

New Arrival Among Coats.

A new arrival among coats forecasts no radical change in the styles which are expected to prevail with the coming of fall. Except for a little additional length it might be classed as a model designed for spring. It envelops the figure as completely, with a collar high enough to more than cover the neck, ample width and a length of skirt that is only six inches shorter than the dress worn under it. There are big patch pockets and a rather narrow belt that extends only across the front of the coat. The coats of spring fastened at the waistline, however, while this one extends its line of buttons half way or more down the front.

The model pictured is shown in tan, blue, mustard color, brown, and in indistinct mixture. It is bordered at the bottom with a band of black satin,

and the cuffs and collar are of the same material. The cuffs are noticeably smaller than those on coats of the current season, and the raglan sleeves promise a continuance of the vogue for them which has been so useful to designers. It has helped them in getting the required flare, in making variety in models, and assures easy adjustment in the garment.

The coat pictured is of a kind that will prove useful to the motorist and serve for almost any wear. If one must choose at this between-seasons time it is a model worth copying. In fact such a coat may be relied upon for several seasons' wear without appearing old-fashioned. The materials used in it are lasting and the style selected for good stuffs should be conservative enough to last as long as they do.



As Worn by Conservative Brides.

If the bride is one of those who likes to be conservative in the styles selected for her gown and veil she may wear the veil as shown in the picture. The wreath is arranged in the fashion of a coronet and the veil envelops the figure. Other styles may come and go, but this one goes on forever. Perhaps that is because the wreath suggests a crown and because the arrangement of it is almost universally becoming.

For the bride who decides that something new suits her personality better, or is better suited to the sort of wedding she elects to have, there are many quaint and novel ways for mounting the wedding veil. In nearly all of them little caps of lace support the tulle, but there are caps of tulle, caps of pearl beads, or even hats of tulle, from which the veil, always ample, floats about the figure. One of the prettiest drapes has a little close-fitting cap of fine lace like a "Baby Stuart" cap. The veil is draped over this so that a short length of it falls over the face, barely reaching to the chin. It is caught to the lace cap at each side by small sprays of orange blossoms and there is a slender half wreath of them brought from one side

to the other across the back. The long veil at the back falls from this wreath to the end of the train.

Another drape which brides of this summer favor employs a band about the brows and head as a support for the veil. This band may be of white satin or of cloth-of-silver or of some small blossom set close and flat to it. The veil is laid in close high plaits extending across the back from temple to temple. They are graduated in height so that they are tallest at the center of the back. The very short veil over the face is the newest of all, with its supporting cap of lace. But whatever style the bride may select after experimenting with several, she has the comforting assurance that nothing else in the world is quite so becoming as a wedding veil.

Yellow Piano Keys.

Dampen a soft cloth with alcohol and wipe off the keys, rubbing with the grain of the ivory. If they are much sullied, wet strips of Canton flannel with oxalic acid and lay upon the keys. Be careful not to get the strips so wet that the acid will drip upon the wood of the piano. Leave them upon the ivory until they are dry.

U-BOAT CROSSES SEA

GERMAN SUBSEA REACHES U. S. WITH VALUABLE CARGO.

BRINGS MESSAGE TO WILSON

Completes 4,000-Mile Voyage, the Longest and Most Hazardous Attempted by a Submarine.

Norfolk, Va.—Bearing a message from Emperor William to President Wilson, running the gauntlet of innumerable dangers from mines, sea-sweepers and enemy war ships, and bringing a cargo of dye-stuffs, chemicals and mail, the German under-sea merchantman, the Deutschland, quietly slipped into Chesapeake bay at 1:45 last Sunday morning.

It was the completion of a 4,000-mile sea voyage, the longest and most hazardous ever attempted by any submarine.

The Deutschland carries, mounted in its conning tower, two small guns, of about three-inch calibre. No torpedo tubes are visible. It is capable of submerging in less than two minutes. On the surface of the water the submersible has a speed of from two to three knots an hour more than the average merchant steamer.

