

WHAT ST. JOHN WOMEN WEAR AND ARE LIKELY TO WEAR.

OBSERVATIONS OF A WOMAN WHO FOLLOWS THE WORLD OF FASHION AT REASONABLY CLOSE RANGE.

By POLLY GADABOUT.

HAVE YOU HAD YOUR HOLIDAY PHOTOGRAPHS TAKEN YET? Already the rush is on, and in the absence of princely reception and dance events, I see no better opportunity for a heart-to-heart talk on the clothing subject than that which is afforded by this glancing, unreal, affected—hope I'm not hurting—crowd of lady sitters before the camera. I happened into a photo shop the other day (with a little niece) and while there had a good chance to see up some various whims of our St. John fair class on the picture-taking question. One lady had enough luggage with her to see her safely through a protracted trip out of town. She "sat" several times, and each time her outer apparel underwent more or less change. She was snapped in evening dress, in the conventional shirt waist, in street costume, and with her opera cloak. Hair arrangements, and facial color were subject to lightening changes. One lady had a sort of dainty enameled—were called into requisition more than once. Fair No. 2 was not so fussy; evidently she just wanted a likeness of her natural self to send home to the folks, for her predominant garment was a black velvet blouse, box-pleated, surmounted by a draw-work top collar, narrow and neat. Still another lady seemed to think a head of flowers would add to her charms, forgetting perhaps, that science has yet failed to master color-photography. She decked herself out like Shakespeare's Ophelia, and I'm sure when she gets her "proofs" she will think she looks as if dead, and that kind friends have failed to take notice of the "Please omit flowers" notices. Of all bad tastes I think blossoms on a photograph is the most artistic limit! Once in a while a button on a manly man looks well in a picture, but very seldom. Take my kind friends and have your pictures simple in effect, which will always prove more to nature. But possibly nature is what you are trying to avoid—is it?

THE SHIRT-WAIST SUIT OCCUPIES A PECULIAR NICHES THAT IS ALL ITS OWN IN THE scheme of fashionable dress. For quite some time it was a vexed question just where the shirt-waist suit ended and the costume or dressy suit began. Manufacturers made up quite elaborate creations and labeled them shirt-waist suits, relying upon the name as a aid and relying upon the fact that their productions were altogether too dressy to fill the appointed mission of the shirt waist, viz., a garment of utilitarian aspect for mornings and informal occasions. The winter crop of these useful garments, however, has returned to more rational lines. The new ones might be described as shirt-waist suits that are shirt-waist suits and nothing else. All sorts of materials that will withstand a reasonable amount of wear and tear are what the best makers are turning out. Velvet is quite a leader. Chevise and serge are chiefly in sort flannels and plain colors. Flannel comes with an enthusiastic acceptance, and all of the softer wools are in good standing.

BABY GARMENTS OF THE PRESENT DAY EXPRESS A WONDERFULLY DAINTY REFINEMENT which for years has been the sought-for of the designers and makers of infantile apparel. That the beautiful and consistent effects now a recognized part of baby clothes are the outcome of long experimenting, of faithful study of details, of a careful discrimination between the impossible and the attainable, of a keen eye for the cheap garment of home manufacture with the resulting establishment of a between grade—the grade one likes to believe the representative American grade—of indubitable facts of the infant's wear industry. There are, necessarily, many of the cheaper garments being constantly manufactured to meet a demand for little-priced slaps, first dresses and the like. Even these show a noticeable tendency to do away with coarse embroideries, with broad trimming effects and the one-time desire to conceal qualities beneath a burden of frills and trimmings. The object of the manufacturer is to express the object of the parents' solicitude. In place of crudely punctured muslins clad by courtesy embroideries, narrow, hemmed, ruffled, or lawn are used for yokes, sleeves and neck details. The lesser-priced dresses, and rows of cluster tucks with or without alternating rows of feather-stitching and the effect is infinitely more pleasing to the average eye. If less strikingly ornate, the woman accustomed to express the depth of maternal love in so many yards of lace or embroidery heaped on the coarse, muslin dress of her unfortunate offspring.

MUCH OF THE UNDERWEAR DESIGNED FOR SPRING TRADE is being shown in sets—nightgown, chemise and drawers—as this matched idea seems to be in greater demand than formerly. Of course, this idea is an extension of the trousseau idea, and some of the sets have proved, in the past, very attractive to prospective brides and to those also whose immediate future is in no wise concerned with matrimony. It is because of their attraction for all classes that the three-piece set is having a stronger showing in the new spring lines.

