

BLOUSES AND SEPARATE SKIRTS



What with suit skirts and blouses, separate skirts and blouses and one-piece, all-day frocks, business women and others may achieve a good many variations of apparel with the minimum outlay for garments. The same blouse answers for several skirts, the same skirt for several blouses, and variety comes of these combinations sandwiched between days when blouse and skirt are replaced with the one-piece frock. The character of the toilette depends upon the choice of styles in blouses and skirts, and the tendency of the styles is away from severely tailored things.

The mannish, high-collared shirt-waist, however, is never entirely out of style, and its virtues are emphasized when it is occasionally worn or alternated with blouses that are less severe. It is trim and businesslike, and we notice these attributes and admire them more when not brought too often to our attention. Shirtwaists are, naturally, made of materials that stand laundering well without any special care in it, while blouses of more delicate fabrics have to be washed or otherwise cleaned with care, from the nature of the material.

Blouses of georgette crepe and of crepe in combination with other ma-

terials, lead all others in point of popularity. This dainty, fragile-looking goods is, in reality, very durable. More of the new fall blouses are made of it than of any other materials and a great many of the new models are much like the smocks that made such a success in styles for summer—they have short skirts or peplums. Two new models are shown in the picture, one having a skeleton jacket and cuffs of satin and one of georgette alone, with embroidered neck and sleeve.

In separate skirts there is about as much variety as in blouses. For street wear they are shown in plain woollens, in plaid and crossbar patterns and in stripes. For afternoon there are beautifully draped velvet and satin skirts and many in the fancy weaves of silk and silk fiber. Even for evening wear we have separate skirts of net and lace and of georgette, printed chiffon and fabrics of similar character. But it is the separate skirts for street and for afternoon wear that prove most interesting to women. In the accompanying picture the crepe and satin blouse is shown worn with a plain cloth skirt. The skirt at the right is a fiber silk weave, very simple in design and designed to be useful to its wearer for almost any hour of the day.

Along Comes the Banded Sailor



Although the severely plain tailored hat is giving place to fancier styles, along comes the plainest and simplest of street hats, making a tremendous success. It is a trim, smart hat that looks well in almost any company, whether with street frock or suit. But it shines at its best when worn with a suit equally trim and simple. If you are looking for a distinctive and wholesome style, select this combination for your fall street outfit, and find yourself admired for looking "well set up"—as in a uniform.

The sailor hat of silk beaver—or hatter's plush—has been received so enthusiastically that it appears with many variations of crown and brim. Crowns are straight or belled or sloping, high or medium. Brims are more or less wide, and occasionally slightly drooping. All these sailors are banded and nearly all bands are finished with flat bows at the left side. But there are exceptions with bows that are not flat and sometimes they are set at the front of the hat. These little variations of size and shape make it possible to suit all types of faces in a hat that is equal to being universally worn without becoming tiresome.

In the group above a square-crowned, wide-brimmed model, and a sloping crown with narrower brim, show two of the popular variations of the sailor. Almost any milliner display will provide a selection of four or five varieties of the same hat. The pretty shirred tam for a young-

er girl, at the left of the group, is made of velvet and has a rosette and tassel of yarn. It is a jaunty hat for a miss of a type that may be found developed in duvety and angora for street wear, and is one of several tams that appear to lead in popularity for the half-grown girl. The Blue Devil tam, made of black velvet, with a pinwheel of ostrich at the side, instead of a tassel, is a pert and saucy little affair for the flapper. The tams of angora wool are made with scarfs for the neck to match, and these scarfs, in fur color, take the place of furs for young girls. One of them appears in the picture.

Julia Bottomley

Brown a Queen's Color.
Brown is the color most often chosen for the new autumn things. It is a hue which was much affected by the beautiful Austrian, Marie Antoinette, and consequently became the rage with both men and women of the gay court of Louis XVI. In those days it was known as puce or flea color, taking its name from a most unattractive source—the back of a flea.

Treating White Spots on Furniture.
If you carelessly place a hot dish on a polished table and find a white spot, put some oil on the spot and let it remain for a few hours. Lined oil is best, but it is expensive now, so sweet oil can be used if you wish.

