

FANCY WORK OF VALUE.

What Women May Find to Do That Is of Substantial Value.

Special correspondence of The Florida Star.

NEW YORK, July 10.—For many years women wasted their time working impossible dogs and parrots and other things in all the colors of the rainbow on canvas and then making awful looking cushions of the finished piece, but now they do something more valuable when they set out to do fancy work, and that is they make lace and that they sew on their clothes, and so they save money. It is true that it costs



NEW BODICES.

about \$1 for the linen and another for the stamping of the pattern, and I do not know how much for the thread. Then the lady gets to work and toils off and on all summer, and finally if she has been faithful and industrious she has enough work done to trim the neck of a dress or she has a handkerchief which can do duty as a jabot when she needs one. Some devote their attention to making a deep collar or a guimpe, but from what I have been told it would be better to try something else, for they are likely to go out of style before the work would be finished. But there is no question that these Irish point lace things are handsome and worth all the trouble taken in making them. This kind of lace making as fancy work has displaced all others, and the linen is so fine and flexible that it is not difficult to follow the pattern but, oh, how many and how fine the stitches required on one little handkerchief!

When one can do this kind of work, it is a matter of time and will to make a guimpe and one that can be arranged so that it can be transferred to any dress. A guimpe of this kind of lace is very costly, but also very desirable. A handy way to have these is to wear them on the outside of the waist, somewhat in the form of a yoke collar. Some of the most effective of the garments are made so by the hand-fashioned trimming. There was a dress of light tan poplin, and the sleeves and the waist were trimmed by hand work in form of arrowheads and feather stitching in white silk. This, as may be seen by the illustration, has the upper portion cut away to allow for the guimpe of Irish point. And here also one may see the new short sleeve and undersleeves.

I think that the fancy for these undersleeves will not be general and that there will be as many long sleeves as there will be short ones.

The pretty vest shaped bodices will be very popular with nearly every one, and they offer such a dressy appearance with little expense and labor that I am sure they will gain in favor. One neat style is shown in the picture, and this is a plain brown camel's hair, and the vest is of fine white and pale blue silk in narrow stripes, with silver buttons down each side. Above this is a chemise of openwork muslin, and the high collar is of the same, with a lining of the palest blue. The bodice itself is open down the front and has a short sailor collar, and this is faced with dark brown velvet. The skirt is plain save for two rows of hercules braid, with one row of velvet ribbon between them. The sleeves are long and have three very narrow rows of braid around the edge. Nothing could be much prettier for a dress for ordinary street occasions, and even it is adapted for almost any needs.

There is a house in this city where nothing is made except children's clothes, and my attention was called to a dress made for a young girl for playing tennis or anything else but golf. It was of pink chambray in that dull and frosty shade to be found in nothing but chambray. The full French bodice had a lot of plaits so arranged as to give fullness to the childish figure, and over that was a wide collar of the embroidered portion of the cloth. Chambray always has a portion of the same color and shade embroidered to match, and this has been used to make a flounce

of, and this flounce is almost plain and has only enough gathers to hold the bottom out well. This flounce is also tucked in three clusters of three, while the scalloped edge is at the bottom of the skirt. The sleeves are tucked, and at the elbow they have a sort of cuff of the embroidery. The neck is left uncovered, as the wide collar is only to the lower part of the throat. This gives it a cool and pleasant look. A pink silk twisted belt finishes a very maidenly and dainty dress. I forgot to say that the skirt is laid in tiny plaits all around the hips except in the front and back, where there is one wide one. Nearly all the girls' frocks are quite low in the neck. **OLIVE HARPER.**

A gentlemen recently cured of dyspepsia gave the following appropriate rendering of Burns' famous blessing: "Some have meat and cannot eat, and some have none that want it, but we have meat and we can eat—Kodol Dyspepsia Cure be thanked." This preparation will digest what you eat. It instantly relieves and radically cures indigestion and all stomach troubles. **Wilson & Son.**

POWER FROM THE SEA.

An Apparatus Designed to Utilize the Force of the Waves.

Special Correspondence of The Florida Star.

PALM BEACH, Fla., July 9.—While the nations have been augmenting their fleets by the addition of giant steel destroyers and while competition among the navies of the world is daily growing more strenuous, there has been going on of late along this section of America's coast line a more peaceful, but no less important, struggle for sea power. In the unceasing rise and fall of the ocean's tides, in the restless undulations of the ocean's waves, there is energy sufficient to supply a world. The existence of such latent power has been known for many hundred years. Not until very recently, however, have any definite steps for the development of this great force been taken.

