

# Country Home Department

## BETTER AS YOU GO.

Make the world a little better as you go;  
And be thoughtful of the kind of seed you sow;

Try to make some pathway bright  
As you strive to do the right,  
Making the world a little better as you go.

Make the world a little better as you go;  
You may help to soothe some fellow-creature's woe;

You can make some burden light,  
As you try with all your might  
To make the world a little better as you go.

Make the world a little better as you go;  
As you meet your brother going to and fro,  
You may lend a friendly hand,  
Lift the fallen! Help them stand,  
Making the world a little better as you go.  
—Annie Aldrich.

## HOW TO IRON.

Before beginning to iron, have everything in readiness—paraffine or beeswax, a heavy paper on which to test and clean the irons, a dish of water and small sponge for dampening surfaces which have become too dry to iron or need to be done over. Place a rug to stand on, so the feet and limbs will not ache quite so much from the standing. The height of the ironing board should be regulated to suit the convenience of the ironer. It is far better to take two mornings to finish the ironing than to keep at the task after physical weariness makes it a drudgery. Table linen should be sprinkled very damp. Bed linen and towels require very little dampening. Roll each piece tight, and place in a clothes basket previously lined with paper and an old sheet. When the clothes are all placed in the basket, cover with a heavy cloth. Everything irons more easily if clothes are sprinkled the night before, thus distributing the dampness evenly. In the summer time clothes will mildew if allowed to stand too long before ironing. Sprinkle only as many pieces as can be easily ironed at one time.

Give the iron a good, steady pressure, lifting from the board as little as possible, and iron the piece until finished. Towels may be ironed on the sheets, and in that way the sheets are ironed with less effort, moving the sheet after each towel is ironed. The flannels, knit underwear and stockings are better, from a hygienic standpoint, folded and put away unironed. Iron table linens thoroughly dry, with good, hot irons, using a strong pressure on the right side lengthwise and parallel with the selvage; this brings out the pattern and imparts a satiny gloss, leaving it dainty and soft. Iron napkins on the wrong side. Iron all embroideries on the wrong side. Ruffles are ironed before the body of the garment, going well up into the gathers with the small point of the iron. Bands and hems are ironed on both sides. Colored clothes, lawns, percales and chambrays are ironed on the wrong side. Too much ironing will yellow thin fabrics, and as they dry out quickly it is necessary to iron rapidly with a moderately hot iron. Skirts and dresses are easily and quickly ironed by ironing the waist part first, then slipping the board through the skirt, taking care to have something beneath to prevent them from touching the floor. To iron a shirtwaist, iron the collar and sleeves first, then the body of the waist. Press shoulder seams on the inside until dry. Hang on a coat hanger. The secret of ironing is to iron each piece dry, especially dresses, waists and skirts, taking care that the folds, seams and tucks in each garment are dry. As each piece is ironed, hang on bars or line until thoroughly dried and aired, as a certain amount of moisture remains even after ironing, and must be entirely removed before sorting

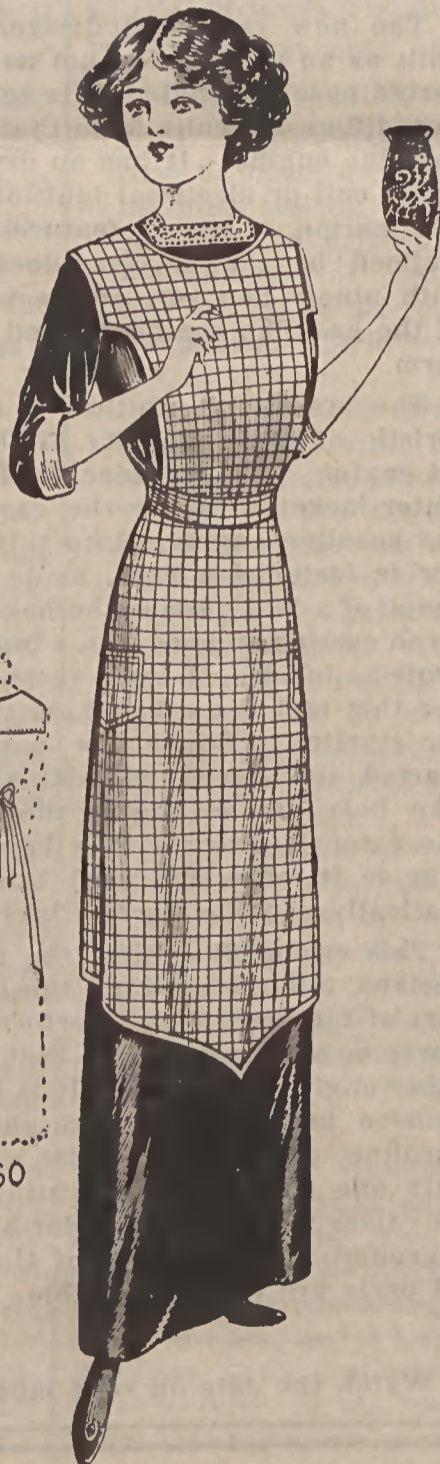
the clothes to put away. Have plenty of coat hangers for dresses, skirts and waists. They are cheap. Half the charm of any woman's or girl's appearance lies in the perfectly laundered garment, and after it is once ironed, care should be taken to fold and hang it up properly and not lay it carelessly away.—Mrs. W. C. Palmer, North Dakota Agricultural College.

