

# Home Town Helps

## HOMES IN VACATION SEASON

Beauty of the Town is Badly Marred if They Are Allowed to Show Deterioration.

Half the charm of the New England towns and villages that every year are drawing more summer residents and motor tourists from beyond the Hudson, surely the better half, is merely a matter of what the old assessors called the home lot. Arching elms, like those of Hadley and Deerfield, lend a beauty that prairie towns cannot duplicate; but the aesthetic value even of a shade tree varies with what it shades; if its shadows move on open windows and green, close shaven lawns, that is one thing; if they fall on broken fence and tangled weeds, the tree itself is little noted. Width of street, ample space between the houses, efficient lighting systems, these all are needed for a pleasing village or a pleasing city yard; they only increase the disappointment if the door yard show neglect.

All the more pity that, in consequence of the steadily growing vacation habit, the very roadways that should most delight the visitors with trimly kept lawn and cleanly swept walk, with clipped hedge and well ordered flower border, now repel his eye and quicken the pace that should be slowed for leisurely enjoyment. Every second or third house is closed; the shutters are folded in upon the windows; the approaches are dusty and littered; the lawn is gray with drought or degenerate with weeds and tall grass. A very little of such desolation blights the cheer and freshness as a dead branch blights the grace and lightness of a living tree.—Boston Globe.

## SPLENDID LIGHT FOR CITY

Kansas City Newspaper Thinks Highly of Method of Illumination Recently Installed There.

A new system of street lighting has appeared on the South Side, and it apparently solves the problem of ornamental illumination for residence streets. The lights have been placed on Oak street and lead into the Country club district by way of Brookside boulevard to Broadway and Huntington road. A lamppost that should be ornamental by day as well as by night was the purpose of the designer.

The post is of iron bronze, about 12 feet high, slender and graceful in line. The shaft is fluted and the globe is of ground glass 12 inches in diameter. Electric lights are used and milk white globes cause an unusually effective illumination. The first cost of the complete electrolite is little more than that of the ordinary street lamppost, but there is no comparison in effect, day or night.—Kansas City Star.

**Newspapers Best for Theaters.**  
David Belasco, one of America's greatest theatrical managers and playwrights, in speaking of the various advertising mediums recently, said that he had found that the best results were to be secured from newspaper advertising. They are, he declares, the most direct means for reaching the individual. Mr. Belasco continues:

"If a man and his wife suddenly decide after dinner to attend the theater, they do not rush out on the street and scan the billboards for half a mile; they refer to the amusement column of today's paper. If they cannot find it they hunt up yesterday's. So this column is a standing guide to the theatergoer. Under present conditions I am convinced that the daily newspaper carries stronger influence and secures better results."

All of which is sound common sense and will be endorsed by thousands of business men who appeal to the public through advertising.

**Value of Parks.**  
Public parks are important factors in promoting the health, happiness and general well-being of all the people, but more particularly those living in crowded parts of cities. Parks also bring all in closer touch with nature, encourage outdoor sports and recreations, giving exercise and pure air to the lungs of tired factory workers and those of sedentary habits; people who are always glad of a chance to spend a day amid restful scenes and under conditions of ease and comfort. Tired wives and mothers; children of all classes, without distinction, all meet on common ground in public parks where there are equal rights for all; special privileges for none.

**Cities With Civic Pride.**  
Conspicuous among the cities which are now brushing up, or planning to, are San Francisco, Portland, Ore.; Minneapolis, Seattle and Chicago, while many towns of smaller size like Cedar Rapids, Ia., are also in the movement. The western cities are almost making a race of this work and the city beautifiers, as the architects who have taken up this work may be called, are overcrowded with work. The profession has more than it can do and there is room in it for many more clever men, with ample financial reward and lasting civic fame for their reconnoissance.

## NEWEST IDEA IN OPERA BAGS



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Finding the small mirror in the vanity case inadequate, a new opera bag has been made, the top fitted with a bevelled mirror of fair size, showing a good deal of the features. The mirror part is folded inside the bag, giving it a flat effect.

