

SIX

THE STAR, ST. JOHN, N. B. TUESDAY, FEBRUARY 12, 1907.

# BETTY AND THE BEAR.

By Francis A. Corey.

(Copyright, 1907, by P. C. Eastment.)  
 "And this young giant from the woolly west was my employer! Betty gave an involuntary gasp. He was so elemental, so unlike any one with whom she had ever come into close personal contact before.  
 "I've dubbed him The Bear," Mr. Henderson, whose desk was next to her own, confided to her. "He's straight from the Rockies, you know. And then he is so big, so brutish, so ungainly! Looks as much out of place in a New York office as a bull in a china shop."  
 Henderson himself was slender, handsome, polished, immaculate of attire. Betty's glance rested upon his shaggy, clean-shaven face approvingly. His well-worn coat were indescribably soothing after the hoarse rumble of Mr. Sterling's deep bass. She was rejected to find out congenial person in this place where the failure and sudden death of her father had left her stranded!  
 "There are reduced gentlemen as well as reduced gentlemen," she thought, with a feeling of womanly sympathy for him that, later on, found expression in unexpected ways.  
 For instance, although short to court-ness with her employer she would linger after hours for a friendly chat with Henderson, and even permitted him to take her out to dinner once or twice.  
 One day, when they were alone in the office, Henderson swung round in his revolving chair and said abruptly: "Miss Vandevere, did it ever strike you as a bit strange that The Bear should have given you the best berth in the office? This is your first experience, and good stenographers are as plenty as blackberries."  
 "Are they?" Betty answered. "I didn't know."  
 "Do you mind telling me how you happened to apply to him?"  
 "I received a marked copy of his advertisement and wrote immediately, asking for the place."  
 "Hm! And got an answer by return mail, saying you might report for duty?"  
 "Why—yes—so I did. Is that so very surprising?"  
 "Oh, no!" Henderson meditated a moment, a queer little smile flashing into his eyes. "See here! I'm going to tell you something," he announced abruptly. "The Bear is in love with you!"  
 "Absurd!" Betty cried, reddening painfully.  
 "I know the signs. Watch him—you'll see for yourself. Can't come nigh you without flushing and trembling. Genuine case of love at first sight. I guess he's got what he was after when he took you into his employ."  
 "How can you say such things?" Betty was indignant. She realized for the first time that there was a vein of native coarseness under the man's veneer.  
 "A pile of money comes into this office," he said, after an interval, looking at her keenly. "The Bear is bound to make a dash for it. He's a deal. You'll marry him for his wealth."  
 "A cowboy from the plains? Not if he were made of gold!"  
 Henderson looked relieved, but before he could reply Mr. Sterling came into the office.  
 Betty bent over to her desk with a scowl. "When, presently, she ventured to steal a glance at her employer, she encountered his fixed gaze and knew from the look in his eyes that Henderson was right.  
 The thought that this uncouth western dared aspire to a Vandevere made her furious. Later on, when an errand took her into the inner office, whether her employer withdrew, she made all possible haste. But he spoke to her before she could slip back again to her place.  
 "Miss Vandevere, one moment, please. You are looking pale. You are not used to such close application. You'll make yourself ill. I have a box of the opera, but I seldom go. I'd be more than pleased to have you use it."  
 Betty's breath had stopped and she recovered it with difficulty.  
 "Thank you, very much, Mr. Sterling," she said, but I must decline to take advantage of your kindness."  
 She fled with hot cheeks. But at heart she was not so angry as she tried to make herself believe. She knew intuitively that the offer had not been prompted so much by a desire to win favor as by real solicitude for her welfare.  
 Further proofs of the big man's thoughtfulness were forthcoming. That same evening, on returning to her boarding place, she was met by a smiling landlady.  
 "See what's come for you, Miss Vandevere!" The woman triumphantly held up a basket of delicious fruit.  
 "Who sent it?" Betty asked, searching for a card.  
 None was to be found and Mrs. Fryett could only tell her that the basket had been left by a messenger boy. Not one of her fairweather friends knew her present address. Naturally she thought of Mr. Henderson. For some time there had been a growing tenderness in his manner toward her. When the anonymous gifts came, continued to rain down upon her, she continued to ruminate with him.  
 "Hot house grapes are expensive luxuries," she said. "Don't send any more. You can't afford to."  
 Henderson deliberated a moment, then replied:  
 "Miss Vandevere, allow me to correct a wrong conclusion. I have not presumed to send you grapes, or anything else."  
 "Who did?"  
 "If I may hazard a guess—The Bear!"  
 Betty was so angry that she marched forth with it into the next room where her employer was busy at his desk.  
 "Mr. Sterling," she cried, "it's an impertinence for you to make me presents! The fact that I work for you is no excuse."  
 He looked disconcerted.  
 "I hoped—you wouldn't know—the trifles came from me."  
 "Why did you do it?" she demanded Betty.  
 "You're not used to making your own way—of course you miss things. And, then, I knew your father and I wanted to help you for his sake."  
 She stared half-mindedly.  
 "You knew mine? Where?"  
 "In San Francisco—last winter. We

