

WOMAN and HER WORK.

The ladies' waiting room of the I. C. R. station at St. John presents at the first glance an appearance of almost Oriental luxury! Well stuffed settees covered with claret colored leather, invite the weary traveller to repose, while the seductive comfort of the large arm chairs would almost charm the most prosaic mind into composing a poem on the pleasures of idleness; and an unspoken prayer arises in the full heart of the "travelling public" that the beneficent beings who rule the people's highway may live long and prosper, and that their profits may never grow less.

But if the grateful voyageur should want to wash her hands or lave her travel stained face in the pellucid stream which flows through the richly nickelled faucets into the parian marble basins in the toilet room beyond, the blessings will die a natural death, and the pious prayers will follow suit, because as far as convenience goes, that toilet room is a howling desert of Sahara. True there are basins and water; but not a scrap of soap, and not a vestige of a towel! Stranger still no sign of an attendant from whom one might procure these simple luxuries. Cleanliness is both praiseworthy, and a very great comfort to those who indulge in it, but I don't know of anything which will temper one's satisfaction in their ablutions, so quickly and so effectually as having to dry oneself on twelve inches of lawn pocket-handkerchief and then carry the improvised towel around in a small damp lump all day, dispensing with its legitimate services, on account of the impossibility of drying it! Now I don't suppose that the government can be reasonably expected to provide clean towels and scented soap, free of charge, for the travelling public; but neither can the female travelling public who run down to St. John for a day's shopping, encumbered only with a purse and an umbrella, be expected to carry around their own soap and towels, and I do not know of anyone who would not be willing to pay a small sum for the comfort of a clean towel and a decent cake of soap to help them remove the dust and grim which will settle upon face and hands during a three or four hours journey in a railway car. And I must say, one would expect to find such necessities in the railway station of so important a city as St. John.

If the basins are not to be used, what are they there for? And if they were intended for use why are they surrounded by conditions which render them perfectly impracticable? The majority of ladies from Hampton, Moncton, and even Dorchester, who think nothing of a run down to St. John for a day's shopping usually catch the early morning train, spend a day, which they find all too short for their purposes, amongst the always attractive shops of the city by the sea; and returning by the Quebec express in the afternoon they save time by snatching a hasty dinner at some ladies' restaurant, instead of going to a hotel. Consequently, when they discover that they have just fifteen minutes left to catch the train, they are obliged to depend on the toilet room at the station to settle their ruffled plumes before starting on their return journey. If the inconvenience is great for people who are going but a short distance, how much worse it is for those who come through from Fredericton to Sussex, Moncton, or Amherst! They have half an hour to wait at the station, their luggage is in the baggage car, and perhaps they are not even carrying a hand satchel; their lunch basket and novel, being all the impediments they care to be burdened with. But on account of either bad management, or lack of enterprise, they are denied the comfort of refreshing themselves at St. John, just for want of a towel and a small piece of soap.

Would it not be worthy of consideration to have an attendant at the waiting room, on the arrival and departure of the principal trains, who would furnish ladies with a clean towel, and a cake of soap, for a small consideration in coin of the realm—say three cents—said attendant to furnish the towels and soap, and retain the fee in payment for her trouble? Surely the caretaker of the station would be willing to try the experiment, as the wear on the towels would not be heavy, and one cake of soap would last a long time, with care.

The fashionable skirt is so much shorter this season that it has had an appreciable effect upon the footwear. When the feet were almost entirely hidden by the long full skirts, neatness was all that was required in boots and shoes, but now that the foot can be seen once more the shoe has become as important a part of the toilet as the bonnet itself. Perhaps few people ever stopped to think how ruinous the long skirts were to every kind of footwear, but it is a fact that really dainty shoes were almost an impossibility as long as they were continually brushed by heavy flapping skirts which were sure to become either damp, or dusty, as damp and dust are both fatal to fine leather. The shoes and slippers are really works of art, this spring, and there is such a craze for having

them harmonize with the rest of the costume that some of the most fashionable women are having all their footwear made to order, and actually bringing pieces of their gowns to the bootmaker in order to have them match properly.

Others prefer a pretty shade of tan or brown, which can be worn with any dress. The heels of boots are worn a little higher than they were last year, but still they are not uncomfortably high, one and three-eighths inches being considered the proper elevation, and the absurdly pointed toe has been greatly moderated. The tips of the swell boot is always straight, and the soles are finished quite close to the uppers, instead of protruding, as they did last year. Nearly all the boots in light tan leather are laced, while those of darker leather, or of the still more fashionable cloth top, are buttoned. Low shoes are of course, the choice for warm weather, and they are shown in Russian leather, patent leather, calskins, plain black tied, and the favorite fixing of leather, with cloth tops to match the costume.