About four or five miles south of this resort may be seen a working model of the latest and most practicable machine yet invented for this purpose. James C. Walker of Waco, Tex., is the originator of the apparatus. Mr. Walker calls the device an "automatic wave motor." He has chosen an exposed strip of shore for the scene of his operations in order to demonstrate that the mechanism used will withstand the onslaughts of the heaviest storms.

Several hundred feet out from the surf on the seaward end of a ridge in the ocean's bottom Mr. Walker has constructed the power concentrator, which if the hopes of the Texan are realized will revolutionize the methods of the industrial world. The water at this point has a depth of about 21 feet at high tide. Strong uprights have been forced into the sand. They extend 25 or 30 feet above the surface and provide a sturdy skeleton in which the inventor has placed the very heart of his whole scheme.

The principles of compressed air are brought into use. A large hermetically sealed metal buoy is allowed to play up and down in response to the motion of the waves in the strongly braced and rigid framework. The frame is fashioned in a circular manner, and the height from the water is sufficient to permit of the motor's rising unhindered to the summit of the highest swells.

Attached to the central rod on which the buoy acts is a power arm which is so contrived that no matter what the height of the wave an equal stroke is maintained. To this power arm is affixed the rod which works the pump for compressing the air. Two pipes lead from the shore to the motor and conduct the compressed air to the land, where its power can be converted into electricity or used directly in the driving of machinery.

In response to queries by some interested people several days ago Mr. Walker stated that he had been trying for many years to solve the perplexing questions constantly arising in connection with the subject of "harnessing the ocean."

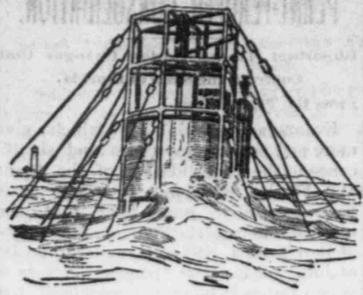
"There are other men," he said, "who have also produced machines designed to obtain the same results. The time is now ripe for the origination of a means whereby the titanic force of the waves and tides along our ocean coasts can be put to do man's work."

"Between Maine and Florida the tides ebb and flow daily and the waves beat along the shores incessantly, furnishing a power greater than could be derived from all the coal in the world—an inestimable force that would turn every wheel in America and which could be utilized day and night again and again without cost and without loss.

"The problem has been one of conveyance of power rather than generation. This has been simplified by improvements in electrical transmission which have come about during the last six or eight years. Necessary material has cheapened, and there remains only the question of adopting one of the forms of tide or wave motor now procurable or of improving them in some way.

"When this is done and the best

method of turning sea power into land



AUTOMATIC WAVE MOTOR.

power is proved, it is not wholly visionary or impossible to say that on miles and miles of coast these motors will be erected and that cities will be heated, lighted and furnished power for running railways and factories by this new plan."

The southerner's machine has been likened to the apparatus used by John Meuli-Hilty of Maersteten, Switzerland. The tide, however, instead of the waves is the primary agent employed. The inflowing water enters a reservoir through valves in the flooring. When the tide has reached its full height and begins to recede, the valves close, retaining tons of the salty liquid. A great siphon then conducts the water to the shore, where it is caused to flow over the blades of a huge power wheel.

If desired, a number of storage tanks can be built on the shore. The water can be conducted first to these by means of a siphon and afterward be utilized at pleasure in operating the wheel. Should the surf be too strong at the point selected for the converting station, reservoirs that receive water at high tide only could be constructed.

FREDERICK R. TOOMBS.

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CONSUMPTION.

Florida East Coast Ry.

TIME TABLE NO. 27, IN EFFECT JUNE 23, 1900.