## WHEN BUYING WRITING PAPER

Certain Times of the Year When Suitable Colors and Tones May Be Acquired in Quantities.

The woman who would get the most for her money buys her writing paper in quantity at an annual sale.

The reason for these sales is that the manufacturers accumulate small lots of discontinued papers. They are not cheap qualities or seconds, merely styles that are not novel.

It is possible to get four quires of paper and 100 envelopes for a dollar, and there is a choice of different weight, texture and color of the paper, various shades of blue, gray, lavender, cream and white, also stripes and bars in self tones. These come in two sizes, usually letter and note.

Marking varies according to color. Two-colored letters are most expensive; plain gold, silver or a single metallic color costs about 25 cents a quire; a single plain color, gray, blue, violet or brown, ten cents a quire, and embossing in relief without color, about five cents a quire. These are standard prices almost everywhere the year round, the reduction being on the price of paper.

In buying paper by the quantity it is not wise to choose novelties. An inconspicuous color and good quality is always good. Many women adopt a certain tone and kind of paper and make it individual. Thus, the girl who loves violet will have pale violet paper with a deeper tone or silver for the stamping, while the transparent envelopes are lined with violet tissue paper of a deeper shade than the envelope.

Gray paper or very pale blue is also permissible, but it is bad form to use garish stationery.

## STYLISH FROCK.



Brown voile over blue silk was the material used for the dress shown in the sketch. This stylish but easily made frock has a plain blouse, sleeves and bodice in one and high waist line with short gathered peplum. The sole trimming of the bodice is finely plaited frills of cream shadow lace which turn back from elbows and neck. The sketch above shows a simple arrangement of a pannier, which is of the voile draped over the voile-covered underskirt. Three wide ruffles of the voile finishing the skirt add another touch of quaintness to this pretty frock.

## GIVE TOUCH OF SMARTNESS

Artificial Rose or Orchid, Easily Made, Adds Much to Appearance of an Evening Gown.

Make a huge rose of black velvet if you need a little extra touch of smartness for your evening or tea gown. The rose is formed of a dozen or eighteen petals, cut in the graduated sizes pertaining to the natural flower. Eighteen petals, cut in the graduated foundation easily made of firmly twisted chenille. To make the petals appear crisp, the velvet instead of being doubled, as is done in making exotics of this material, is smoothly pasted on one side of a piece of coarse black net. The necessary quantity of nuage used will stiffen the joined materials to the desired firmness and yet they will be sufficiently flexible to be easily pressed into proper shape whenever disarranged.

Easier to shape than the rose is the orchid. This, also made of velvet and coarse net, has six long and slender petals with pointed ends tied at their tips with slender golden threads. An olive, such as is employed in connection with military loops, is the best foundation for a velvet orchid, and to one end of it the wider ends of the petals may be securely fastened. This will leave a point protruding from the heart of the exotic, but one which may be beautiful concealed under a catlix group of seven yellow silk French knots. The other half of the olive will be needed as the base through which to thrust the safety pins that fasten the flower at the breast or wherever the corsage bouquet is worn.

**Bridge Maxims.**  
A good partner is rather to be chosen than great hands.

Jack of all suits is master of none. A fool and his aces are soon parted. It's a long suit that has no returning.

Take care of the trumps and the tricks will take care of themselves. A little 10-ace is a dangerous thing. Bridge table conversations corrupt good manners.

A woman is known by the trumps she keeps. The wages of bridge is debt. The proof of the bidding is in the beating.

All honor is not without profit, save in the dummy.

## Coiffure Modes.

Fringes both straight and curled still persist, but only a few strands of hair are cut upon the forehead. Puffs and curls are arranged from back to front instead of following the line of the brow, and the dressing is done very softly and with a strong bias in favor of the side parting.

There are no longer any coils, showing on the top of the head, but the back is covered with puffs so soft and flat that they look like waves.

## Dress Notes.

Ribbons with the picot edge are new, and it is usually very much easier to twist a crush belt out of them than to make one out of a piece material.

