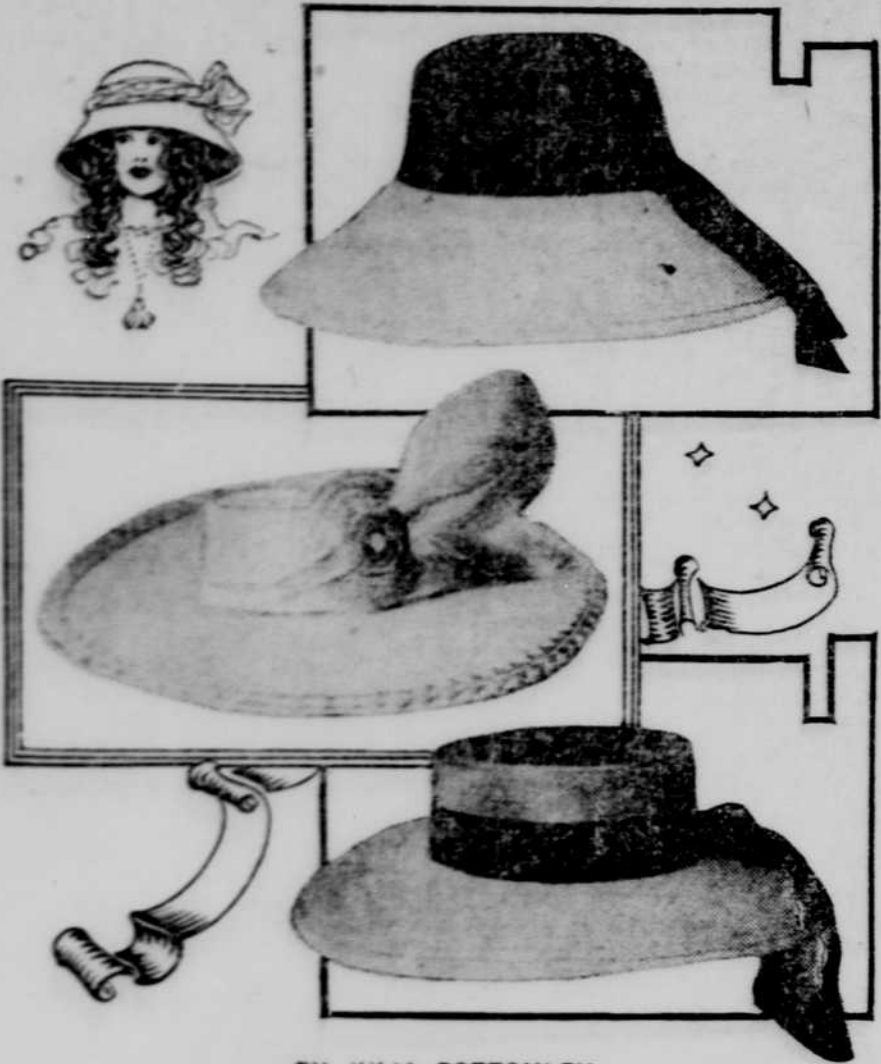


Children's Hats



BY JULIA BOTTOMLEY.

NOTHING was ever quite so altogether "fit" and good for daily wear as the pretty little ruffled and starched sun-bonnets which the grandmothers of today wear in their childhood. Made of washable gingham and chambray, more or less ruffled and embroidered, they constituted a part of every girl's wardrobe. An assortment of two or three did service for a summer, were consigned to the tub when soiled and emerging from their laundering fresh, delightful and as good as new.

For some reason, or lack of reason, people of the towns and cities gradually discarded the sun-bonnet and substituted for it straw hats, more or less practical. Recently favor has started back to the washable article and as a compromise the washable hat has been steadily growing in popularity.

In the meantime children's hats for daily wear are made of a number of durable straws in the lovely natural straw colors, in white and in all colors. The best-liked, with very good reasons, are the rough glass straws in natural color. These stand a vast amount of wear and a certain amount of rough handling.

There are Milans for those who are willing to pay the price, the coarse

"mountain leghorns" for those that are looking for cheaper hats and great numbers of canvas weaves, pretty and inexpensive, that will last out the season with some care.

The rough straws are trimmed with ribbon or silk arranged in the simplest of drapes and rosettes. Milans are finished with velvet ribbon as a rule and the canvas hats or those of smoothly woven straw are finished with a plain fold of silk or band of narrow ribbon about the crown and a rosette of fancy silk or straw braid at the side. A pretty quill or two is often added.