According to Captain Frederick Cocks, a Norfolk pilot and the first American pilot to board the Deutschland, the crew wore regulation uniforms of German merchant seamen. No flag was displayed when the Deutschland first appeared off the capes. Later, when inside the bay, the German merchantman ensign was raised. Captain Cocks said the commander of the Deutschland was extremely frank in stating his mission to the United States, that of instituting an under-sea merchantman export and import business between the United States and Germany.

The Deutschland left a German port on June 23, and although it encountered a number of merchant ships and one war ship, the commander said he easily escaped detection by submerging. He declared that the entire voyage was uneventful.

Apparently the vessel is in perfect condition after her long voyage. She came up the bay with six or eight feet of free board showing, with conning tower standing high above. On each side of her bow is painted "Deutschland," and on her stern "Deutschland-Bremen."

The boat is consigned to A. Schumacher & Co., Baltimore agents of the North German Lloyd line and its cargo to the Eastern Forwarding company, a concern said to have been organized within the last few weeks especially to handle the business of underwater liners.

The Deutschland is not a converted war craft, but a brand new commerce carrier owned in Bremen and sent here on a purely commercial mission, according to Henry G. Hilken, the senior member of the Schumacher concern. She belongs to the Ocean Rhoderel, Ltd. (Ocean Navigation Co., Ltd.), and was launched at Kiel in March.

The novel project was conceived about nine months ago, Mr. Hilken said, by F. A. Lohmann, head of a Bremen exporting and importing concern, who organized the Ocean Navigation Co. Mr. Lohmann is the son of a former director general of the North German Lloyd Steamship Co., and has important German commercial interests associated with him.

The undersea liner, Mr. Hilken understands, is about 315 feet long and thirty feet beam and is propelled by two great diesel oil engines. She is as large, if not larger, than any of the German naval submarines, and carries 750 tons dead weight of cargo.

"Most of the information that was sent to me," he said, "is probably carefully tucked away in a pigeon-hole of the British admiralty office, but I do not care now. The Deutschland is here, nevertheless."

Mr. Hilken is an American and his firm has been in business operating ships under the American flag since 1824. Carl A. Luederitz, the German consul, is a member of the firm.