Then gold and silver tissue stockings worn with strapped shoes richly jeweled at the toe and along the strap are a feature of the evening dress outfit. Bright colors, principally emerald, cerise, blue and a rich tone of rose, are much in evidence.

## WORLD'S STEEL LINES

STATISTICS OF MILEAGE AT PRESENT IN OPERATION.

United States Far in Advance of the Rest of the Nations—Record of the Greatest Ten Years of Railroad Building.

Although most persons are familiar with the fact that the United States is the greatest railroad country in the world, says the Manufacturers' Record, most of those who know it do not know the large proportion of the total railway mileage there is in this country. Every year the Archix fur Eisenbahnwesen, a German publication, compiles and issues statistics covering the railroads in the whole world, to do which is a considerable task, one which, like the publications of our own interstate commerce commission, is necessarily about eighteen months behind the period of time covered by the figures.

Thus the world data, on railroads that has just been published covers the year 1910, and shows that North America had 283,511 miles, Europe 207,488 miles, Asia 63,341 miles, South America 43,638 miles, Africa 22,905 miles, making a total of 640,158 miles in the whole world, an increase of 14,460 miles over 1909, and 8,239 miles of this increase was in North and South America and Australasia.

Figures and Poor's Manual show that the total railroad mileage in the United States at the end of 1910 was 242,107 miles, or very nearly 38 per cent of the total in all countries. The total in North America was more than 44 per cent of the world's total. Moreover, North America had more miles of railroad than Europe and Asia combined by something like 13,000 miles, and the United States had more miles of line than Europe and Africa together.

Again, the United States had more miles of railroad than Asia, Africa, South America and Australasia put together, their total being only 149,160 miles, as against the United States' total of 242,107 miles. Furthermore, the United States mileage exceeds that of Europe more than 16 1/2 per cent, notwithstanding that Europe's population is four times as great as that of the United States, and the mileage of North America exceeds that of Europe by more than 36 1/2 per cent.

In 1840, at the end of the first ten years of railroad history, the world had less than 5,000 miles of line by something more than 200 miles; now it has more than 640,000 by over 150 miles, which is practically 115 times as much as it had seventy years ago. The greatest ten years of railroad building were those between 1880 and 1890, when 152,179 miles were added to the world's total, and the next greatest were those between 1900 and 1910, when 149,092 miles were constructed.

**Powerful Locomotives.**  
Locomotives recently completed for a railroad in Virginia are claimed to be the world's most powerful as they weigh 752,000 pounds—and can pull 155 loaded 50-ton cars at a speed of ten miles an hour.

## TOBOGGAN DOWN THE LINE

Colorado Railroad Men Have an Exciting Though Somewhat Dangerous Method of Travel.

Two parts novelty and one part danger is the formula that makes many sports attractive. Combine this with the fact that the railroad toboggan is a great labor-saving device, and one can readily understand why this unique tobogganing down the cog rail-

## AT SEVENTY MILES AN HOUR

Wood-Burning Locomotives Made Good Time, According to Statement of Veteran Who Ran One.

"The passenger engines used to haul the Cape Vincent branch trains were named D. O. DeWolf and D. Utly, both wood burners, and the engineers were Casey Eldred and Chris Delaney," writes a veteran of the rail. "The air brake was unknown at that time, all trains being stopped by brakemen, assisted by the fireman, a brake being on the tender of all engines. When some of the fast trips were made I used to take great delight in riding on the engine, and remember the running time of the trips was thirty-five minutes, which included stops at Brownville, Limerick, Chaumont and Three Mile Bay, my recollection being that the station at Rosiere was not open at that time. Deducting the time used for stops, the actual running time would average sixty miles an hour. All engines used on passenger trains had small driving wheels, and it will be remembered that all passenger trains except Nos. 1 and 6 consisted of a baggage car and two coaches, consequently an engine could get a train under good headway much faster than engines with the heavy equipment in use at the present time. There was one exception to this, however. The old Antwerp, used to haul passenger trains between Watertown and Ogdensburg, had the largest drives of any engine on the road, consequently it was slow to get under good headway, but when it did, I remember many occasions when a speed of seventy miles an hour was attained.

