

General Business.

FISHING TACKLE.

A new assortment of Fishing Tackle just received at the Newcastle Drug Store.

Books from 10c to \$7.50. Lines from 10c to \$4.00. Lines from 10c to \$6.00.

An Extra supply of Casts from 10c to 90c.

ALL THE POPULAR FLIES, SUCH AS:

Jock Scott, Durham Ranger, Popham, Silver Doctor, Black Dose, Nigger, Dusty Miller and Butcher.

Also a lot of novelties, consisting of folding hats, drinking cups and pocket flasks.

Newcastle Drug Store, E. LEE STREET, Proprietor.

Newcastle, May 10, 1897.

AT THE CHATHAM CARRIAGE

AND Agricultural Warehouses.

\$85.00. \$85.00.

The '97 Model.

MASSEY, HARRIS BICYCLE

Beautiful in Design!

Faultless in Construction!

The standard equipment of this Bicycle is like the machine itself, the best that can possibly be produced.

Dunlop Tires, Perry Chain, Christy Saddle.

ALSO

FEATHERSTONE BICYCLE

'97 MODEL.

COMBINATION TANDEMS.

The Duke \$60, The Princess \$60, The Prince \$60, The Maiden \$40.

ALSO

Hoche Woodframe Bicycle \$60.

ALEX. ROBINSON, Agent, Chatham, N. B.

Easter Millinery!

Having spent the last month in New York studying the latest styles in Millinery, I am now prepared to exhibit the most exquisite creations of the Milliner's Art, including everything we ever had in Chatham.

Ladies' Parisian Hats and Bonnets, trimmed and untrimmed. Flowers which have been carefully selected from Nature's garden; also the most daring and bewildering military decorations. In fact everything to suit the most artistic and fastidious taste. The variety, styles and moderate prices contribute to make this our most successful opening.

ALL ARE CORDIALLY INVITED.

JOSIE NOONAN.

Stationery!

Stationery!

Stationery!

A COMPLETE LINE JUST RECEIVED

HICKEY'S PHARMACY.

Call and inspect it.

Good Words from Old Students.

The young man who is fortunate enough to spend six months at the St. John's College can be in a position, at the end of that course, to be a most desirable person for any business firm to take on its employ.

HERBERT S. TILLEY, Accountant Imperial Trust Co. of Canada.

Catalogues of the Best Business Course obtainable in Canada, also of the best Primaries Short-hand, mailed on application.

No Summer Vacation. Students can enter at S. KERR & SON any time.

HOMAN & PUDDINGTON

SHIP BROKERS AND COMMISSION MERCHANTS.

Spruce Lumber, Laths and Anthracite Coal.

129 BROAD STREET, NEW YORK.

Correspondence and Consignments Solicited

WANTED, Good active agents in unrepresented districts to act on commission the leading Machinery, Engines, Cars, Harness, Sleighs, Bobs, etc., etc.

For full particulars, see Circulars sent on request to P. S. MACSUTT & CO., St. John, N. B.

International S. S. Co.

Three Trips a Week for BOSTON.

COMMENCING May 31st, the steamers of this Company will leave St. John for Eastport, Lunenburg, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning at 8 o'clock (standard). Returning, leave Boston same days at 8 o'clock a.m.

Through Tickets on sale at all Railway Stations, and Baggage checked through.

Passengers arriving in St. John in the evening can go direct to the Steamer and take Cabin Berth or State Room for the trip.

For rates and information apply to nearest Ticket Agent.

C. E. LAECHELL, Agent, St. John, N. B.

Miramichi Advance.

CHATHAM, N. B., JUNE 10, 1897.

The Miramichi-P. E. Island Steamer.

It seems that the movement for an application to the Government at Ottawa for a subsidy to assist in establishing steam communication between the Miramichi and Prince Edward Island has been made at too late a date in the season to be immediately successful.

That we shall not have the Monticello on the proposed route this year. At least, such is the information that comes from St. John, where the steamer is owned, and we have no reason to question its correctness.