In all of these hats the crowns are large enough to fit quite comfortably on the head. Brims nearly all droop, even though there be an upward roll toward the brim-edge. They are kept on the head by an elastic band which passes under the hair.

Flowers or any fragile trimmings are out of place on such hats. Only the simplest and most durable of decorations are to be considered. Excellent examples of such millinery are pictured here, but (with apologies to milliners and to manufacturers), they do not equal the dear, old-fashioned sun-bonnet in adaptation to their use nor even in charm. Nevertheless they are attractive and good.

TO CLEAN THE STRAW HAT

Mixture That Will Restore Natural Color After the Sun Has Bleached Head Covering.

To restore the natural straw color of a hat, clean with a paste of lemon juice and sulphur and cream of tartar. First brush the hat thoroughly with this mixture and then rinse off with clean water and press. Sailor hats are beautifully cleaned in this way. Wash white straw with oxalic acid which has been diluted with water. A leghorn hat can be cleaned with water or acid-dampened cornmeal. Brush it lightly and place it over burning sulphur to bleach the straw. The sulphur may be burned in a can in the bottom of a barrel and the hat may be suspended at the top, where it will be scorched. One can freshen a colored straw hat with dyes or water color paints diluted in gasoline. If properly applied to a hat, these dyes will give the desired color. When a hat cannot be given its original color, it can be dyed black, and black is always practical.

If your black hat is a little worse for wear and the crown has become somewhat lumpy through acquaintance with the spring rains, renovate it by dampening the crown with a cloth moistened with water and then press it dry with a warm iron. Cover the crown with black, with a pink rope peeping out every now and then. The effect is very artistic, and this method of trimming is fashionable as well as handy in concealing the limp side crown.

The Hem of a Skirt.

A skirt may be finished in much the same manner as a man's trousers. If the binding braid be stitched in the bottom in the usual way. Put in a strip of mending tissue the width of the braid when turning it up to baste and press with a hot iron.

The braid should be fastened at each seam and the effect will be by far faster than that obtained by the old method.

Encouraging His Appetite.

When I have any difficulty in getting my boy of three and a half years to eat his food at the table we start a little game. We name each bite for a member of the family or for a little playmate or some place he has been, and it is surprising what an amount he will eat and enjoy.—Harper's Bazar.

TUNIC FOR SMALL BOY



This useful little garment can be made in many different materials, such as zephyr, linen or serge; it is cut Magyar and has buttons sewn down front, some of these form fastenings, others just trimming; striped material is used for the collar, cuffs, waistband, and to edge skirt.

Materials required: 1 1/2 yard 4 1/2 inches wide, 3/4 yard striped material.

An Idea for Packing. As you pack your bag or suitcase keep an account of the articles you take with you. This will help you in many ways.

When you start for home you will know whether or not you have lost or mislaid anything.

And should the baggage miscarry or get lost or damaged in any way a list of your belongings will be most helpful in settling matters.

For Mending Enamelware. To mend a hole which has been made in an enamel pan the following is very effective: Take equal parts of sifted coal and sifted table salt, mix together and pack into the hole. Place the pan on the stove with a little water in it until the cement hardens. It will soon become as hard as the enamel itself.

NEW NEWS OF YESTERDAY

By E. J. Edwards

Invention of Railroad Pool

Albert Fink, Builder of Bridges, First Devised the Co-operative Plan and Tried It on Southern Roads.

The talk was of the strong political agitation of the past ten years against railroad pools, and Senator Chauncey M. Depew remarked that he presumed that a majority of people of the United States were of the opinion that the railroad pool and co-operation among the railroads were modern devices of the able lawyers employed by the railroads for the purpose of getting around the decision of the Supreme court, in which it declared that agreements like that of the Trans-Missouri Traffic association and the Joint Traffic association of the trunk lines were in violation of the federal statutes.

"Curiously enough, however," continued Senator Depew, "the man who worked out the principle of co-operation and who created the railway pool was, in the early part of his career, associated with the railroads only as a civil engineer. I mean Albert Fink. For the first twenty years of his active life he was a builder of bridges and a constructor of railway lines, a man of science pure and simple."