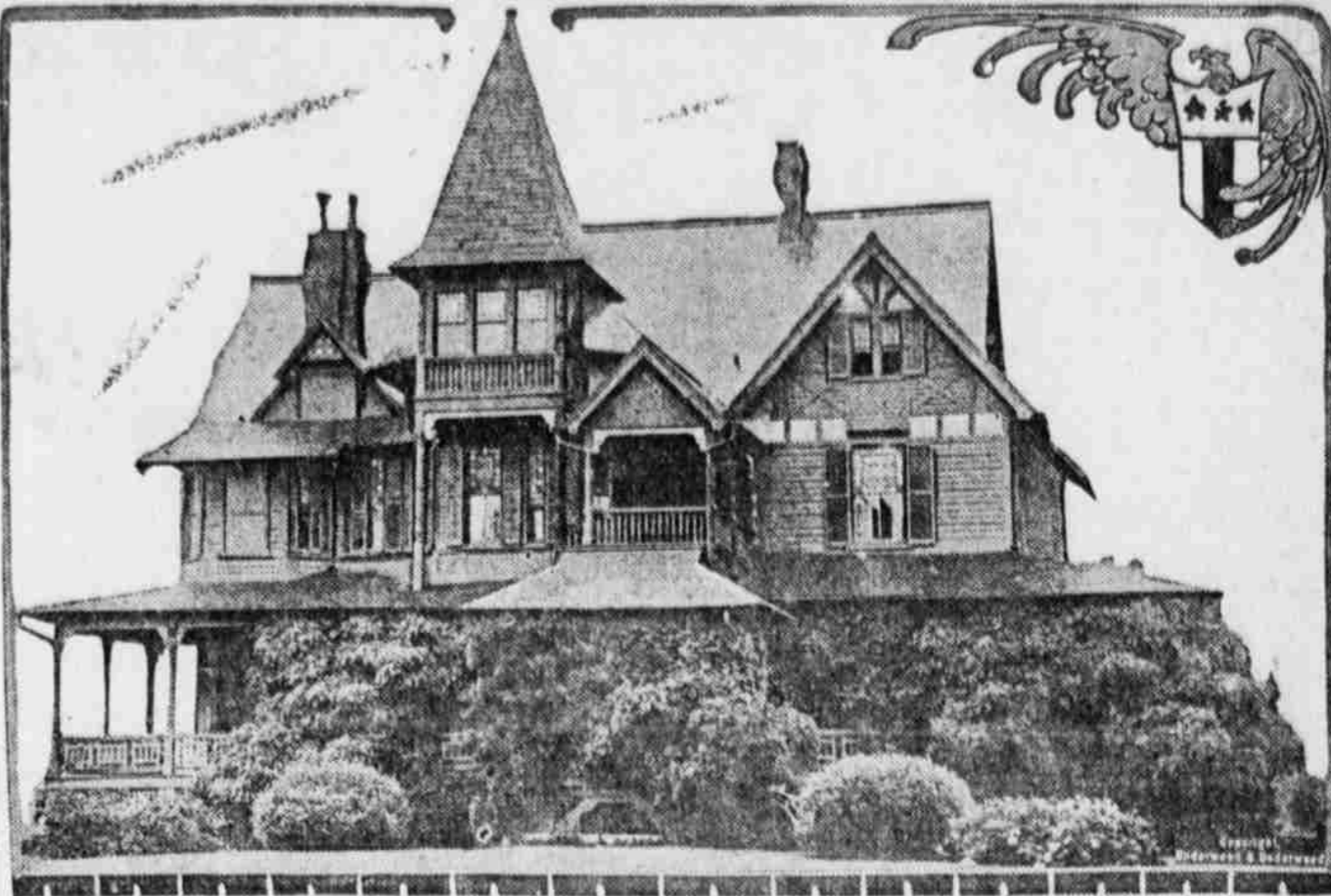
To whom the Deutschland's cargo is consigned Mr. Hilken said he did not know, but he believed it was going to a number of concerns badly in need of dyestuffs.

"This project was conceived," he said, "by German commercial interests, who wanted to reopen trade with the United States. We need some of Germany's commodities and Germany needs some of ours. It is a purely commercial proposition."

\$50,000 Horse Just Came Over.
New York.—Light Brigade, a famous English race horse, was aboard the Atlantic transport liner Minnehaha, which reached this port several days ago from London. He had been purchased by J. M. Camden at a price said to be \$50,000.