The matter is only postponed, however, as it is bound to take practical form in the near future, for the proposed undertaking has the solid bases of a safe natural route and strong demands of a waiting traffic to encourage it, and when it is taken hold of as it should be, in a united way by the people who are most directly interested, the result will be immediate success.

The Monticello is an excellent vessel for the route, and our people would be very glad if her owners could have secured a subsidy sufficiently large to encourage them in putting her on it, but all concerned must realize that, at this late date in the current session of parliament, with the main estimates passed and the supplementaries doubtless made up, it was hardly to be expected that the application so recently made would be successful.

The work of obtaining a subsidy should be now taken hold of in an earnest way by those of us on the Miramichi who are most interested acting in harmony with our Island neighbors who are similarly situated. If that is done the undertaking can be put in, such shape before next season as to assure its success. If it can be done in connection with the owners of the Monticello, so much the better, for that will furnish the element of certainty as to the boat to be employed in the service, but it should not be made to depend upon the securing of that steamer unless it is known for a certainty that she will be available.

The principal thing, is to form a company of Island and Miramichi people who will be prepared to place a steamer on the route in the event of a certain amount of subsidy being guaranteed by the Government.

When arrangements of this nature are perfected it will not be very difficult to find a suitable boat, whether it shall be the Monticello or some other.

[Somerset Journal June 2.]

There is a proposal on foot, according to the St. John papers, to run the steamer City of Monticello, between Chatham, N. B., and the Island, the Island port probably being West Cape. The project is a feasible one, and, with a government subsidy, which there should be no difficulty in securing, it would no doubt be a very profitable one for such an excellent boat as the one above named. The route would command the through trade between a large part of Prince Edward Island and the Upper Provinces, and would greatly develop trade between northern New Brunswick and the western part of Prince County. The experiment would be a grand thing for both sections, and a paying venture for the company undertaking it. The western section of Prince County is a most important part of the province, being thickly settled, with many thriving little towns, with extensive agricultural and fishing industries, and consequently having a heavy import and export trade, of which the steamer referred to could handle a very large proportion.

Further, we believe that the route between West Cape and Northern New Brunswick, once inaugurated, can and will be continued as a winter route, for which it is admirably adapted. We should like very much to see this experiment undertaken, for we consider it to be entirely feasible, especially when the harbor improvements at West Cape, for which a sum amount has been placed in the estimate, are completed. It is at least worth a trial.

New Use for Pulp.

Our Canadian pulp factories should take advantage of the hint conveyed in a recent report regarding the making of a new material for flooring, wainscoting, etc., and which is being exploited largely by German manufacturers of wood pulp. The pulp is dried and desiccated in a dry powder, which is put into convenient sized packages and sold to builders and consumers generally. This powder is all ready to mix with water like ordinary cement and is spread over the surface intended to be covered. It dries quickly and adheres closely to the surface and may be tinted any color desired. It is a certain measure fire proof, and can, it is said, be smoothed with a plane like ordinary wood. [Can. Engineer.]

Wide and Narrow Tires.

A practical test has been made of the advantages of wide tires over narrow ones. The tests covered a period of eighteen months at the Missouri agricultural station, St. Louis. The New York Post says of the result—

"On macadam streets the same draft was required to haul a ton with narrow tires that hauled over a ton and a quarter with six inch tires. On gravel roads the draft required to haul 2,000 pounds with narrow tires hauled 2,610 pounds on broad tires. On hard, smooth dirt roads the pull required to haul 2,000 pounds with narrow tires hauled 2,795 pounds on broad tires. On mud roads the broad tires drew one-half lighter than the narrow ones—the proportion being 2,000 to 3,060 pounds. On meadows the proportion in favor of broad tires was 2,000 pounds to 3,000 and 4,000 pounds. These figures need no comment. Narrow tires have evidently got to go. They spoil the public's roads and the farmer's fields and waste the horse's strength."

The Jubilee Postage Stamp.