"During those days it was the custom for the president and directors to make a trip of inspection over the entire road and branches once each year, one of the drawing-room cars being used for the occasion. The well known engineer, Jeff Wells of the Antwerp, was usually selected, and John Leasure took great delight in decorating his engine with cedars, flags, etc. This special was given the right of way over all trains on the road, and all switches were ordered spiked to avoid accidents. I remember ordering a passenger train side tracked at Dekalb Junction to enable this special to pass that came near being wrecked. It passed through that Junction running seventy miles an hour, and when it ran through (there being a curve there) it threw the directors out of their seats, and the fireman, the late Billy Lanfear of Cape Vincent, was thrown from the fireman's seat and just succeeded in catching hold of the window of the cab on the engineer's side."—New York Evening Post.

## "Red Tape" in Hungary.

A remarkable instance of red tape on the part of railway officials has just occurred on the Hungarian state railways near Neutra. While a train was passing across the bridge over the Woog river a passenger saw a boat keel uppermost and a man struggling in the water below. He stopped the train by pulling the cord, jumped into the river, and brought the drowning man safely to the bank. He then got into the train again, and was enthusiastically received by his fellow passengers, who vied with each other in offering him dry clothes. The guard, however, shook his head, and when the train reached Neutra the lifesaver was arrested for having pulled the cord when no one in the train was in danger.

## Man quits work at the summit at six o'clock and is due at the Saddle House, two and a fourth miles below, for supper, he usually prefers to "slide down the stairs" from the tie to the descent. This practice has been responsible for several deaths and many serious injuries, yet it continues, although the authorities have attempted to discourage its use.

In riding the toboggan the operator sits upright, much as a boy would in guiding a bobbed, but there is no guiding to be done, for the machine



Tobogganing Down Pike's Peak Cog Railway, the Steel Rods on the Sides Maintaining the Rider's Balance by Sliding Along the Rails.

way which climbs Pike's Peak, Colorado, is so fascinating. To make a drop of nearly a mile and a half in a distance of nine miles of track, sometimes at a speed of two miles a minute, is the reason why the railway toboggan has come into use, for the employees find it far more exhilarating to slide down the mountain than to go on foot. When a tired and hungry work-

## Meet Me at

# Rector's Onyx Fountain

All the fancy soft drinks known to the expert mixologist. The favorite refreshment resort of Lincoln.

## Drugs and Sundries

Rector's Twelfth and O Streets, prescriptions accurately compounded. Prompt deliveries.

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## NATIONAL ACCIDENT INSURANCE COMPANY

of Lincoln, Neb.  
The "National" does a larger accident insurance business in Nebraska than any other company, and settles all claims promptly and in full. A host of satisfied policyholders are staunch supporters of the "National" and the numbers are increasing rapidly.

W. C. HOWEY Secy. and Genl. Mgr.



## NOTICE TO CREDITORS.

Estate No. 3120, of Thomas Hornby, deceased, in the County Court of Lancaster County, Nebraska. The State of Nebraska, ss.: Creditors of said estate will take notice that the time limited for presentation and filing of claims against said estate is May 15, 1913, and for payment of debts is December 15, 1913; that I will sit at the County Court room in said county, on February 17, 1913, at 2 p. m., and on May 15, 1913, at 2 p. m., to receive, examine, hear, allow, or adjust all claims and objections duly filed.

Dated October 9, 1912.  
GEO. H. RISSER, County Judge.  
By ROBIN R. REID, Clerk.

Man past 30 with horse and buggy to sell stock condition powders in Lancaster county. 75 dollars per month. Address Room 2, 1106 Farnam St., Omaha, Neb.



## Ted Marriner

The Man Who Knows How to Clean, Press and Repair

Your Clothes or Hat  
235 North 11th

Kansas City, Mo.—A score of persons were injured in a rear end collision of street cars on the elevated tracks in the west bottoms here. Physicians say several may die.