

DOING GOOD WORK.

THE ST. JOHN RED CROSS BRANCH IS NOW VERY BUSY.

A Thorough Organization of Charitable Ladies Preparing Necessities, Comforts and Hospital Supplies for Sick and Wounded Soldiers in South Africa.

The Red Cross Ladies' Aid Society of New Brunswick met at Lady Tilley's residence, there were about 30 ladies present and Lady Tilley has kindly placed one of the spacious rooms of her home at the disposal of the members of the society as a suitable place to make garments for the second Canadian contingent to the Transvaal. Some 200 yards of material were on hand to begin work and considerable progress has already been made in the preliminary work of making night shirts, pajamas, hospital night shirts and Florence Nightingale coats for hospital use.

The Red Cross Ladies' Aid Society of New Brunswick is affiliated with similar societies throughout Canada and the United States. The president of the Toronto society stating that the government will only supply the troops with the bare necessities for the campaign, and asking the ladies to supply as far as possible some things which will be a comfort and convenience to the men. Consequently, the local branch will be glad to receive at a little later date such things as rubber sheets, hot water bottles, air pillows, Bovril and similar heat extracts. Mr. J. R. East, as in the case of the Christmas boxes, has given the ladies the use of a room at the custom house in which to pack the boxes.

Rev. John deSoyres, of St. John's (Stone) church, has kindly consented to give a lecture on the South African war on the evening of Jan. 4 and Mr. W. H. Thorne has placed the Mechanic's Institute at the disposal of the society for the occasion. The lecture should be largely attended as the cause is certainly a deserving one.

The present officers and members of the St. John organization are: Lady Tilley, president; Mrs. Sears, Mrs. H. H. MacLean, Mrs. G. W. Jones, Mrs. A. Markham, vice-presidents; Mrs. Etouhgh, Mrs. C. F. Harrison, Mrs. R. Keltie Jones, Mrs. Alice Walker, Mrs. Ada Dunn, corresponding secretaries; Mrs. E. A. Smith, treasurer; Mrs. A. R. McNeilan, Mrs. Kaye, Mrs. Lucius Allison, Mrs. Herbert Tilley, Mrs. E. T. Sturdee, Mrs. Gardner Taylor, Mrs. Timmerman, Mrs. Ira Cornwall, Miss Furlong, Mrs. W. W. White, Mrs. Dever, Mrs. J. H. Harding, Mrs. Prescott, Mrs. Racine, Mrs. C. W. Weidon, Mrs. Ada Bayard, Miss Thorne and Mrs. R. C. Skinner, members. The following ladies have been invited to become honorary members and will probably assume active membership after today: Mrs. W. E. Vroom, Mrs. C. H. Fairweather, Mrs. C. E. Scammell, Mrs. Richardson, Mrs. deSoyres, Miss Scammell, Miss Carr, Mrs. H. D. McLeod, Mrs. A. H. Hanington, Mrs. G. B. Cushing, Mrs. H. C. Rankine, Mrs. F. Rankine, Mrs. C. W. deForest.

SPOLIING EVENTS.

The turf. Who will ride to the front this winter? Is a question which is being freely dealt with by the horsemen of the city. The arrival of the "beauties" has had the effect of stimulating the proposition, and in the course of a few days there is no doubt that speeding on the Marsh road will be at its height. This sport is one which has been eagerly awaited by the roadies from season to season, and there is considerable speculation among those who participate in such enjoyment as to who will be "king of the road." The past few seasons Sonny B. and Special Blend, it might be fairly said, have carried off the honors, but there is every indication that sport will be indulged in this season with renewed vigor and will surpass that of previous years.

Horses which have from time to time led a string down the boulevard will find considerable new blood in the field during the season of 1899 and 1900 and will have a number more likely competitors to deal with. Quite a number of changes have taken place since last winter. A number of our prominent snow horses have gone away or have changed owners. Arc Light, 2192, by Rampart, who has sprouted in an entirely new type. He is being used as a gentleman's driver by Mr. J. A. Johnson. Special Blend, 2181, by Black Pilot, since he came to the city, has always been among the fastest horses on the Marsh but will be in the course of a few days be shipped to his owner, E. LeRoi Willis, at Sydney. Belle Ara, by Harry Wilkes, who established a reputation for herself as a snow mare some years ago, is thought to be in foal to Judge Wilkes, and will not likely be speeded. Mary Mac, 230, by Dean Swift, has since last season been sold to Mr. Howard D. Troop. It is a doubt whether or not Mary Mac, who has during the past four or five seasons, furnished lots of sport, will be speeded. Thorneado Echo, 2273, who has had a reputation of mostly always "bringing the money home" when the boats run up, is at present in Albert county. Deciver, 223, by Rampart, and Nonpariel by Olympos, formerly owned by Thomas Dean, have also been sold out of St. John. Battery, 2221, by C. S. P., a son of Daniel Boone, is considered the most likely horse of the new owners. Battery was the sensational green horse through Maine the early part of last fall, and will doubtless carry off his share of the honors on the speedway. Shaver, 226, (4 years), by Precceptor, is undoubtedly a fast one and will travel pretty well to the front. Lily E., 232, by Sir Charles, who made her debut in this city at exhibition time, will, it is thought, pull her owner fast enough to qualify for any honors that are going. Edward Lawton will ride behind a new

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SHIPPING NOTES.

