

WOMAN and HER WORK.

A woman with a genius for dress said to a woman just from Paris: "I've found out one thing—that is that if we don't put these side rosettes on our collars back of our ears that they make us look round-shouldered." And the woman from Paris said: "My dear, I congratulate you on the discovery. The French always have put them back of the ears, but the trouble about transplanting a fashion is that it is not always a good one."

recovering from a sore throat, or suffering from goitre.

I never ventured to wear one of the regulation crash collars myself, because though I only turn the scale at "nine stone," six" I have never imagined I was slender enough to look well in one; but I have often wondered why I always had a round shouldered appearance whenever I wore the high plain "stock" with its modest rosette set under each ear. I know now, and I shall rip them off at once and move them some inches back. Evidently the standing out loops, seen on so many collars instead of rosettes, should be set far back, also in order to get the best effect.

The idea about the Alsatian bonnets is worth remembering also, for though I cannot say that I admire or think them becoming, it is just as well to wear them properly.

Another instance of a fashion run wild is the "violet plague," as the New York papers call the almost universal habit of wearing a bunch of violets somewhere about the dress. I believe the custom originated in Paris where the love of the

The French love for violets shows itself not only in the wearing of the flower itself, but in its production in the costliest evening fabrics, and the preference for the color itself. Heavy white satins are shown brocaded in delicate purples, and with clusters of violets and trailing vines scattered over the surface, while at the most elegant receptions costumes entirely of purple, sometimes trimmed with sable, are frequently seen.

But by the time the craze reached New York, it had taken a slightly modified form, and showed itself chiefly in the modest bunch of artificial blossoms worn either on the lapel of the coat, the breast of the fur cape, or even on the hat brim: those who could afford them of course wore Parma violets, and the craze was not by any means confined to the gentler sex. Numbers of men were similarly decorated, but Parma violets are expensive, and they will not stand the frost, so the great majority found it more economical to buy the best imitation they could, and do without the perfume which made the genuine flower so highly prized. Fortunately purple is a color which is almost universally becoming—the last refuge of the destitute, I have heard it rather unjustly called—so it is not very easy to make a mistake in wearing it, and after all the fad is both a pretty and a harmless one, which is more than can be said of last winter's brutal fancy for wearing a living suffering lizard chained to the outer garment of fashion's favorites, exposed to the freezing blasts of winter, and serving as an illustration of the inherent cruelty of human nature, which might well have served as a text for more sermons than even the slaughter of the birds.

The fashion of having evening dresses cut so low over the shoulders that they seem in actual danger of slipping off and leaving the wearer even less clothed than she intended to be, seems to have reached an extreme point, and really it leaves so little to the imagination that it would be a perfect boon to the artist if he could be allowed to visit a modern drawing room, and sketch from nature there, instead of going to the expense of hiring a model. I saw a model for an evening dress, not an artist, the other day, in which the shoulders were cut so loose, and so low, that they would have slipped down to the elbows but for chains of tiny artificial flowers which passed over the shoulders in brettele fashion, and held up the bodice just as a man's braces—perhaps I had better not make the comparison—but I thought it a hideous dress, and positively not respectable. It was a relic of our grandmother's days I know, and I suppose that it those eminently respectable dames could stand such very undress uniform we should be able to do the same, but still it gives one a shock just at first.

The oracles say that the day of the frowzy frizzled head has passed, and henceforth thick glossy hair with only a very little wave will be worn, and the lot of the girl who does not happen to possess that variety of hair, will be rather at a disadvantage. Unfortunately a great many of us depend largely on the friendly offices of the curling tongs or crimping iron for the luxuriance and beauty of our tresses, and the hair that makes such a pretty show now in its waved and curled abundance will be a sad sight when its luckless owner succumbs to the dictates of fashion, and begins to wear it perfectly smooth and "glossy," for alas! that gloss, on which such stress is laid, is far from easy to obtain, and we have been so indifferent about it lately, in the insolence of our curled and fluffed bravery, that it will take some time, and a great deal of blushing, to get the coveted gloss back again.

With the smooth hair has come another old time relic which I am sure none ever expected to see again in our day and generation, side combs, which are worn just behind the ears in the good old fashion of a generation or two ago. It is really wonderful how history repeats itself, and I suppose by next year we shall all be going about in sandalled slippers without heels, and with "back combs" the size of small fans standing up in bold relief from the backs of our heads.