The new Jubilee postage stamp, or rather stamps, have been announced and are thus described by the Toronto Telegram—

DESCRIPTION OF THE DESIGN. The design itself represents Her Majesty at two important eras in her life, namely, at her accession on the 20th of June, 1837, and within a few weeks of her Jubilee, in 1897. The first vignette, showing her on her coronation day, is from a well known portrait, of that period. It is a full-faced portrait, and Her Majesty wears the crown. Looking

at the stamp, the vignette is at the left side. To the right is a picture of Her Majesty as she appears to-day, the face in profile, looking towards the vignette of 1837. The profile of today represents Her Majesty wearing the Empress Crown. Between and above the two vignettes is a beautifully executed copy of the Imperial crown of England, and under the letter "V," with the letters "R. L." in the fork of the "V," the three letters, meaning Victoria Regina (Queen), Imperatrix, (Empress). In the semi-circle over the top of the vignette are the words "Canada," "Postage," and underneath them are respectively the dates 1837-1897, and between the vignettes an ornamentation of maple leaves, while in the lower corners of the stamp are also maple leaves, and between these and the base of the stamp is its denomination, in black letters on a white ground.

There will be fifteen different denominations of this stamp and a postal card. The issue will be limited.

NUMBER TO BE ISSUED. The denominations of Jubilee stamps and the total number of such Jubilee stamps to be issued are set forth in the following schedule:—150,000 1/2 stamp; 8,000,000 1 stamp; 2,500,000 2 stamp; 20,000,000 3 stamp; 750,000 5 stamp; 75,000 6 stamp; 200,000 8 stamp; 150,000 10 stamp; 100,000 15 stamp; 100,000 20 stamp; 100,000 50 stamp; 25,000 \$1 stamp; 25,000 \$2 stamp; 25,000 \$3 stamp; 25,000 \$4 stamp; 25,000 \$7 stamp; 7,000,000 1c postcards.

Total value of a complete set of one stamp of each kind, \$10.21 1/2. As soon as the total number of stamps mentioned in said schedule is issued, the plates from which they will have been engraved will be destroyed in the presence of the head and two officers of the department.

DATE OF SUPPLY. On the 10th of June the Post Office Department will proceed to supply Jubilee postage stamps to the principal post offices in Canada, and through them the minor post offices will obtain their supply until the issue is exhausted. If this Jubilee issue were to wholly displace the ordinary postage stamps it would supply the ordinary wants of the country for between two and three months, but as the use of the ordinary postage stamps will proceed concurrently with that of the Jubilee stamps it is expected that the Jubilee stamp supply will last beyond the three months.

Inasmuch as the department is already receiving applications for the purchase of Jubilee stamps, it may be stated that it will adhere to the established practice of supplying them only to postmasters, and through them to the public.

St. John Letter.

ABOUT CROWS AND THINGS—A LECTURE ON PLANT FOODS—NEWS SUMMARY—THE MARKETS, ETC.

The Department of Agriculture at Washington is preparing a book for general distribution designed to show that insectivorous birds are, for the most part, the farmer's best friends and should be treated as such. For example, it is claimed that the crow pays a hundred times for the grain and potatoes that he consumes by ridding the fields of May beetles, June bugs, grasshoppers, snakes, toads and frogs. Somebody has shown that the mosquito, one of the smallest and most insignificant of insects, fulfills an important and beneficial office, and Sir John Lubbock has proved, to his own satisfaction at least, that without the earthworm, the world might eventually become a desert. Now why should the crow be encouraged because he wages war on the May beetles and June bugs? They never attack anybody and we do not hear of their ravaging cornfields or orchards. For their size they do a large amount of scavenger work, and while we may not feel called upon to pamper them they seem entitled to toleration. It is a simple and except by crawling up a boy's shirt sleeve occasionally when he attempts to fix him on a trout hook, he seldom makes himself obnoxious. There are one or two kinds of snakes in this country that make themselves disagreeable and suck eggs, but the crow never tackles them; the others are as innocuous as doves. As to toads and frogs, they are better friends to the farmer than the crow, and are ten times more deserving of his sympathy and protection. If the crow were not quite so dainty—if he would dine on potato bugs and lurch on the tent caterpillar he would be entitled to some consideration: as it is he is hardly tolerable.

