

## How to Keep Cool During the Hot Weather

By G. ELLIOTT FLINT,  
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OW to keep cool is a vexed question these days. We have worried, hurried and excited ourselves vainly during the past few months; let us now take things easier. We shall then be cool, or, at least, much cooler.

But how shall we not worry? Simply, don't.

Don't hurry. Rise early, thus giving yourself ample time to dress, and, when you go out, walk leisurely. If you miss a car, wait coolly for the next one, which will carry you to your destination only a few minutes later. The hurrying habit is more heating than the alcohol habit.

Don't get excited. If you do you will feel literally "hot under the collar." If you are angry and wish to make the other fellow "hot," you will do this most effectually by keeping cool.

Don't study the thermometer, for your temperature is likely to rise with the mercury.

Wear loose-fitting clothes, easy around the neck, and a light-weight straw hat. Women, if they must wear corsets, should affect only the light, flexible kind. In view of the recent agitation against the so-called peek-a-boo waists, I dare not recommend them. The utmost I can advise is that they be neither wholly holey nor wholly holy—betwixt and between.

Our diet in hot weather should be light and nutritious. No stimulating drinks should be taken in the hot season; lemonade may be, but the best drink is cool water, with meals, between meals, and before retiring at night. A large quantity of water and sufficient fruit will keep the bowels open, remove waste also through other channels, and cool the body through radiation. The deleterious effect on the system of alcohol, particularly in torrid times, is well known. Most cases of prostration and sunstroke can be attributed indirectly to this cause.

## Effect of Acting Impassioned Love Scenes

By SARAH BERNHARDT.

Do I think the acting of impassioned love scenes intensifies the emotions?

That is a subject that delves deep into the subtleties of psychology. It is a very American characteristic I notice among

women to analyze the various emotional expressions of their beings the same as they would study the technique of a painting or an architectural plan.

As for me, I have never endeavored to reduce to a scientific formula the emotions which move us.

I have been asked if I think the repeated interpretation of emotional and impassioned roles eventually has an effect upon the everyday life of an actress. We must remember that first of all an actress is a woman, and while she is portraying a certain sort of emotion, she is but picturing in dramatic art what might be possible in her own character if placed in the same situation of the stage.

It is true the great dramatic artist lives the part she is playing—she becomes the character so thoroughly that she forgets entirely that other self which carries on its life without the theater walls.

When I see Duse or Margaret Anglin or any great actress I do not ask: "Does she really feel those emotions in her private life?" It is carrying analysis too far. I do not think that people who are capable of analyzing their emotions feel them so intensely. There is a subtle difference between the portrayed emotion on the stage and what it would be in the actress' real life. While we weep real tears and feel sincere emotions it is through forgetfulness of our real selves, but not total elimination of our personality.

The ridiculousness of thinking that an actress is entirely swayed in her private life by the role she portrays is shown by the fact that the great artist is not limited to one line of acting. The strongest statement I could make on the effect of acting on the emotions is that no woman who interprets the roles that call forth the great play of emotions can remain a cold and impassive creature—that is, if she is an artist with a soul.

## Vacation Privileges for All Classes

By THOMAS B. FITZPATRICK.

The vacation certainly is not detrimental to business interests. The vacation principle itself is not one which was brought about and forced upon the business community or any other through abnormal means.

It has its foundation and being in the evolution of industrial conditions and in the relation which these bear to the human system. A hundred years ago the mode of traveling was by means of the old-fashioned stage coach; to-day it is replaced by the "lightning express," moving at the rate of 60 miles an hour. Contrast for a moment the mental and physical strain of the drivers of the two.

But the railroad engineer, the chauffeur on the automobile, the mechanic at the lathe, the spinner at the loom, and the operative at the sewing machine, are not the only ones subjected to this increased draft upon their nervous powers. Those engaged in professional, mercantile and banking pursuits feel the strain as well. Therefore, shorter hours of labor have gradually been introduced, and the vacation has become in principle a thoroughly recognized institution.

I, for one, would like to see it become universally so in practice. If we give the salesman, bookkeeper or packer in our employ a vacation, there is no reason why the same principle should not apply to the good people who cook our meals and work in our houses or stables. This latter class, constantly employed at our homes in occupations for our greater comfort, are the last who should be forgotten when arranging for vacations.

It may be said that this is reasoning from an ethical standpoint. Granted so. Surely humanitarian considerations are not to be ignored in the discussion of a subject of this kind. It has its practical side also. As a result of the improved devices in all classes of machinery

and their capabilities for increased production, it is plain to see that the needs of the community do not require the long hours formerly followed.

