

FOR THE FAIR SEX.

SKIRTS DON'T BOTHER MUCH SO LONG AS THEY ARE COPIOUS.

It is the Waist, the Collar, the Hair and Incidentally the Face that Lovely Women Must Depend Upon for Her Artificial Attractiveness.

The original fancy for the novel in waist decoration is deepening into widespread anxiety. No one minds much about her skirts, if they are moderately wide and have the braid on them, but a new waist involves labor of body and mind.

The sailor collar is rampant. It has grown to be the madness of the hour. We see it not only in the duck, gingham and humble fabrics, but in satin and the finest, in black and white colors, particularly linen.

Some seek to vary the simple collar effect by adding fichu ends. In which case the whole arrangement is often adjustable. The most popular of these new findings touches is made of fine grass linen, with trimmings of black or white lace. But they may be fashioned from any other material at hand.



Stoles are the latest and perhaps the prettiest. At the back they fit perfectly, extend in epaulet fashion over the sleeves and down the front in loose ends, finishing just at the waistline, where, after their own sweet will, they may flop about a bit.

Stoles are made from the dress fabric, grass linen or net. Some particularly smart ones have been made of black Brussels, ornamented with appliqued jet pieces. They have, in the latter case, jet borders.

A gown of white glace taffeta with lines of black and small flowers of yellow, has a vest of yellow chiffon and a modified stole trimming of white Russian lace or yellow silk. Yellow chiffon ends, which make a pretty decoration if kept out of ice cream, finish the sleeve. A hat of black and a parasol of white, gloves of pale yellow with white stitching, add the necessary garden party touches.

Shoulder straps ending in broad sash-like tabs are the prominent features of a jaunty evening waist, intended, oddly enough, for half-



mourning. The body of the waist is of dull white gros grain silk, ornamented with black corded chifons insertions. The sleeves are of fine black and white striped silk, not glace, and the tab ends are of dull black gros grain, held in place by buckles of unpolished blackness.

It has always seemed a little curious that conventional mourning should insist upon certain somber standard colors, though permitting, even requiring, that the mode be of the latest.

But why quarrel with the mode? One may refuse to adopt it if she likes. But why differ excitedly with it or anything?

FASHION NOTES.

To take the place of chiffon is a slightly heavier material called migon.

Perforated muslin, either white or ecru, looks particularly pretty over a color.

Milliners are making great use of net, tulle, lace and lace, particularly black and white.

Fancy trimmings and startling contrasts in bathing dresses are avoided by well-bred women.

Some of the new bathing dresses are made with very pale Turkish trousers that fasten just below the knee.

A pink gingham has a bodice with diagonal stripes of white satin ribbon and white guipure insertion.

Very dainty boating costumes are made of blue and white striped canvas, with two box plait in the back of the blouse waist and one on either side of the front, where it opens over a lawn shirt striped with Valenciennes lace.

The tartan' craze has attacked parasols as well as shirt waists.

Pretty flowered lawns and muslin for young girls are trimmed with two-inch striped ribbons, as neck band, holding a puff in the sleeve above the elbow, and in smart, perky bows each side of the slight fullness in the bodice front. The lovely Dresden and chine ribbons are used with plain materials.

Blue serge suits are made with box-plaited bodices, the plaited edged with detachable needlework frills.

Stylish suits of tan and gray duck have heavy white vests.

Another novelty in black satin has a narrow yoke of green velvet, and the satin is cut in a deep point at the back, on the shoulders, with two points in front and covered with spangles to match the velvet.

Black silk muslin and chiffon flowered in soft colors and large patterns make lovely summer gowns for matrons. They are made up over black taffeta and require very little trimming.

The latest capes are triumphs of color and decoration.

Blouse waists of finely-striped washing silks, with turn-over collars of lawn or white silk edged with lace, are the coolest things possible, and daintily to look upon.

White parasols of plain silk and no trimming are the prevailing fashion for general use with light gowns, and in addition to these are the changeable silks for greater service, and some that are covered with large Scotch plaids, very conspicuous but rare in the procession.

Patent-leather shoes with black stockings and tan shoes with stockings to match are the reigning styles of the season.

A pretty, girlish costume is of a rose-sprigged foulard, with a full bodice, and the neck squared just a little back and front. No collar is worn with this frock, although it is a day dress, the only protection to the neck being the gauze band with the wide-swinging wings. Black jet is very effective with white.

An exceedingly chic little evening toilette is of white mousseline de soie, with a large jetted ornament in front of the low-cut bodice as the only trimming. A jet aigrette is worn in the hair to match.

Glace silk takes the place of moire this year.

For general street and outing wear are many plain white sailors and walking shapes with white bands.

Black satin ribbon in sash width is embroidered with small spangles in electric blue, garnet, green, copper, gold or steel.