met in a business way and got to be friendly. He liked to talk about you; and once he showed me your picture. So you seemed like an old friend from the first."  
 Betty's eyes had been opened. But the look of annoyance did not leave her face.  
 "I can supply my own wants. Please do not send anything more," she said, and with her head held high went back to her post.  
 Henderson glanced up inquiringly, his face revealing half a dozen impulses in as many seconds. Suddenly he rose, took a step nearer, and began speaking rapidly in a husky whisper.  
 "Miss Vandevere, listen! I'm going to tell you a secret. I have fallen heir to a fortune. I take the midnight train for Canada to claim the legacy. No one is to know of this until after I'm gone—not even Sterling. Will you come, too—away from this hateful life? You know I love you. Decide at once! There's no time for dallying. Say you'll come!"  
 The startled girl trembled in the hot breath of his passion. Every vestige of color left her face.  
 "It is so sudden," she faltered. "I must think it over. Give me time."  
 "I'll call at your boarding house at 10 o'clock. Be on the watch. And remember how much there is at stake. But I know I can trust you."  
 Betty's voice seemed to have dropped down into her throat. There was no response. A silence fell in which she could hear the muffled beating of her own heart.  
 That night Henderson was the first to leave. Sterling was in the room, and he could only give Betty a glance of mute appeal as he went out.  
 She crouched over her desk with blurred eyes. For a time there was no sound save the rustle of the paper Sterling pretended to read. At length, knowing it was late, he crossed to her side.  
 "Still at work, Miss Vandevere?" he said, a new note in his big voice.  
 "I'll soon finish now," she answered, without lifting her eyes. "Don't wait, please. I'll look up."  
 Betty heard him sigh as he went out. Hastily locking the door on the inside, she withdrew the key and returned to her seat.  
 Now was her chance! Quaking with fright she crept to the door opening on the landing. One quick step and she was outside. Then the unexpected happened. A flood of light suddenly illumined the darkness; she saw that the passage was full of policemen. And she had rushed straight into Tom Sterling's arms!  
 "You! Oh, I'm so glad!" she gasped hysterically. "Quick! The safe! You are being robbed, Henderson!"  
 But the men in blue had already dashed past into the office. There was the sound of a struggle, then a voice striking dreadful curses—the same voice she had once thought so cultured and refined.  
 "Overhead—this afternoon," Sterling said quietly. "I had grown suspicious before. If you really love him he shall go free."  
 "Love him? Oh, no, no," Betty cried, with her face hidden on the big man's shoulder. "I didn't know until this afternoon who I loved! But I do now."

TO CURE A COLD IN ONE DAY  
 Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. Grove's signature on each box. 25c.

## K. O. C. RANGE A PLEASANT AFFAIR

One Hundred Couples Were Present—  
 Dreamy Music and Artistic Decorations—Those in Charge

The Knights of Columbus held their annual ball in the York assembly rooms last evening, and the function was most enjoyable to the hundred couples who were present.  
 The ball room and adjoining rooms were tastefully decorated, flags, bunting, ferns, emblematic pictures and designs being placed in suitable positions throughout the room. The smaller rooms were furnished with those partaking of light refreshments.  
 Messrs. Wright and Fitch were the caterers and Convey's orchestra furnished the music for the fifteen dances.  
 The chaplains were Messrs. J. J. McGaffigan, W. E. Scully, H. Regan, J. McDonald, Jr., Florence McCarthy, John F. Gleeson.  
 C. A. Owens was the floor manager, and the floor committee was composed of Messrs. H. J. O'Neill, W. A. McGaffigan, J. J. McDonald, Dr. C. H. Patton and Dr. S. McDonald. The reception committee was Messrs. Wm. J. Mahoney, Dr. T. H. Lunney, John Keefe, John McDonald, Jr., Richard O'Brien, Florence McCarthy and Henry Regan.  
 The ball was opened with a Grand March at 8:30 o'clock and the gathering broke up shortly after two o'clock this morning.  
 A large number of visiting Knights and friends were present from Boston, Cambridge and provincial towns.  
 Chas. is doing good work in their new plant.