## WEIGHS ONLY FOUR GRAINS

Smallest Engine in the World Truly a Marvel of Mechanical Ingenuity—Its Dimensions.

"Tiny Tim," as I have named this smallest of all engines," writes T. H. Robinson in the Technical World Magazine, "is made of gold and steel, and is so small that a common housefly seems large in comparison. It fits easily into the smallest 22 short cartridge, balance wheel and all. It weighs just four grains complete. That is about the weight of a common match. It takes 120 such engines to weigh one ounce and 1,920 to weigh a pound. These million eight hundred and forty thousand engines equal one ton.

"The engine bed and stand are of gold. The shaft runs in hardened and ground steel bearings inserted in the gold bed. These bearings are counter-bored from the inside to form a self-lubricating bearing. The flywheel has a steel center and arms, with a gold rim, and this part—the complete wheel—weighs one grain.

"The cylinder is of steel with octagonal base highly polished. The stroke is one-thirty-second of an inch, bore three-hundredths of an inch. Seventeen pieces are used in the construction of this engine.

"The feed is through the gold base, which is hollow. The speed of this engine is 6,000 revolutions per minute. When running 100 per second no motion is visible to the eye, but it makes a note like the noise of a mosquito, caused by the vibrating piston rod.

"The horse power is 1-480,000 of one-horse power. Compressed air is used to run these engines and it may be of interest to note that the amount required to make the large engine hum can easily be borne on the eyeball without winking."

## ERROR IN BILL OF LADING

Young Railroad Man Found Burro Where He Naturally Looked for a Bureau.

There was a time when Senator Elkins of West Virginia was a hustling young freight agent in New Mexico. His office was a box car and his principal troubles were in making his receipts of freight tally with his bill of lading. One day he had a carload of household furniture switched to his siding. The seal of the car door was quickly broken, as young Elkins then, as now, always liked to keep up with his work. He was greeted with the bray of an ass as the door slipped back on its rollers. The bill of lading was at once scanned, but there was nothing to show that the animal should be a passenger on this particular car. The goods were all checked out and then Elkins wired the general office thus: "I'm a bureau short and a jackass long on this carload of furniture." After a little delay the answer came: "All O. K. The bureau is a burro."

## New Danger Signal.

Danger! An electrical system of signaling has been perfected in Nottingham, England, whereby a green signal on the engine and an immense bell's eye in the cab glare with green or red light in the driver's face. Beyond the spot where at present the distant signal is located on the railways, the invention proposes that a central rail 100 yards long should be laid with a second and much larger central rail near the present house signal. Connected with the signal box, the pressure of a roller beneath the engine on these central rails would not only ring a bell and cause a lamp, corresponding with the track upon which the train has been running, to glow in the signal box, but bells would ring or red or green lamps glow on the engine itself, the color of the lamp depending upon which rail the signalman had connected with a negative.

## Earnings of English Railways.

While we are inclined to criticize English railroads with much freedom, they have a record in one respect which our own railroad managers must look upon with respect. The gross earnings of the English roads never showed an unfavorable fluctuation, as compared with a previous year, of over 1 1/2 per cent. With all the talk of poor railway management, of decadent industries and of the economic evils of war, it is instructive to find that the commercial development of Great Britain, measured by her gross railroad traffic, presents an almost unbroken record of advance. For example, in 1914, the receipts had badly out by the rise in wages and by the higher cost of fuel—Scribner.

## New Railroad for Mexico.

Mexico has granted a concession for the construction of a railroad from San Geronimo, in Michoacan, to Acapulco, state of Hidalgo, with the right to connect the line to "Tuxtepec, Vera Cruz, and the Atlantic. If the project is carried out the road should prove an important factor in the development of this section, as it crosses the country from east to west passing through rich mining camps and fertile agricultural lands, and tapping large territory at present undeveloped.

## Heavier Locomotives.

The steady tendency among railroads toward heavier locomotives is comprehensively shown in the statistics of the first 300 locomotives purchased by a western railroad 24 years ago and the 300 most recently added to the equipment. The smallest of the latter is over 25 per cent heavier than the largest of the earlier period, and, taken as a whole, the weight has been multiplied three times and the tractive force by two and a half.

## THERE IS MORE THAN ONE WAY TO BREAK IN.



## NO NEED OF HASTE

WHAT SECRETARY SHAW SAID OF TARIFF REVISION.

Matter Will Rest Until the Comfort and Happiness of the People Require a Change.