THERE HAS BEEN AN EFFORT TO BRING ABOUT SOME DISTINGUISHING STYLES WHICH SHALL MARK THE BOY BABY'S DRESS apart from that of the girl baby's. The accomplishment of this depends somewhat on the taste of the mother who selects her small son's or daughter's early garments over the counter of the department store, and who may need a little education to help her re-

alize the apparently trifling features of the one style as compared with the other. This has reference especially to the first dresses as distinguished from those of the second or third series. If the style gradation may thus be termed—when, in the latter instance, the two-piece suits and the like need no special introduction to announce or predict them, the garments of the boy. It was in a New York establishment that visitors could see some charmingly distinctive dresses for the young baby—he who has attained to the dignity of his first short dress. They had, in common with all short dresses, yoke features, full sleeves, dainty neck-trimmings and the like characteristic touches, but special distinguishing marks were given by the unique arrangement of certain of the trimmings which immediately stamped the garments the correct dresses for the young son and heir in no wise to be confounded with the dress designed for wee bits of femininity.

WHILE PARIS HAS REJECTED THE GRAY SQUIRREL, ONE SEES IT HERE IN THE VERY BEST OF COMPANY. The fact that the French woman's complexion is likely to be of a pale, pinkish hue, has something to do with the vogue of both mole and squirrel, for it takes a clear skin and a good color to carry either to advantage. However, both are being made up here in both coats and suits. Sable, too, is a seasonal favorite good for more than a season longer. Dried squirrel, too, is still in good standing, and the really clever imitations of mink that this fur provides are not the least of its attractions. Sable, too, is well imitated, and short coats, either of mink or squirrel, blouse character are expected to go strongly with medium-priced trade. Beaver is experiencing a revival this season, and some extremely handsome pieces are being made up in this serviceable fur. The fact that its color lacks character to some has always made it a trifle difficult in year, but now that the American woman has gotten the art of dress and her own possibilities down to a very fine point, those who can wear beaver with distinction will doubtless push it to a success. There are likewise some smart little coats in sea lion, Russian pony, a stray garment or two in leopard, and an occasional one in otter. Mink is made up into very impressive looking garments of the long cape and dolman variety, the split tails making a border of peculiar richness and depth of color. As for mufflers, they are of almost every conceivable shape and size. Some muffs are larger than ever, although there is a distinct reaction noticeable towards the smaller muff. The plain round muff is again in numbers; the flat pouch shape, however, the square muff finds adherents, and all sorts of fanciful concoctions are advocated. Pockets and purses are component parts of some of the later styles, and a vanity bag is deftly tucked into more than one. Tails and trimming, either to neckpieces or little furry ball fringes likewise. Ribbons, velvets and chiffon are employed for trimming the sides of some handsome specimens, but there is no doubt that some of the best specimens of the winter will be worn quite plain, the richness of the fur itself being deemed sufficient elaboration.

AMONG THE NEW SILKS FOR SPRING ARE MANY OF THE MOST PRACTICAL NATURE. This is brought about by the fact that the process of raising the proof against spotting by water is being more generally employed than heretofore. Then there are some new and attractive designs in light silk for "summer wear" which can be worn during the winter. Such silks close resemble the chiffon fabrics, and are generally of the small check, designs, which promise to be favored generally in all classes of dress fabrics for spring and summer. Both of these kinds of silks are eminently suitable for construction of the long-favored, shirt-waist suit, or for the newer favorite, the demi-costume. The demand for all of the moderate-priced costume of crepe de Chine and meshing, which crepe de Chine and meshing are leading favorites, has been so great that there is every indication of an increased demand for something up on similar lines for street wear during the late spring and summer. In other words, the shirt-waist suit of the coming summer promises to be a more elaborate affair than has hitherto been the case. Women are giving a decided preference to the more dainty and feminine styles, both in materials and shapes.