A paper on Fertilization by T. C. Wallace of this city, which was recently read before a large society of agriculturists in Ottawa contains much more valuable information that can be embodied in a brief summary. Mr. Wallace, who has had much experience in scientific farming, begins with the proposition that cultivation means work with a set purpose, and with a pre-knowledge of the nature and constitution of the animate and inanimate things and atmosphere in which the plant holds its dual life. Of the several classes that enter into the growth of plants, potash, phosphorus, nitrogen, lime, iron and magnesia are the most important. Lime, iron, magnesia and potash are pretty generally diffused through the land and nitrogen, which is an element of the atmosphere, are brought into use at will. All living things, animate and inanimate, are made up largely of nitrogen, potash and phosphorus. In the manure of animals the nitrogen that they have consumed, to a considerable extent is carried back to the soil, from one-half to two-thirds of the potash is returned in the same way, but the phosphates are not returned to any appreciable extent because the animals store them in their bones and muscles and they are carried from the farm with them and in the milk products sold from them. The phosphates are also absorbed by every ripened crop, the removal of which means the enfeeblement of the land, unless they are replaced for the benefit of following crops. These are applied, as in nothing else, by Thomas Phosphate Powder, largely composed of phosphate of lime, soluble iron, magnesia and silica. Mr. Wallace has a high appreciation of the value of barnyard manures, but to keep land in good health they must be supplemented by the Phosphate powder because the phosphates which the manure contains are absorbed in the bones, muscles, and milk products of the animals, and in the crop, and are returned only in part in the manure. He claims that the Phosphate powder feeds all kinds of farm crops for several years, its effects being often more marked the second or third year than the first and that it is the most economical chemical fertilizer

that is available to the farmer. Mr. Wallace says a top dressing of Thomas Phosphate powder doubles the feeding value of hay and pasture lands, besides largely increasing the bulk of the crop and that it has the same effects on grain, roots, vegetables and fruit, and he cites eminent authorities in England, where the Phosphate is manufactured, Germany and this country confirming his position. Its superior merits are proved by the increase in its sale in Great Britain of 50 tons in 1883 to near 1,500,000 tons in 1896. Mr. Wallace's paper is a very comprehensive one, of which this is a mere outline, and should be carefully read by every farmer in the Maritime Provinces.

Flour has receded 10 cents per barrel during the last week while oatmeal has advanced 10 cents. Plate beef is 50 cents per barrel higher and canned tomatoes which are scarce, are now sold at 90 cents per dozen. Beans are firmer: hand picked 90 cents and prime 85 cents per bushel. New cheese is now quoted at 10 1/2 cents.

Moose are frequently seen in the fields about South Bay.

A boy of the proper age to spink stole \$30 last week and bought a tricycle. As he was exhibiting his prize to a crowd of envious urchins he was arrested and locked up for larceny.

Thomas Barrett, a city tough, was fined \$8 last week for drunkenness, \$20 for assault and \$20 for resisting the police with the option of five months in jail. He thinks it is tough but will try to bear it.

Teams left on the streets unsecured in violation of a city by-law are running away daily and it is not unfrequent that women and children are knocked down by reckless bicyclists. The St. John man has the patience of Job.

There are now in port uncleared thirteen steamers, one ship, eight barques and 39 schooners.

Northrup & Co., south wharf, are fully prepared to meet the rapidly growing demand for their famous Golden haddies and Flagship salmon.

A company of Knights of Pythias, some 300 strong, from Boston, will visit the city in July.

It has been discovered that milk is a farm product and milkmen are asked to pay market tolls.

Eight deaths were reported in the city last week. St. John, June 7.

A Thank Offering.