# PARLIAMENT CONSIDERS IMPERIAL FEDERATION

Col. Sam Hughes Moves Approving Resolution -- Sir Wilfrid Argues that Union Would be Impossible Without Imperial Free Trade—He and Mr. Borden Agree that Unifying Process Will be Slow.

OTTAWA, Feb. 11.—In the house today Mr. McMillan was told by the Minister of Justice that there were 232 employees attached to the penitentiaries of Canada.  
 Mr. Shaffer was told by Hon. Mr. Lacombe that there was an agitation, though not a universal one, through Manitoba against the introduction of the parcel post, collect on delivery system, in Canada.  
 Mr. Armstrong was told by Mr. Oliver that since 1896 there have been 554,000 acres of Indian reservation land sold for \$1,153,000.  
 Sir Wilfrid told Mr. Crockett that he was not aware that any decision has been reached as to the route of the national transcontinental through New Brunswick from Grand Falls to Chipman.  
 Col. Sam Hughes moved: That in the opinion of the house the interests of Canada and the British Empire would be best served by a full partnership union among Great Britain and the colonies.  
 Colonel Hughes said he did not wish to divide the house on the question, but wanted it discussed. He had proposed a similar resolution two years ago. Since then the sentiment in Canada had made progress in the direction of full partnership union. There was less heard about independence of Canada. Hughes said that in independence Canada would not last five years. The United States was too strong for that. Two years ago there was talk of Canada making her own treaties. Nothing was heard of that today. No more is heard of a separate Canadian navy, but it is generally recognized that the empire must have and support only one navy. No more was heard of the protest against an imperial officer commanding the forces in Canada. There was no agitation now against appeals from the Canadian supreme court to the privy council. Two years ago Canada was making little or no effort to obtain British immigrants to come to Canada. Now Canada is trying to get hardy anyone else.  
 Colonel Hughes said the present position of Great Britain and Canada was untenable. He was convinced there should be a full partnership federal union of the empire with various units composed of Great Britain, Canada, Australia and South Africa, and possibly India and the crown colonies as units. Each colony would retain its present form of Government and all its privileges and liberties. The present parliament should be retained, but there should be established an imperial house over all. It need not be a large body, but should be distinct from the British and colonial parliaments. The imperial parliament should be constituted to deal with international questions and with preferential duties. There should be an imperial council to work out plans to be submitted to the imperial parliament for consideration. There should be among other things, a plan of minimum and maximum tariffs throughout the empire. He would continue to have colonial foodstuffs admitted free into Great Britain.  
 Col. Hughes thought the imperial plan of Richard Jebb was weak, as it did not provide for a central executive. He did not think free trade within the empire was preferential. Col. Hughes could see no difficulties in Canada in the way of full partnership union. It would not, as stated in some quarters, affect the independence, privileges or rights of the French in Canada. It would improve the position of the Maritime Provinces. The Canadian West was now sending freight to St. John and Halifax for export for national reasons when they could send goods cheaper by way of Portland, Boston or New York.  
 The result of the plan, Colonel Hughes proposed, would be in the first place to relieve Great Britain of a portion of the burden she was finding too heavy in maintaining the defense of the Empire. The trade of Great Britain and the colonies was now being attacked by Germany, but would be protected and promoted. Jealousies between the various parts of the empire would be reduced and abolished.  
 In conclusion Col. Hughes declared that the prime minister of Canada, Sir Wilfrid Laurier, was the man who was in the best position to bring this full partnership union into effect.  
 Dr. Chisholm said that the present relations of Canada were frequently due to the fact that the British fleet would not contain a ship less if Canada should disappear. It would hardly be fair to exact a ship tax from Canada when she had no voice in Britaining the money. The time was coming when Canada would be the big son and instead of receiving aid from Britain she would be giving it. He wanted an imperial parliament where Canada could be heard.  
 Charles Devlin, Nicolai, said he had followed politics in Canada for some time. When a member of the Canadian house in the 90's a close question had been brought up. He had seen little of it since. Col. Hughes was no doubt correct and he hoped some day to see a greater interest in the sentiment of his resolution.  
 Sir Wilfrid Laurier congratulated the house upon the fact that the discussion had taken place, as the question was one which engrosses the minds of the