SO FAR THE PRESENT SEASON HAS BEEN ONE OF MARKED PROSPERITY FOR THE MAKERS AND SELLERS OF NEGLIGEE GARMENTS. It would seem that the strenuous life led by both the society and the business woman is conducive to the use of lounging robes of one sort or another—paradoxical as this combination of effort and ease may at first seem. It is simply a case of extremes meeting, and a demonstration of the fact that the appreciation of any given resting grows with the need of it. The modern woman demands a comfortable garment something absolutely feminine in its trimmings and general character, as far removed from the tailors' side of business hours, or the elegant formal gowns for social functions, as it is possible to have it. And with this the acceptable negligee must be dainty, no matter whether the material employed in its make-up be work of silk or of cotton. The old-time wraps, which was once the refuge of our mothers and grandmothers—or, even spartan, do-nothing moments—in their half-formal, "dress-up" affairs in their own homes—has long since ceased to

appeal to the fastidious tastes of the modern woman. To her it represents a really hideous garment, a sort of non-descript affair which is neither a gown nor a negligee, a formal dress nor an informal one. At best, a characteristic garment tolerated, perhaps in some instances admired, because for many seasons nothing but the stereotyped style was offered to the great middle class, who, having no means of compensation, accepted the wrapper with thanks and wore it with complacency and even entire satisfaction. All this belonged to the good old days when fashions were things of the passing years and not of the shifting months, and when quantity and practicality were the essential qualifications of any garment that sought for substantial favor. With the coming of the tailors' side of the negligee robe took on wonderfully beautiful lines and aroused interest in even the most practical of women to such an extent, in fact, as to make the passing of the negligee a garment not only good and final. In its place has come the bouffant gown, a modern garment combining something of the beauty of the tailors' side with the utilitarian qualities of the negligee. A garment not only good for the daily needs at the breakfast table of one's own household, for the informal luncheon at one's own table or for free and easy wear the greater part of the day, but also a garment that affords one the security and privacy of one's own home. For nothing the newest models are all semi-fitted, so that the disorder of bouffant negligee is a minus quantity and a certain trifle more comfortable effect is the result. Two-piece garments, both of the waist line, to form a complete whole, are among the most popular of the season's styles, and for the house gown the princess style is also having decided vogue.

AS FOR THE COLORINGS THAT ARE EXPECTED TO OBTAIN DURING THE PRESENT WINTER SEASON, there is not a shadow of a doubt but that red will reign supreme. The ramifications will run up and down the color scale, from the rose and geranium shades, on through the framboise or raspberry tints, into the Jacquemont and dahlia reds, and so to the rich claret and wine reds into the French term *de vin*, or dregs of wine, a red that is so dense and dark that it seems a close cousin to black. This latter is displaced, in made-up costumes with considerable black for trimmings, and with black braiding following military suggestions. Indeed, incidentally, the black is applied directly on the garment, as a prominent feature of high-class trade. All of the modish furs are so employed. Jacket and skirt borders—for the fur-trimmed skirt is still in vogue—are decorated with flat bands of fur, and usually there is a muff provided for a suit. All of the violet tints, from a pale lilac, the new hyacinth and violet blue, to the deepest purple, either with or without a reddish tinge, are being made up confidently. It is to be noted, however, that the made-to-order-only houses are almost invariably running short of a very fine point, tinted cloth for collar and cuffs, and the face uses with those tints. There are some greens that are charming, principally in the hunter, emerald and myrtle shades. White is not so much in vogue as last spring, but, as confessed, it was rather overdone. Browns are present in quantity; but of all of them the terra-cotta tints are a border of good trade. Black and navy blue are, of course, staples, but in the case of the latter rather a bright shade known variously as admiral, marine and commodore blue takes better than does the regulation navy blue. A purple, more or less serious mishaps in one way or another, the injuries vary, but the result is a loss of life greater than would be likely to occur in a considerable battle.

One reason why the percentage of fatalities is so large may be found in the fact that persons who are run over by horse-drawn vehicles are mostly either children or else aged and decrepit. Being very young or very old, they succumb to injuries far more readily than the prime of life would recover. Anybody who reads the newspapers can hardly fail to be struck by the great number of children who, especially in the poorer districts of cities, where the street is the only possible playground, are massacred by carelessly-driven wagons.

IN NO BATTLE IN THE HISTORY OF THE world would have one-third as many persons been wounded as are being by horses in this country during the last twelve months. There were engaged in the recent campaign in Manchuria, including both Russians and Japanese, the last year, that have been opposed to each other in modern times, numbering about 750,000—a total less by some thousands, it will be noted, than that of the people injured in the hands of the same animal in the United States during a twelvemonth. To be strictly just, there are a great many accidents indirectly due to horses for which those animals are only comparatively responsible. A small boy may try to steal a ride on a wagon, and, falling off, may be run over or otherwise hurt. If there had been no horse, the child would not have been injured, but the beast was surely not at fault.

