

WOMEN'S AND STORY PAGE

What Is Worn in Furs



The crisp days of autumn spur women up to the consideration of their needs, or desires, in furs, and the furriers' shop is soon caught in its annual whirlwind of business. In order to anticipate the rush, the stores and shops show advance models in August and advertise special values. A good many sales are made then, but not enough to relieve the pressure later. But styles become established, at any rate, and certain furs become leaders, quite often making a quick advance in price.

For the present season all furs are fashionable. Skunk or martin stands close to the head, with mink in the same class. Opossum fur, especially as a trimming, has sprung into a sudden vogue; fox of every variety is selling freely and good Hudson seal brings a higher price than ever.

Martin and mink are among the "hard" furs. That is, they will wear longer than many others, and they bring a higher price than the less durable, or "soft" furs. But this is not an invariable rule, for certain rare species of fox fur bring fabulous prices.

Neckpieces are moderate in width and length and many of them are de-

cidely short, worn about the neck like a high choker collar, with a short end hanging at the back and one at the side. A straight neckpiece is worn close up about the neck with ends crossing and both hanging at the back.

Muffs are worn in several sizes, but fashion clings to the larger ones. They are round or barrel-shaped and a few fancy shapes and patterns have been introduced.

A fine set of mink is shown in the picture. It is a conservative design, as it should be in such choice furs, for fine furs are somewhat independent of the whims of fashion.

When furs are to be selected an expert judge of quality will be needed, since there are so many grades of the same kind. Their value is considerably influenced by fashion, but the rarest furs—sable, mink, ermine and rare fox—constantly grow more valuable.

China yearly exports 8,000 leopard skins.

Julia Bottomley

House Gown of Two Materials



The little house gown of two materials is causing a great deal of attention just now. Every couturiere seems intent upon rendering it more and more attractive, and fresh essays are made every day to add distinctive touches. The original design which is our small contribution to the genre, while following certain accepted decrees, is yet quite a distinctive little scheme. The favorite alliance of velvet and Georgette is the selected expression, and one that never fails to carry conviction. Favors are about divided so far as the skirt is concerned, the velvet, however, taking a certain assertive position in front of the skirt. The little sleeveless corse is slightly indeterminate, a square slice being taken out beneath the arm and suggesting that an under bodice of the Georgette is worn.

The sleeves are clearly of the lat-

ter, and note should be taken of their fashioning, the cut allowing of a decided droop at the back of the wrists, the fullness being subsequently drawn up on cords, with two ruffles as a finish. Another interesting decorative detail is silver or dull gold galon, both of which are very much in favor just now; while the vest, with its picturesque roll back collar, delicately pleated edged, is supported by a high roll collar of the velvet. And this is but one of similar ideas that run into hundreds. As the cold weather advances, these dresses will be worn more than ever as a balance to the weight of a fur coat. And they have unquestionably come prepared to subside into a settled acceptance.

Julia Bottomley

BRIDGE IS A WONDER

QUEBEC STRUCTURE SURPASSES ANY EVER ERECTED.

Only the Famous Firth of Forth Bridge in Scotland, Constructed in the Same Manner, Approaches It in Magnitude.

In its general dimensions as well as in the enormous size and weight of the structural members composing it, the Quebec bridge, now in an advanced stage of construction, surpasses any other structure of the kind ever erected, says Popular Mechanics. The one bridge structure in the world that approaches it in magnitude is the famous Firth of Forth bridge in Scotland, the main channel span of which is nearly one hundred feet shorter than that of the Quebec bridge. Both structures are of the cantilever type. The channel span of the Quebec bridge, measured between centers of towers, is 1,800 feet. The design and fabrication of the steel for the structure therefore presented engineering problems for which no precedents existed, and the first attempt to build the bridge was made by a private company, resulted in a collapse of the structure in which many lives were lost. Following that catastrophe, the Dominion government took over the work, and a year later undertook the construction of the bridge. The present bridge is on the same site as the original structure, but owing to an increase of twenty-one feet in the width between trusses and to a considerable increase in the weight of the superstructure, new piers were necessary, and these were built immediately south of, and adjacent to, the original piers. The two main piers alone contain approximately 60,000 cubic yards of masonry and cost in the neighborhood of \$1,500,000. One of these piers goes to a depth of sixty feet below the bed of the river, and the other to a depth of eighty feet.

