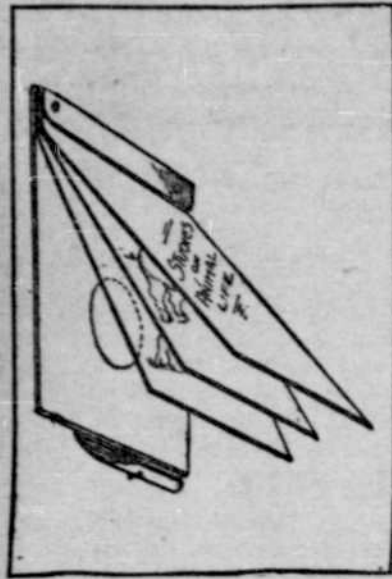


# CORNER FOR THE JUNIORS

## MAILING CARD FOR JOKERS

Recipient Sees Many Members of Hog Family and Finally Finds Himself Looking in Mirror.

There may be two opinions about the good taste of this Illinois man's mailing card device, but this is what it is: The card has a back cover, in which a small mirror is set. There are several sheets inside and the front cover passes and holds the little book thus formed together. On the back cover are written the name and ad-



Joker's Mailing Card.

dress of the person to whom the card or booklet is sent. On the front cover is some such pleasing title as "Studies of Animal Life. The Hog Family." On the pages inside are pictures of various members of the hog family, and as the recipient turns to the last page, on the back cover, he finds himself looking into the mirror for the last member of the family, which may be varied to represent other animals.

## BOY SCOUT PUZZLE SOLVED

Considerable Argument Over Question as to Who Made Bull's-Eye—Some Ingenuity Required.

When the Boy Scouts held their big target shoot, which resulted in a tie between Gen. Dick, Col. Tom, and Capt. Henry, considerable argument arose as to who made the bulls-eye.

"You see, it was acknowledged that each had scored 71 points in six shots.

Now, it involves quite a respectable puzzle, for the reason that it requires some little ingenuity to pick out the six which each one must have



Boy Scouts' Puzzle.

made to produce three totals of 71 points.

The answer is as follows: The three tie scores were composed as follows: First—50, 10, 5, 3, 2, 1. Second—25, 20, 20, 3, 2, 1. Third—25, 20, 10, 10, 5, 1.

## A Russian Baby.

A traveler from Russia says that Russian babies in Siberia are not very attractive. He says that one day he noticed in one of the houses a curious bundle on a shelf; another hung from a peg in the wall, and a third hung by a rope from the rafters—this one the mother was swinging. The traveler discovered that each curious bundle was a child; the one in the swinging bundle was the youngest. The traveler looked at the little baby and found it so dirty that he exclaimed in disgust, "Why do you not wash it?" The mother looked horror-stricken, and ejaculated, "Wash it! Wash the baby! Why, it would kill it!" What a happy country Russia would be for some boys! Never to hear, "Wash your face and hands," nor "Have you brushed your hair?"

## One Perfect Boy.

"I never heard of but one perfect boy," said Johnny, pensively, as he sat in the corner doing penance. "And who was that?" asked mamma.

"Papa—when he was little," was the answer. Then silence reigned for the space of five minutes.

## Tin for Toys.

A shipload of pieces of tin left over from making salmon cans on the Pacific coast was recently sent to Germany to be transformed into little tin soldiers and other toys for children. Heretofore this product has been entirely wasted.

## TURBANS FOR WINTER



Copyright, 1912, by Underwood & Underwood, N. Y.

The model below is the Richelieu turban, named after Cardinal Richelieu of France. It is composed of red silk crown, denoting the Cardinal's color, puffed and bound with a gold embroidered band. The brim is slightly rolled on the front and sides. The model above is wearing another style turban hat constructed of fur with a feather standing out at side which will be worn at social functions, being specially fitted to go with low cut gowns and scarf drapery. The hat can be pulled down over the hair to be in style.

## PLAIDS ALWAYS IN DEMAND

Now Bid Fair to Be More the Rage Than They Have Been for Some Time.

The material most commented on at present is Scotch plaid, which is always associated with autumn, says the Indianapolis News. Numbers of fashionable women are ordering two skirts with these new plaid costumes. The semi-fitting jacket covering the hips is worn with a short skirt made for the country. The material just touches the ankles, and the trimming consists of a wide box plait, back and front. The same box plaits repeat themselves on the second skirt, ordered for town wear. Below the knees starts a flounce of the plaid material with narrow box plaits touching one another. This flounce adds extra width to the new autumn skirts.

Straps in plaid trim the jacket at the back, starting at the side beneath a long, square steel buckle. A couple of revers in surah widen as they cross the shoulders and form a hood ending in a point at the waist. One large plaid button fastens the jacket below the bust.