THE CHIEF CAUSE OF HORSE ACCIDENTS, however, lies in the fact that this noble animal—beautiful, docile, affectionate, man's faithful friend and patient servant—is born a fool, and never gets over it. Its intelligence is over-estimated. One of the accident-insurance companies recently published a statement based upon its own returns, which showed that out of one hundred average accidents caused by the horse, the railroad, the automobile and the bicycle, eighty-two are attributable to the horse. It is to the motor-car, and four to the "wheel." One reason why physicians are rated as bad risks is that they use horses so much for driving about—an idea the justice of which is indicated by the fact that, out of 972 accidents to doctors recorded by another concern, 287, or considerably more than one-fourth, were due to horses.

THE TERRIBLE HORSE. Why He is the Most Dangerous Animal in the World. By Rene Bache in Saturday Evening Post.

This is a story about the most dangerous animal in the world, the creature which annually kills and maims more human beings than are slain or injured by any other beast. Owing to its great usefulness to man, and to less habitually, his fear-inspiring nature, the animal in question and ourselves, the destruction it accomplishes has come to be regarded as a matter of course, not in any way to be avoided, and, therefore, not provocative of special attention. Nobody, indeed, seems ever to have investigated the subject, or to have taken the trouble to get together in a comprehensive way facts and figures bearing upon it. Yet, of all accidents to human beings, fatal or disabling, including mishaps of every kind and description, not less than twelve per cent. are caused, directly or indirectly, by this fear-inspiring creature. Just think of it—twelve out of every hundred mishaps involving physical injury more or less serious! These are official accident-insurance figures, and are approximately true by all of the companies, and it must be confessed that they present a very serious indictment against man's "noble servant," the horse.

Next in the scale of hazard after the ice-wagon comes the express wagon. Being heavy and moving at a rapid trot, it is a notoriously dangerous vehicle. The only vehicle rated as more dangerous than the ice wagon is the newspaper delivery wagon, which is considered such a hazardous risk that most of the companies regard it as practically non-insurable. Especially in the handling of afternoon papers these wagons take extraordinary chances, and are liable to be thrown into them at any possible moment, to be transported in the least number of minutes to the retail stations, or to distributing centers a few miles away. Fast horses are used, and the driving is utterly regardless of the lives and limbs of pedestrians. In New York City such wagons appear to enjoy, without being in the slightest degree intimidated to it, the same right of way that is possessed under the law by ambulances, patrol wagons and fire engines.

It is interesting to consider, for the sake of comparison, that, whereas one out of every nine disabling accidents is due to horses, only one in about five hundred is attributable to dogs. A dog-bite, though it may be inflicted quite intentionally by the brute, is classed as accidental by the insurance companies. One accident in eight hundred, however, is met with in the handling of cattle, the victim being knocked down, run over or hooked; one in 2,000 is contributed by the kick of a mule, and one in 15,000 by the bite of a rat. Record is obtainable of the number of mishaps to an insured person; but in this respect the policy holder kicked at the animal, missing it, broke his leg against a sofa. Blood-poisoning set in, and he died.

A PURVEYOR OF DISEASE. A discussion of dangers attributable to horses would be incomplete without some reference to the existence of the multitude of house-flea which, apart from the discomfort they cause in summer, are known to be carriers of disease germs. Every stable in warm weather is a fly factory, in active operation night and day. It is safe to predict that within a few years—say a quarter of a century hence—the further that nuisance, which continues to exist simply because we have not taken the small amount of trouble necessary to suppress it, will have been practically done away with by the adoption of preventive measures. When the annual fly plague ceases to recur, a serious menace to the health of the community—for which we ourselves and not the poor horses are really to blame—will have been removed. Meanwhile, let us acknowledge that the horse, after all, is the most useful of all animals to man, bar none, and that, if, owing to its timidity and lack of cleverness, it is a cause of many accidents, and not a few fatal accidents, it is so valuable as to compensate many times over for all the mischief it commits.

By the fact that, out of 972 accidents to doctors recorded by another concern, 287, or considerably more than one-fourth, were due to horses. With average luck, if you are a man, you are due to be disabled more or less seriously by a horse once in a lifetime of sixty years. If it were possible for you to live long enough to have one hundred such accidents, you might reasonably expect to be bitten on three occasions—a horse bite is no joke, by the way—about nineteen times, or to be stepped on eight times, to fall off while riding three times, to be hurt while getting into or out of vehicles eight times, and to suffer injury in runways forty-two times. The balance of the mishaps would be miscellaneous.