DADDY'S EVENING FAIRY TALE
By Mary Graham Donner

THE COW'S QUESTION.

"A number of cows were sitting down after the afternoon milking was over," said Daddy. "They were feeling comfortably lazy and were chewing their cud's happily."

"A cunning little indigo bird was sitting not far away singing such lovely little songs. But the cows didn't pay any attention. They didn't care much for singing, except their own kind. Of course their own kind couldn't be called singing. Believing would be the only suitable word for it."

"That dog did hurry us up," said Mrs. Bossy Cow. "He just made us hurry so fast. Of course it was milking time and we wanted to be milked, but my, what an impatient, quick sort of a creature is that dog."

"Still I do like milking time, if only he would not hurry us quite so fast."

"Some cows must be quite wild," said Miss Bossy Cow, "when some have to have their horns taken from them."

"And some cows are very lovely and dainty," said a black and white cow.

"Black and white cows," she continued, "are especially good looking."

"The rest of the cows smiled a little as they chewed."

"We have a nice barn for the winter," said Mrs. Bossy Cow. "I do believe our barn is as nice as any to be found. It's much nicer than many a person's house I do believe. And besides it is nicer for a cow."

"What would a cow do with a house and with a bed-room with a little nar-



"What Would a Cow Do?"

row bed in it? That would be most awkward and uncomfortable, most."

"Speaking of a house," said Miss Bossy Cow, "reminds me of such a funny thing I saw and thought yesterday."

"Dear me, you were pretty smart to be thinking and seeing at the same time. Just walking around is almost enough for me to do at a time without thinking too. Of course I can chew all the time," Mrs. Bossy said, "but thinking and seeing at the same time does sound rather smart."

"I don't know what made me feel so smart," said Miss Bossy. "Well, I must tell you what I saw and what I thought."

"I was around by the back of the barn when I thought I would take a little walk. The gate into the field was open from the barnyard. That was nothing more than I expected, but I saw that the gate leading up to the farmer's house was open."

"So I thought to myself that I would take a little stroll, or in other words a little walk."

"I wandered up and the house looked quite deserted, that is it looked quite empty."

"I looked in one of the windows, and gracious me, wasn't I disappointed at what I saw. One time Mrs. Bossy saw a bed airing and she has been thinking how absurd little beds were ever since. But I just saw an ordinary room. It had a carpet and some chairs, chairs such as a cow couldn't put her front feet in without upsetting."

"There were some books around, silly little cushions and a table in the center with a lamp on it."

"There was a stove in one corner of the room which I suppose they have kept over since last winter. And there were some foot-stools I believe they would be called, which would do for one foot of a cow!"

"But as I was seeing everything that is inside I thought to myself, 'Gracious, imagine living where there is no grass.' No there wasn't a scrap of grass in that house! and no hay either."

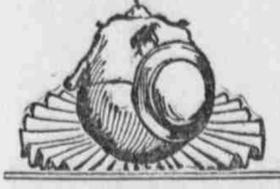
"Oh, it was a wretched looking house, wretched, all curtains and rugs and chairs! Dear me, wasn't I glad then that I was a cow and so didn't have to live in there."

"I should think you would have been glad," said Mrs. Bossy Cow.

"Then," continued Miss Bossy, "one of the children came along and persuaded me to come back to the barnyard which I did and very willingly. The child asked me if I liked their house and I looked away as though I hadn't heard, for I didn't want to be rude. But oh, I have a question I don't believe anyone could answer, why, oh, why, don't they have grass in their houses? And no one could answer Miss Bossy's question."

Cat and a Match.
What is the difference between a cat and a match?
A match lights on its head and a cat on its feet.

ON THE FUNNY SIDE



GENIUS.

"Are you an expert accountant?"
"Yes, str," said the applicant.
"Your written references seem to be all right, but tell me more about your self."

"Well, my wife kept a household budget for thirty days. One night after dinner I sat down and in less than an hour found out how much we owed our grocer."

"Hang up your hat and coat. The job is yours."