## EVENING CAP



The coiffure matters not at all with one of these quaint new evening caps which are much the fad for theater wear. The cap is made of pearl beaded gold net, which is mounted over thin silk. Heavy pearl bead and tassel ornaments at the sides drag the cap down over the ears. The hair is softly waved and drawn fluffily beyond the edge of the cap.

## DESIGN FOR SILK STOCKINGS

Oriental Characters Are the Latest to Be Used by Those Who Like Embroidery.

Girls who are fond of needlework will want to embroider themselves two or more pairs of silk stockings in the now fashionable Oriental designs.

Select a good grade of silk stocking woven with thread silk, black or any color you desire; then with a sharp-pointed piece of tailor's chalk outline a design representing some curious Chinese or Japanese symbol, lettering or number.

These can be found in any Oriental shop or in a Chinese laundry check. They are not difficult to sketch, being for the most part broad lines crossing each other in a curious manner.

These should be slightly padded with very soft darning cotton, so that the center will be raised above the outer edge. The embroidery is then done in fine floss silk, using brilliant red, green, yellow, purple and blue. All colors rich in tone are effective, and occasionally threads of silver and gold can be introduced in the embroidery.

Care must be taken when applying the work to colored stockings that the colors used in the embroidery harmonize with that of the stocking itself. Any color or combination of colors can be used on black.

Tiny beads and small flowers are lovely when worked in rich Oriental colors. For example, a spray of wistaria is charming on violet silk stockings. Cherry blossoms on white or green, iris on blue or yellow, and the flaming poppy on black.

When working, an easy way to keep the stocking taut so the embroidery will lie smooth is to slip a china egg or very smooth darning egg into the stocking, then hold the silk tightly over that as you would for ordinary darning. The embroidery will then be perfectly smooth when worn.

## Tinting Lace.

A weak solution of permanganate of potash will tint laces that deep shade of ecru so much used at present.

It must be carefully dissolved, otherwise it will produce stains which are impossible to remove.

Test the dye with a small piece of muslin before dipping the lace. If the color is too deep, dilute the solution until the required hue is obtained. Never allow the lace to remain in the dye; simply dip in and out again.

Tea or a solution of coffee is excellent to tint laces. The latter produces the fashionable string color.

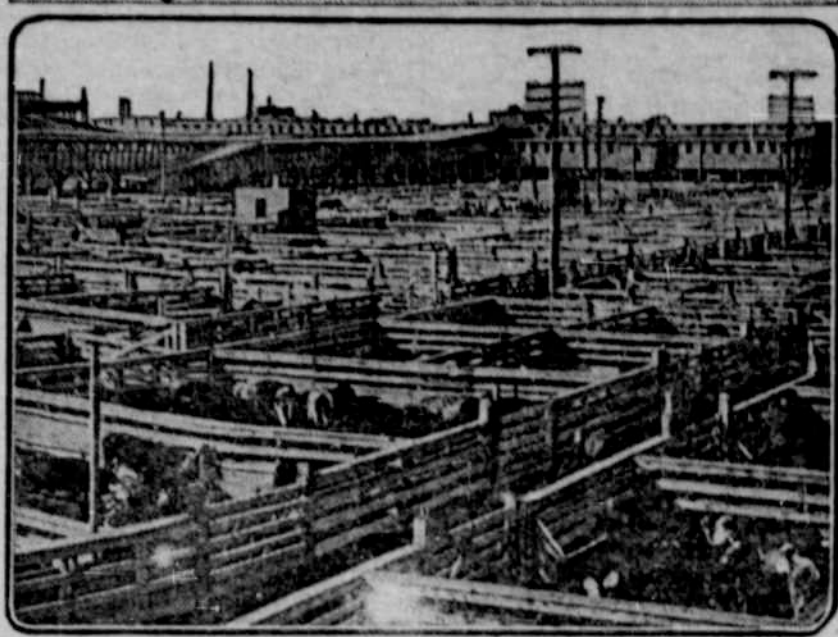
Lace trimmings to match the material of the frock are much used this season.

With two or three simple colors even an amateur can produce good results.

## French Raincoats.

The French raincoat is an excellent one to wear with fine gowns. It is made of rubberized crepe de chine and peau de sole. These coats are excellent protectors, and yet are so light in weight that they will not leave their imprint on a beautiful gown.

# Jumble at Chicago Stock Yards.



PART OF YARDS

THE part played by the rails in feeding a hungry world is perhaps shown nowhere more picturesquely than in the Union stockyards at Chicago. Impossible as it may seem, there are at these yards 250 miles of tracks within an area of one square mile. It connects through a belt line system with more than 25 trunk lines.

