

Two Pretty Hats



Every season finds the matron a little more particular, a little more exacting, because she is a little better informed, when the time comes to select her millinery. She has discovered that the lines and colors in a hat may either add to, or decrease the attractions she possesses to an extent that was undreamed of, not so long ago; and she has generally possessed herself with the very wise conviction that her purchase must fulfill one requirement, that is, "I must look better in my hat than without it." Of course, this doesn't apply to the great beauty whose looks need no embellishing. She need only look to hat to add variety to her charms.

The woman approaching middle life should wear a youthful looking hat as long as she can do so without sacrificing harmony. When the time comes to forego the picturesque and the girlish in millinery, she will find innumerable hats, usually small or medium in size, that will suit her style and have a certain poise and spirit, not to be found in other millinery. A pretty little round hat is shown in Fig. 1, which is made from a flat, prettily draped. It is soft, comfortable and charming, and will be found becoming to most faces. This hat is an excellent example of the sort which the matron may choose.

The very young girl is somewhat limited in her choice also, although each season finds greater attention paid to her needs. Her hats should be large, rather simple in construction, and not too heavily trimmed. Flowers and ribbons, wings and quills, are the wisest choice for decorations when one is to make up a hat for a young miss. Little girls are allowed greater elaboration, and are sometimes indulged in ostrich feathers, to produce quaint, "old-fashioned" effects. A very pretty and simple hat for a young miss is shown in Fig. 2. It is of felt with silk and velvet flowers and ribbon used in the trimming.

Well-Dressed Hair Is First Requisite of the Debutante

To be real smart the debutante must start on her career with hair well dressed. The all-over net is an absolute necessity. Flying locks and stray curls are fetchingly pretty, but fashion has set its stamp of approval on the neatly dressed hair with prim puffs and prim curls. The all-over net, matching the hair exactly, is not discoverable and keeps stray hairs in order from breakfast till midnight. They are real time-savers.

Veils were never in greater demand. The counters are piled with the most charming fancies in ruffled, frilled and bordered veils. The best for face wear is the genuine thread with a tiny ring. It is not so trying to the eyes. The big dot nets and extravagant styles are used for hat draperies, setting off any kind of a chapeau gracefully.

Stripes which make their bow for the first time in the summer gone reappear in linens and silks for service blouses. Just a bit striking, they are still to be liked as a novelty. One combination is brown, blue and white in quarter-inch stripes; another favorite blue, green and white; another red, black and white, the stripes clear and stunning when made up with some vertical, others horizontal and others bias.

BARRETTE TO HOLD CURLS.



Jeweled Tassels.

Jeweled tassels are all the rage. They are made of pearl fringe with diamond tops, which generally have small stones surrounding them. They are used to finish the ends of long platinum and pearl chains that are worn twisted once around the neck, or may be seen hanging from brooches or pendants. The empire necklaces or diamond clasps threaded with black velvet ribbon three-eighths of an inch wide are shown among the novelties. For a while women wore only the clusters of diamonds, though the very large ones are much sought and some of the largest ones are surrounded with smaller stones.

Finest Laces Used by Those Who Fancy the Dainty Jabot

The jabot of fine real lace so much affected by the Parisienne is nothing like so much worn here, even by women of fashion.

There is no end to the richness of the lace employed, and the rarest of old point laces, as well as the point laces of the day, are used. In such cases, of course, great care is taken in the arrangement of the jabot so as not to tear or cut the lace in any way.

In many cases the jabots are narrow and come to the top of the girder; others are shorter, and many are wider as well.

They are worn not only with lace collars attached to blouses but with the high, stiff linen collars attached to satin blouses, elaborately embroidered or cut with lace bands.

Of course, the stiff linen collar is death-dealing to the natural beauty of the neck, but so long as they are fashionable many will wear them. Fortunately, the society girl or woman changes her costume so many times a day that the linen collar is worn for a few hours only at a time.

One of the jabots in rare old rose point dull hued with age was gathered to a straight strip of satin ribbon. The latter did not show, of course, and down the center were four little cloth of silver covered button molds, with a three-quarters inch silver ribbon laid in a series of five tiny plaits, one on top of the other, each cluster flaring out a bit like a fan.

The different shades of blue, especially Nattier, now the really smart blue worn in Paris, or in pink, are effective, while pale shades carrying out the color scheme of the gown or the hat may be worn, and all set off the beauty of the lace.

For the woman with little to spend Valenciennes lace makes charming jabots, but this must be kept a pure white or else dipped to make it a true cream or pale yellow in order to be effective. The yellowish, soiled tones of real old lace have no beauty when carried out in Valenciennes.