Standards of Value.
"One of the summer boarders of ours is a regular profiteer," exclaimed Farmer Cornstossel.
"Why he's the one that pays the money."
"Yes. But he eats enough at one meal to put him ahead of the game for the rest of the week."

Runs in the Family.
"Jack Grabcoon says the most valuable thing he acquired at college was a poker face."
"Umph! I happen to know something about old Mr. Grabcoon's record at the same institution and it's my opinion that Jack didn't acquire a poker face. He inherited it."

PUZZLED.
Bug Postman—I wish these fool bugs would have their houses numbered. How do I know where this belongs?

Unenforcements.
A law appeared. Men paused to look with satisfaction deep.
It crept into a statute book
And there it went to sleep.

Modified.
"Are you an optimist?"
"I am. Aren't you?"
"Yes. But just the same I've gotten over my cheerful confidence that stocks are going to prosper and go up every time I play them."

An Acquaintance.
"I noticed you waved your hand to that traffic policeman."
"Yes," said the motorist.
"Old friend of yours?"
"In a way. He's carried me to court a few times."

New Version of Old Saw.
"A man is as old as he feels," quoted the parlor philosopher.
"And a woman is as old as her photograph taken about fifteen years ago," added the mere man.—Pearson's Weekly.

Of Course.
"A beauty doctor is by force of his business a philosopher, isn't he?"
"Why does he have to be?"
"Because, no matter what happens, he has to put a good face on the matter."

NOT MUCH DIFFERENCE.
"What's the difference between a pessimist and an optimist?"
"That's easy—a pessimist acts the way he feels, while an optimist acts the way he thinks he ought to feel."

An Epitaph.
Beneath this stone
Lien Jasper Lodge,
He thought a trolley car
Could dodge.

Thorough Preparation.
"If it is your ambition to go into the movies, why do you devote so much time to the study of elocution?"
"I wish to become a director and producer and I want to develop enough eloquence to hold my own in an argument with the actors."

Expert Knowledge.
He—This account of a fight says that the Germans were felled right along by our men.
She—I guess they felled them with a machine gun.

EXTREME CARE SHOULD BE EXERCISED IN TRANSPORTATION OF VALUABLE DAIRY COWS



Treat Bossy Kindly and With Consideration When She Travels.

(Prepared by the United States Department of Agriculture.)

Each fall and spring there is normally a heavy movement of springer or fresh cows from the city markets and from dairy-breeding regions to the milk-producing sections of the country. Many commercial dairies do not raise new recruits for their herds, but simply make a practice of milking out fresh cows and then disposing of the dry animals as beef and purchasing more cows which have just calved. Dairy farmers, also, in order to maintain their production of milk at a normal point throughout the year, often have to purchase fresh cows or near springers at a time when most of the producers in their herds are dry. All dairymen who purchase cows are urged to exercise every effort to expedite the railroad movement of the dairy matrons during their time in transit and to provide all possible comfort for the animals en route. Careful management will reduce mortality and will increase production over the flow from the average cow carelessly "railroaded."

Valuable Animals by Express.
Valuable pure-bred cows usually should be handled by express service, as their increased worth for breeding purposes over that of grade animals, which are usually handled by freight service, justifies the additional expenditure for a rapid trip from the point of loading to destination. Express service usually costs four or five times as much as movement by freight, but in the case of particularly valuable cows the saving in animal comfort, the shorter time in transit and the better conveniences for feeding and watering the animals, make the added expenditure advisable. In case pure-bred animals cannot be handled by express, they should be loaded according to the special system discussed in this article. As far as possible, dairy cows should be shipped one or two months before they are due to freshen, as repeatedly fresh cows have been ruined, so far as the subsequent lactation period has been concerned, as a result of being shipped shortly before freshening or so as to calve in transit.

Heifers Make Good "Buys."
Milk cows of grade breeding ordinarily are shipped by freight, dry cows and far springers being most desirable for long shipments. Heifers which are not due to freshen until three to four weeks after arrival at destination make good "buys," as they are of a size and condition which permits of loading the car to capacity. Furthermore, immature animals are less susceptible to injury in transit and to damage as a result of change of environment. So far as possible, animals without horns should be shipped, and where it is necessary to carry any horned animals in railroad cars they should be penned apart or tied securely at one end of the car, so that they cannot injure any of their traveling mates. Where bulls are shipped in mixed carloads, these sires should be confined in pens apart from the other cattle.

