatched chick. It should not be driven into the henhouse with the main flock, but kept in a comfortable coop outdoors, given plenty of fresh air and all the food it can eat. Just as sure as the hair grows on smaller chicks are put in the henhouse there is a stopping of their growth, they begin to look all wing feathers, possibly get sneezy colds and water at the eyes, and if looked for at night would be found crowded under the larger birds, breathing the bad air near the floor. Attacks of chicken-pox and roup which may infect the entire flock are frequently traced to the fall-hatched chicks housed with the older birds.

Put the coop for these chicks on high ground, sheltered if possible, and keep it clean. Have a box of feed accessible to them at all times, and pure water. Put in low roosts, see that the coop is not overcrowded and let them run. These late-hatched birds should not be used as breeders until they are eighteen months old, but the pullets will lay when hens and spring hatched pullets are broody, and if it is not desirable to keep them over for breeding, they make choice fries.

SYRUP OF FIGS FOR A CHILD'S BOWELS

It is cruel to force, nauseating, harsh physic into a sick child.

Look back at your childhood days. Remember the "dose" mother insisted on—castor oil, calomel, cathartics. How you hated them, how you fought against taking them.

With our children it's different. Mothers who cling to the old form of physic simply don't realize what they do. The children's revolt is well-founded. Their tender little "insides" are injured by them.

If your child's stomach, liver and bowels need cleansing, give only delicious "California Syrup of Figs." Its action is positive, but gentle. Millions of mothers keep this harmless "fruit laxative" handy; they know children love to take it; that it never fails to clean the liver and bowels and sweeten the stomach, and that a teaspoonful given today saves a sick child tomorrow.

Ask at the store for a 50-cent bottle of "California Syrup of Figs," which has full directions for babies, children of all ages and for grown-ups plainly on each bottle. Adv.

His Frame of Mind.

The horse had run away and was tangled up in the wire fence at the side of the muddy road. Its half-witted owner had kicked and sworn and tried to lift the animal until he was out of sorts and covered with mud.

A well-groomed man came along, took in the situation, and suggested: "Spring the fence back, then he can get his feet free."

The owner of the horse did as he was told. "Now give him a cut with the whip and he'll get up himself."

This the owner did. Then he looked at the horse, up and ready for travel, looked at himself covered with mud, and looked at the immaculate gentleman in the road. Wrath filled his soul.

"Well," he grumbled, "thank you just as much as if you'd helped me."

Ammunition Used in War.

How much ammunition does a modern army use? We shall not know until after the war what the German and the allied forces have been expending; but we know what the Germans used in 1870-71. The total for rifles was 30,000,000 cartridges, for field artillery 362,000 rounds. It is worth noting that battles are much less costly in ammunition than sieges. The siege of Strassburg alone cost, weight for weight, three times the amount of ammunition used in all the decisive battles and actions throughout the whole war. Of course these figures are a mere bagatelle compared with its millions of soldiers and its quick-firing guns and its week-long battles.—Manchester Guardian.

Not a Misdemeanor.

Colonel Carter had been playing golf for but three months. Therefore, when the secretary of the club saw the colonel playing his ball several feet in front of the tee disks during a tournament he thought the veteran soldier had forgotten the rules.

"Colonel! Colonel!" he exclaimed, "you must play from behind the tee disks!"

The colonel's face turned red, but he preserved his dignity.

"It's none of your business, sah," he answered as calmly as possible, "but this is my third stroke!"—Collier's Weekly.

FALLING HAIR MEANS DANDRUFF IS ACTIVE

Save Your Hair! Get a 25 Cent Bottle of Danderine Right Now—Also Stops Itching Scalp.

Thin, brittle, colorless and scraggy hair is mute evidence of a neglected scalp; of dandruff—that awful scurf.

There is nothing so destructive to the hair as dandruff. It robs the hair of its luster, its strength and its very life; eventually producing a feverishness and itching of the scalp, which if not remedied causes the hair roots to shrink, loosen and die—then the hair falls out fast. A little Danderine tonight—now—any time—will surely save your hair.

Get a 25 cent bottle of Knowlton's Danderine from any store, and after the first application your hair will take on that life, luster and luxuriance which is so beautiful. It will become wavy and fluffy and have the appearance of abundance; an incomparable gloss and softness, but what will please you most will be after just a few weeks' use, when you will actually see a lot of fine, downy hair—new hair—growing all over the scalp. Adv.

It Depends.

"Don't you like a girl of a cheerful disposition? One who always goes singing about her work?"

"No; that is the reason we moved from our last flat."

The way they water their stocks, it is no wonder that so many concerns have to go under.

A humbug isn't exactly a person who makes things hum.