Black satin buttons and little flat loops of black satin are effective, and Valenciennes collars of the shaped sort higher behind the ears may be made over a pattern and finished with a bebe ribbon of black velvet at the top and a smart little bow of inch-wide ribbon in the front at the base of the stock.

These stocks must, of course, be properly boned. No stock of any sort has even a shade of smartness unless it is boned.

Brown Decorations Used.
Brown paper is very much used for the dining room, that part below the chair rail being darker than that above. The walls should be unadorned except for the pieces of china and rare pottery, perhaps. In such a brown room yellow silk curtains, just to the sill, are very pretty. White woodwork adds much to the charm of the room, but darker wood is preferred by many.

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In the Language.
"Some one has said that a kiss is the language of love," remarked the young man in the parlor scene.
"Well," rejoined the fair maid on the far end of the sofa, "why don't you get busy and say something?"

The Reason for Marrying.
"They say that he married her for her money."
"And what did he do when she lost her wealth?"
"He lost his reason."—Harvard Lampoon.

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"You ought to give as the Lord has prospered you," said Deacon Ironside.
"I don't think the Lord'll ever accuse me of bein' ungrateful," answered Uncle Hosen. "Six of my boys is preachers."

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W. N. U., OMAHA, NO. 5, 1908.

Commissioner Smith vs. The Standard Oil Co.

From the Railway World, January 3, 1908.

Mr. Herbert Knox Smith, whose zeal in the cause of economic reform has been in no wise abated by the panic which he and his kind did so much to bring on, is out with an answer to President Moffett, of the Standard Oil Company of Indiana. The publication of this answer, it is officially given out, was delayed several weeks, "for business reasons," because it was not deemed advisable to further excite the public mind, which was profoundly disturbed by the crisis. Now that the storm clouds have rolled by, however, the Commissioner rushes again into the fray.

Our readers remember that the chief points in the defence of the Standard Oil Company, as presented by President Moffett, were (1) that the date of six cents on oil from Whiting to East St. Louis has been issued to the Standard Oil Company as the lawful rate by employees of the Alton, (2) that the 18-cent rate on file with the Interstate Commerce Commission was a class and not a commodity rate, never being intended to apply to oil, (3) that oil was shipped in large quantities between Whiting and East St. Louis over the Chicago & Eastern Illinois at 6 1/4 cents per hundred pounds, which has been filed with the Interstate Commerce Commission as the lawful rate, and (4) that the 18-cent rate on oil was entirely out of proportion to lawful rates on other commodities between these points of a similar character, and of greater value, such, for example, as lincseed oil, the lawful rate on which was eight cents. President Moffett also stated that thousands of tons of freight had been sent by other shippers between these points under substantially the same conditions as governed the shipments of the Standard Oil Company.

This defence of the Standard Oil Company was widely quoted and has undoubtedly exerted a powerful influence upon the public mind. Naturally the Administration, which has staked the success of its campaign against the "trusts" upon the result of its attack upon this company, endeavors to offset this influence, and hence the new deliverance of Commissioner Smith.

We need hardly to point out that his rebuttal argument is extremely weak, although as strong, no doubt, as the circumstances would warrant. He answers the points made by President Moffett substantially as follows: (1) The Standard Oil Company had a traffic department, and should have known that the six-cent rate had not been filed. (2) No answer, (3) The Chicago & Eastern Illinois rate was a secret rate because it read, not from Whiting, but from Dolton, which is described as "a village of about 1,500 population just outside of Chicago. Its only claim to note is that it has been for many years the point of origin for this and similar secret rates." The Commissioner admits in describing this rate that there was a note attached stating that the rate could also be used from Whiting.

The press has quite generally hailed this statement of the Commissioner of Corporations as a conclusive refutation of what is evidently recognized as the strongest rebuttal argument advanced by the Standard.

In fact, it is as weak and inconclusive as the remainder of his argument. The lines of the Chicago & Eastern Illinois do not run into

Chicago. They terminate at Dolton, from which point entrance is made over the Belt Line. Whiting, where the oil freight originates, is not on the lines of the Chicago & Eastern Illinois, which receives its Whiting freight from the Belt Line at Dolton. The former practice, now discontinued, in filing tariffs was to make them read from a point on the line of the filing road, and it was also general to state on the same sheet, that the tariff would apply to other points, e. g., Whiting. The Chicago & Eastern Illinois followed this practice in filing its rate from Dolton, and making a note on the sheet that is applied to Whiting. This was in 1895 when this method of filing tariffs was in common use.