The cattle country tributary to the Chicago Union stockyards embraces about 1,000,000 square miles, says the Railroad Man's Magazine. The range cattle fatten in the Dakota-Iowa-Kansas-Nebraska-Minnesota corn belt. In addition to cattle are hogs, sheep, mules and horses.

The system of handling this enormous traffic is in two distinct parts—the traffic over the granger lines proper and the handling of trains after they leave the freight terminals and enter the belt line tracks. Any one of the big trunk lines may be taken as an example of the rest. The live stock traffic of one of these averages a 400 mile haul, the trains having right of way over everything except passenger service. The average stock train is of 35 loaded cars, and its speed, all stops included, is 35 miles an hour.

If the haul is from Omaha, the train will be handled over three divisions, meaning three crews, each consisting of an engineer, fireman, conductor and two brakemen, 15 men in all, and these only to the terminal point.

December, January, February and March are the banner months, and Monday is the day of largest receipts at the Chicago yards. Wednesday comes next. The average number of stock cars entering Chicago over one of the great railroads on Sunday night and Monday morning is 700. Occasionally the number of cars arriving during the Sunday-Monday 24 hours is more than a thousand.

Thousands of People Employed. The great yards themselves are divided into two great sections—the western portion with its packing houses and subsidiary industries, and the eastern part with its pens and chutes. Here every weekday of the year more than 50,000 persons labor or transact business.

Between eight o'clock each Sunday evening and nine o'clock Monday morning during the four busy months inclusive from 22,000 to 23,000 cars of stock, comprising approximately a hundred trains, are unloaded in the yards. The process of unloading consumes around 12 hours. This average must be one car unloaded every 20 seconds.

To the casual observer the trains appear to be massed in a hopeless jam, and one might walk block after block on the tops of cars. But despite this seeming impenetrable jungle of rolling stock, the trains are moved with a precision that would shame most clocks or watches.

This stock is shipped principally to commission brokers and seldom to packing houses or other eventual buyers. Each train may contain every class of stock that goes into the yards—horses, mules, sheep, hogs and cattle.

Walk down Exchange avenue in the yards on Sunday afternoon or evening and watch the groups of idle employees whittling sticks and swapping yarns, with nothing to do but wait. Now and then a passenger goes by, but for the most part it is expectant waiting. And then, just before dawn the stock trains come hurtling out of the darkness, bringing their thousands of live animals.

By daybreak the tracks are jammed for miles with the moving trains, while the uproar is increased by stockmen shouting, whining, swearing, threatening because they fear they will not have their stock unloaded when the market opens. It is bedlam. As soon as a train arrives at the pens, its movements being governed by the train director in the tower, the locomotive is attached to the opposite end. The length of time consumed in unloading each car is one and one-half minutes, but many other cars are being emptied in that same interval.

There are ten chute platforms leading to all parts of the yard, and each holds from 18 to 52 cars, making a total of 512 cars that can be unloaded at one time. The average is 32 cars to the chute.

This roaring, protesting, squealing horde of live stock is urged up the chutes, with the sheep waiting reluctantly for a leader.

Railroad employees and yard operatives detest sheep. Sheep won't cross a puddle of water until a bellwether has been yanked over it, and then they won't stop till their leader has bumped into a fence and can go no farther.

The animals in general are excited, the nerves of the workmen are tense and the controlling element, time, seems to spin by with tragic fleetness.

As each train is unloaded it becomes a dead thing, so far as the yards are concerned. It is hurried out of the way, making its exit over one of the three outgoing tracks and speeding back again to the meadows and the prairie ranches.

A thrilling scene is being enacted along the endless rows of pens. Punchers on horseback (regular western cayuses, at that!) are clattering over the brick pavement or splashing through the mire. Buyers representing all the packing houses, eastern concerns and even individuals are racing to and fro, discussing fine points in the stock, bidding for their favorite herds.

## Start for the East.

From the northeast and southeast corners of the yards other trains are moving. These are bound for the east, with stock on hoof traveling toward New York, New England, and other points that attend to their own killing.

While 2,500 or 3,000 cars are moving into the yards with their lading of farm animals, about 800 cars are traveling eastward with live stock that has been purchased that day for those distant market places.

And during this same period 50 crews of the stock yards railroad are handling their dead freight, shunting 8,000 cars into position, bringing in and taking out the thousand and one things that go to make up industry in the stockyards.

For those few hours the train director is the busiest man in that whirlpool of industry. He must account for every stop, every start of each train received and returned. He must determine by the bills just where the consignees can be favored the most, and he must place his trains so that every chute is operating to its fullest capacity every moment of these teeming hours.

To convey some adequate notion of what this amounts to during the week—jammed into a few busy hours of each day—let us look at the averages for the weekdays of the four most industrious months.