In the early eighties I heard from Mr. Fink himself the story of how he came to invent the now famous railroad pool. At that time Mr. Fink was a man of striking physical characteristics. His complexion was swarthy, his eyes were large and very dark, and the peculiar tint of them was intensified by heavy overhanging eyebrows. He wore a beard and mustache, the beard being no more than a broad chin whisker. His frame indicated great physical strength. He spoke with a slight German accent, for he was born in Germany, and received his scientific education there.

"Much of my early railroad work was in the south, and in the years prior to the Civil war," said Mr. Fink. "I was engaged in building bridges and constructing railroads, and I had no thought at that time of any other professional association with railroads."

"After the frightful demoralization caused by the failure of the Northern Pacific railroad in 1873, it occurred to me that the policy of excessive competition carried on by railroads was entirely wrong. I thought that the railroads of the United States ought to be able to find some way by which, although earnestly seeking business, nevertheless they would not attempt to secure it through wholesale cutting of rates. Furthermore, I

believed that the situation in the south at that time was especially favorable to an attempt to work out a new policy along this line. I was so convinced of the accuracy of my reasoning that I spent a year, perhaps more, upon the problem, and at last I worked out a method of co-operation between the railroads of the south and the Louisville & Nashville as the center of the policy, which worked admirably.

"All unknown to me, William H. Vanderbilt of the New York Central, Hugh Jewett of the Erie, John W. Garrett of the Baltimore & Ohio, and Colonel Thomas H. Scott of the Pennsylvania were attracted by the introduction of the co-operative plan among the railroads of the south, but I did not know it until I was staying in New York city a day or two awaiting a sailing of a steamship upon which I had taken passage to Europe. I was pretty tired, and was going to take a brief vacation. But these four trunk-line presidents halted me. They asked for a conference

Speech Opened Grant's Eyes

Success of His Only Political Address Made in Support of Garfield, Showed Him He Had Gift for Writing.

The first political speech that General Grant ever made—and probably the only one he ever delivered—was in support of the candidacy of General Garfield in the presidential campaign of 1880. That speech was one of the most conspicuous features of that election. It was delivered at Warren, Ohio, in September, and there is living today more than one old-time campaigner who believes fully that Grant's speech marked the turning point of the presidential contest—that but for it the chances were that General Hancock, and not General Garfield, would have been elected president.

At 1880, the presidential campaign of 1880, for the Republicans, the most difficult political proposition which the party leaders had met with since the election of 1860. Enthusiasm was lacking. It seemed impossible to stir up the voters. Senator Roscoe Conkling, who had fought for a third-term nomination for General Grant, was said to be sulking in his tent. The Democracy in the state of Maine at the September election had been triumphant. All the indications pointed to a Republican defeat, and it was then that some of the Republican leaders appealed to Gen-

eral Grant to make one speech. "But I have never made a political speech," General Grant replied. "I wouldn't know how to begin one."

"Why, General," said the spokesman, "all that is necessary for you to do is to talk to the people exactly as you would talk to a friend. You tell your friends that this is no time to cultivate resentment; you say that it is necessary for Republicans to get together; and you have pointed out some of the reasons why it is of the highest importance that the Republicans should win this election. That is all you will have to do in any public speech you make."

Grant considered for a few moments. "Well, he said finally, 'if Roscoe Conkling will go with me and make a speech from the same platform, I will do the best I can, but I haven't much faith in my ability to make a speech.'"

In a few days it was announced that General Grant and Roscoe Conkling would speak upon the same platform, in the town of Warren, Ohio. The bare announcement that Grant was to make his first political speech—at least, upon the stump—changed the whole aspect of the campaign. The curiosity to hear the ex-president, who had been called the "Silent Man," and of whom it was said that he couldn't make a speech, served to focus the attention of the entire country upon Warren, Ohio. People flocked into the town from all around the state on the day of the speech; the great newspapers were represented there. Grant's speech was reported in full and, of course, was read by every Republican voter. It changed the tide from ebb to flood, for from that moment the Republican prospectus brightened.

Said General Grant to Roscoe Conkling after the meeting: "Senator, after I had got started in my speech, I lost all my nervousness. Do you think I was able to make the people hear me? My voice seemed not very strong."

