

# THE HOME CIRCLE

## Fashions in Perfumes

BY ELIZABETH LEE.

HERE are fashions in perfumes as well as clothes, and each season new odors are launched—the result of months of careful experimenting. No designer in the world of fashion puts more time and thought into bringing out a new style than does the man in the laboratory when he decides to bring out a new

odor. It is so difficult to tell before-hand what women will like and if a perfume fails to take it means a very heavy loss. I was taken through a laboratory recently and was surprised to learn that it cost twelve cents each to put out the tiny sample bottles of expensive perfume, and as these run into the tens of thousands the initial expense is great. The cut glass bot-

tles for holding perfume and the handsome outer cases must be furnished, so there is a very great outlay apart from the actual perfume. At one time, not so long ago, women were content with two kinds of perfumes; one, the fragrance of the flowers, the other oriental odors. But nowadays they demand much more. Ever since Mary Garden was brought out there has been a clamor for other perfumes that interpret, it is indeed a delicious perfume. I remember writing when it was launched a few

years ago: "Mary Garden" should really be called "Mary's Garden," for it is a blend of roses, honeysuckle, nightingale, cherry blossom and sweet peas." Personally, I hadn't the slightest idea of the compound of the dainty perfume, but that expressed by impression after the first whiff of the bottle. So after this success the makers

turned their skill to making other perfumes that should interpret not only personalities, but also surroundings, memories and even conditions. So the laboratory of today is a very romantic and sentimental place. Among the newest perfumes is L'Heure Charmante. Its odor is more delicate but at the same time persistent and is supposed to recall the soft glow of twilight amid pastoral sur-

roundings. In fact, one really can breathe the scents in the air at this time and place through this exquisite perfume. Another delightful sensation comes from a bottle of Muses des Bois. This suggests forest glades, the faint fragrance of wild flowers and secluded walks, an odor, which I fancy, will appeal to persons of romantic tastes. Those inclined to sentiment will

like Cher Souvenir. The perfume is supposed to suggest delightful memories of loves and friendships. It does, too. The fragrance is just "Only a memory." A perfume as charming as its name, *Dolce Mia*, is most soothing and comforting in its effect when inhaled. One seems to be perfectly satisfied with the world and everything in it.

Care seems to vanish. Un Air Embaume is a most marvelous perfume. Its subtle oriental fragrance literally fills the air with one drop of the extract, or by removing the stopper from the bottle for a minute one is immediately transported to the East.

In direct contrast to this mysterious odor is Lilac. This will appeal to the woman who is loyal to the flower perfumes. Nothing, not even the natural flower, can excel the delicious springlike freshness of this exquisite perfume.

The fastidious woman employs one odor only throughout her toilet, consequently talcum and sachet powders, face cream, smelling salts and salts for the bath; yes indeed, and I may add pastilles for perfuming the breath are at her command. The talcum powders are as fine as face powders and very strongly perfumed. The bottle sells for fifty cents, and though generous in size, a prospective customer standing by me at the counter rather demurred at the price. "But madam," said the saleswoman, "if you use this powder after your bath you need no perfume."

The powder is cheaper than perfume. The girl was right, the powder both dries and perfumes.

Other personalities suggested by perfumes in addition to Mary Garden are *Ceroline*, *Farrar*, *Caroline*, *White*, *Emma Trentini* and *Martha Chénal*. The odors are so delightful that Mary Garden certainly has some very dangerous rivals in my opinion.

## A Few Helpful Moments With the "Get-There" Club

BY NED PADGETT.

An Easter Overhauling.

EASTER! Easter morning—and, see-whiz, how fine we look in our new glad-rags, Horace! You betcha, right there with our lace-trimmed shoes, natural shoulders, the latest in spring "duds"—and all the rest of the daisy! Just blossomed forth fine and dandy and fresh and frivolous, haven't we, after our winter of somber garments and both-come-overcoats. Aye, bet!

But are we living up to this new order of things, this new birth, as it were, in other things? Has the lesson of spring and a new life come home to us in intervals as well as externally? We've told aside our winter clothes, worn and out-of-date, and have donned our gorgeous new rain-utensils, but have we taken home to ourselves a deeper lesson of Easter?

The latest in spring clothes, you know—nor, for that matter, lilacs and church services—do not make an Easter. There's the lesson of the new birth, new hope, fresh incentive for endeavor—in it. Much more than New Year's day should Easter be an occasion for new resolutions, for a determination to discard the old, the dead things of our characters and habits and don the new.

