THE REALM OF FASHION.

Hats For Spring and Summer.

Fashionables of Paris are now beginning to think of summer hats. Straw will be, as usual, universally worn, and the novelties are very charming. Among the new ones are

CREATION OF VELVET AND TULLE.

the effect is charming. A new manner of using tulle is [illegible] it in layers one over [illegible]er, un[illegible] is quite [illegible] either [illegible] it [illegible] form shape or ar[illegible] of a beret with the loose [illegible] of the tulle separate, like the leaves [illegible] book, and each one edged with very narrow satin ribbon or a row of spangles or jet nailheads. In Paris flower-trimmed hats and bonnets are already [illegible], and

lined throughout, but unstiffened, and is trimmed with two rows of fancy braid.

To make this costume for a girl of eight years will require two and one-half yards of forty-four-inch material.

Styles in Sashes.

Sashes of all kinds and conditions are well to the front in fashion, and the new ribbons are more beautiful than ever. There are Roman stripes, checks and plaids, with satin bordered edges, and flowered, corded, and watered ribbons of all kinds. Net, chiffon, and lace sashes will continue in favor; but it is not alone sashes for the waist that swell the list. The sashes for the neck are quite as conspicuous and more generally worn, for all women seem to like the long silken cravats around their throats. They are made of liberty gauze, chiffon, and thin silk, or of Swiss, with hemstitched and lace-trimmed ends. The newest of these neck sashes is a scarf of net with an elaborate lace pattern at the ends and an edge all around. They range in price from $4 to $15, and are really very elegant. In smaller things for the neck there is an unlimited variety. Short bows and knotted cravats of pure white lawn, with knife-plaited frills on the ends, are added to an array of lace knots and neck frills which are beyond description.

New Materials for Spring Wear.

Among the new materials this spring are several weaves of crepon, which are not intended for anything but mourning wear. They look as though part were made of crape, and then of

GIRL'S COSTUME.

closely plaited coarse straws in all shades. Finely sewn straws, Panamas, Leghorns and manillas will also be worn. The coarse straws, however, will be deemed the most elegant for toques and bonnets. Tulle will prove a strong rival of straw during the early part of the coming season. Even now the new models are built of tulle and velvet. Chiffon and tulle are also employed for deep plaited frills to soft velvet crowns, and gay blossoms will doubtless be extensively worn in the early spring. Large open roses are the most fashionable. Felt hats and toques have entire [illegible]wns made of them. As is usual in [illegible] late winter, violets are all the [illegible]ge, and the provident dame is now [illegible]ling a fresh note to her winter hat [illegible] the shape of these delicate and [illegible]utiful flowers.

[illegible]irls' Costume in Light Weight Serge.

Whatever number of more elaborate [illegible]te gowns the growing girl's [illegible]ay include, one of sturdy [illegible] made, is essential to her [illegible]ell-being. The model [illegible]ouble-column illustra[illegible]anton, is of light[illegible]yal blue and is [illegible]lack braid. But [illegible]nd all the new [illegible] as cashmere, [illegible] [illegible]o waist is a [illegible] the centre[illegible]ged the full [illegible]oke, which is [illegible]o form slashed [illegible]ght strip shown [illegible] with crinoline, [illegible]aist proper, cov[illegible]nts. The [illegible] snugly, [illegible] at the

shirrings of silk and wool. They are also to be seen with a sort of blistered surface, resembling matelasse or quilting. They are always of a deep black, not a blue black, and wear well, but are among the expensive materials. However, as they do not require much trimming, they are not so expensive as might be thought.

Novelties in Buttons.

In fine buttons for bodices and jackets some handsome novelties are shown in celluloid, jet, steel and porcelain. The latter are especially lovely, and often look like miniatures, so exquisitely are ideal heads painted upon them.

Latest Spring Blouse.

The bloused fronts open over a plastron of white satin or of a silk which matches one of the colors in the plaid of the waist material. These fronts are held together by cuff links through button holes. The revers are faced

GOOD ROADS NOTES.

Prodding Turnpike Companies.

A law has been passed by the Michigan Legislature requiring the turnpike companies in the State "to construct, reconstruct, repair and maintain their roads in good repair, and of the same material and in the same manner as required by their charter, within six months after the passage of the Act." If they fail to comply with the law, the roads are to be considered as abandoned, and no further toll can be charged on them.

How It Helped the Farmers.

"The beauty of good roads was exemplified Saturday," says the Quincy (Ill.) Herald, "when the farmers of Riverside and Ellington townships came to town with loads of hay and straw and produce, and the farmers of other townships had to stay at home. The Riverside and Ellington township farmers came to town via the Locust street telforded boulevard. The farmers of the other townships had to remain at home, because the roads were too muddy. To start meant to be mired, and so no start was made. And all because of lack of enterprise in providing good roads."