The warm winter kept many flies alive and we will have to begin swatting earlier, and more persistently this spring than last. Swatters are of little value except where there are a comparatively few flies. Swatters are just the things for those flies that wintered over. Swat now, for it will be a hopeless case in six weeks.

## FASHIONS and PATTERNS

You need not write a letter when ordering patterns. State the correct number and the correct size of each pattern you desire. Send the price of each pattern, and write your name and address plainly and in full. If you do this your orders will be filled promptly and correctly. Use care, as we do not exchange nor take back patterns.

THE CAROLINA UNION FARMER,  
Raleigh, N. C.



5160—LADIES' APRON.

This apron is made with a bib which protects the front of the dress. Muslin or satin can be used to make this apron. The pattern 5160 is cut in one size and requires 2 yards of 36-inch material. Price of pattern, 10 cents.

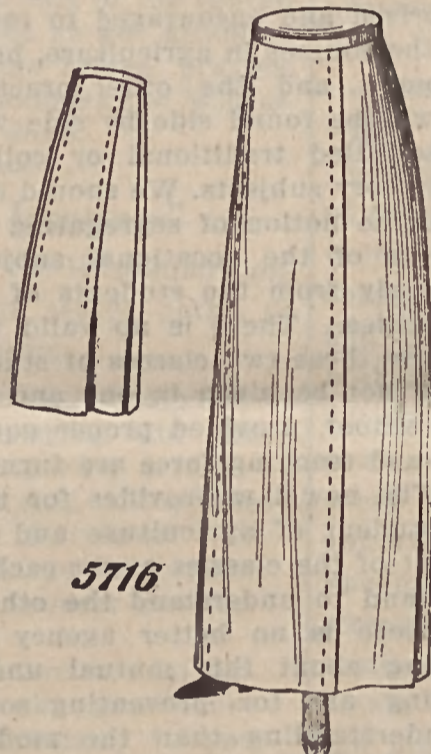
No. 6061—Misses' Frock.

This dress is for the miss and small woman. The pattern provides for two styles of collar and the three-gored skirt may be made with Empire or regulation waist-line. The closing is at the front.



6061

The pattern, No. 6061, is cut in sizes 14, 16, and 18 years. Medium size will require 4 3-8 yards of 36-inch material and 3-4 of a yard of 27-inch goods. Price of pattern, 10 cents.



5716

5716—Ladies' Six-Gored Skirt.

This skirt is cut in six gores and is made with the Empire waist-line and panel front and back. Serge, chevot, broadcloth, or Panama can be used to make this skirt. The pattern, 5716, is cut in sizes 22 to 30 inches waist measure. Medium size requires seven yards of 24-inch material. Price of pattern, 10 cents.



4625

4625—GIRL'S SEMI-PRINCESS DRESS.

This is an excellent dress for the school girl. It can be made with high or low

neck and with long or short sleeves. The skirt is a kilt plaited model. The pattern, 4625, is cut in sizes 6, 8, 10, and 12 years. Medium size requires 3 1-2 yards of 36-inch material. Price of pattern, 10 cents.

When writing advertisers, please mention this paper.

## Good Seed Velvet Beans for Sale

\$25 bu in 2 1/2 bu. bags. In lots, 50 bu up, \$2.10 bu. Reference, The Commercial Bank, Ocala Order quick. Address S. R. PYLES Box 545 Ocala, Fla.

