

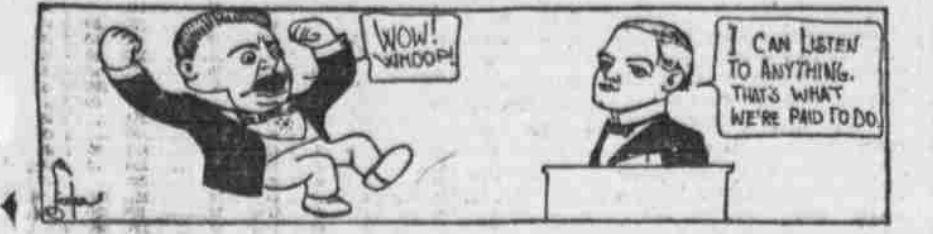
FICTION

THE BEE'S HOME MAGAZINE PAGE

HUMOR

SIDELIGHTS ALONG WASHINGTON BYWAYS

When it comes to senatorial appearance, bearing and dignity, Senator Frazier of Tennessee comes about as near qualifying as any member of that body. No state senator ever filled the bill in more perfect detail than does the tall and dignified statesman from Chattanooga. It is sometimes wondered, too, if he is not a bit



conscious of his handsome showing upon the stage of the lawmaking body. Senator Frazier is as tall and straight as an Indian. His face is clean shaven, well formed and serious. Gray streaked hair falls gracefully over his ears, and when he rises to speak he is the picture of all that a senator should look like. Always clad in a long and marvelously dressed Prince Albert coat and always about the senate chamber when that body is in session, he necessarily becomes the object of questioning among the strangers in the gallery. One more quality becomes the Tennessee



man driving home an argument in a board of directors' room rather than a statesman speaking while the galleries look on. Before he came to the senate, Mr. Page was regarded as one of the most prominent tanners in the United States. He built up an enormous business in New England, and he is one of the many millionaires from that section of the country.

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Bagout of Mutton with Farina Balls. One and one-half pounds neck mutton cut into small pieces, one tablespoonful butter, one tablespoon flour, one onion, one carrot, one-half can peas, two cups hot water, one teaspoonful salt, one-quarter teaspoonful onion juice, one cup of oatmeal. Put butter in frying pan. When melted add flour and brown. Add carrot and onion, cut in dice. Remove vegetables and add meat, searing well. To meat and vegetables add hot water and seasonings. Put in a suitable kettle, cover and simmer two hours. Add peas ten minutes before serving. In a dish with farina balls made as follows:

Width and Color of Belts Increase or Decrease Apparent Waist Size

Stout women who wish to disguise the fact that they are too plump for symmetry should avoid a break at the waist line by having their gowns made in one-piece styles. Still such designs are not always desirable for two-piece dresses may be more practicable for morning wear. But when dressing in a separate waist and skirt costume matrons who are fleshy should realize that belts increase or decrease the apparent size of their waists, and so they should select girdles that will make them seem less large. Few women need to be told that a light belt worn over a dark gown will appear to increase the size of the waist by several inches, or that a wide belt should not be worn by a stout-waisted person. There are also a number of minor points to be remembered when choosing a belt. For example, it is understood that all skirt matrons are not fashioned on the same lines. There are tall stout women and short stout ones, those who are long-waisted and those with short waists, also women who are stout but small in proportion at the waist line, and others who may be unduly large at the waist line. Obviously, then, one particular style of belt will not suit every woman who happens to be stout. So this accessory must be chosen with regard to the figure. One law which will apply to all stout women is that the belt shall be narrow. A second, equally important rule, is that a shall stretch in color the dress of which it forms a part. If the girdle can be of the same material, so much the better, but it is imperative that it be the same color if satisfactory results are desired. When separate skirt and waist form the