The La Crosse Leader says: "The Republicans of the west agree with Senator Shaw that the tariff should be revised by its friends. They are also in favor of getting busy."

With the report from the bureau of statistics of the department of commerce and labor showing the commerce of the United States, both as to exports and imports, exceeding that of any previous year in the history of the country; with prosperity at flood tide; with every industry working full time or overtime and two jobs or more for every man wanting a job, the argument that any industry in the country is suffering at the hands of the Dingley tariff is pure rot. Under the protective tariff of the country has enjoyed a greater measure of prosperity than at any previous period in its history; in a word, it owes all the prosperity it ever derived from the Republican policies. If on the day of the enactment of the Dingley statute some enthusiastic friend of protection had predicted that in less than a decade under the operation of that law the United States would become the greatest export nation in the world, and that the total volume of its imports and exports would exceed \$2,500,000,000 annually he would have been regarded as a dreamer or fanatic, and yet for the year ending the present month the total volume of its imports and exports would approximate three billions of dollars in value, beating all records. The Dingley tariff isn't anything to injure the country in the light of things visible. The country has never been so rich and prosperous as it is to-day.

We have had one experience with tariff revision. Grover Cleveland was elected on a free trade platform. The country has never been so rich and prosperous as it is to-day. We have had one experience with tariff revision. Grover Cleveland was elected on a free trade platform. The country has never been so rich and prosperous as it is to-day. We have had one experience with tariff revision. Grover Cleveland was elected on a free trade platform. The country has never been so rich and prosperous as it is to-day.

There is no occasion, with the business and industries of the United States, to demand it and when the comfort and happiness of the people are dependent upon it. And Secretary Shaw, for his part, says the time will not come until after the next presidential election. That is all. He does not declare that it will be necessary to revise the tariff then, for he is not a prophet, and cannot know what conditions will be at that time. What Secretary Shaw does say is that when the time comes to revise the tariff all good Republicans will be found in favor of revision, they are ready will they do so as faithfully and intelligently as the party discharged its obligation to the country in framing the Dingley law.—Bay City Tribune.

## NOT A UNIVERSAL DEMAND

Statement That Western Republicans Are Claiming for Tariff Revision Is Incorrect.

A few Republican and many Democratic correspondents at Washington are telling the papers that the Republican party will suffer in the west in the congressional election of 1906 on account of its attitude on the tariff and on meat inspection. They lay there is a powerful sentiment in Iowa, Wisconsin, Illinois and other western states in favor of a revision of the tariff and as the Republican party of the nation is opposed to tariff changes of any sort at this time, they reason that the party will lose votes throughout all the region. Meat inspection, they declare, is dealing a heavy blow to the cattle and hog raisers and, as the Republican congress and the Republican administration pushed a measure for meat inspection, the Republicans are sure to be hit hard in all the western states in the contest of 1906.

These prophets are astray. The tariff revision sentiment which they imagine they see in the west is confined to a very few spots, and is not very pronounced even in those spots. Gov. Cummins, of Iowa, is a reviser, but it is not altogether certain that the Republicans of his state back him in his demand for revision. In that state probably represent a majority of the Iowa Republicans, is against revision at this time. So is Senator Allison, who also stands for a good meat inspection. In that state, Gov. Cummins is making a canvass on the revision issue now, and although he claims to be far ahead of Perkins, his rival, for the governorship canvass, it is not entirely certain that he is correct. Perkins' friends are also making claims, and these do not agree with those of the governor. But even if Cummins should carry the state, on that issue, it would not necessarily indicate that the west was on his side. There are a good many states in the west, and there has not been any party demonstration in favor of tariff revision among the Republicans in any of them except in Iowa and Wisconsin. Those are important states, but they do not dictate the policy of the national Republican party. Moreover, the Republicans will carry both of them on the congressional vote this year.—St. Louis Globe-Democrat.

## A Prediction.

The views of a practical business man and large industrial producer, of Providence, as expressed in a letter to the "Economist," are worthy of attention: "It is essential to leave the tariff absolutely alone."

"It can do no harm, and it is doing good every day."

"I stated before the ways and means committee in 1897 that 'we were then the largest agricultural nation. That if the Dingley tariff would remain in force for 25 years we would be the largest manufacturing and money nation in the world, manufacturing iron and steel and some other items we are to-day.'"

"If the present tariff is left absolutely alone, in 25 years more we will be the largest in all these departments, as I predicted."