No doubt, by this time, you've hauled out your spring and summer clothes of last season. And maybe, you've found that, owing to the careless way in which you simply threw them into your trunk and let them lay there, they've been chewed up by moths and jolted and twisted around into creases and knots that your tailor will have considerable difficulty in rectifying. Indeed on some of the garments he will find it necessary to do a lot of repairing before you can wear them again. And others of them—well, all you can do is to discard them entirely.

And you were mighty disgusted weren't you, when you found out all the unpleasant things that had happened to those clothes during the long winter months? Still—whose fault is it? Many traits and habits and good resolutions that we've been keeping, like our clothes, all negligently jumbled together all winter long? Aren't they, too, in need of overhauling and repair? Perhaps the moths have gotten into them?

grind at the office, the press of bills and, maybe, the fact that we are employed at a two-by-four salary, can't we? The very fact that we've carried with it a stimulus that is, to say the least, most pleasing.

And if this is so of our physical being, why not carry it a step further and put new apparel, so to speak, on our characters?

Instead of the garment of dull despair, or discouragement, or doubt which we've been wearing over our ambition all winter, why not put on one of hope, of confidence, of a firmer intent to renew our efforts to attain the success we seek?

And why continue to wear—in this season of new things—the same old covering of half-baked determination and moth-eaten resolutions? Why not, instead, discard them and don a new one that gives us the confidence to "stick-to-it" and to make those good resolutions realities?

In a material sense, Horace, clothes are a big part of our Easter celebration. But there is the other side—and quite apart from the religious, please note—that is well worth consideration. You don't have to wait until January First, you know, to give yourself a good overhauling!

## Where It Is Always Leap Year

IT IS the duty of the women of New Guinea to make all proposals of marriage. The men of that country consider it beneath their dignity to make a marriage proposal to a woman, and thus New Guinea has leap year all the time as far as the marriage question is concerned.

When a dusky native falls in love, she sends a piece of string to the man's sister, or if he has no sister, to his mother, or another of his lady relatives. Then the lady who receives the string tells the black Adonis the name of the "suitors" who is in love with him. No courting follows, however, for it

is considered bad form and a waste of time. A meeting is arranged, after the passage of the string, and a marriage either does or does not follow—just as the man in the case desires.

## Bread Muffins.

Use up any stale bread around in this way. Break up the bread and soak in milk. Add a tablespoonful of melted butter, a beaten egg, a little salt and flour to mix. Bake in rings or small pans in a very hot oven. I should add use from one tea to one tablespoonful of baking powder according to the quantity of cakes made.