WHAT'S THE USE



The Boss of the Establishment

BY AMERE MAN. "We're going down to see the games at the Crescent Athletic Club Saturday afternoon," said the Boss of the Establishment. He spoke with the finality of Fate train announcers and inquisitive husbands. "Are we?" his wife inquired in her meekest accents. "What for?" "I meant the Country Club, of course," the Boss contended to explain. "The fellow who asked me is a member and he was telling me what a great program they are going to have. There'll be a lacrosse game between the home team and one of the cracks of Canada—and there'll be a base ball game! And in the evening there'll be a dance! He said he thought you'd enjoy it and I told him we wouldn't miss it for the world!" "It sounds perfectly lovely," assented the lady. "Only"—she hesitated—"Only!" "There's no 'only' about it!" snapped the Boss. "I believe I mentioned that I had accepted the invitation," he added frigidly. "Yes, dear, you said that you had." (The second pronoun was strongly accented.) "But how could you know that I would be free to go? You hadn't asked me. I would think you considered yourself a mind reader only your acceptance proves otherwise, because I've already made an engagement to go to a garden party Saturday afternoon." "A garden party?" exclaimed the Boss incredulously. "A garden party!" "Yes, a garden party, and dinner and a barn dance afterward!" "And realizing from the Boss' expression that to know the worst could not increase his woe, she added slowly: "In Hackensack!" "Very well," said the Boss. "Go to Hackensack!" He said it with so much emphasis that war signals hoisted themselves instantly in his wife's flaming cheeks and defiance blazed from her previously peaceful eyes. "Don't you dare swear at me!" she exclaimed angrily. "Swear!" echoed the Boss innocently. "I never heard the name of a peaceful Jersey community called an oath before! But if you think I've taken the name of Hackensack in vain I apologize—humbly." "You know perfectly well you didn't mean Hackensack!" his wife retorted. "Do you insinuate you thought I meant anything else?" questioned the horrified Boss. "You know you did!" "The first step toward bending the Boss to her wishes, as his spouse well knew, was to put him in the wrong. Having him there, she hurried on to her advantage: "And whether you did or not, you ought not to talk to me that way, and you know it! I don't ask you to take me anywhere often, and now the one time when I do you want me to insult my own sister and brother-in-law by getting out of an invitation I have accepted—to go and sit all afternoon on a hard bench and pretend I'm having a good time watching a game I never could understand—and all the time freezing to death in an icy wind, and—" "Wait a minute! Just a minute!" interrupted the appalled Boss. "This is the first time you've acknowledged that it's your sister's party. I suppose," he added, not with acrimony, "that by some mysterious dispensation of Providence the same wind which will freeze you to death at a lacrosse game will become a balmy zephyr at a garden party."

The Tired Business Man

BY WALTER A. SINCLAIR. "Do you suppose the police will adopt Professor Munsterberg's psychological tests on suspects?" asked Friend Wife. "There's no limit to police brutality," replied the Tired Business Man. "It wouldn't surprise me a bit if they should take a suspect down into a dark cellar cell and have a couple of husky cops try—what do you call it? If the fellow made a beat in court next day they could say that he tripped while going downstairs." "Sometimes they use the psychological results and sometimes they don't bring up anything but a man with a pair of 'blue' eyes. If we could have a college professor in every police station the results might be more uniform, but at present nothing but the copper's suit is uniform. Anyway, we peated and sewed to police professors as much as detective lieutenants or they might get proud and commence building \$10,000 houses on \$2,000 salaries." "As I understand it, the Prof. took three aspirin, not to say sappy, college girls, let each select a newspaper clipping sight unseen, let them read the contents and then by shooting fifty lead words at them discover what they had read. The pay—Oh, say it yourself—the theory was that their minds would be so charged with the subject that when he mentioned a word used in the clipping each had read the girl would stutter, turn red or jump like she had been jabbed with a halpin. Am I right?" "Now, as I understand it, they expect