people of the motherland as well as of Canada.  
 If we were to take full partnership union without the qualification which the mover made use of we would come to the conclusion that the nearest approach to it would be the crown colonies, which are more closely united to the motherland than the self-governing colonies.  
 There is no man in this house who would have a union, Canada has been nurtured in legislative independence. Indeed that legislative independence which we have had for 40 years has been the bond. The basis of the strength of the British Empire is the autonomy and self-legislative independence of the different parts that compose it. From that the mover did not dissent. There is a grandeur in such a union as he has suggested. You cannot have such a union unless you are prepared to have a full free trade system between the states.  
 What created the German empire? Not the war of 1870, but the imperial union of forty years before. What cemented the German empire was the Zollverein formed between the German states, which created a system of free trade between these states. What rendered American union possible was free trade between the states.  
 No one could conceive an American union with a tariff between New York and Massachusetts. There must be absolute free trade between the com-

ponent parts. Does any one think it possible that Canada could maintain a tariff against Great Britain of Great Britain against Canada under such a system as that proposed by the resolution? Until absolute commercial freedom is attained within the proposed union it is idle to talk of that grand federation. The idea is not a new one. The reason nothing has been reached is because there is no grievance and no problem to solve.  
 The Anglo-Saxon mind will not advance upon theory alone. There must be a grievance to be remedied. Confederation in Canada was brought about because of difficulties which existed. Let the day come when the relations between Great Britain and her colonies are not satisfactory and a remedy will be found. Now we have no grievance with the mother country.  
 In regard to making our own treaties constitutional change is necessary. It can be done by a colonial despatch. It can be done tomorrow—any time we choose to have it, but that is a very different thing from changing our constitution and going into this grand scheme which sounds very well, but which would have itself if it were offered to him because one of his constituents would be a uniform tariff throughout the empire.  
 R. L. Borden did not agree with the Prime Minister that full union could only be obtained with absolute free trade with empire.  
 The best answer to that was that we had unity of empire at the present time without free trade. He believed that closer relations between Great Britain and the self-governing colonies would be a process of growth and development and not by a process of manufacture.  
 So far as certain remarks that the Prime Minister made on that line he was inclined to agree.  
 The debate was closed by the withdrawal of the resolution by Col. Hughes.

## BETTER ACCOMMODATION FOR CANADIAN STEAMERS

LONDON, Feb. 11.—Much satisfaction is expressed at Canada's victory over the Mersey Docks and Harbor Board, as indicated in the board's decision to set aside the north side of the station dock for the use of the Canadian Pacific steamers. This includes the permission to build cold storage accommodation for butter, cheese and other perishable food products. Instructions are now awaited from the Canadian Pacific head office at Montreal so that Canadian products in warm season may receive on landing the proper treatment which has been repeatedly urged by the Canadian department of agriculture.

## MR. EMMERSON DEFENDS I.C.R.

Toronto Canadian Club Gets Some Enlightenment.  
 Government Railway and Canals Compared—What the Intercolonial Has Done For Canada.