In the erection of the bridge the anchor arms, which lie between the main piers and the shore, were constructed on steel falsework, while the cantilever arms are being built out over the river without falsework by the cantilever method. The 640-foot suspended truss to connect the cantilever arms will be built on shore, floated into position on pontoons, and then raised by powerful jacks and connected with the cantilevers. For the erection of the heavy bridge members two traveling cranes, one working on each side of the river, are used. Each traveler weighs about one thousand tons, and is equipped with two hoisting machines each capable of lifting one hundred tons. The principal feature of the travelers is a tower that stands 200 feet above the floor of the bridge. Supported on top of the tower are cranes through which the lifting lines are worked. All the machinery on the travelers is electrically operated. To avoid bringing uneven stresses on the partly completed structure, similar members on the two sides of the bridge are lifted by the cranes and erected simultaneously. The total length of the bridge between abutments is 3,239 feet. As now planned, it should be possible for trains to cross the bridge by the end of the year 1918.

Aluminum in War.

Austria and Germany use more aluminum for war purposes than all the other warring nations combined. It has been known, in fact, that Germany has for some years been collecting and storing the metal for war uses.

The great majority of the drinking mugs, cans and cups of the German soldier are made of the light metal. The frames for Zeppelins and the fuses for shells are made from aluminum.

One of the difficulties the Germans have had to face is the shortage of copper necessary for the rings around shells. Many of the German shells are now provided with aluminum rings.

Although aluminum does make a substitute, even in cartridges as well as shells and fuses, it is not so good as copper. The French authorities experimented with it some years ago for artillery purposes, but rejected it. The Germans are using it in such large quantities because they're forced to do so on account of the shortage of copper.

Chase's Valuation.

William M. Chase figured amusingly in a transaction concerning himself and an unartistic congressman who owns a bad painting.

"Isn't that grand?" the latter remarked when pointing out his purchase. "A great bargain, too. Got it for four hundred dollars, and William M. Chase says it is worth ten thousand dollars."

A friend of the painter heard this statement and took it to Chase, who smilingly explained:

"He cornered me one day and wanted me to fix a value on it, but I told him I couldn't do it. He then came to me with a question I couldn't dodge: 'Well, Mr. Chase, how much would you charge to paint a picture like that?'"

"I assured him most earnestly that I wouldn't paint one like it for ten thousand dollars."

Snooping Spinster.

"Queer how nervous elderly maiden ladies get."

"Isn't it? Why, I have an aunt who if she lived near a river would look under the bed of it every night before going to sleep."—Boston Transcript.

GOT IDEA FROM SUBMARINE

Inventor of the Microphone Tells How He Came to Think About the Scheme.

In the Popular Science Monthly and World's Advance, William Dubilier, the American electrical engineer who was called to Europe by one of the allied governments to devise a system of harbor defense against hostile submarines, describes the experiments which led to the adoption of a remarkable microphone submarine detector.

Although it is impossible to see a deeply submerged submarine, Mr. Dubilier believed that there was a method of detecting its exact location in the water. In describing his experiments, he says:

"Suppose that a submarine gave forth a sound of some kind, would it not be possible to devise some form of apparatus by which it could be heard? That was the starting idea of the experiments that I conducted for the allied government.

"At once the beating of the propellers of a submarine suggests itself. It is not characteristic enough. Motor boats, steamships and other power-driven vessels have propellers, and although their period of vibration is different from that of any other engine-driven craft, some other sound must be sought—something as distinctive as the call of a robin or the neighing of a horse, something that by no possible chance can be mistaken for another sound.

"I found what I sought in the weird, shrill hum of a submarine. Others had heard the hum long before I began my experiments. It was taken for engine vibration. But it is much too high in pitch for that, as I found by actual tests.

"I soon convinced myself that the fine, shrill, almost singing note that can be heard when the Diesel engines are cut off and the submarine is traveling under power derived from her storage batteries is due entirely to her electric motors. The sound is unmistakable. Step into any central station where electric power is generated to light a city and you will hear the hum of a submarine. There is no difference to the ear. To devise a means of detecting this sound at great distances was the object of my experimenting.

"The microphone at once suggested itself as a suitable instrument, and with its use, a submarine could be heard at a distance of fifty miles."

At the Telephone.

The printed injunction: "Don't jiggle the hook," is seen in conspicuous places all over New York city, having been placed by the telephone company in order that its patrons may learn that the way to get the best telephone service out of the apparatus, is to be sane and gentle with the apparatus. There are people who do not know that if "central" does not respond promptly and properly the way to attract her attention is to move the receiver hook up and down slowly, very slowly. If such is the hurried one's conduct a tiny electric lamp is flashed before the face of the operator. If the hook is jiggled rapidly there is no lamp lighted at all and the operator goes about her work serenely indifferent to the perturbed state of the person at the other end of the wire. By seeing a woman at a telephone when she is in a hurry—and at other times, too—one can easily gain an insight into her character. The querulous, cranky woman flying to pieces at the phone is frequently seen. She should have "Don't jiggle the hook" framed over the telephone stand.