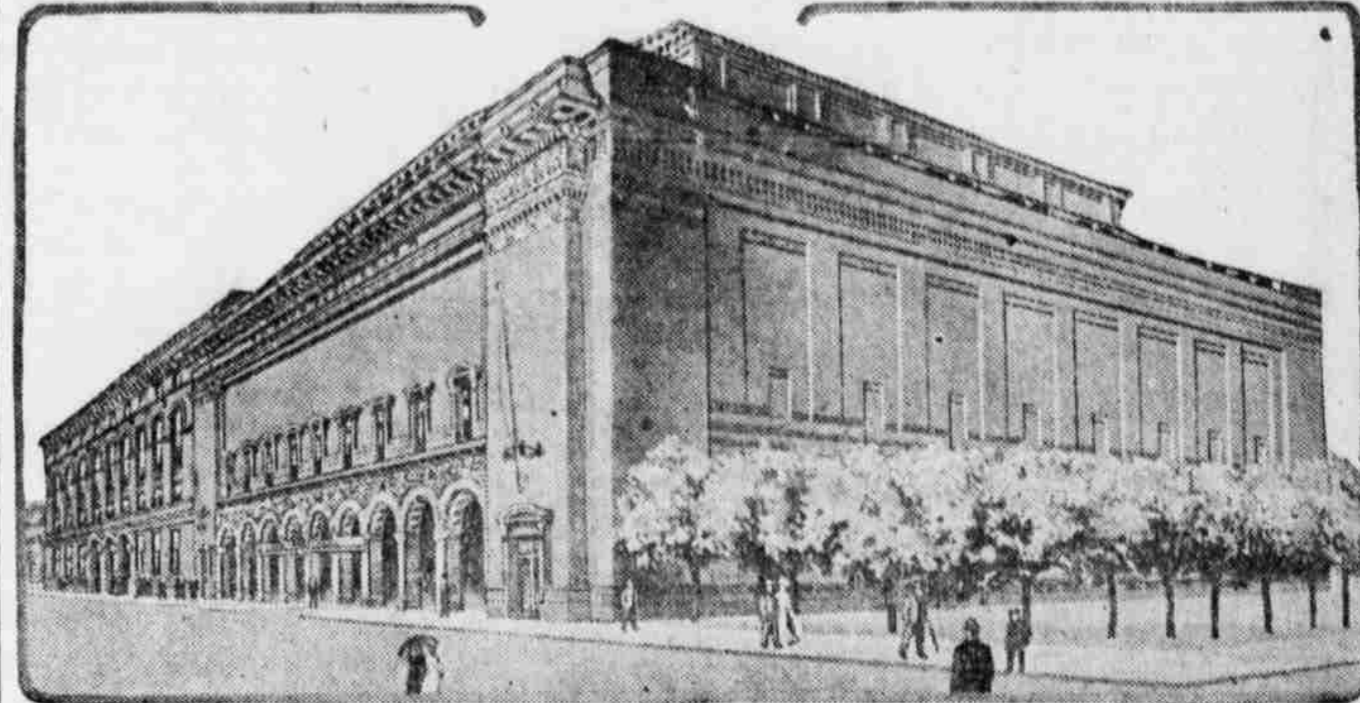
Funston On the Alert.
San Antonio, Tex.—Careful attention is being paid by General Funston to every bit of information coming out of Mexico relating to renewed activity of bandits.

SUMMER HOME OF THE HUGHES FAMILY



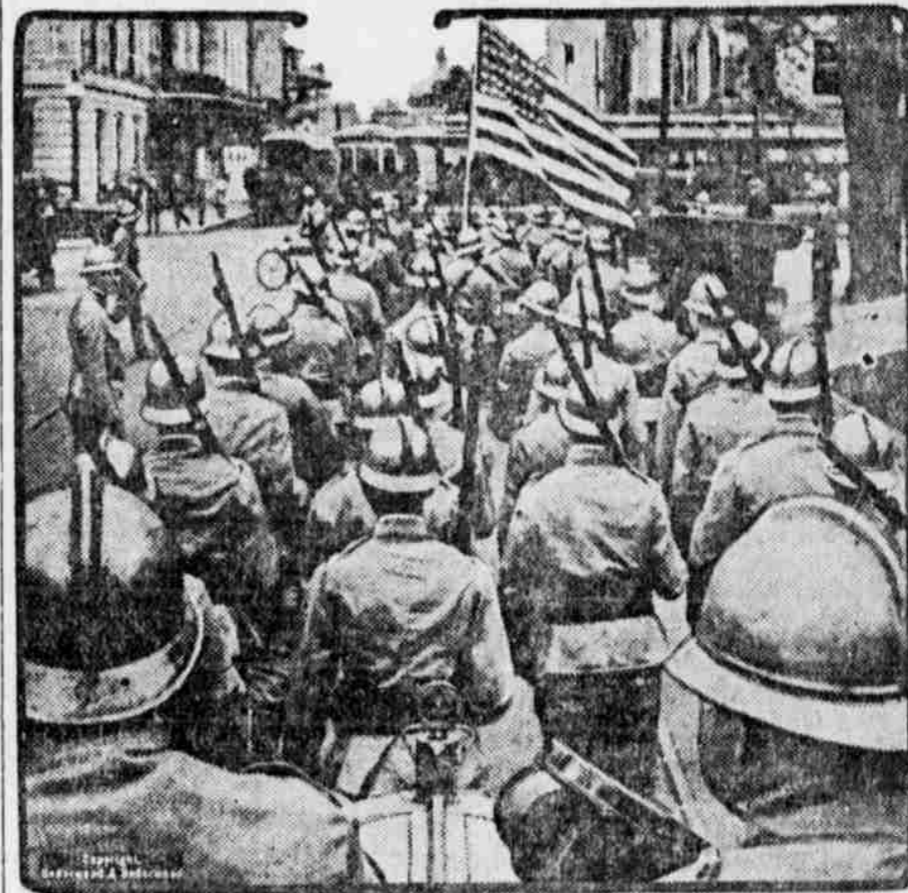
This is "Tremedien," the house at Bridgehampton, L. I., where Charles E. Hughes and his family will live throughout the summer.