TORONTO, Feb. 11.—Hon. H. R. Emmerson, Minister of Railways, addressed the Canadian Club this afternoon. Justice Langley of the supreme court of Nova Scotia, was also a distinguished guest. The Minister of Railways stated that the first discussion of transportation necessities of this part of the country was initiated by a Scotchman, as were most of the transportation movements. He told of Henry Fairbairn's attempt to build from St. Andrews, N. B., a railway connecting with the cities of the Interior. Then came the state of Maine war and the ill-fated Ashburn treaty, which at one sweep gave to the alien country the route which this road proposed to follow. The scheme was therefore abandoned. The minister then told of the incubation of the railway plans of Jos. Howe, the great Canadian poet, litterateur and statesman. In company with Hon. E. P. Chandler he visited England and secured a guarantee of \$700,000 towards the project. Howe travelled extensively, enlightening the people on the scheme. Howe was willing that the road should be built from Halifax to St. John and thence to the New England system, but above all he desired a railway that would be entirely Canadian, managed by men inspired by British sentiment. Howe's prophecy was quoted by the minister, emphasizing again the extraordinary foresight of that great statesman. "When Montreal is reached shall we stop there?" Howe thought not and drew a word picture of extensions to the great lakes and to the great West. Millions of industrious people would rush into the country where lands were cheap and plentiful.  
 "God speed you in the making of the national character and development of the national institutions," was one of Howe's epigrammatic utterances on the occasion of his notable prophecy.  
 "I have no doubt," he said, "that many in this room will live to hear the whistle of steam engines in the passes of the Rocky Mountains." (Cheers).  
 All this is being realized, and yet we are only six million people. We have shown that Canada can do what many nations of greater population could not do.  
 Mr. Emmerson reviewed the political, racial and national antipathies which led to the construction of the Intercolonial railway, which led to the proposal, "Join us and we will have a grander confederation."  
 The promise to build the railway to the provinces was offered as an inducement. It was opposed in the eastern provinces at first, but the idea grew. The opposition to the scheme was not so great as to the way in which it was brought about," said Mr. Emmerson, in referring to Sir Charles Tupper's course of action in not giving the people of Nova Scotia a chance to express their approval or disapproval of this subject.  
 If Ontario's merchant princes, if her manufacturers were prosperous, it was in some way due to the Intercolonial, he declared. Trade had become established with New England and cheap rates had to be given to divert traffic. Canada had spent hundreds of millions without a murmur because it advanced trade and commerce. He never could understand why the I. C. R. was condemned because of its deficit, when with the next breath they asked for the Trent Valley canal. The minister quoted figures to show that the I. C. R. was the most economically managed and had the lowest freight tolls in the world. Fault had been found because of deficits which had arisen, but it was always to be remembered that the money had been left in the pockets of the people, and growing trade within the dominion had been the result.  
 The minister then gave several interesting facts in relation to the railways of Canada. The total tolls last year had been \$125,000,000 of which but \$7,500,000 had been collected by the Government railways, the balance had gone to the corporations. This is but a form of taxation and it is well not to forget its relations to other imports. The people of Canada were paying but \$8 per head in customs duties, while the transportation tax amounted to over \$30. The former affected but few commodities, but there were scarcely any articles entering into general consumption but the cost of which was not directly affected by transportation rates.  
 NO DIFFERENCE.  
 No distinction is made as to the kind of Piles that Dr. Leonard's Hem-Roid cures.  
 The names Internal, External, Bleeding, Blind, Itching, Suppurating, etc., are simply names of the different stages through which every case will pass if it continues long enough.  
 Piles are caused by congestion or stagnation of blood in the lower bowel, and it takes an internal remedy to remove the cause.  
 Dr. Leonard's Hem-Roid is a tablet taken internally.  
 It is a permanent cure and no case of Piles has ever been found it failed to cure. Money back if it does.  
 A guarantee with every package. Price \$1.00 at any druggist for the Wilson-Eyle Co., Limited, Niagara Falls, Ont.

THE QUEBEC TERCENTENARY.  
 Quebec, Feb. 11.—From thirty to forty Quebecers are leaving for Ottawa this afternoon to interview Sir Wilfrid Laurier tomorrow morning respecting the city's application for

RAILROADS:  
**CANADIAN PACIFIC**  
 The Western Express  
 Leaves Montreal daily 9:40 a. m. First and second class Coaches and Palace Sleepers through to Calgary.  
 Tourist Sleepers Sundays, Mondays and Thursdays.  
 Montreal to Calgary.  
 The Pacific Express  
 Leaves Montreal daily 9:40 p. m. First and second class Coaches and Palace Sleepers through to Vancouver.  
 Tourist Sleepers Tuesdays, Wednesdays, Fridays and Saturdays.  
 Montreal to Vancouver.  
 These trains reach all points in Canadian North West and British Columbia.  
 W. D. HOWARD, D.P.A., C.P.R., St. John, N. B.