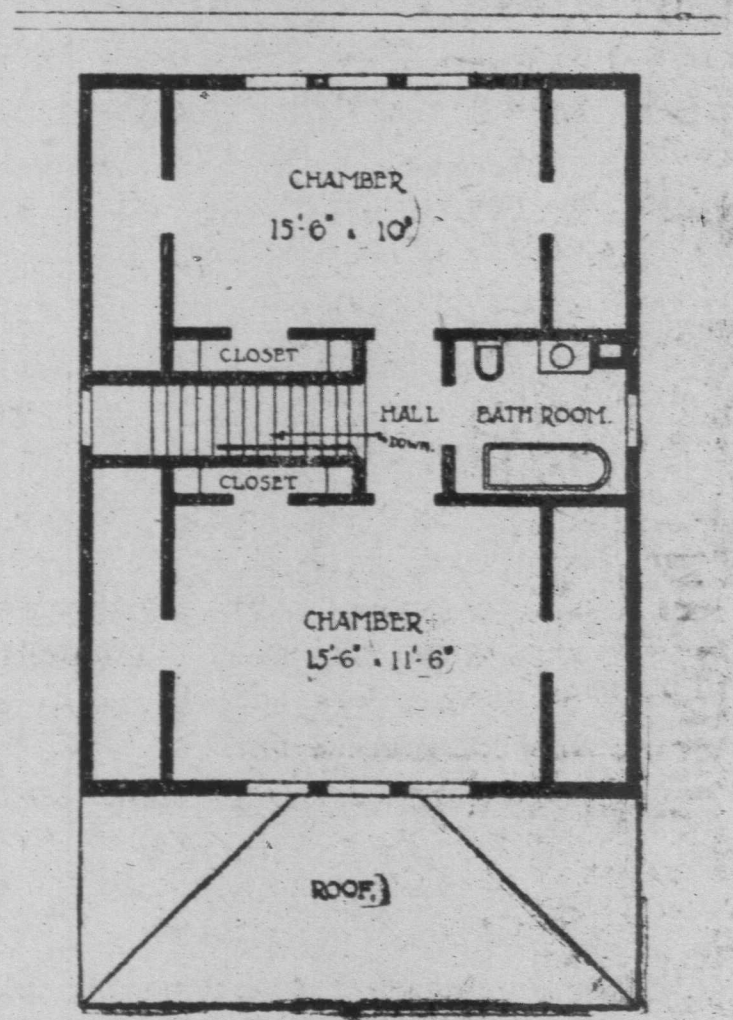
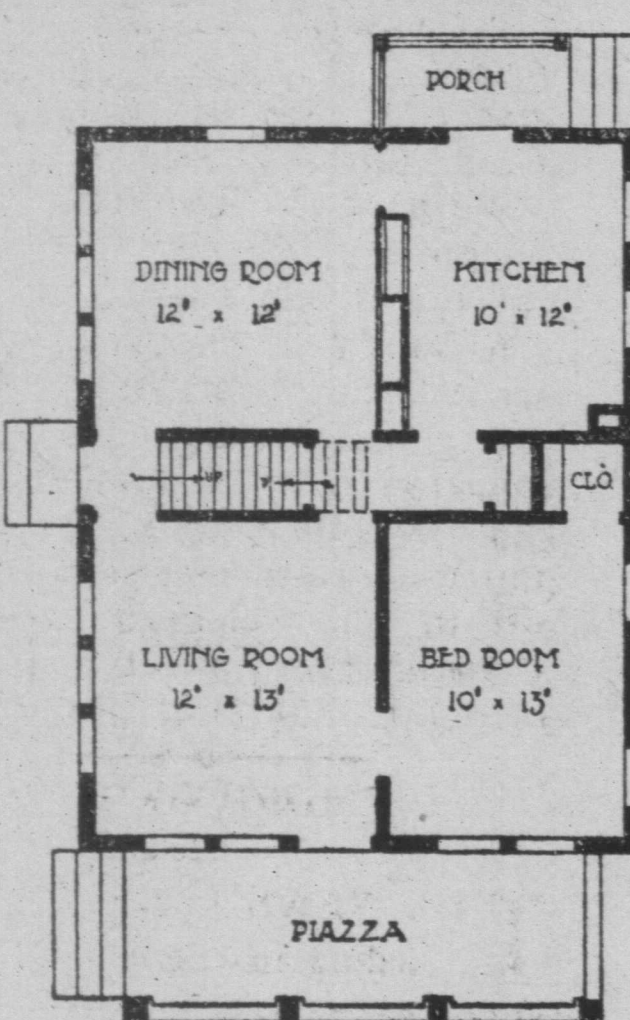
one bedroom, with stairs carried up between the living and dining room and with an outside entrance at the foot of same. On the second floor are two large bedrooms with ample closets and good-sized bath room. These rooms have square ceiling angles, the roof being extended down on both sides over the closet space, giving the "story and half" appearance. The size is 23 ft. 6 in. width by 30 ft. in depth, exclusive of the front piazza.

The exterior is covered with narrow siding. There is a full basement with concrete foundation. There is one chimney, convenient for the kitchen and for small furnace or hot water heater in the basement.

The first story is finished in Washington fir, stained dark mission, the floors are of birch. The second story also has birch floors and all the woodwork is in white enamel. With the outside painted white or light cream color with white trimmings and the roof shingles stained green, this will make a very pretty cottage.

## A Story and Half Cottage

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## SOME CYCLE-CAR EXPERIENCES IN NEWFOUNDLAND

"G.C.G." Tells, in The Light Car and Cyclecar, of the Success of His Experiment With Economical Cycling in This Country—Some of the Advantages of the Machine Used.

TWELVE months ago the cyclecar in Newfoundland was an unknown quantity. It had not been heard of, and when the writer decided to bring one out, it was with a certain amount of delightful uncertainty as to the results he would obtain.

Intimate friends, with vivid imaginations and much vague and inaccurate data, drew most harrowing pictures of future experiences. The "scene" as a rule was some wild and lonely road "miles away from anywhere." By the side of the way a sadder and a wiser individual was depicted gloomily surveying the ruins of a shattered crankcase, the result of the prophesied want of ground clearance.