A CLERGYMAN WRITES ON BEHALF OF GRATEFUL PEOPLE. DR. WILLIAMS' PINK PILLS RESTORED THEIR HEALTH AND TRIED WITH OTHERS SUFFERED.

The following letter written by the Rev. Wm. Lawson, Methodist minister at Richmond, N. B., attests in the strongest manner the merits of Dr. Williams' Pink Pills, and a perusal of it will suggest why this great medicine is so popular in thousands of homes throughout the Dominion—it cures where other medicines fail.

RICHMOND, N. B., April 26th, 1897. DR. WILLIAMS' MEDICINE CO.,

DEAR SIR:—I am glad to furnish you the following testimonial given to me with the fullest permission to give the same as a piece. They do this as a thank offering for years with a bad back, until I suffered for years with a bad back, until I used Dr. Williams' Pink Pills and they cured me. Miss Annie Warman adds this evidence with enthusiasm and freedom. "I was weak and sickly, and did not know the blessing of good health till I took Dr. Williams' Pink Pills. I used eight boxes and have since enjoyed the best of health. In fact I am never sick now."

Here you have, three members of a family restored to health by the use of your medicine, and you would almost covet their good health and general well-being. They were used these facts to help other sufferers, and I am able as your pastor to certify to the facts above stated.

Sincerely yours, Wm. Lawson, Methodist Minister.

Fairly & Humphrey.

London Timber Trade Journal of 22nd ult., referring to bankruptcy proceedings in the case of Messrs. Fairly & Humphrey, timber merchants, 55 and 56, Bishopsgate Street, says:—

A sitting for public examination was held in this case last week before Mr. Registrar Hope. The accounts showed gross liabilities of £8,652 10s. 5d., but not acted upon, as 10d. were expected to rank, and the assets at £7,811 10s. 8d. The matter is being managed by Mr. H. W. Rayne, timber merchant, 101, Leadenhall Street, acting as champion. It is stated that the business was formerly carried on at 1, St. Helen's Place, E. C., but in September, 1894, was removed to 55 and 56, Bishopsgate Street. A failure was ascribed entirely to heavy bad debts incurred prior to March 31st, 1895, mainly through excessive advances having been made to Canadian and American shippers. In September, 1896, a meeting of creditors was held, and a deed of arrangement was executed, but was not acted upon, as all the creditors did not concur in it, and Fairly then withdrew from the firm. Mr. G. W. Chapman attended as Assistant Receiver, Mr. Street for the trustee, and Mr. Lindsay Smith on behalf of the bankrupt, Humphrey. The debtors were examined at some length, Mr. Humphrey in the course of his evidence stating that he had paid no less than £7,000 into the business, and eventually the examination was concluded.

Take No Risks.

Do Not Foolishly Experiment With Medicines That Have no Standing or Reputation.

Paine's Celery Compound The Only Medicine That Cures and Blesses the Sick.

In matters of health and life no man or woman can afford to take risks or experiment foolishly. A wrong move, or following the advice of the careless or ignorant, may result in serious complications. This is especially true in regard to the use of medicines when people are in a low condition of health.

When the physical powers are impaired, when you are weak, nervous, irritable, despondent, sleepless or weighed down with

that dull, and rest feeling that usually commences at this season of the year, it is wise and prudent to use the medicine that has given health, vim and activity to thousands of weak people in the past.

This safe, certain and health-giving remedy is Paine's Celery Compound which is now so extensively prescribed by the ablest doctors in Canada. The inventors of Paine's Celery Compound, besides those in the ordinary walks of life, are clergymen, lawyers, judges, members of parliament and bankers, hundreds of whom it has rescued from suffering and death.

Avoid the numerous liquid medicines that are worthless from a medical standpoint, and that have never gained the shadow of a reputation. Put your faith in Paine's Celery Compound, and when you need to be sure you are supplied with the right article. See that the bottle and box bear the name "Paine's Celery Compound" and the stalk of celery; this is the only genuine make—the kind that makes people well.

Widow's Lonely Vigil.