Monday and Wednesday being the two most prolific shipping days, bring about 4,800 loaded cars into the yards. On Tuesday and Thursday there are added 3,200 more cars, and on Friday and Saturday 1,600 additional cars go toward making the grand total of 9,600 cars for the week, constituting 270 trains. Each train moves over approximately four divisions.

Besides this, about 1,000 cars of live stock are shipped east each week, averaging 30 trains, traversing more than 500 miles and entering a territory where divisions are more frequent.

## High Society.

A new-rich dowager, only recently removed from the environs of a western packing house, has afforded much amusement while clambering up the slippery rounds of the social ladder. One day, after she had returned from circumnavigating the globe, she essayed to entertain a drawing-room with a boastful account of her travels. She had been everywhere, and her flow of English was augmented by frequent wavings of her bediamonded hands and forceful noddings of her tierced head.

"Did you see the Dardanelles?" asked a sprightly debutante. "And the Himalayas?" inquired another fair young bud. "I dined with them in Paris," replied the dowager, triumphantly.

And she wondered why everybody smiled.

# THE SCRAP BOOK



## DEEP SEA MONSTERS.

The prince of Monaco presented recently to the Academy of Sciences in Paris some notes about cephalopods captured by him at an average depth of about 13,000 feet. Cephalopods are octopuses, cuttlefish and squids. These deep sea creatures, he said, have such transparent bodies that all their internal arrangements can be seen distinctly, and even the course of the nerves through the head and tentacles may be traced. Several years ago the prince described some cephalopods which had searchlights fixed upon their heads. He now describes a species with eyes of which the lower half is luminous, so that the eye serves both for seeing and for lighting. Any animal that inhabits such depths as these do must have artificial light, for the sun's rays cannot penetrate, and all is absolute darkness. So the eyes of these cephalopods are perfectly adapted to their environment.

## THE BLANKET TREE.

Blankets grow on trees in Ecuador, and while the idea of an all-wool, fresh from the forest, bed-covering might give insomnia and a backache to the child of civilization who likes to snuggle comfortably under several layers of down and wool, the natives find it all right, as in fact, it is.

When an Ecuador Indian wants a blanket he hunts up a demajagua tree and cuts from it a five or six foot section of the peculiarly soft, thick bark. This is dampened and beaten until the flexibility of the sheet is much increased. The rough, gray exterior is next peeled off, and the sheet dried in the sun. The result is a blanket, soft, light, and fairly warm, of an attractive cream color. It may be rolled into a compact bundle without hurt and with ordinary usage will last for several years.—Harper's Weekly.

## FARM HAS TRAGIC HISTORY.

A tragic history accompanies a Welsh farm near Swansea. The farm is known as "Talywanda." A man named David Davies, a farmer, thirty years old, committed suicide there, a few days ago, by cutting his throat. When found in a field, the body was almost beyond recognition, having been attacked by rats. No fewer than five inquests have been held by the coroner at the farm on bodies of members of the family during the past few years, and all met singular deaths. The father was killed by being run over by a cart which he was driving; the mother died suddenly; an elder brother was thrown off his horse and killed, and another brother hanged himself. A previous occupant of the farm, prior to the tenancy of the Davises, also hanged himself.

## SMOKE COSTS MILLIONS.

More than \$500,000,000 a year is done in damage to merchandise, defacement of buildings, tarnishing of metals, injury to human and plant life, increased cost of housekeeping and losses to manufacturers due to imperfect combustion of coal. In other words, in abating the smoke nuisance in the large cities this amount of money will be saved, as well as increasing the comfort and convenience of the residents. An important step in this direction has been taken in Pittsburgh, where the University of Pittsburgh has undertaken to call the matter to the attention of those interested in a series of bulletins in the form of bulletins.

## FIRST SON NOT ALWAYS BEST.

The first born son is not necessarily the smartest, according to history. Among famous men of genius who came along late in their families are Joseph David, Napoleon, Dickens, Lincoln, Washington, Cromwell, Tolstol, Daniel Webster, Franklin, Balzac, Tennyson, Chopin, Van Dyck and Rembrandt. The oldest son in the family is not necessarily the best. Being the oldest, of course, he will put on the most airs and be a family leader because of mere firstness, but the youngest boy may be the one whose name will become distinguished, or the one who will be the greatest comfort to his parents.—Gallipolis Tribune.

## UNIT OF MAGNETISM.

The electron, or unit of electricity, is now supposed to form a material part of the atoms of the various elements, and Prof. Pierre Weiss has attempted to prove that a similar particle, which he calls the "magneton," is the unit of magnetism. In testing his theory he has made numerous experiments on magnetization at very low temperatures. He has found confirmation of his view, and believes he has shown the presence of magneton in the atoms of iron, nickel, cobalt, copper, manganese and the metals of the rare earths.