Power Required on Grades.

American highways have often closely followed the old Roman model, and run straight ahead regardless of obstacles. It seems not to have occurred to our road-builders that less power is expended in going three miles around a hill than one mile up it, or that it is easier to cut down a hill once than for all travelers to climb it thousands of times, or that no heavier load can be hauled than can be drawn up the steepest part. To attain higher levels the precipitous sides of hills have been scaled, requiring extreme grades, when such could have been avoided, and more circuitous courses, not materially longer, would have arrived at the same spot with less expenditure of energy. Mountain roads can be kept in order only with extreme difficulty. The work on them, the time and unnecessary energy wasted in surmounting them, and the half loads that only can be hauled on them are sources of great and constant loss.

In foreign countries every effort is made to keep grades down to four per cent., that is, a rise of four feet in every hundred, as this has been shown by experience to be the maximum on which loads can be advantageously hauled, and even it necessitates the expenditure of as much energy in one mile as in traveling three on a level, so that but one-third as heavy a load can be drawn. As the grade increases above th[illegible] percentage the labor involved [illegible] excessive that a maximum of ten feet rise in a hundred is used abroad for mountain roads, and on this less than one-half can be hauled of what is possible at four in a hundred, and but one-sixth as much as on the level.

So little attention has been paid to this subject here that a rise of ten in one hundred is often found on main roads which are constantly used by heavy traffic, and even twelve and fifteen in a hundred are by no means uncommon. This is wrong. The courses of old roads could be slightly altered in many cases to their great advantage, and in other cases new roads could be laid out. These points ought to be thoroughly looked into before making hilly roads permanent by macadamizing them.—L. A. W. Bulletin.

Why State Aid is Necessary.

In addressing the Maryland State Grange recently, General Stone spoke of conditions which may exist in other States as well. He said in part:

"I find that the question of State aid is eliminated in Maryland by a constitutional provision which prohibits the use of State funds for such a purpose. Get up a sentiment strong enough, and amend your Constitution, like other States are doing. It is a vicious system that requires localities to keep up the roads. It is a work that concerns the people of the whole State, and is not a local question. Roads are of vital interest to the cities. Blockade your country roads to-day, and to-morrow your city will begin to scatter. The benefits of good roads are equally shared by the cities, but they must assist in the work of construction before they can reap the advantages.

"About three-fourths of the property interests of the country are to be found in the cities, and held by the corporations. Now, the farmers, representing about one-fourth of the property interests, have been endeavoring to keep up the roads for the whole country. The result is obvious. The burden was too much, and bad roads are to be [illegible]ywhere.

"There [illegible] in [illegible] places strong objections [illegible]mploying c[illegible] upon public r[illegible]. A happy solution of this diff[illegible], however, presents itself. [illegible] your convicts in preparing [illegible]al for building good roads. This ha[illegible] tried in a number of States, [illegible]as proved to be an economical as [illegible] healthful way of working conv[illegible] [illegible] satisfied that Maryland c[illegible] employ its short-term prisone[illegible] and [illegible] of Correction inmates i[illegible]is w[illegible] and deliver road [illegible] fifty [illegible] a ton in any State.

[illegible]t convince your legisla[illegible] State of Maryland is en[illegible] as good legislation as any [illegible] Union. You must [illegible], and follow them to [illegible] You can tell [illegible] in a general way, [illegible] ref[illegible]

for roads, without more taxes on farm property.

"Third—You want an efficient State supervision to make sure that the new money spent on roads shall be spent to the best possible advantage.

"Fourth—You want to make sure for the future that all property, and all the people interested in or benefited by good highways shall contribute their proper share toward building and maintaining those roads."

Endurance of Horses.

The Vedette, the regimental journal of the Twenty-first Lancers, gives an interesting account of a march carried out between Cairo and the Bitter Lakes and back—205 miles in five days. This was done to test the relative merits of the three classes of horses in use in the regiment, namely, Arabs, Walers (brought from India by the Seventh Dragoon Guards), and Hungarian remounts lately supplied to the regiment. The Arabs were six to ten years old, the Walers fourteen years and upwards and the Hungarians four to five years old, "rather young for such a trial."

The verdict was that, even allowing for age, the Hungarian horses were decidedly, inferior in breeding and stamina; and the Walers, though in a more temperate climate they might be superior to the Arabs, under the prevailing conditions of service in Egypt, "with short rations and plenty of sand, long periods without water, and the temperature at 130 degrees in the shade," were decidedly inferior to the Arab, which, in a desert march, showed itself well able to carry the British soldier, with his impediments. As the weight carried was an average of nearly sixteen stone, the marches were decidedly good, namely, thirty-five, fifty, thirty, fifty-eight and thirty-two miles per day. One Arab, three Walers and eleven Hungarians were "laid up in the sick lines" after the trial.—London Sketch.