SOUTH BOUND (Read Down.)				(Read Up) NORTH BOUND.			
No. 30 Daily	No. 35 Daily	STATIONS.		No. 78 Daily	No. 82 Daily	EAST COAST SUMMER RESORTS.	
4:05p	1:00a	Lv. Jacksonville	Ar	7:30p	10:15a	Pablo Beach, St. Augustine, Ormond,	Daytona, Coronado Beach (New Smyrna).
5:15p	1:15a	Lv. St. Augustine	Ar	8:20p	9:05a		
5:25p	1:15a	Lv. Hastings	Ar	8:15p	9:01a		
5:57p	1:40a	Lv. East Palatka	Ar	5:40p	8:25a		
6:12p	12:05p	Lv. Palatka	Ar	5:25p	8:12a		
6:40p	12:30p	Lv. Palatka	Ar	5:00p	7:45a		
5:50p	11:40a	Lv. San Mateo	Ar	5:45p	8:35a		
7:25p	6:55a	Lv. San Mateo	Ar	7:25p	6:55a		
6:10p	12:05p	Lv. East Palatka	Ar	5:25p	8:15a		
7:42p	1:20p	Lv. Ormond	Ar	4:02p	6:42a		
7:55p	1:37p	Lv. Daytona	Ar	3:51p	6:31a		
8:05p	1:47p	Lv. Port Orange	Ar	3:41p	6:21a		
8:30p	2:10p	Lv. New Smyrna	Ar	3:30p	6:00a		
8:30p	2:10p	Lv. Oak Hill	Ar	3:00p			
8:00p	3:00p	Lv. Titusville	Ar	2:25p			
3:00p	3:00p	Lv. City Point	Ar	1:55p			
3:40p	3:40p	Lv. Cocoa	Ar	1:47p			
3:50p	3:50p	Lv. Rockledge	Ar	1:40p			
4:20p	4:20p	Lv. Eau Gallie	Ar	1:30p			
4:30p	4:30p	Lv. Melbourne	Ar	1:05p			
5:04p	5:04p	Lv. Roseland	Ar	12:20p			
5:09p	5:09p	Lv. Sebastian	Ar	12:22p			
5:58p	5:58p	Lv. St. Lucie	Ar	11:33a			
6:05p	6:05p	Lv. Fort Pierce	Ar	11:25a			
6:27p	6:27p	Lv. Tibbals	Ar	11:04a			
6:31p	6:31p	Lv. Edna	Ar	11:00a			
6:35p	6:35p	Lv. Jensen	Ar	11:00a			
6:45p	6:45p	Lv. Stuart	Ar	11:45a			
7:15p	7:15p	Lv. Hobe Sound	Ar	10:14a			
7:28p	7:28p	Lv. West Jupiter	Ar	10:02a			
8:02p	8:02p	Lv. West Palm Beach	Ar	9:2a			
8:27p	8:27p	Lv. Boynton	Ar	9:02a			
8:30p	8:30p	Lv. DeRay	Ar	8:35a			
9:22p	9:22p	Lv. Fort Lauderdale	Ar	8:00a			
10:07p	10:07p	Lv. Lemon City	Ar	7:25a			
10:15p	10:15p	Lv. Miami	Ar	7:15a			

Between Jacksonville, Pablo Beach and Mayport.

STATIONS.	No. 15 Daily	No. 17 Daily	No. 19 Daily	No. 21 Daily	No. 23 Daily	No. 25 Daily	No. 27 Daily	No. 29 Daily
Lv. Jacksonville	7:00a	4:50p	7:00p	10:40p	9:30a	2:00p	7:00p	10:50a
Ar. Pablo Beach	7:45a	5:25p	7:35p	11:15p	10:05a	2:35p	7:35p	11:25a
Ar. Mayport			8:00p	11:40p	10:30a	3:00p		

Between New Smyrna and Orange City Junction.

No. 3	No. 1	STATIONS.	No. 2	No. 4	No. 11	STATIONS.	No. 12
3:25p	10:40a	Lv. New Smyrna	2:05p	6:15p	7:00a	Lv. Titusville	Ar
4:00p	11:51a	Lv. Lake Helen	1:30p	5:45p	8:25a	Lv. Mims	Ar
4:20p	12:06p	Lv. Orange City	1:10p	4:40p	8:50a	Lv. Osteen	Ar
4:25p	12:15p	Lv. Orange City Jct.	1:05p	4:40p	9:30a	Lv. Enterprise	Ar
						Lv. Sanford	Ar

All trains between New Smyrna and Orange City Junction daily except Sunday. All trains between Titusville and Sanford daily except Sunday.

Steamship Connections at Miami.

KEY WEST LINE.

Leave Miami Sundays, Tuesdays, Wednesdays and Fridays.....11:00 p. m.
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Arrive Miami Fridays and Mondays.....5:00 a. m.

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Arrive Miami Wednesdays and Saturdays.....5:00 a. m.

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