An unusually pretty button in a fleur-de-lis design framed in a fanciful circlet is of rhinestones cut and set like diamond chips.

For summer wear blouses will be cut low and square at the neck, bordered with galon or embroidery and with short sleeves.

Pearl gray, with a decided blue tinge, is a reigning favorite tint in cloth.

All kinds of thin, gauzy materials are popular this season for both gowns and waists.

A conspicuous feature of militaria is the immense display of abnormally wide ribbons.

Small buckles and belt buckles are being used as much as ever. A double czarina is new this season.

The round waist blossoms out afresh on toilets and costumes of every sort and for every possible occasion.

Plain organdies of red, yellow, blue, mauve and green make very stunning gowns trimmed with cream or black lace.

The dominant note of dress decoration is lace, and nothing but the most severe tailor-made coat and skirt escape a touch of it.

Wide collars of batiste and lace are so generally used for the decoration of summer gowns that they have become a familiar feature of fashion.

An economical way to have variety in the thin waists which require lining is to have one well-fitted silk underbodice which can do duty for all them.

The latest French chine shows shadowed, blurred designs. Minute flowers are shown at their best on white grounds. In these all the new tones are blended with delightful results.

Colored batiste blouses with tucked muslin and lace collars and cuffs and a wide plait down the front are charming little additions to the wardrobe.

Melton cloth of the finest quality is used by fashionable tailors instead of covert suiting for costumes and jackets for cool days at the sea side or in the mountains.

Pin-dotted changeable silks in soft lovely summer tints, glittering with a sheen of gold or silver, are made with a belted waist with rich-looking yoke of ecru guipure lace, with round shoulder-bertha of the same.

Dainties, organdies, lawns and light silks are more tempting just now than any sort of cloth, and lovely gowns of these dainty fabrics are made in most instances with out lining and worn over silk petticoats.

There is a new, very comfortable and useful glove for bicycling wear. It is made in silk and also in lace and fits the hand perfectly. The gloves have a reinforced leather palm and they make a practical and easy glove for the purpose intended.

Linen, cambric or cotton gowns are quite glorified by the liberal amount of embroidered trimming bestowed upon them.

In the exhibit of new gendrines are those in white stripe effects on black grounds, with tiny lines of rich color woven between the stripes.

Black velvet ribbon and black lace are used to trim white and light-colored muslins and black summer fabrics, in turn, are relieved with trimmings of white.

Strapless bands of ribbon on each side of the dress-skirt appear on some of the prettiest youthful gowns made of silk, sheer wool, and many of the new charming lawns and linens.

A new effect for the necks of summer gowns consists of milliners' folds laid smoothly on the neck of the bodice, without any standing collar to oppress and stifle throughout the dog days.

The charming Dresden muslins are in high fashion for youthful wearers. The soft semi-diaphanous grounds are figured with the most fascinating patterns of roses, violets, shaded green foliage and blossoms and sprays of every lovely color and kind.

COST OF A LINER'S TRIP.

HEAVY EXPENSES INCURRED BY THE ST. LOUIS.

Her Captain Alone Receives a Large Salary, but the Bills for Coal, Supplies and Wear and Tear Are Enormous -- Handsome Profits Realized.

Much has been written about the great steamship St. Louis, which promises to be the forerunner of a magnificent fleet of Yankee built and Yankee devised transatlantic liners. Her many wonders of workmanship and her great engines have all been described and applauded. Naval experts have studied her to discover her worth as a war vessel, as she now belongs to the auxiliary navy of Uncle Sam, and has been so constructed that almost instantaneously she can be converted into a swift cruiser, with speed enough to catch up with or run away, if the latter be necessary, from anything that trimmings.

An interesting feature of the St. Louis, but one which has not been touched upon, is the cost of maintaining her. She is a little city or municipality in herself, the Captain being the Mayor and the officers the Board of Aldermen. The agents of the big ocean liners are inclined to be shy about talking of the expense of their steamer, as the rivalry between the different lines is so intense that none of them care to give out information which may be business ammunition for another. Clement A. Griscom, Jr., son of the president of the line controlling the St. Louis, however, agreed to give some figures on the question when seen by the writer. He figured for some time, and then said that the expense of the round trip of a steamer like the St. Louis averages between \$60,000 and \$80,000, according to the season.

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While the expenses are great, of course the income is proportionately large. A round trip that costs \$60,000 should bring at least \$100,000 into the coffers of the company, if not considerably more. But when the expenses are down to \$60,000 the company is glad to break even.