The Locality of Disease.

In an interesting article on the areas of disease the London Saturday Review remarks upon the consensus of medical opinion that diseases in general have their local habitations—some, like tropical animals and plants, living only in the tropics; some, like consumption, gradually spreading over the whole earth, while others, like leprosy and smallpox, are by degrees becoming limited in their distribution, possibly tending, it may be, toward extinction. On the other hand, however, there are regions to which diseases have never reached, for instance, on the summits of high mountain ranges and in the circumpolar snowfields of the earth and air and water are as barren of the microbes of disease as they are of animal life. The writer in the Review admits that in a country like Britain, thickly populated for many centuries, and with the freest circulation of population, it cannot be doubted that every yard of surface contains the germs of the more common diseases, and the native of some newer land, brought over to Britain's shores, falls a victim to its plague-stricken soil; but by generations of a destructive elimination Britons have become highly restraint to their native diseases—yet not fully so, for cancer and consumption, two of the most common scourges, still hold powerful sway.

Australian Fever Cure.

"What's that fired grave for?" asked the recruit.

"Fella all sick: weather bad and budgery no good down 'bout Womba. Plenty rain one time, fella catch cold; plenty fever this time; by-m-by fetch'im longa that place," explained Warrigul, as a litter emerged from a wurley of the camp, and the sick man was borne to the curious grave. The doctor walked in the rear.

Thrusting his hand into the long ditch, to test its warmth, the doctor signaled to lower the patient into it. He was then covered from neck to foot, feet and all. His head alone rested above the dirt. Sergeant Dalton explained:

"The blacks put fever patients in the ground like that, and steam the fever out. They say the earth will draw off the evil spirit, and then fill him with life."

"Electric currents, by Jove!"

The next day the late patient was bobbing around like a three-year-old.—Outing.

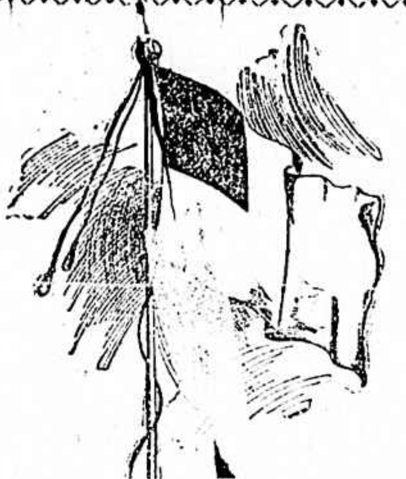
New Bicycle Tires.

The ingenuity of inventors has been exercised to the utmost on bicycle tires that cannot be punctured in the ordinary way. Various combinations of springs, plates and rubber have been made, and the number of devices registered in the Patent Office in this line runs far up into the thousand. One of the latest models shows a series of springs pl[illegible] underneath [illegible] with a heavy rubber casing. It is claimed that a greater amount of elasticity is secured with much less danger of injury to the rubb[illegible] In passing over very rough surfa[illegible] the springs yield to sudden press[illegible] and thus insure more safety to t[illegible] more fragile outer portion.—New York Ledger.

Feeling the [illegible]h's Pulse.