Nine of the 25 years have passed, and the prediction has been practically verified. Under the operation of a protective tariff the United States leads the world: In manufactures. In agriculture. In gross wealth and per capita wealth. In internal and external trade. In the production of coal, iron ore, and pig iron.

While 15 years more of uninterrupted protection, who can doubt that the United States would become the financial center, as it is now the industrial center of the world?

The idea which has taken possession of Mr. Bryan lately is one that he had not expected to pick up when he went abroad this time.

## CUMMINS IS NAMED

IOWA REPUBLICANS PICK PRESIDENT EXECUTIVE TO LEAD.

## TAKE BUT ONE BALLOT

Resolutions endorse President Roosevelt's Administration and Pledge Primary Law to Embrace Choice for Federal Senators.

Des Moines, Ia.—The Iowa Republican convention renominated Albert B. Cummins for governor. Only one ballot was taken, the result being, Cummins, 93; Perkins, 69; Hattbun, 104. The ticket was completed as follows: Lieutenant Governor—Warren Garst.

Secretary of State—W. C. Hayward. Auditor of State—B. F. Carroll. Treasurer of State—W. M. Morrow. Attorney General—H. W. Byers. Supreme Judges—E. McLean, John C. Sherrin, J. W. McLaughlin. Superintendent of Public Instruction—John F. Riege. Clerk of Superior Court—John C. Crockett.

Reporter of Court—W. W. Corwall. Railroad Commissioners—W. L. Eaton, David J. Palmer.

The committee on resolutions submitted the platform which, it was stated, had been unanimously agreed to.

After stating that the Republicans of Iowa find ample cause for rejoicing in present conditions and lauding the history of the party, President Roosevelt's administration is heartily endorsed. The work of Iowa's representatives in the cabinet and congress is approved.

Gov. Cummins and the state officials come in for their share of felicitations. A judicious primary law is pledged, which is to provide for expression of party preference in selection of United States senators. Repeal of the corporation influence is opposed. The establishment of free passes on railways is commended. The American system of protection is held to be beneficial to all classes. Reciprocity is favored.

## PROTECTS MEMBERS OF UNIONS

Train Dispatcher Held for Violation of Law in Discharging Men.

Louisville, Ky.—United States Commissioner Cassin held J. M. Scott, chief train dispatcher at the morning of Louisville & Nashville railroad company, in \$300 bond for alleged violation of the Erdman arbitration law.

The Erdman act, which applies to employments in the morning of interstate commerce, provides that no employer or his agent shall require any agreement from an employe to abstain from joining a labor union; that no employe shall be threatened with loss of employment for joining or remaining a member of a union and that no employe or applicant for employment shall be blacklisted or discriminated against for affiliating with a union.

## WILL INVESTIGATE DIETZ CASE

Gen. Davidson Will Act with Caution Regarding Sending of Troops.

Madison, Wis.—Gov. Davidson will postpone a commission to investigate the Dietz situation at Cameron dam.

For the present, at least, there is no intention on the part of the executive to send troops to capture Dietz. Whether troops will be sent later will depend on the report of the investigating commission.

Several passes have attempted to serve Dietz with legal papers in a civil process within the past two years, but each time failed.

## ILLINOIS DEFEAT TREASURERS

Judgment is Rendered in Favor of the Commonwealth in Fee Cases.

Springfield, Ill.—The state of Illinois Wednesday won judgment against former State Treasurer Henry Wolf and Floyd K. Whittemore, his bondsman, for \$6,532.40 before Judge Creighton in the Sangamon circuit court.

The suit was filed by the state of Illinois to recover fees held by former State Treasurer Wolf, before prohibited by a special act of the legislature. The fees were collected for the registration of county, township and municipal bonds.

## Miner Killed in Riot.

Calumet, Mich.—Rockland, a little mining town in Ontonagon county, was the scene of wild disorder Tuesday night, when the striking miners at the Michigan copper mine attacked the miners who were going to work under the protection of Sheriff McFarland and a heavy guard of deputies. A mad riot ensued, which lasted some time. As a result, one man was killed and another mortally wounded. Several more were shot, and 40 of the strikers are now under arrest in the town hall at Rockland.

## Cuban Post for Miscegenation.

Oyster Bay, L. I.—President Roosevelt Wednesday appointed Fred Morris Dearing of Missouri as second secretary of the American legation at Havana, Cuba. Mr. Dearing is now private secretary to Senator Quay.

## Coinage During July.

Washington.—The monthly statement of the director of the mint shows that during July the coinage executed at the mints of the United States amounted to \$3,208,164, as follows: Gold, \$8,173,000; silver, \$128,164.