Hats as Peace Tokens.

Here is a beautiful hospital story recorded by Rev. William Sellers in his new book, "With Our Fighting Men." A colonel's wife was making the rounds of a military ward when she noticed a wounded soldier toying with a German helmet.

"Well," she said to the soldier, "I suppose that means that you killed your man?"

"Well, naw," quietly responded the soldier. "You see it was like this: He lay on the field pretty near me with an awful bad wound and bleedin' away somethin' terrible. I was losin' a lot of blood, too, fra my leg, but I managed to crawl up to him and bound him up as well as I could, and he did the same for me. Nawthin' of course was said between us. I knew no German and the other man not a word of English, so when he'd done, not seein' hoo else tae thank him, I just smiled, and by way of token handed him my Glangarry, and he smiled back and gave me his helmet."—Youth's Companion.

Bees Got Jussy on Train.

Returning from the Oregon hills, after spending several days in the mountains hunting, Mr. and Mrs. Edwin Bender brought, in addition to considerable game, a pasteboard box with a swarm of bees they captured in the woods, a Williamsport (Pa.) dispatch to the Philadelphia Inquirer states.

On account of the cold the bees were easily handled, but when they were taken into the steam-heated passenger coach of a Northern Central train at Trout Run they began to get busy, and in a few minutes emerged from numerous punctures that had been made to give them air.

In less time than it takes to tell, the passengers had all fled to the next coach, and the bees held the fort for some time. Finally the conductor put on a pair of gloves, made a dash into the car and, raising the window, tossed the box of bees out into the night, but not before he had been cased on the nose by a hot-footed one.

Let Her Alone.

"I wish my wife understood baseball so that she could talk to me intelligently on the subject. I propose to keep after her until she learns."

"I think you are on the wrong tack. She doesn't expect you to understand millinery."—Louisville Courier-Journal.

GREATEST FREE PORT

DISTINCTION GIVEN TO THE CITY OF HAMBURG.

Has Historic Background of the Highest Interest, Going Back for Centuries—Prof. Kennedy Tells Origin of Scheme.

The most impressive example of what a free port can be and what it is apt to promote is Hamburg, Germany. It is conspicuously foremost, and this despite the fact that Bremen is also a free port. These are the fatherland's biggest shipping centers, and Germany is a high-tariff country, and therefore in this economic particular much like the United States. The free port has a historical background dating to the days when cities stood apart from nations and in their independence held their gates open to the traffic of the world. Thus, as members of the Hanseatic league, Hamburg and Bremen flourished commercially more than five centuries ago. They managed in this fashion to stimulate trade otherwise endangered by the impossibilities levied by petty nobles.

As Professor Kennedy expresses it: "When Hamburg, Bremen and Lubeck joined the German empire in 1871 they retained their status as free cities. They belonged politically to the empire, but they were outside the German Customs union. In order to bring these cities into the German customs confederation Bismarck proposed a plan which gave origin to what we now know as free ports. The cities were taken into the customs union but the harbors were left free."

"When Hamburg entered the German Customs union in 1888 she inaugurated the administration of her free port, which for five years previous had been in process of construction. The free port is situated on the River Elbe, directly abutting the city, which is 65 miles from the sea, and takes in the entire river for a stretch of five miles from Altona to Elbe bridge. The land area comprised within this zone was in 1883 occupied by 15,000 inhabitants, who were evicted when the land was condemned by the state. There is in the free port a land area of 1,325 acres, in addition to 1,370 acres of water area, all of which is shut off from the inland by means of a canal on the city side of the harbor and by means of floating palisades on the other side. The entrances to the city and to the upper and lower Elbe are guarded by customs stations."

It is therefore manifest that the free port of Hamburg is an isolated area capable of separate administration, and the existence of floating palisades and guarded entrances to the city makes it clear that the free port is purposely isolated so that dutiable goods cannot be smuggled into the municipality, while yet admitting every facility of access, ease of handling and preparation for shipment abroad with minimum of red tape. In other words, a free port is primarily a halting place in transit, and is an elaborate development of the bonded warehouse as we understand it here.—New York Sun.

Facts About Furs.