Now let us see in what way the intending shipper of oil could be misled and deceived by the fact that the Chicago & Eastern Illinois had not filed a rate reading from Whiting. Commissioner Smith contends that "concealment is the only motive for such a circuitous arrangement," i. e., that this method of filing the rate was intended to mislead intending competitors of the Standard Oil Company. Suppose such a prospective oil refiner had applied to the Interstate Commerce Commission for the rate from Chicago to East St. Louis over the Chicago & Eastern Illinois, he would have been informed that the only rate filed with the commission by this company was 6 1/4 cents from Dolton, and he would have been further informed, if indeed he did not know this already, that this rate applied throughout Chicago territory. So that whether he wished to locate his plant at Whiting, or anywhere else about Chicago, under an arrangement of long standing, and which applies to all the industrial towns in the neighborhood of Chicago, he could have his freight delivered over the Belt Line to the Chicago & Eastern Illinois at Dolton and transported to East St. Louis at a rate of 6 1/4 cents. Where then is the concealment which the Commissioner of Corporations makes so much of? Any rate from Dolton on the Eastern Illinois or Champaign on the Alton, or Harvey on the Illinois Central, or Blue Island on the Rock Island, applies throughout Chicago territory to shipments from any other point in the district. So far from the Eastern Illinois filing its rate from Dolton in order to deceive the shipper, it is the Commissioner of Corporations who either betrays his gross ignorance of transportation customs in Chicago territory or relies on the public ignorance of these customs to deceive the public too apt to accept unquestioningly every statement made by a Government official as necessarily true, although, as in the present instance, a careful examination shows these statements to be false.

The final point made by President Moffett that other commodities of a character similar to oil were carried at much lower rates than 18 cents, the Commissioner of Corporations discusses only with the remark that "the reasonableness" of this rate is not in question. The question is whether this rate constituted a discrimination as against other shippers of oil, and he also makes much of the failure of President Moffett to produce before the grand jury evidence of the alleged illegal acts of which the Standard Oil official said that other

large shippers in the territory had been guilty. Considering the fact that these shippers included the packers and elevator men of Chicago the action of the grand jury in calling upon President Moffett to furnish evidence of their wrong-doing may be interpreted as a demand for an elaboration of the obvious; but the fact that a rate-book containing these freight rates for other shippers was offered in evidence during the trial and ruled out by Judge Landis, was kept out of sight. President Moffett would not, of course, accept the invitation of the grand jury although he might have been pardoned if he had referred them to various official investigations by the Interstate Commerce Commission and other departments of the Government.

We come back, therefore, to the conclusion of the whole matter, which is that the Standard Oil Company of Indiana was fined an amount equal to seven or eight times the value of its entire property, because its traffic department did not verify the statement of the Alton rate clerk, that the six-cent commodity rate on oil had been properly filed with the Interstate Commerce Commission. There is no evidence, and none was introduced at the trial, that any shipper of oil from Chicago territory had been interfered with by the 18-cent rate nor that the failure of the Alton to file its six-cent rate had resulted in any discrimination against any independent shipper,—we must take this on the word of the Commissioner of Corporations and of Judge Landis. Neither is it denied even by Mr. Smith that the "independent" shipper of oil, whom he pictures as being driven out of business by this discrimination of the Alton, could have shipped all the oil he desired to ship from Whiting via Dolton over the lines of the Chicago & Eastern Illinois to East St. Louis. In short, President Moffett's defence is still good, and we predict will be so declared by the higher court.

The Standard Oil Company has been charged with all manner of crimes and misdemeanors. Beginning with the famous Rice of Marietta, passing down to that apostle of popular liberties, Henry Demarest Lloyd, with his Wealth Against the Commonwealth, descending by easy stages to Miss Tarbell's offensive personalities, we finally reach the nether depths of unfair and baseless misrepresentation in the report of the Commissioner of Corporations. The Standard has been charged with every form of commercial piracy and with most of the crimes on the corporation calendar. After long years of strenuous attack, under the leadership of the President of the United States, the corporation is at last dragged to the bar of justice to answer for its misdoings. The whole strength of the Government is directed against it, and at last, we are told, the Standard Oil Company is to pay the penalty of its crimes, and it is finally convicted of having failed to verify the statement of a rate clerk and is forthwith fined a prodigious sum, measured by the car. Under the old criminal law, the theft of property worth more than a shilling was punishable by death. Under the interpretation of the Interstate Commerce law by Theodore Roosevelt and Judge Kenesaw Landis, a technical error of a traffic official is made the excuse for the confiscation of a vast amount of property.

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