It is reported that two steamships have been fixed to load deals here in the spring for the W. C. E. at 45c, and another steamer arrives at Mystic wharf, Boston, for three voyages at 45c.

The American schooner Hazel Dell, which sailed about a month ago on the full ground, has been condemned by the portwardens. The vessel will be sold by auction.

The schooner Clifton has finished loading and is ready for sea. The Clifton is bound for Philadelphia and has a cargo of 2,403,200 lbs. shipped by Messrs. J. H. Scammell & Co.

The pretty schooner Ben Bolt has put into this port to have her bottom cleaned and painted. She is bound from Sackville to Hamilton, Bermuda, long a cargo of masts, four etc. She will be ready to proceed in a couple of days.

The steaming Mimac, Capt. Meikle, arrived at Boston, Monday, from Sydney, with a cargo of 3,227 tons of coal. She will take in a cargo of 1,500 tons of Canadian hay at Mystic wharf, Boston, for the horses and mules at South Africa. The steaming company are getting \$22,000 for the voyage.

At Boston the apple shipments the past week to Liverpool by steamer were 2,712 barrels, as compared to 124 barrels sent out from here the same period last year. The total since the season opened is 159,422 barrels, against 173,466 the corresponding period of last year.

The death occurred at Long Island, New York, on December 16, of Captain John Lane, who was formerly a master mariner sailing out of this port for Mr. Fraser, and later was in the employ of Messrs. Wm. Thomson & Co. For many years he was master of the ship Honolulu. He was 78 years of age.

After a long passage of fifty-three days from Boston, schooner Mabel Jordan arrived at Rio Janeiro Dec. 25, with a cargo of apples, ice, etc.

The attempt to raise the tank steamer Maverick, at Halifax, has been abandoned until spring, when operations will be brought around from New York.

A cablegram from Rosario states that the barque Concord, Captain Harris, bound for New York, sank in the river there on Tuesday last. The crew are safe.

Mr. Morine, purser on the steamer Duart Castle, will not be able to go on the next trip on account of illness. Mr. James Woods, of the City of Ghent, will go in his stead.

Nearly every day one of the Turret steamers arrives at Boston with a cargo of coal from Cape Breton. The steamer Turret Chief arrived on Tuesday with 2,704 tons of coal.

Steamers Aladdin and Falk left Boston Wednesday for Philadelphia, to return to Boston with a cargo of coal and coal plant.

The Hamburg-American steamer Brasilia, running in the Baltimore service, has been sold to the Donaldson line, of Liverpool and London. The vessel runs between Liverpool and Canada.

The steamer Ontario New York from Halifax on Dec. 16, at 4 p. m., on Dec. 24, passed a large quantity of new planks about 10 feet long, several pieces of wreckage pointed to the St. John spar, apparently a vessel's lower mast.

A cable from London on Tuesday stated that the British ship Starlight, which arrived there on Christmas day from Philadelphia, reports that on Sunday last she sailed with a cargo of coffee. Capt. Edgett reports a remarkably quick trip. He went from Buenos Ayres to Rosario, loaded his cargo, and returned to Philadelphia in 43 days. Santos, Capt. Edgett says, is a healthy port, and as for the bubonic plague he pronounced it a whole gotten up by the doctors to make money out of the government.

The St. John ship Canara, Capt. Swatridge, with a cargo of sugar, from Manila, Philippines, which arrived Tuesday last at the Delaware Breakwater, was ordered to New York. The Canara was 244 days making the voyage, having left Iloilo on April 23. Shortly after going to sea she ran into a typhoon and lost her main mast, all sails and also all her boats. She limped into Port Natal, South Africa, under jury rig last July, and after being almost rebuilt left that port in October. When the vessel arrived at Port Natal all of her crew were suffering from injuries received during the typhoon. On her way across the Atlantic ocean the Canara again met rough weather, but sustained no serious damage.

The Boston Post says: Although the Ontario line has only the freight steamer Uttona and Sylvia to take care of its business between here and Liverpool, it has established two recent records. The first one was the bringing in of the largest cargo ever received from the English port. Mention was made last Friday of the Uttona's 700-ton inward cargo. About 4 p. m. today she goes out from East Boston, drawing 284 feet of water, carrying 9,322 tons cargo—158,000 bushels of wheat, sugar, lumber, dressed lumber, 575 head of cattle and large consignments of cotton, provisions, hay, pulp, wire, iron, nails, lumber, dressed lumber, etc. Her place at the pier will be taken by the Carinthia, arriving below last night from Cape Town. She took out a cargo of 10,000 lbs. from New Orleans, and will come up from quarantine early this morning to take on a full cargo of coals before going down to the Gulf port after another consignment of mules.

The huge geyers in the Yellowstone park are said to be slowly becoming exhausted.

WINTER FASHIONS.