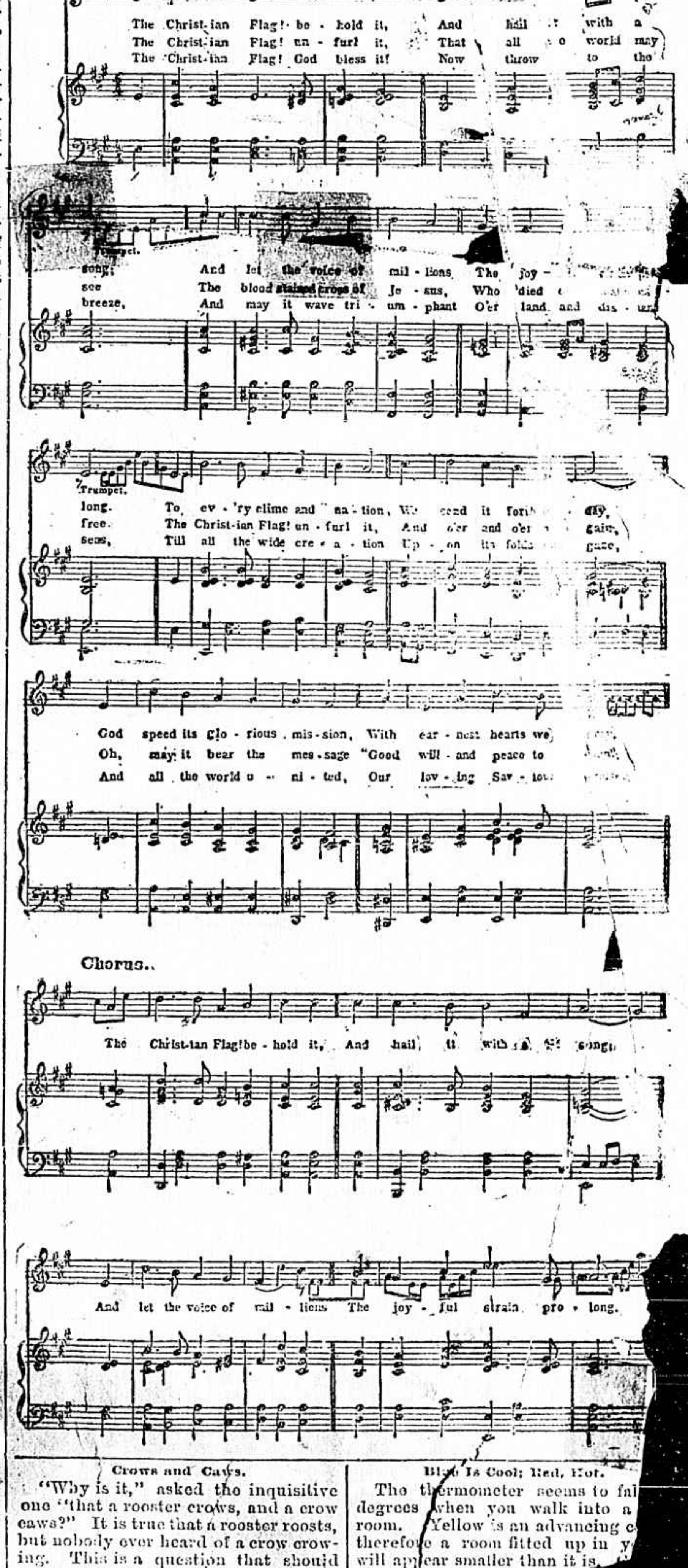
The fanciful n[illegible] which men used sometimes to ent[illegible] that the earth is, in some sense, a [illegible]ing thing, would probably have de[illegible] support from the recent observ[illegible]s of Professor John Milne and o[illegible] on the shivers and quivers that fre[illegible]tly run through its rocky frame, bu[illegible] escape notice except when watched [illegible] with specially constructed and exc[illegible]ingly delicate apparatus. Professor Milne reports that apparatus of thi[illegible] has now been mounted in [illegible] British Columbia, the U[illegible] [illegible]ia, New Z[illegible] Ja[illegible] [illegible]nd continu[illegible] [illegible]nd

THE CHRISTIAN FLAG.



A distinctively Christian flag will soon be adopted by a large number of churches throughout the country without regard to denomination. Buttons on which the flag is conspicuously shown are already being worn. Last rally day at Brighton Chapel, Coney Island, a well known Christian worker had been announced to make an address. The chapel was well filled and when the time for the address had come the speaker failed to appear. The superintendent of the school, C. C. Overton, after apologizing for the absence of the speaker, was obliged to take his place. The subject of his talk was "The American Flag." On the platform was a beautiful flag, the gift of James H. Perry Post, G. A. R. Mr. Overton dwelt upon the principles for which the flag stood, the devotion of its followers, the loyalty, fidelity and constancy which should be shown by Christ's followers. The want of a Christian flag impressed Mr. Overton, and as he told the writer, "the Christian flag appeared to be floating in the air as I was speaking, and I gave the audience a description of it then and there, as it stands upon our platform to-day. I believe it was an inspiration from heaven of a banner that should wave triumphant over the world."

The flag is most symbolic. The ground is white, representing peace, purity and innocence; in the upper corner is a blue square, the color of the unclouded sky, emblematic of heaven the home of the Christian, also a symbol of faith and trust. In the centre of the blue is the cross, the ensign and chosen symbol of Christianity; the cross is red, typical of Christ's blood. Every sect of Christ's followers can [illegible] the flag, and it is equally [illegible]able to all nations. It stands for no creed or denomination. Miss Fanny J. Crosby, the Christian poet, has written the words of the hymn and R. Huntington Woodman the music here reproduced. Neither the flag, hymn nor music has been copyrighted and all are dedicated by Mr. Overton to the followers of Christ the world over.—Brooklyn Eagle.



Crows and Caws.

"Why is it," asked the inquisitive one "that a rooster crows, and a crow caws?" It is true that a rooster roosts, but nobody ever heard of a crow crowing. This is a question that should occupy the attention of the scientific. A woman, perhaps, c[illegible] query, why doesn't [illegible]

Blue Is Cool; Red, Hot.

The thermometer seems to fal[illegible] degrees when you walk into a [illegible] room. Yellow is an advancing c[illegible] therefore a room fitted up in y[illegible] will appear smaller than it is. [illegible] other hand, blue of a c[illegible]