The principal destruction of human life by tigers is in India, where, according to the official reports of the British government, these formidable animals kill about one thousand persons annually. Data on the subject for the rest of the world are not obtainable, but it is quite certain that all the tigers on the earth do not destroy half as many human beings in a twelvemonth as are slain in the same length of time by horses in the United States alone. Twenty thousand people are fatally bitten by tigers in the street, and something frightens the horses, and off they go. When carriages are run away with—this is a point well worth considering—always due to the foolishness of nearly always due to the foolishness of jumping out, if such a thing ever happens to you, remember that you have nine chances out of ten of escaping unhurt if you hang on.

Now it is reckoned by the accident-insurance companies that one in every seven men meets with a disabling accident of some kind in the course of each twelvemonth. Women, of course, suffer mishaps less frequently, being not so much exposed to dangers incidental to trades and outdoor sports; but, though figures regarding the liability of all vehicles to human beings have never been compiled, it would surely be within the mark to say that, taking the whole population in a lump, including women and children, one person in every twelve is "knocked out" in one way or another, the injuries varying from slight to fatal, in any given year. On this basis it is easily calculated that more than six and a half millions of people in this country experience annually some sort of disabling accident.

NEARLY A MILLION WOUNDS A YEAR. Taking this as the total number of disabling accidents, and assuming that horses cause twelve per cent. of them, it appears that these animals are accountable, directly or indirectly, for about 750,000, or say three-quarters of the total, more or less serious mishaps in one way or another, the injuries varying, but the result is a loss of life greater than would be likely to occur in a considerable battle. One reason why the percentage of fatalities is so large may be found in the fact that persons who are run over by horse-drawn vehicles are mostly either children or else aged and decrepit. Being very young or very old, they succumb to injuries far more readily than the prime of life would recover. Anybody who reads the newspapers can hardly fail to be struck by the great number of children who, especially in the poorer districts of cities, where the street is the only possible playground, are massacred by carelessly-driven wagons.

CHRISTIANA, Nov. 25.—The King and Queen of Norway made their state entry this afternoon, and were received with every demonstration of good-will. Fog delayed their arrival several hours. Members of the Norwegian parliament greeted their Majesty on their arrival at the Castle. In reply to the president's speech of welcome, King Haakon said he hoped the splendid reception accorded him and his consort would be a good omen of

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Have you a friend in St. John? Ask him if he reads THE SUN, In the morning and THE STAR In the evening. These papers have a combined circulation of about 10,000 a day.

Big Advance in Freight Rates On Deals For Winter Steamers. Such a demand for cargo space on the winter steamers from St. John, as now exists, has scarcely ever been known, and the advance in freight rates which has taken place very recently is almost unparalleled. At the present time every inch of the space available for deal shipments has been taken up, and there are many applications with the different companies which cannot be granted. Some further space may be available from time to time as each steamer is being loaded, but this is very unlikely, as there are contracts now made for package freight and grain, sufficient to keep the steamers busy. Of course the present deal rates are by no means high compared with what they have been, even within a few years, but last winter and, in fact, all summer, freights have been exceptionally low, and it has not been expected that there would be such a marked advance. But without any particular cause, the English deal market has taken a turn for the better. Prices are going up, and there is an ever increasing demand for lumber. Along with this there is a firmness which would indicate that there is no boom, but that present conditions are the way of natural improved trade. In order to take advantage of this market, shippers in Canada are endeavoring to send forward all the deals for which space can be had, and it is this demand which has so affected rates.

Year	Spruce (ft.) (tons)	Pine (tons)	Birch (tons)
1897	240,833,657	93	
1898	179,657,522	131	
1899	132,321,820	131	
1900	228,434,839	71	
1901	174,897,940	104	
1902	192,181,869	202	
1903	168,928,629	48	
1904	167,314,172	15	
	1,534,935,448	655	
Year	Birch (ft.) (tons)	Pine (tons)	

Of these amounts, W. M. Mackay sent forward approximately 811,000,000 feet spruce, 35,500,000 ft. birch, and all but 25 tons pine timber; Gibbons shipped 348,500,000 ft. spruce and 3,000,000 ft. birch; and George McEwan, 238,000,000 ft. spruce and 3,500,000 ft. birch. These shippers also sent very large quantities from other provincial ports. The shipments of spruce to the end of October 1904 were 152,728,255, and on the same date this year the shipments were 140,498,544. The birch shipments to Oct. 31st, 1904, were 4,802,545 ft., and to Oct. 31st, 1905, 6,188,709 ft.