## Calamity Howling

Or a very hot or sunny day would see me on some hill surveying the distant prospect and discoursing on the beauties of Nature, while an overheated engine cooled its "fevered brow." Prophecies of minor calamities such as broken springs, frame shaking to pieces, lack of seating accommodation, excessive vibration, difficulty in procuring spare parts, etc., were legion.

After much consultation of catalogues and a close study of The Light Car and Cyclecar, the Humberette was chosen as being the most suitable; giving fair clearance, an air-cooled engine—an advantage in late autumn—and chiefly because it was the product of a well-known maker, and thoroughly tested. A season's thorough trial in all kinds of weather over all varieties of roads, has proved the groundless nature of the above forecasts. The experience of the season has proved conclusively the suitability of the cyclecar for the conditions existing in the Colony.

## Frozen Reliable

The machine has shown itself just as reliable and as free from breakdowns as any of its larger and more expensive relations, and it may be of

interest to those who are contemplating the purchase of a cyclecar to know the results of a season's running.

With regard to the frame, so far as may be judged, this has not suffered in any way, and it is as sound as on the day that it was made. The wheels are still true and spokes unspent, in spite of the fact that wooden bridges cause severe strains. As for overheating, it is, in the opinion of the writer, largely a question of speed. Given a good speed and consequent strong draught of air, the engine will keep sufficiently cool. On bad roads, with low speed and a hot sun pouring down on the metal bonnet (why not a fibre bonnet?), an extra air inlet and fan would improve the cooling, although not a necessity.

## Clearance Question

The question of clearance is a more serious one, and in this the cheap American car, with its 30 in. wheels, certainly scores; on all ordinary roads, however, the clearance of the Humberette is ample. For a twin-cylinder engine and, indeed, for all engines, a lower top gear would be better for Colonial work, as high speeds are the exception rather than the rule on account of the roads. The second speed ought to be comparative-

ly high, and three speeds are a desideratum for such a country.

The chief advantage of the cyclecar over the car is in its lightness and ease of manipulation, and this shows itself in many ways in a country where there are no repair shops or garages outside the capital. It can be run into almost any stable or outhouse; it can be handled more easily—e.g. when taking down the engine for cleaning or repairs, one does not require additional help; it can be more easily pushed about when being cleaned.

## Saving On Petrol

Again, its lightness results in an enormous difference in petrol consumption and in tyre wear. Petrol consumption for all-round work has been about 35 miles to the gallon, and the tyres (700mm. by 80 mm. Dunlops) seem good for the best part of another season. The facility with which the car can be run over soft ground and hardened snow is a great advantage over a heavier vehicle, and its stability on muddy and snowy roads is marvellous. So far chains have not been used nor studded tyres.

Freedom from punctures is another consideration; after some 3000 miles of running over the roughest roads

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## ADVERTISE IN THE MAIL AND ADVOCATE FOR RESULTS

only one puncture (a nail) has resulted, and no spare wheel seems to be necessary with the large tyres which have been fitted to my machine. In cold weather the oil passages in the automatic lubricator seem too small, and an auxiliary hand pump with large oilways would solve the difficulty. As to comfort, it is all that can be desired.

## Ideal Machine

Taken as a whole, the writer's opinion is that the cyclecar or light car is an ideal machine for the Colonies and well able to hold up against the rough roads. With petrol at 2s. 1d. a gallon retail and a 35 per cent. duty on tyres, the cost of upkeep is a serious consideration in this colony, and, thanks to the saving in these two items, the cyclecar has placed motoring within the reach of many who could not otherwise afford it.

As a means of locomotion and as a time saver, both for business and pleasure, the cyclecar as an economi-

cal vehicle will prove a boon to many who could not afford the luxury of a car or carriage. In the city horses are expensive to buy and keep, and beyond the range of a limited purse. The writer uses his machine in his professional work and as a means of reaching in spare hours many otherwise inaccessible, delightful shooting and fishing grounds. In the wild and uninhabited country lying outside the limits of the towns and villages all shooting and fishing is free, and in a land where field sports are limited many seek the attractions of the woods and streams.

To Nature lovers, therefore, the little car must prove a much-to-be-desired possession. That this is so apparent from the fact that several new machines have been ordered for the coming summer, and much interest is being taken in the new motoring. Fresh converts are obtained from every new machine which is imported. G.C.G.