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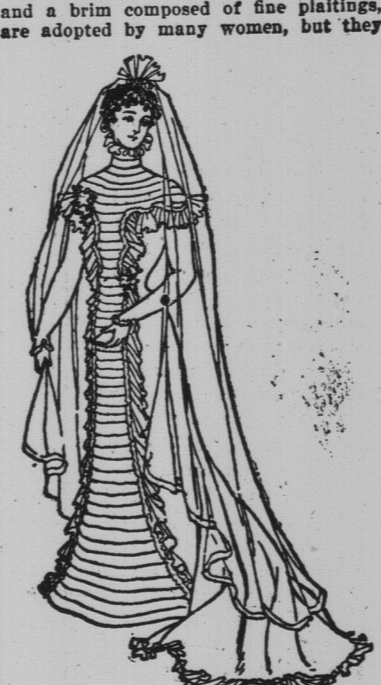
unsuited for walking and impede progress most effectively. A new velvet has just been produced which has a very long pile and is of a beautiful gray. It is called "chinchilla" and closely resembles that attractive but perishable fur. The costume illustrated has a tulle skirt of broche silk in two tones of gray. The princess tunic is of gray cloth, slightly draped across the bosom and at the waist and fastened at the left side with two gold buckles. It has a white collar bordered with knotted gray silk fringe, and the edges of the tunic are also trimmed with fringe. Above the fringe is a fine embroidered design. The sleeves, high collar and little plastron are of broche silk. The directive bonnet of black velvet is trimmed with gray ostrich plumes and a jeweled buckle. The narrow black velvet strings are tied under the ear.

Details of the Elegant Costume for the Moment. It is not a necessity that for formal toilets the hat or bonnet should be of just the same shade as the gown. This was formerly considered desirable, but now the hat may be quite different in color provided that it harmonizes. Tulle and capote forms are more ceremonious than the round hat. Nevertheless very young girls may permissibly wear round hats to weddings, receptions, etc. The hat, of whatever form it is, must equal the rest of the costume in elegance, and even the best quality of felt is not worn, velvet, silk, embroidery

Heavy Garments For Use During Cold Weather. The straight skirt is decorated sometimes with a short bolero, sometimes with a ruche or a polka. Circular ruffles also frequently follow the edge. These ruffles always suggest a nightgown, and the woman who ventures to wear one must be well formed and of a fine and dignified carriage, else the undressed look is exaggerated. It also needs a woman with the same characteristics to carry off the old fashioned shawl wrap, which has been revived. It has a point back and front and is rather long and on the wrong woman is the acme of dowdiness. Cloth polonaises, jackets or long wraps are much trimmed with applications of

durioy of all kinds. Golden brown, blue, Russian green, wine and chinchilla are fashionable colors, and dark gray is also very well worn. These gowns are trimmed with little olives in jeweled effects. The picture given today shows a morning jacket of blue satin. It has a wattle plait at the back and falls straight in front and is trimmed with bands of valencienne insertion, of which two simulate a bolero, with ribbons drawn through and tied in bows at the top. The third band follows the outline of the jacket in a zig pattern. A full of lace encircles the neck, and the lace passes down the front in cascades and follows the edge of the basque. The half length sleeves are plaited in the middle, the top forming a puff and the lower part a flounce, with a lace ruffle at the bottom. There are lace epaulettes and bands of lace insertion on the sleeves, with ribbon drawn through and tied in bows.

Otherwise inspired. "Henry, you said you'd take me to the opera." "I know I did, Amelia, but I decided I'd rather have a winter overcoat."—Chicago Record.



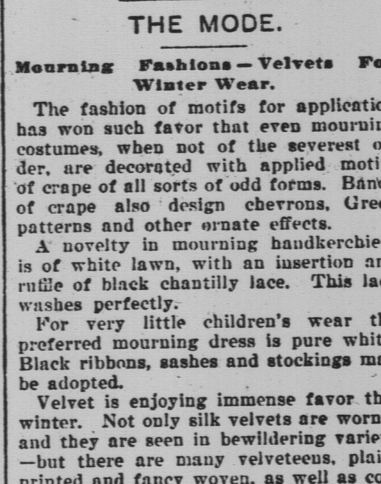
WEDDING GOWN.



PRINCESS TUNIC.



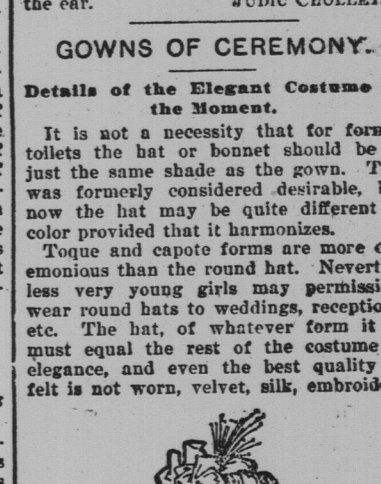
GOVNS OF CEREMONY.



MORNING JACKET.



MANTLE.



BENGALINE GOWN.



GOVNS OF CEREMONY.



GOVNS OF CEREMONY.



GOVNS OF CEREMONY.