Other conditions being equal, it is recommended by specialists that about 14 mature cows be loaded in a 38 or 40 foot car. A practical arrangement is to tie four cows in each end of the car, facing the end walls, and rough partitions can be installed so that two other rows of three cows each face a center alleyway between the car doors, where the attendant can stay and extra feed and water can be carried. This arrangement is most comfortable for the cows, as they ride and absorb the shock and jar better, while it also facilitates the operations of the caretaker in feeding the cows and cleaning the car.

Watch the Weather.
It is preferable to move the cows during cold weather, as hot weather and close confinement in the car are hard on the milk producers. Care must be exercised, however, not to expose the cows needlessly during very cold weather, owing to danger of their contracting pneumonia. Cows which have been accustomed to warm, well-ventilated stables suffer during the railroad trip unless the car is properly loaded and provision made for a frequent change of air. At best it takes an animal about a year to become thoroughly acclimated to a warmer or colder climate than that to which it has been accustomed, and on this account the movement should take place at a time of year when the temperature at the two points is as nearly equal as possible.

Dairy animals—although they re-

quire neither petting nor pampering—should be handled under normal conditions before and during the railroad trip. The cows should be fed and watered at regular intervals, and if any of the animals are in milk they should be milked according to regular schedule. It pays to feed grain and hay during a long shipment where the cows are accustomed to these feeds. It is difficult to feed grain in a freight car where no special provisions are made to prevent wastage, as a result of the tendency of the animals to move about where they are not held securely in place. However, on long trips grain can be carried in the car and fed at all points where the stock is unloaded. A competent attendant should always accompany the dairy cows; he should ride in the car with the stock, as often he can avert injury to the animals by prompt action in case one of them gets down or otherwise gets into trouble.

Water Supply Important.
Several large barrels of water, as well as plenty of feed, should be carried in the car as insurance against delay or accident which may detain the train to the extent that without this feed the animals might go hungry or thirsty far beyond the 36-hour limit. Sand is one of the best bedding materials, and during long trips fresh supplies of it should be placed in the car at unloading points whenever they are needed.

STRAW IS EXCELLENT ROUGHAGE FOR STOCK

By-Product Should Never Be Burned or Wasted.

Besides Furnishing Good Feed It Can Be Used for Bedding to Save Large Part of Valuable Liquid Manure for Fertilizer.

(Prepared by the United States Department of Agriculture.)

Thrashing should not be attempted when wheat or straw is wet or tough, as good results cannot then be obtained. Wheat can dry out much better in the head than after being thrashed. If thrashed wet and marketed immediately it is discounted heavily in price; if placed in a bin it is likely to become hot and badly damaged.

The wheat straw may be stacked in the open, stored in the mow, or spread at once over the field. When the price is good it may be sold. It should never be burned. Straw furnishes excellent roughage for live stock, while by using it for bedding in stalls a large part of the valuable liquid manure can be preserved. Rotted straw from an old straw pile or from straw spread directly on the field makes good manure, as each thousand pounds of straw contains on the average about eight pounds of potassium, five pounds of nitrogen, and smaller amounts of other important plant foods. A thousand pounds of wheat grain removes on the average about twenty pounds of nitrogen and about three and one-half pounds each of potassium and phosphorus.

LIVE STOCK NOTES

Overgrazing will ruin the best of pastures.

Don't feed moldy silage to horses or sheep. Deaths will result.

The fewer sows kept together during the breeding season and until farrowing time the better.

Any type of good silo is a valuable adjunct to the farm equipment where there is live stock to feed.

All of the young animals raised this year should have a fair chance to make a profit on the farm. Much will depend upon the number and kind.

Much money is wasted every year by inefficient use of horse labor. Many farms have too few horses in proportion to the men on the farm.

When the horse comes in after work, sponge off the harness marks and sweat, his eyes, his nose and mouth, and the dock. Wash his feet but not his legs.