It is surprising how much the skilled bootmaker can do for his customers, in fact he has almost as much power in his hands as the dressmaker herself, and can change the clumsiest foot into a fairly graceful one by the exercises of his art. The foot is built up the least bit here, the instep padded a little there, in order to give it the arch required for beauty, and if the foot itself is hopelessly flat, a skillfully shaped cork cushion is placed in the foot, so contrived as to be perfectly comfortable, and yet raise wearer nearly half an inch, give her a springy elastic gait and prevent that peculiarly ungraceful walk which a flat foot gives.

A very favorite shoe this year, is called the Bilco Taylor tie. It is made in all the different colored kids, tan, russet, blue, and white, and it has the extreme Louis Quinze heel, and Castilian arched shank which give a beautiful shape to any foot that is at all slender. It has a large ribbon bow, and a rhinestone buckle, and is of course only available for indoors, veranda, or lawn wear.

For evening wear the slippers are gorgeous beyond description; the material is usually satin and the color depends largely on the dress with which they are worn. Black satin slippers are embroidered on the toe with red iridescent beads, cardinal satin with gold or pearl, and the toes of many yellow satin slippers show embroidery in seed pearls and gold beads in open-work pattern to show the stockings, and are finished with large full rosettes of chiffon. Oxford tie shoes with gold bead embroidery are much worn by elderly women, in the evening.

The new tweeds for mountain and seaside wear during the cool days and evenings of early summer, are rather bright in coloring, and show a mixture of white in the greens, blues and browns of the ground-work, which is very pretty. One of the most popular colors for such gowns, is brown in both light and dark shades, mixed with black, green or pink. A very pretty gown of this kind is made with a tight fitting bodice, which has a short full basque and a collar, and cuffs of plain pink cloth braided with gold and brown. The touch of color is very stylish, and is really the making of the dress. Light cloths in cream, biscuit, white or in fact any light shade, are a decided feature in the trimming of the newest tailor made gowns, and they appear in vest, cuffs turn-over collars, and revers, which are usually rendered still more attractive by braiding in the darker color of the dress mixed with gold. Two light tints of cloth such as ecru and peach color, are sometimes combined with excellent effect in one vest.

White silk vests braided in black and white very pretty for tan or gray cloth gowns, and the needed touch of color is given by a velvet collar, cuffs and belt of any tint desired. White cloth and silk are also much used for the vests of brown or gray mohair gowns, and they are sometimes made with a small box plait in the centre, and tiny tucks on each side, the edge of the bodice being cut out in three square tabs which meet over the vest and fasten with gold buttons at the pointed ends. Plainer mohair gowns for travelling, and rough sea-life wear, are made with Norfolk jacket waists, and the plaits are bands stitched on flat. Other coat bodices have a wide double box plait down the middle of the back to the narrow belt; but this is becoming to very few, as it gives rather a clumsy round shouldered look even to the best figure.

A very smart costume for early summer wear is of mignonette green cloth with a Louis Quinze coat bodice pelerine shaped revers, and cuffs of biscuit colored cloth embroidered in brown and gold. The bolero fronts cross over a little on one side, fastening with two handsome buttons over a vest of cream satin thickly braided with gold. Accordion plaited cream chiffon forms a jabot and trims the cuffs and collar. Another coat of a blue faced cloth dress was a white cloth vest braided with blue, with three straps of blue cloth below the bust, and drooping shoulder pieces over the sleeves.

Coat bodices are not by any means the only style in tailor made costumes, for the pointed bodice fastened on one side is shown in some of the new summer models. It opens in front on a full white silk vest, and turns back in large revers. White satin ribbon makes the stock collar and bow.

TO PREVENT MAL DE MER.
A Fortune awaiting the Individual Who Discovers a Cure.

There is a fortune and a heroic marble statue, with grateful and laudatory sentiments carved all over the pedestal still awaiting the individual who finds a sure cure for sea sickness. Every spring somebody makes an effort to secure these riches and honors by fooling a hopeful and confiding public with a remedy guaranteed to bring relief, and every year it is proved with disheartening regularity that the antidote for mal de mer is yet to be discovered.

This is what, with many little sighs and shivers, a group of women, all bound out in the next few weeks for Europe, were discussing over their tea cups the other afternoon. They were exchanging advice as to how one can with the least despair endure a five day voyage, and listening with respect to the girl in the gray traveling gown, who had crossed the ocean sixteen times and knew a lot about it. She first curdled their blood by explaining that women are and always will ever be special victims of the bilow's frolicsome ways.

"That is because of their more delicate nervous organization," she said, "and because ninety-nine women out of a hundred who go to sea elaborately prepare them-



WHEN THE FIRST CAP WAVE STRIKES THE SHIP'S PROW.

selves for the worst possible consequences of a rough voyage. Very few of them know that it is not the stomach but the head that is so acutely sensitive to a swinging motion, and that stern dosing beforehand of one's unoffending liver and stomach not only does no good but a world of harm. Then, too, a woman always rushes about at the last minute before sailing, hurries on board with an empty stomach, invites all her friends to the dock that she may take a fearful adieu. Over-excited and exhausted she naturally comes down with a fearful alacrity and the worst symptoms immediately the first ocean swell strikes the ship's prow.