Here are some odd facts about the St. Louis. There are fully 1,000 tons of piping of various kinds in the ship. The condensers will pump up at least 50,000,000 gallons of cooling water a day. The furnaces will consume no less than 7,500,000 cubic feet of air an hour. The boiler tubes, if placed in a straight line, would stretch nearly ten miles, and the condenser tubes more than twenty-five miles. The total number of separate pieces of steel in the main structure of the ship is not less than 40,000, and the total number of cubic feet of timber used in the construction is more than 100,000. The total number of rivets is not far from 1,250,000. A distinguished marine engineer of England once estimated that in a ship of this size, if all the steel which composes it were made into needles and placed in a line, they would reach more than ten times around the earth, or the distance to the moon, 240,000 miles. Another expert has estimated that if the ship were propelled by galley oarsmen, as in ancient times, it would require a force of 117,000 men continuously at work to develop the same power that the engines of this ship will produce.

Training a Locomotive.

It may not be generally known that locomotives intended for express trains require as much training, in their way, for fast running as do race horses. The Pennsylvania Railroad Company builds its own engines and those built for express trains are known as Class P. They are very large and built with slight variations after the pattern of the big English engine imported into this country several years ago, and which at that time was a curiosity in its way. When one of these big engines is taken out of the shops to be placed on the road, instead of putting it to the work it is intended for at once, it is run for two or three weeks on some one of the local branches, in order to train it, so to speak, for faster running. By this means all the bearings and journals connected with the running gear become settled to their work; for, should anything about the new machine not work harmoniously, there is ample time to adjust the defect. Usually the new engine proves troublesome on account of its propensity to make fast time, and at almost every station is found to be a little ahead of schedule time, and must wait for ten seconds to a minute. No. 300 of Class P was running yesterday on the Trenton accommodation train, but will soon be flying over the road from Broad street station to New York and return, at the rate, in many places, of a mile a minute.

Met Death Dramatically.

An old miner of Wellington, British Columbia, met death in a dramatic way, some two weeks ago, as a result of an old, reckless practice. His long familiarity with explosives had made him careless. He always kept his keg of black powder stored under his bed in the little cabin in which he lived, and had a bad habit of smoking in bed until he fell asleep. This might seem criminally careless to any one but a miner, but the possibility of disaster probably never occurred to the old man or his neighbors. But what every one else might have expected, happened. One night recently a near neighbor was awakened by the crackling of flames, and found the old man's cabin was afire. Before any help could be rendered the explosion came, and the old miner and his cabin went up.

Curious Slave Laws.

In the Soudan, according to a traveler who recently returned from that country, a slave who considers himself ill-treated has a right, not to freedom, indeed, but to select a master more to his liking. To be safe from recapture and punishment, the bondsman has only to escape from his old home by night, go immediately to the house of any man to whom he chooses to belong, and, arriving there, strip a bit of cartilage from the ear of his sleeping proprietor. That accomplished, the master is settled; neither the old nor the new master can question the transaction's legality or binding force.

The traveler reports that he saw several men of the Soudan whose ears had almost disappeared, so often had the explosion come, and the old master had been more or less talk of to the same character.

A WEST POINT HEROINE.

How She Saved a Cadet's Com-

mission.

Hundreds of pretty girls participated in the graduating festivities at West Point military Academy.

But the queen of them all was a black-eyed young woman from Michigan, whose health will be drunk at every army post where the young officers of 1895 are stationed, and the story of whose ready wit and audacity will be a West Point legend for years to come.

Four marks against a cadet render him liable to dismissal, or, as cadets call it, "found." Despite the strict rules against smoking some of the youngsters run the chances of slyly puffing cigarettes, and, having no pockets, carry them inside the bands of their caps. The last day of the four-year course found one cadet with three marks against his record. His commission in the army was almost in sight, and he was hastening to the last duty he would have to perform under the rigid discipline of the academy.

On the walk in front of Officers' Row he met the charming young woman from Michigan with the strictest of the tactical officers stationed at the point. After saluting as required the cadet raised his cap to the pretty girl and a cigarette fell to the ground at the tactical man's feet. For a moment the cadet was almost paralyzed. A vision of the four black marks and a sense of the danger of being dismissed at the last hour came upon him.

The officer did not see the cigarette fall from the cap, but his eye lighted upon it at his feet. The cadet stopped and stood at attention while the officer looked at him for a moment and then sternly said: "I shall be obliged to report you for smoking, sir." The young woman saw the situation and before another word could be said stepped between the two men.

"This is not his cigarette," she exclaimed to the tactical officer, looking him unflinchingly in the face. There was a moment of strained silence.

"Captain, you shall not report that cadet for smoking," she went on hurriedly, a flush mounting to her cheeks. "The cigarette is not his, but mine. I dropped it. I know it is shameful for me to confess that I do such a thing as to smoke, but lots of us girls do it," and she forced a little laugh. "You will not tell on me, will you?" She went on with an appealing glance that penetrated the stern military breast. "I would not have it