## NORFOLK SOUTHERN RAILROAD Route of the "NIGHT EXPRESS"

Travel via Raleigh (Union Station) and Norfolk Southern Railroad to and from all points in Eastern North Carolina Buffet, Parlor and Sleeping Cars between Raleigh and Norfolk.

Schedule in effect January 5, 1913. N. B.—The following schedule figures are published as information ONLY and are not guaranteed:

### TRAINS LEAVE RALEIGH—

9:00 p. m. Daily—"Night Express," Pullman Sleeping Car for Norfolk.  
6:00 a. m. Daily—For Wilson, Washington, and Norfolk—Broiler Parlor Car Service between Raleigh and Norfolk.  
6:00 a. m. Daily, except Sunday—For New Bern via Chocowinity. Parlor Car Service.  
2:50 p. m. Daily, except Sunday—For Washington.

### TRAINS ARRIVE RALEIGH—

7:25 a. m. Daily—11:15 a. m. daily, except Sunday, and 7:50 p. m. daily. Buffet Parlor Car Service on 7:50 p. m. train from Norfolk.

### TRAINS LEAVE GOLDSBORO—

10:25 a. m. Daily—For Beaufort and Norman Sleeping Car for Norfolk via New Bern.  
6:55 a. m. Daily—For Beaufort and Norfolk. Parlor Car between Washington and Norfolk.  
3:00 p. m. Daily—For New Bern, Oriental and Beaufort. Parlor Car Service.  
For further information and reservation of Pullman Sleeping Car space, apply to C. W. Upchurch, General Agent, or Ralph Duffer, City Ticket Agent, Yarrowborough Hotel Building, Raleigh, N. C.  
E. D. KYLE, Traffic Manager. W. W. CROXTON, Gen'l Pass. Agent. NORFOLK, VA

## Southern Railway

### PREMIER CARRIER OF THE SOUTH

#### SCHEDULE OF TRAINS FROM RALEIGH.

N. B.—The following schedule figures are published only as information and are not guaranteed.

No. 21—8:35 a. m.—Through train for Asheville with Chair Car for Waynesville. Connects at Asheville with Carolina Special for Cincinnati and Chicago; also for Knoxville, Chattanooga, Memphis, and all Western points. Connects at Greensboro for all Northern and Eastern points.

No. 145—12:40 p. m.—For Durham, Oxford, Keyville, and Richmond. Connects at Richmond for Washington, Baltimore, Philadelphia, and New York.

No. 139—4:05 p. m.—For Greensboro, handles through Pullman Sleeping Car for Atlanta; arrives at Atlanta 5:25 a. m. Connecting at Greensboro for all Northern and Eastern points, also for Asheville and Western points. Makes connection in Atlanta for New Orleans, Birmingham, Memphis, and for Texas and California points.

No. 131—7:00 p. m.—For Greensboro makes connection with solid Pullman Car Train for Washington, Baltimore, Philadelphia, New York, and all other Northern and Eastern points. Also with through Pullman Tourist Car for New Orleans, El Paso, Los Angeles, and San Francisco, also with through train for Columbia, Savannah, and Jacksonville.

No. 111—2:30 a. m.—For Greensboro. Handles Pullman Sleeping Car for Winston-Salem, which is open for occupancy at Raleigh at 10:00 p. m. Makes connection for points North and East, also for Asheville, Memphis, St. Louis, and Western points; also connects with through Solid Pullman Car Train for Atlanta and New Orleans.

No. 112—4:30 a. m.—For Goldsboro; makes connection for Wilmington, New Bern, Morehead City; also connects with A. C. L. at Selma for points South and North.

No. 108—10:40 a. m.—Local Train for Selma and Goldsboro. New train service effective January 19, 1913.

No. 144—12:30 p. m.—For Selma and Goldsboro; makes connection at Selma with A. C. L. Railway, North and South; also at Goldsboro with A. C. L. and Norfolk Southern Railways.

No. 22—7:30 p. m.—For Selma and Goldsboro, through train with Chair Car from Asheville; makes connection at Selma with A. C. L. Railway North and South, and at Goldsboro with A. C. L. and Norfolk Southern Railways.

For detailed information, also for information concerning special round-trip rates account various special occasions and Pullman Sleeping Car reservations, ask any Southern Railway Agent, or communicate with the undersigned.

H. F. CARY, J. O. JONES,  
G. P. A., T. P. A.,  
Washington, D. C. Raleigh, N. C.  
S. H. HARDWICK, P.T.M., Washington, D.C.  
E. H. COAPMAN, Vice-President and General Manager, Washington, D. C.