May I be at rest from all my labors, and enjoying my just reward before that day arrives, for I have an idea that I would not look well in side combs and heelless slippers and I do hate being out of the fashion.

The Making of soup.

There are but two kinds of soup: cream or clear. In making the latter, half-milk may be used, or the yolk of an egg, instead of literal cream, except in making a bique of clams. There nothing but the genuine article will suffice. Don't skin soup. What rises to the surface is what you want in your stock. Get the fore-leg of beef, never take a hind leg. Use one quart of cold, soft water to one pound of meat, and edibles, simmer one hour to each pound. Put the cracked bones in the bottom of the kettle, lay the meat cut from them on top, add water and simmer. For the last hour add the vegetables. Strain in and set in a cold place, but not in the refrigerator. The next day take the grease off the top, if it is winter weather; in the summer, leave it on, but of course only take the jellyed stock from beneath it. This same grease may be tried out in boiling water and used for all purposes of drippings. Never add the salt to soup till the last thing, as it will harden the water. Thicken cream soups with one tablespoonful of butter to two of flour, for one quart of liquid, rubbing it smooth and adding it to scalded milk.



NEW COWNS FOR LITTLE GIRLS.

The gown on the right is of rough Scotch check, in basket weave, brown and red. The vest is of light brown silk, and the whole is trimmed with tinsel braid. The central figure shows a frock with peplum basque of blue serge, with blue and white braid trimming. That on the left is light blue serge with ruffle of pinked silk and dark blue velvet belt and stock.

the dressmakers who adopt it miss some subtle little point like that that makes all the difference between success and failure. The woman with a genius for dress added another observation to the effect that the wide Alsatian bows on bonnets are very becoming when they are placed Alsatian wise, well back on the head, but very disfiguring when they are misplaced so as to seem to grow like horns from above the temples.

It is really very strange how a fashion which is really pretty and sensible in itself can be utterly ruined by the lack of a little common sense and good taste on the part of those who adopt it, and I do not know of any article of dress which serves to illustrate this fact better than the crush collar itself. It was clearly invented in the interest of those women who had long, not to say scrawny necks, and it was indeed a boon to them, softening the too lengthy and slender outlines far better than any stiff collar, however high, could do, and lending a delightful appearance of plumpness to the very slimmest neck. In its proper place this collar was a thing of beauty, and fulfilled its destiny to perfection, but once



EVENING OF OPERA COSTUMES.

The figure at the right shows a black velvet gown with pink and white billow crepon, the whole trimmed with jet and cherry ribbon. The dress on the left is a cream colored satin duchesse, festooned with pale blue crepe lisse. The corsage is of blue silk with white lace and lisse trimming.

placed on the short stout woman, who had barely two inches of neck, it became caricature, a thing to be jeered at by all right thinking people; and strange to say nearly nine tenths of the crush collars I have seen since they came into fashion, have been worn by stout short-necked women, who, of course have looked as if they were

Bonaparte flower seems to outlast every change of dynasty; but the Parisian has to good taste to wear the imitation flower, as the American woman does, and as violets are too expensive in winter, even in Paris, to be very generally worn, there is not much danger of their becoming common.

Weather Probabilities!

Dump walking from now until Spring; you want to be careful these days. Poor boots and LaGrippe are old comrades, you know, and go hand in hand. You can't have one without running the risk of having to entertain his friend.

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Intercolonial Railway.

On and after MONDAY, the 1st October, 1894, the trains of this Railway will run daily (Sunday excepted) as follows:

TRAINS WILL LEAVE ST. JOHN:

Express for Campbellton, Pictou, and Halifax.....	7.00
Express for Moncton (daily).....	10.30
Express for Quebec and Montreal.....	10.30
Express for Sussex.....	10.30

A Parlor Car runs each way on Express trains leaving St. John at 7.00 o'clock and Halifax at 7.20 o'clock. Passengers from St. John for Quebec and Montreal take through Sleeping Cars at Moncton, at 10.30 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex.....	8.30
Express from Moncton and Quebec (Monday excepted).....	10.30
Express from Moncton (daily).....	10.30
Express from Halifax, Pictou and Campbellton.....	10.30
Accommodation from Moncton.....	24.50

The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Halifax and Montreal (via Lewis) are lighted by electricity.