A special last Thursday to the Boston Transcript from North Sydney, C. B., says:—

"A tragic story from the lonely lighthouse on Great Brit, far out in the Gulf of St. Lawrence, 50 miles northeast of the Magdalen Islands has been brought here by the schooner Rob Roy. The supply steamer of the Dominion government, which visits the lighthouses quarterly, called at the rock on May 5. The only person there was the wife of the lighthouse keeper, Campbell. Campbell and two seal hunters had been carried out to sea on the ice, three months ago, and had perished. Mrs. Campbell, ever since, has kept her lonely vigil on the rock, tending the lights nightly and watching for her husband by day. The skipper of the supply steamer asked Mrs. Campbell how she managed to get through the winter. She said:—

"I can hardly tell. I know that I have kept the light burning. It was a dreadful experience, all alone on a rock. I might just as well have been in the middle of the Atlantic so far as the prospect of getting relief was concerned. Although I have plenty of provisions, I do not think I have eaten more than one meal a day. My hair has turned gray. I have seen my living thing except sea birds and seals. I fancy I was just beginning to go crazy when you came."

Another account says:—The supply steamer of the Dominion government, which visits the lighthouse quarterly, called at Great Brit on May 5. The rock is precipitous and rugged, and has no beach. Its storm-battered sides sink perpendicular into the sea. The supplies are hoisted by a derrick to a ledge of the rock.

The skipper of the steamer was surprised to see a man, gray-haired woman standing alone on the ledge. He did not recognize her at first glance. A closer view convinced him that she was the wife of the lighthouse keeper, Angus Campbell. She had apparently aged ten years since he had seen her six months before. Then there was not a trace of white hair in her hair, and she was a plump and handsome woman. The skipper looked up from the deck of the steamer, and when he was within halting distance he shouted.

"Where's the old man?" This answer came back in tremulous tones: "Angus is dead, and so are Jim Duncan and George Bryson."

The skipper said no more, but straightway had the derrick rigged and was hoisted up to the ledge. Mrs. Campbell tearfully told how her husband and Duncan and Bryson, the latter two professional seal hunters, had been lost and how, for more than two months, she had kept lonely vigil on the rock. Campbell and his friends went out from the rock with their spears to hunt seals on the morning of Feb. 27. It was a cold day, and there was no open water within five or six miles of the lighthouse in any direction. Seals had been seen on the ice the day before. Mrs. Campbell was somewhat reluctant to have her husband go out.

"If the wind changes, Angus," she said, "the ice will break up, and you may be carried out to sea."

"Suppose I am, Maggie," he answered, laughing. "I shall come back again and even if I don't you are able to take care of the light."

The three men started across the ice. They had not been gone more than thirty hours when the wind which had been blowing from the eastward, shifted to the south-west. This is a dangerous wind in the Gulf of St. Lawrence, and breaks up the ice with marvellous swiftness. Mrs. Campbell became alarmed and hoisted the danger flag. She soon saw the hunters hurrying toward the rock. They had doubtless realized their danger before the flag fluttered from the lighthouse when the ice cracked in a line running east and west parallel with the rock and North Bird Rock about five miles west of the lighthouse.

Mrs. Campbell was in the lighthouse when the reverberation of the cracking ice impelled her to her companion and see if her husband and his companions were safe.

The cracking was followed by the breaking up of the field of ice into floes, which began drifting slowly seaward. Mrs. Campbell, realizing her helplessness, simply stood on the ledge and cried. Her husband waved his hands at her. She fell on her knees and began praying as darkness set in. Then she waved him a farewell and he responded. He was then so far out, and the twilight was so deep that his motions were barely visible.

Mrs. Campbell remained awake all night, mechanically lighting the oil lamp and attending to the other duties performed by her husband. She had hoped to see something of the castaways at dawn. She swept the horizon with her glass and saw nothing but stretches of ice-dotted water. The three men were either drowned by the breaking up of the floe, or, if held together, they died of hunger or exposure.