Things You Want to Know FUEL FOR RAILROADS

The International Railway Fuel association, which meets in Chicago today, is composed of practical experts who are seeking to solve the problem presented by the rising price of coal and the increased demands upon the carrying facilities of the railroad. The 200 railway locomotive engines of the United States use one-fourth of all the coal mined in the country each year, a consumption of 100,000,000 tons. The price of coal is rising, and last year the railroads paid an average of \$3 a ton for all the fuel they used. The importance of economy in the matter of locomotive fuel supply may be illustrated by the fact that the total expense amounts essentially to a tax of one cent per day for each man, woman and child in the United States. The railroad must assess the charges for fuel upon the traffic, and every person who uses anything which has paid freight contributes his share toward paying this enormous coal bill. It is recognized by the experts that the locomotive engine, on account of its physical restrictions, always must use more fuel in proportion to the power generated than stationary engines. At the same time it recognizes that a large part of the coal now used is wasted, not only in the process of burning, but in the preliminary process of storing and handling. Government experts, basing their conclusions upon a long series of practical tests of locomotive engines engaged in actual railway service, declare that 30 per cent of the total fuel supplied to locomotives performs no function in moving trains forward. It is lost in the incidental leaks occasioned by starting fires, maintenance of steam pressure while the locomotive is standing still, the fire remaining in the fire-box at the end of the run, etc. It is probable that a large part of this character waste cannot be saved so long as the fuel is used to generate direct steam power in locomotive engines. Only the electrification of the railways would save this loss. But the more serious and practical loss in fuel is occasioned by the manner of storing, and loading it into the locomotive tenders. It is said, on the authority of expert engineers, that the average cost of loading fuel on locomotives is 10 cents per ton. On the same high authority, backed by the results of actual experiments, it has been proved possible to reduce this cost to two cents a ton. If this reduction could be applied to all the railroads it would represent an annual saving of \$5,000,000. The railroads, especially those systems which endeavor to apply the best modern thought to the problem of locomotive economy, are engaged in installing new systems of fuel supply. It has been demonstrated that a vast money saving can be made by organizing the fuel department of a railway system under a responsible head, provided with an efficient staff of inspectors and backed by the authority of a large organization. The association at Chicago will hear reports of such systems, those actually in operation, such as that of the Santa Fe system, and others proposed by experts. While it is manifestly to the interest of the railroads to save money by decreasing their coal bill, it is also manifestly to the interest of the whole people of the country that the coal itself shall be saved. Every pound of coal saved by a system of economy which does not curtail the power generated, is that much energy conserved for the use of future generations. On account of this feature all of the schemes of conservation of natural resources are assisting the railway engineers to solve the fuel supply problems. Practically every device invented for the improvement of locomotives bases its claim for recognition and consideration upon its direct or indirect ability to save fuel. Every one recognizes that a small saving in the fuel supply of one locomotive amounts in the aggregate to an enormous sum. When any device can show that it will save a ton of coal a day it has made its best argument for recognition by the practical railway man. It is to this end that all of the compounding systems and steam super-heating devices are being installed. While the inventors have done much, and will do more, in saving fuel after it has reached the engine, it remains for the railroads to devise more adequate systems of saving coal between the mine and the tender. Railroads usually purchase "run-

Musings of a Gentle Cynic.

Some men never succeed because they only expect opportunity to knock at the door during business hours. Too much sympathy is apt to spoil the under dog. Strangely enough the hack-writer can seldom afford to ride in one. Certainly where glue factories are concerned it doesn't take ten mills to make one cent. The peoples who blow their own horns are naturally the ones who come to blows. No woman really knows as much about herself as other women know about her. Dame Fortune is always willing to meet a man half way, but she won't run after him. It is doubtful if even the flying machine will help us to occupy our air castles. A woman is terribly disappointed if her husband doesn't make a fool of himself after she has let him have his own way. A reckless chauffeur maketh a glad undertaker. Many a father does the plowing for his son's crop of wild oats. A man's wife is his better half in theory only. In reality he is about one-tenth. The tall sometimes wags the dog; also the biggest part of many a fish is the tale. In spite of the fact that this is a rapid age, old Father Time never exceeds the speed limit. You can wound some men's pride by offering them money, and you can wound others by not. Despite the fact that money is supposed to be filthy lucre many a man has cleaned up a fortune.—New York Times. A Quick Response. A little girl who attends a county school has quite an idea of nobility, as was evidenced by her reply to her teacher. The class had been reading about the king's family. The teacher, wishing to inculcate the correct idea of royal descent, said: "Now, children, if the king and the queen had a son, what would he be?" "The jack," was the quick response.

Daily Health Hint.

When choosing cereals it is well to remember that wheat and oats furnish more useful fuel for the body than either rice or rye. Oatmeal is particularly rich in protein, but it is better for winter than for summer consumption. She Was Sixer, Anyway. Meg and Dorothy were both 6, but Meg was a month the older. Recently very serious difficulties arose between the little ladies over an extremely important matter. Meg was finally heard to put an end to the unfortunate controversy in these crushing words: "Well, I don't care if your doll is bigger than mine, Dorothy Brown. I'm sixer than you are, anyhow!"

CROWDED OUT.