Mark Twain was chatting with me a few years ago about General Grant's book of personal memoirs which was published by the firm of which Mark Twain was the chief partner. "I have always thought that Grant's political speech at Warren, Ohio, showed him that he had an unsuspected gift for writing," said Mark. "His facility with the pen was as great in its way as his power with the sword. He might have suspected it had he realized the real literary quality and the capacity for terse, epigrammatic statements which many of his dispatches from the field illustrated. But it remained for his Warren speech to open his eyes in this respect, and it was followed a year and a half later by the first magazine article he ever wrote. He was so pleased and interested with the work of composition that he was persuaded to accept an offer for a series of articles upon his experiences in the Civil war, these articles being the basis of his personal memoirs. I am sure that had it not been for the political speech General Grant made at Warren he would not have dared to attempt writing for the magazines and therefore would not have written his personal memoirs."

"My second resignation from the senate no one extended explanation. I became vice-president on March 4, 1861, before the end of my senatorial term. It was necessary, therefore, that I resign my seat in that body in order to be able to preside over it."

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Why Hamlin Resigned Twice

Venerable Statesman's Explanation of Conditions That Made Such Action Wise or Necessary From a Political Viewpoint.

In the month of January, 1881, I was a traveling companion of Hannibal Hamlin of Maine. The ex-vice-president of the United States was making a journey from his home at Bangor, Me., to New York in order that he might take part in the annual celebration of the Lincoln club of New York. He was at that time almost the sole survivor of all of those who had been intimately associated with President Lincoln in his first administration.

As he sat in the smoking compartment of the parlor car puffing away at a fat cigar and a strong one, the cheery old gentleman, whose active political career began in 1835, when he became a member of the Maine legislature, and ended half a century later, when he retired as minister to Spain, chatted freely in a reminiscent vein.

"At three different periods of my career—not counting a re-election—I was sent to the United States senate," he said. "Twice I resigned my seat in that body, a record, I believe, made by no other man who has ever held the office of senator. And both resignations were due entirely to political purposes or necessities."

"I started out in life as a Democrat. As a member of that party I was sent, first to the Maine legislature and, next, to the national house of representatives. Then, in 1848, my party elected me to the United States senate. Early as a member of congress I took my stand as a strong anti-slavery man, and when I was sent to the

senate I was in entire agreement with that element of the Democratic party which opposed the extension of slavery into the territories. Those Democrats were called Free Soilers, and many of them afterwards became Republicans.

"While I was serving my second term in the senate the Republican party was organized. I agreed thoroughly with that plank of its initial platform which opposed the extension of slavery into the territories, and so it seemed to me and my friends that I might be of some service to the new party by making a test of the strength of that principle in the state of Maine. Therefore, I determined to resign my seat as senator and to accept a nomination from the Republicans for governor of Maine. That would bring the issue of slavery extension squarely home to the voters of my state.

"Well, resign I did, I was nominated for governor and elected, and the purpose which lay behind my resignation having been accomplished, the legislature, within a few weeks after my election as governor, sent me back to the senate. Thus it came about that my gubernatorial term remains to this day one of the shortest on record—a fact, I dare say, that is as little known now as is the reason why I handed in my first resignation as United States senator.

"My second resignation from the senate no one extended explanation. I became vice-president on March 4, 1861, before the end of my senatorial term. It was necessary, therefore, that I resign my seat in that body in order to be able to preside over it."

Shows Progress in Turkey

German Woman Tries Treatment Recommended by Shrouded Hanoum and Loses Belt and Purse.

A story from Constantinople suggests that the progress of the movement toward the enlightenment and emancipation of Turkish women is making headway in various directions, says a European letter to the New York Sun. The following incident took place in a Constantinople tram-car on May 18:

In these vehicles a compartment is reserved for the use of women, who are forbidden by the Koran to associate in any way with men. A German woman who speaks Turkish entered the women's compartment of a Stamboul car and fell into conversation with the three black-veiled figures it already contained. She told them how she suffered from rheumatic pains in the arms. The shrouded Hanoum sitting next to

her listened with sympathy. She also appeared, had been similarly afflicted, but was completely cured. Her doctor had recommended her whenever she rode in a tram-car, to hold her arms rigidly straight out in front of her. The jolting of a Constantinople tram-car, operating on the stretched muscles, had a physiological effect that completely eliminated rheumatic trouble.

On the earnest recommendation of her Turkish companion the German immediately put this cure to the test. For a quarter of an hour she rode with arms well stretched out straight in front of her. Then the veiled Turkish woman alighted, recommending a continuance of the treatment. As her ed for her satchel hanging at her belt, but found that it had gone and with it her purse. By this time the veiled Turkish woman, whose face the other had not even seen, was also out of sight.

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