Although a great number of popularized furs masquerade under names that no actual animal claims as its own, there is no particular secrecy about it. One of the fur concerns, for instance, publishes a catalogue to inform customers just what they are actually buying. Alaska bear, for example, is the best Minnesota raccoon, colored a dark brown. Adelaide chinchilla is the fur of a selected, soft-haired and delicately-colored Australian opossum; French ermine is the fur of the white hare of France; Baltic fox is the fur of a large hare of northern Europe; Iceland white fox is white Tibet lamb, combed until the hair is straight; Kamchatka fox is the fur of the northern timber wolf; Manchurian fox is the fur of a variety of half-wild dog from Manchuria; Finland lynx is the large Belgian hare; and inland lynx is a species of Australian kangaroo; Siberian pony is selected Russian calf skin; Hudson seal is muskrat skins of selected quality; and inland seal is the skin of selected French white hare.

Framing a Children's Code.

The Missouri children's code commission appointed by Governor Major has organized its work of codifying all children's laws in the state, and of drafting needed new laws to be introduced in the legislature of 1917. Most of the work will be done at the state university through the departments of law, sociology and political science. The entire commission of 21 members has been divided into subcommittees to handle various sections of the comprehensive outline of work, modeled on the general outline sent out by the federal children's bureau. Considerable help is expected from the data the latter is collecting on children's laws throughout the United States. The expenses of the commission will be met by voluntary contributions. Rhodes E. Cave, judge of the St. Louis juvenile court, is chairman, and Prof. Manley O. Hudson, of the state university, secretary.

Begin to See Daylight.

The doctors may disagree over the origin of pellagra (they disagree about most things), but the theory of the public health service is reasonable enough. We are largely what we eat, says the Boston Daily Advertiser. Diseases that once were fatal are now treated absolutely by diet and treated successfully, as all physicians agree. Perhaps, in another generation, the drug store will be a food shop. Instead of paregoric or castor oil, the family doctor will prescribe orange juice or lettuce. Every child will know the relative importance of fats, proteins and carbohydrates. A new generation will circulate pledges against sugar and pie crust. Both have slain their thousands and tens of thousands, and sugar has killed more Americans than rattlesnakes ever did. Many a man takes far more worry over the lubricating oil he uses on his motor car than on the fuel he shovels into his digestive motor. We call this a civilized age, but in the matter of food and food frauds, we have just begun emerging from the stone age.

HER POOR, PETTED HUSBAND

Wife's Solicitude for His Health, and Her Own, Was Very Touching, Indeed Yes.

The petted husband and his wife were amiably discussing the advisability of a trip to Palm Beach, in order that the wife of the petted husband could get back some of the strength that, with her, wasn't so latent as the distinguished physician who called upon her some time during the petted husband's office hours thought it ought to be.

"The only trouble, darling," said the petted husband, "is this: that if you should want me to go with you I should have to leave my business just at the period when I am most needed to make our profits large enough for me to maintain you in the proud position to which you have been accustomed."

"On the other hand, should I remain behind, the first of the month will come without your being here, and the thought of opening all the bills for things you have ordered but forgotten to mention, without your moral support, is rather disconcerting."

"And I suppose," said the wife of the petted husband, "you have not considered that if I should go alone there would be no one, absolutely no one, to see about my baggage, arrange about the sleeping compartments and hotel rooms and protect me from being insulted by total strangers. I should think, after our being married all these years, you ought to feel pretty good about my wanting you to go, anyway, and you would if you had a spark of human feeling in you."

Thereupon the petted husband interviewed the tourist agencies, saw the hotel representatives, made arrangements to stave off his creditors and close up his business for six weeks.

At Palm Beach the wife of the petted husband remarked to a friend:

"Yes, I brought my petted husband along. The poor man absolutely needed a change of scene."—Life.

Unstable Moon.

The celebrated observatory at Greenwich, the place from which we reckon longitude, was founded by Charles II in 1675, mainly for the purpose of investigating the movements of the moon in the interests of navigation. Although in the intervening two and a half centuries astronomers have worked at the problem, the moon has not yet become entirely amenable to their mathematics. The astronomer-royal of Great Britain, in his report of the work at Greenwich during the past year, calls attention to the increasing deviation between the calculated position of the moon in the sky and its real position as shown by the Greenwich observations. The deviation has lately been growing in a serious manner. The error last year was more than twelve times as large as the error twenty years ago, and the average annual increase during the two decades has amounted to half a second of arc in longitude. The reason that astronomers have failed in getting exact results from calculations based on dynamical laws of some nature is possibly the existence of some attractive force that they have not yet discovered, although the result may also be affected by the true shape of the earth, which still awaits accurate determination.—Youth's Companion.

Fumed Oak.