**INTERCOLONIAL RAILWAY**  
 ON AND AFTER TUESDAY, JAN. 15th, 1907, trains will run daily (Sunday excepted) as follows:  
 TRAINS LEAVE ST. JOHN.  
 No. 6.—Mixed train to Moncton, 6:30 a. m.  
 No. 2.—Express for Halifax, Campbellton, Point du Chene, etc., 7:00 a. m.  
 No. 10.—Express for Moncton, the Sydney and Halifax, etc., 7:25 a. m.  
 No. 8.—Express for Sussex, etc., 7:30 a. m.  
 No. 134.—Express for Quebec and Montreal, also Pt. du Chene, 10:00 a. m.  
 No. 10.—Express for Moncton, the Sydney and Halifax, etc., 10:25 a. m.  
 TRAINS ARRIVE AT ST. JOHN.  
 No. 7.—Express from Sussex, etc., 9:00 a. m.  
 No. 133.—Express from Montreal, Quebec and Pt. du Chene, 11:45 a. m.  
 No. 8.—Mixed from Moncton, 12:30 p. m.  
 No. 25.—Express from Halifax, Pictou, Pt. du Chene and Campbellton, 1:40 p. m.  
 No. 1.—Express from Moncton, 2:10 p. m.  
 No. 11.—Mixed from Moncton (daily) 3:40 p. m.  
 All trains run by Atlantic Standard Time; 24:00 o'clock midnight.  
 NOTE.—A special train (with buffet sleeping car attached) will leave every Saturday night for Sydney and Sydney Mines, after arrival of No. 34 (Maritime Express) from Montreal.  
 CITY TICKET OFFICE: 3 King Street, St. John, N. B. Telephone 271.  
 GEORGE CARVILLE, C. T. A.

**EASTERN STEAMSHIP COMPANY**  
 INTERNATIONAL DIVISION  
 WINTER REDUCED RATES  
 Effective to May 1, 1907  
 St. John to Portland, \$3.00  
 St. John to Boston, \$3.50  
 Commencing Thursday, February 7, steamers leave St. John on Thursdays at 8 a. m. (Atlantic Standard Time), for Quebec, Eastport, Portland and Boston.  
 RETURNING.  
 Leave Boston on Mondays at 9 a. m. for Portland, Eastport, Lunenburg and St. John.  
 All cargoes, except live stock, via the steamers of this company, is insured against fire and the usual risks.  
 All cargo, except live stock, via the steamers of this company is insured against fire and marine risk.  
 W. G. LEE, Agt., St. John, N. B.

**NOTICE TO ADVERTISERS.**  
 Owing to the increased patronage which advertisers are giving to the Star, we are compelled to request those who require changes in their Advertisements to have their Copy in the Star Office before 9 o'clock in the Morning, to ensure insertion same evening.