WHERE THE PROHIBITIONISTS WILL CONVENE



This is the St. Paul Municipal auditorium in which the Prohibition national convention will be held, beginning July 18. The building, which was erected by popular subscription at a cost of \$450,000, has seating capacity for almost ten thousand persons, and its stage is the largest in the United States.

NOT AT VERDUN, BUT IN NEW HAVEN



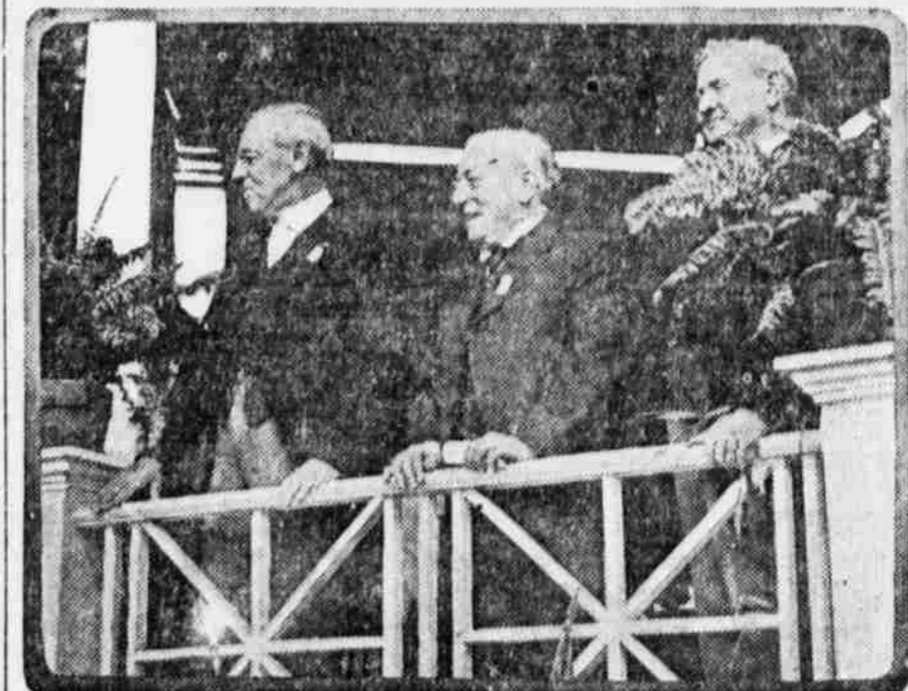
At the Yale commencement exercises the class of '06, Sheffield, paraded as a "preparedness" corps, in costumes similar to those of the French troops. The helmets were made of papier mache.

SECRETARY BAKER'S BABY



Margaret Baker, aged four, the baby in the family of Secretary of War and Mrs. Newton D. Baker.

OPENING LABOR'S NEW HEADQUARTERS



Representatives of almost every trade allied with the American Federation of Labor participated in the parade celebrating the opening of the federation's new home in Washington. Reviewing the parade were, from left to right, President Wilson, Samuel Gompers, president of the American Federation of Labor, and William B. Wilson, secretary of labor.

POLING AND UNIQUE GAVEL



Of peculiar significance will be the gavel to be wielded by Daniel A. Poling of Boston as temporary chairman of the Prohibition national convention in St. Paul. The gavel is of wood obtained from an ancient elm tree in the yard of the home of Gen. Neal Dow, "father" of prohibition, in Portland, Me. Boys of a manual training class in St. Paul fashioned the gavel.