Those who do take precautions ordinarily fill a medicine chest with an array



THE FIRST PHASE WAS A LIVELY APPETITE.

of drugs, carry on board champagne and a lot of lemons and are all the more miserable for the sight, and thought of their preparations. Still, there are several excellent systems that can be put in train and if their working will not quite cure the illness, the suffering can be admirably mitigated.

Numbers of rich women [one meets on board the big liners either take special traveling maids [with them, whose chief recommendation is their capacity for nursing cases of sea sickness, or, like the brides who have set off this spring for the European honeymoon, engage the services

of trained nurses. There is nothing these women think more discouraging and cooling to the ardor of a young husband than to have a sea sick wife on his hands, and a woman who becomes so ill, that a few spoonful of arrow root every few hours is all the food she can take, pays a nurse to see her through the dangers of the deep and sends the ministering angel back on the return voyage. However, we all can't afford to enjoy the benefits of trained nursing and in a great degree the intensity of one's mal de mer depends on the cleverness, good nature and unflinching attentions of the stewardess. If you know you are going to go down during the voyage, set aside your biggest tip for the stewardess and divide it into three parts. Give her one third on sailing, a third the second day out and then the balance on landing. Ships with the cleverest stewardesses are favorites among women and there are positively princely tips awaiting the stewardess who will take a few courses at trained nursing and exercise her knowledge on her patronesses.

Now there never was a greater error innocently believed in than that one is better off for seasickness. Just so long as one can stave it off the better one will be, and if you have never been at sea the symptoms of its approach can soon be recognized. Usually the first phase is a lively appetite which passes off, likely enough before the first meal is half over, and then one rapidly disappears into the dim gloom of the state room where there is weeping and gnashing of teeth, not to



speak of other manifestations equally painful. A severe headache, vertigo without nausea, attacks of neuralgia and painful backache are often enough the complaints of women who insist they are not sea sick at all and are even able to be up at meals. They have got it, however, only in another form and a bit of rough weather will give them the most acute suffering."

"But I don't believe it's the pitching and tossing but the smell of the rubber mats that makes me ill," interposed a veteran of one voyage. "why when we went down to inspect our state rooms last week I had almost the effect of being at sea in a gale

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ONE GIVES RELIEF.

and I know girls who can sail in any weather but curl right up on a steamer. It's the pounding of the machinery some complain of and the odor of the engines others cannot endure."

"Then they ought to carry about bottles of the strongest smelling salts they can find with plenty of ammonia in them," perscribed the traveler in the grey dress, "have a bottle of salts open in the state room, and when an attack comes on forbear to take any of opiates. They quiet the pain for a time but extort terrible revenge later on. Persons who suffer particularly from headache ought to have their physicians prepare for them doses of citrate of caffeine and I know most reliable cases where the mal de mer has been held aloof by a faithful use of bromide. If it is taken by a doctor's prescription for at least three days before sailing, and then the first two days out, it is apt to carry the weakest vessel through unscathed. I say "apt" for really nothing is a sure preventive and when everything one eats refuses to stop in the right place get the stewardess to prepare a little bowl of arrow root. It has wonderful staying qualities even in a storm; cracked ice slipped chip by chip is next best, when all else fails.

"But do you remember to keep always experimentally eating. To refuse all food will only give the sea sickness the upper hand and when a turn for the better comes ask for a cup of hot coffee without sugar. Good, clear strong coffee is the very salvation of those who are only moderately ill and many women, who doubt the ship's supply, wisely carry along their own spirit lamps and pots and have a cupful before breakfast. These are the sensible women who know the value of eating something on waking, who don't walk the deck before breakfast and who prepare for the voyage beforehand.

A clever traveller finishes her packing farewells and last directions twenty hours

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before she sails. A few hours before leaving she takes a hearty meal at home, drives down to the dock, goes at once to her state room and puts everything in order, just as though she planned cold bloodedly to be desperately ill. Then when the gong is ringing she gets into bed and spends the first day there. She takes her meals if possible without lifting her head and is likely enough on the second day to be on deck and among the strongest.

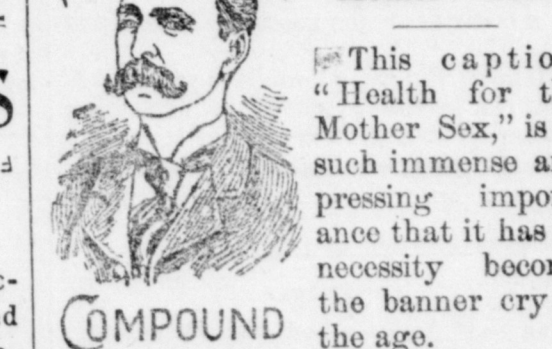
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