A good method of producing the peculiar dark brown of old oak is by fumigation with liquid ammonia. The wood should be placed in a dark and air-tight room, and half a pint or so of ammonia poured into an open dish placed upon the ground. The gas that comes from the ammonia acts in a wonderful manner upon the tannic acid in the wood, and browns it so deeply that a shaving or two may be taken off without removing the color. The depth of shade will depend upon the quantity of ammonia used and the time allowed for the operation. Other methods may be used to obtain a similar result. Liquid ammonia may be laid on the wood with a brush or rag, and the color will deepen immediately. Potash bichromate, dissolved in cold water, will produce a similar effect. In Germany, the cabinet makers use very strong coffee for darkening oak. To make it very dark, use iron filings with a little sulphuric acid and water, put on with a sponge, and allow it to dry between each application, until the right hue is reached.

Game-Raising Farm.

From the first game farm in Minnesota tables of epicures will be supplied with pheasants and mallard ducks within two years and possibly within one year, if present hopes are realized.

"We will raise ruffed grouse, prairie chickens, pheasants and ducks on the farm," said superintendent of the Game Protective league. "This is only a starter on the 'more game movement.' More than a hundred citizens, most of them farmers, will begin game breeding next spring both for sporting purposes and for the market."

Upside Down and Back Again.

A singular case of salvage has come to light at Queenstown, Ireland, where the Russian vessel Baltair arrived in tow, laden with timber from Gulf Port, bound to Cork.

It appears that on September 27 the Baltair was damaged and turned turtle in the Atlantic, but, thanks to her cargo of timber, still remained afloat. She was towed bottom upwards into Berehaven, where a salvage contractor got the vessel to float again in her original position, with her decks upwards.

She was then towed to Queenstown, whence she will proceed to Cork to discharge her cargo.

MAKES HOME IN JAIL

ECCENTRIC CHARACTER IN WICHITA, KANSAS.

In Return for His Board and Lodging He Keeps the City Hall and Its Environments Clean as a Whistle.

Pat is an Irishman. Even Watson, the dull-witted friend of the great Sherlock, would know that without being told. Also he is short, wearing chin whiskers and stepping lively. He is sixty-five, and industrious. And he keeps the city hall and its neighborhood in Wichita, Kan., clean as a whistle without having any stipulated salary, relates the New York Sun. All Pat asks is a chance to sleep inside the city jail, and a bite to eat and a bit of smoking tobacco.

From early morn until dewy eve, with shovel, brush and broom, he operates upon the pavements. The alleys about the neighboring buildings are always epic and span. Nobody told Pat to do the job and nobody can prevent him from doing it. He just annexed it, and for this reason:

Pat Ryan used to live on a sand boat on the Arkansas river. It was the only home he had. But someone thought it his duty to object to Pat's presence there and soon he was out of a domicile. He looked about and then his Irish wit came to the rescue. He hit upon a scheme that worked out all right. He simply walked into the city hall and took up his residence in the jail adjoining.

He was not put under arrest. He merely began to stay nights at the jail and days he worked about the building and the streets and alleys in the vicinity. The work he does voluntarily for the city more than pays for the food he consumes and the bed under shelter which he seems glad to get. His hobby is keeping things clean. No one has more pride in a shining brass rail than Pat. If he were a shoe artist he would give so much time to a single pair that he would prevent customers from catching trains. "Why, he's more conscientious by far than the chaps who spend the money the citizens pay in taxes," say observers who have watched Pat. At first they made jokes about the hobby; now they rather admire him.

One day the rain was coming down in sheets. Pat grabbed a shovel and hustled for the door.

"Here," someone yelled, "you don't want to get into that tornado. You'll catch your death."

"I'm going to let the water out of that alley," Pat called back, and out he went.

He came back soaked, but there wasn't any overflow bothering merchants whose back doors opened on the alley after that storm was over.

After some weeks Pat has become a sort of exhibit A in the city's collection of curiosities.

Building Great Warship.

The new dreadnaught California, to be completed in February, will measure 648 feet in length and for a few months will be the largest craft in the world. England is building one 800 feet long, which will probably be launched next summer.

The California is the first American naval vessel to be built with its bow curved at below the water. The bows of the older boats curved forward below the water, so that they formed rams, which were formidable weapons. They are obsolete now because the high power of the modern naval guns makes it impossible for war vessels to come close enough together to ram each other.

The armature of the California is thicker than that of any other boat in the world. She will have a speed of 21 knots an hour and can carry 1,056 men. The cost of the boat alone is \$7,000,000, but her equipment of guns and ammunition will increase the value to \$15,000,000.

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"Every game bird raised and sold in captivity helps to protect the state's supply of wild game, and if my plans work out Minnesota will within a few years be the greatest game-producing state in the Union."

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