Mrs. Campbell consented to stay on the rock until May 13, when she was relieved by a man from the Magdalen Islands. She is a native of Prince Edward Island, and is of Scottish descent. Her husband had been a coasting sailor, but he took charge of the lighthouse many years ago. Mrs. Campbell used to spend three months on shore every year, leaving on the supply ship in May and returning in August.

W. T. Harris again gives you a handsome PIANO ORGAN. From now until the 2nd of Dec. 1897, with each dollar's worth of goods you buy and pay for at either our Grocery store or Boot & Shoe Store, you will receive a TICKET FOR A HANDSOME PIANO ORGAN which will be given away on the 2nd of Dec. 1897.

It will be conducted in the same manner as it was in 1895 and 1896, with special very satisfactory and was admitted by all to be a square transaction.

On each ticket for the PIANO ORGAN will be printed the number of the organ and number. You get full value for every dollar you spend and one value is sure to get the PIANO ORGAN in addition.

The PIANO ORGAN is on exhibition at the RED STORE and is very handsome.

W. T. HARRIS, Chatham, N. B.

MANY WOMEN RECEIVED.

At the present time many manufacturers of crude and adulterated packages of dyes are making lively efforts to induce the wholesale and retail druggists and grocers to buy their dyes.

These common dyes are quoted at such low prices that some profit loving dealers are tempted to buy them. The profit-loving dealers then take care to sell these adulterated dyes to the inexperienced and careless at the same price as the popular and reliable Diamond Dyes are sold for.

These iniquitous and deceptive work has caused a vast amount of loss and trouble to many in Canada, and will continue as long as women are foolish enough to take anything that is offered them.

If home dyeing work is to be a successful and money-saving work, every woman should see that she gets the Diamond Dyes, as they are the only guaranteed package dyes in the world.

LADIES!

Order Dress Patterns described and illustrated in these Columns as directed below.

7032—Ladies' Bolero Jacket.

A smart little model is here exhibited showing a bolero in fuchsia-pink silk, artistically trimmed with lace and insertion that is edged with tiny black velvet ribbon. The wide girdle that encircles the waist is of fuchsia-colored satin drawn through the handsome buckle on the left side, where the closing is effected in this way.

The jacket, of becoming length, is trimly adjusted to the figure by means of shoulder and under-arm seams, and the decoration of lace and insertion is arranged both front and back horizontally, which is quite a new feature in the adjustment of braid, ribbon or lace on this season's gowns. The right-front overlaps the left, and the garment closes upon the left shoulder and at the left side close to the neck-eyes. The neck is completed by a close standing band with stylish addition of lace above.

Pretty lace-trimmed epaulettes are arranged over the close-fitting sleeves that are finished at the wrists with lace and insertion. The mode is adapted to foulard, barege, canvas, etamine and all manner of weaves and textures, or can be developed in cloth with decorations of braid in strictly tailor finish.

To make this blouse for a lady in the medium size will require one and five-eighths yards of forty-four-inch material. The pattern, No. 7032, is cut in sizes for a 32, 36 and 40 inch bust measure.

6654—Ladies' Bolero Jacket.

The novel garment shown in illustration is a combination of bolero and cape and more colours, chiffon and jet are the materials employed. The jacket is simply shaped by shoulder and under-arm seams, the round outline reaching the waist with slightly pointed corners that flare apart in front. The bell sleeves are a special feature of this fashionable jacket, but can be omitted, however, in favor of deep accor-dion plaited mouseline-de-soie or chiffon

skilfully arranged to form the entire portion over the arm with a succession of accor-dion-plaited frills above forming volants or epaulettes. The pattern also provides for the sleeves that are circular in shape and reach to a trifle below the elbow, the gathered fulness adjusting them gracefully at the top. A high flaring collar and chiffon ruche completes the neck.

All manner of materials and combinations are quite permissible for the mode. One rather unique combination seen was of eoru linen in rather a coarse open mesh and heavy quality, checked all over with jet embroidery and lined with black taffeta. The sleeves were of black lace and had plaited taffeta