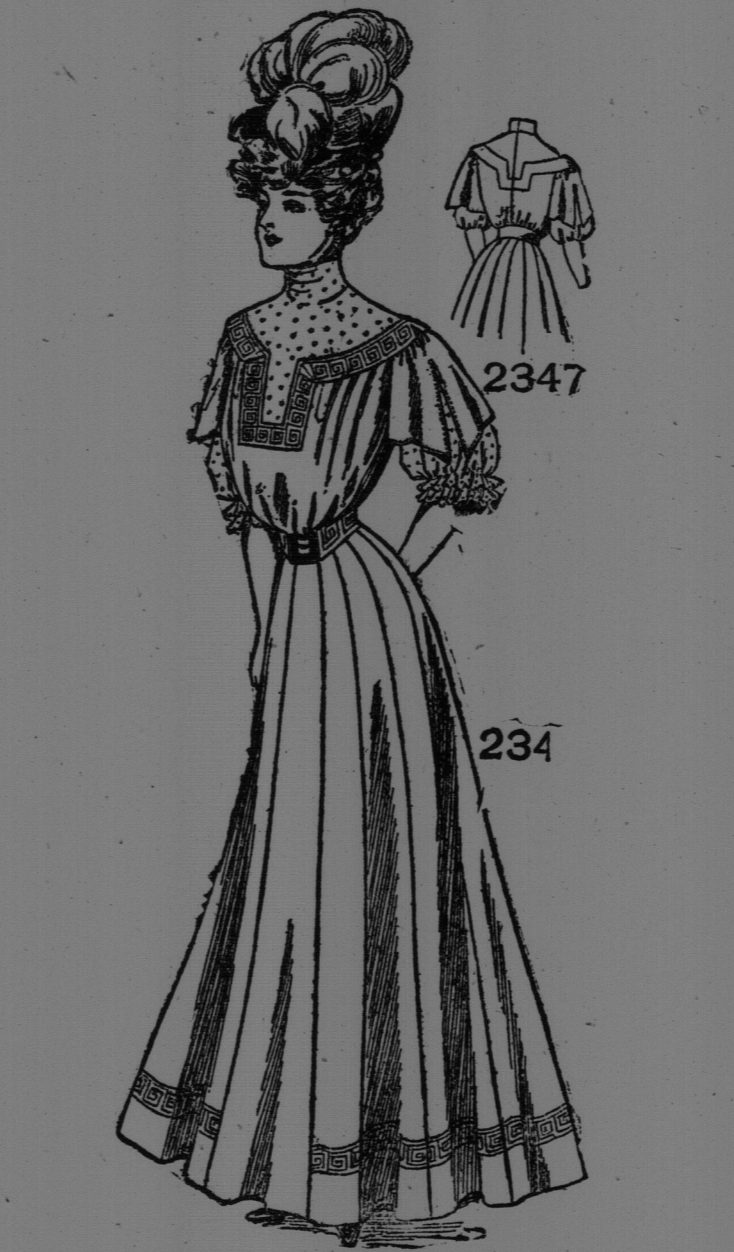
## WANTS BRITISH EMIGRANTS FOR SOUTH AFRICA

W. T. R. Preston's Action May Rob Canada of Some of Her Reward.

LONDON, Feb. 11.—W. T. R. Preston, who is announced as commissioner of trade for the Dominion of Canada, publishes a two column article in the London express today strongly urging that South Africa should undertake agricultural settlement by the aid of British emigrants. He says:  
 "South Africa can more readily support a million of population in its agricultural areas between the Table and Zambesi than Canada can between Winnipeg and the Rocky Mountains." The tendency of the article would seem to be to divert to South Africa some part of the British emigration which Canada is at last receiving and a reward for her long continued expensive propaganda.  
 It is understood that before leaving England, nominally for the far east, Preston personally approached leading South African authorities here with a view to starting organization to secure British emigrants for South Africa on lines similar to those pursued by him as Canadian emigration commissioner. His approaches, however, came to nothing.  
 federal aid to tercentenary celebration. Mayor Dore has heard the deputations which includes Power, M. P., Hon. A. Turgon, Dr. Joulin, M. L. A., Dr. Cote, M. L. A., several members of the city council and other prominent citizens. Senators and members of this district will join the party in Ottawa. The deputations will ask for the sum of \$200,000, as a national contribution to a fitting celebration of the tercentenary of the founding of Quebec and will explain the ideas of the celebration committee as to the disposal of the amount.

## STAR FASHIONS.

How to Obtain Patterns.



To obtain Star patterns of accompanying design, fill out the following coupon and send it to

PATTERN DEPARTMENT, THE STAR.

Star Patterns, (10 Cents Each.)

No. .... Size ....

Amount inclosed .....

Name .....

Street and No. ....

State .... City .....

Inclosing 10 cents for each pattern desired. Orders filled by mail, several days usually required. When ordering patterns, write name and address, size and number of pattern carefully.

APRETTY CLOTH COSTUME.

2347, 2348—Cloth is even more dressy than silk according to present fashions and the present supporters of the new fabric render them most suitable to attractive development. The gown sketched is not elaborate yet it has the appearance of being so. The yoke and puff sleeves may be made of a contrasting material as shown or of the cloth like the dress, using some effective trimming about the edges of yoke and sleeve caps. The sleeves may be finished long, the cuffs matching the yoke portion. The skirt is a new fashionable model, with a graceful flare about the lower edge. The trimming should be very simple, braid or bands of cloth or silk being much used. Cashmere, Henrietta or another cloth may serve of which 3-4 yards of 42-inches wide are needed for the medium size.

2348—Sleeves, 32 to 40 inches bust measure.

2348—Sleeves, 22 to 34 inches waist.

The price of these patterns is 25c, but either will be sent upon receipt of 10c.