All trains are run by Eastern Standard Time. For Tickets, Time Tables, etc., apply to Station Agents, to 126 Hollis Street, Halifax, or to the City Office, 114 Prince William Street, St. John, N. B. W. R. Campbell, General Manager. K. Sutherland, Superintendent.

EQUITY SALE.

THERE WILL BE SOLD AT PUBLIC AUCTION at Chubb's Corner, Prince William Street, in the city of St. John, in the city and county of St. John, and Province of New Brunswick, on

SATURDAY, THE THIRTIETH DAY OF MARCH NEXT,

at the hour of twelve o'clock noon, pursuant to a Decree of the Supreme Court in Equity made on Tuesday, the sixteenth day of October, A. D. 1894, in a cause therein pending wherein Charlotte Ann Morrison is Plaintiff, and Samuel Morrison, Jane Morrison, James Morrison, Archibald Sinclair and James Collins are Defendants and by amendment wherein Charlotte Ann Morrison is Plaintiff and Samuel Morrison, Jane Morrison, Archibald Sinclair, James Collins and Susan Weldon are Defendants, with the approbation of the undersigned Referee in Equity, the lands and premises described in the said Decree of the Court are as follows:

ALL that certain lot, piece and parcel of land being the westernmost half part of lot number forty-one, situate in the Parish of Simonds aforesaid, the division of the said lot being by a line running lengthwise through the same parallel with the side lines thereof, and dividing the same into two equal parts or portions containing each one hundred and thirty acres more or less, as upon reference to the plan of partition thereof made and executed between Robert Power and William Hawkes, bearing date the second day of July in the year of our Lord one thousand eight hundred and forty-six, will more fully appear, the same being registered in the office of the Registrar of Deeds in and for the city and county of Saint John in Book 1 No. 3, page 205. And also the lands and premises by the mortgage to the Defendant Susan Weldon and described in the Plaintiff's Bill inter alia "as all that other certain lot of land and premises situate at Black River in the Parish of Simonds and formerly owned by the father of the said Samuel Morrison." And the balance of the lands (if any) owned by Thomas Morrison, deceased, at the time of his death.

For Terms and other particulars apply to the Plaintiff's Solicitor or to the undersigned Referee. Dated this ninth day of January, A. D. 1895.

J. KING KELLEY, Plaintiff's Solicitor. DANIEL MULLIN, Referee in Equity. T. T. LANTLUM, Auctioneer.

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On and after WEDNESDAY, October 3rd, 1894, trains will run (Sunday excepted) as follows:

EXPRESS TRAINS, DAILY:

Leave Yarmouth, 8.10 a. m. Arrive Halifax, 6.25 p. m.
Leave Halifax, 6.40 a. m. Arrive Yarmouth, 4.50 p. m.
Leave Kentville, 5.30 a. m. Arrive Halifax, 8.45 a. m.
Leave Halifax, 3.10 p. m. Arrive Kentville, 6.15 p. m.

ACCOMMODATION TRAINS:

Leave Annapolis Monday, Wednesday and Friday at 6.30 a. m. Arrive Halifax, 4.30 p. m.
Leave Halifax, Tuesday, Thursday and Saturday, at 6.00 a. m. Arrive Annapolis, 4.55 p. m.
Leave Yarmouth, Tuesday, Thursday and Saturday, 8.45 a. m. Arrive Kentville, 7.20 p. m.
Leave Kentville, Monday, Wednesday and Friday, 6.50 a. m. Arrive Yarmouth, 6.00 p. m.
Leave Kentville Daily, 6.00 a. m. Arrive Richmond, 11.15 a. m.
Leave Richmond Daily, 2.30 p. m. Arrive Kentville, 8.10 p. m.

Connections made at Annapolis with the Bay of Fundy Steamship Company; at Yarmouth, where close connection is made with the Yarmouth Steamship Company for Boston; at Middleton with the trains of the Nova Scotia Central Railway for the South Coast; at Kentville with trains of the Cornwallis Valley Branch for Canimung and Kingsport, for all points in P. E. Island and Cape Breton, at W. Junction and Halifax with Intercolonial and Canadian Pacific trains for points West.