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SEVERELY SIMPLE IS DINNER RULE

**Dark Fabrics, Puffed or Long, Tight Sleeves, Trim
Bodices Characterize Gowns for 'Little' Evenings**

(By Kay Thomas)

If you're dining en famille, anything goes, from a simple woolen housecoat which zips casually up the front, to a startling white velvet hostess gown with a train. When you go out, it is a different matter. All of the clothes shown here, with the exception of the street-length black net, can be worn by the hostess in her own home, guests or not, and at any of the 'better dress' or 'dress obligatory' spots about New York. They are all, too, ideal for the theatre, on a first or any other night.

In this season when even the most pretentious evening gowns keep their shoulders under cover, no matter how exposed the neckline and back, it is more difficult to draw the fine line between the dinner and evening gown. Generally, the dinner gown is characterized by a suave, almost severe simplicity. Specifically, it means the covered shoulder, the long, tight sleeve, the trim, tailored bodice, the dark wool or crepe or silk jersey. Severe styles in rich materials, too, like the gold metallic cloth dress with the kolinsky collar, are ideal for dinner and the theatre. The thing to avoid, unless you are very young, is the bouffant, picture-type frock, or the pastel crepes, metallics or velvets.

We found in a little shop uptown, which has unusual and sophisticated clothes, as fine a collection of dinner gowns as you will see anywhere. And they aren't expensive, either. The proprietor of this shop, who has a young, slim figure, says she knows little about business, but her success is due to the fact that she chooses gowns she herself would like to wear. It was here we found the black silk

jersey dress after Alix, with the gold cord about the waist, which looks like much more than \$35. Here, too, was the gold metal cloth dress with the kolinsky collar, which is amazing for \$55. She can show you the perfect dinner dress—a black crepe with long tight sleeves, and a low v-back, whose only ornament is a dull gold metal airplane clip at the high neck. This dress is less than \$40. With it she suggests, as the perfect dinner ensemble, the full-length, fitted, tweed coat in black after Schiaparelli, which she had copied, with blue-leaded lapels. She sells this at a reasonable price, too.

If the too tailored gowns are not your type, lace is a lovely compromise. One of the most flattering ones we have seen this season is a rose rust, with fitted bodice and puffed sleeves. Lovely, too, is a simple black spider web chantilly, with a bouquet of dainty pink velvet flowers at the throat.

For converting an evening gown into dinner frock, nothing is better this winter than one of the little sequin jackets. You can get these in pastel beads on dark sheers, which will play up a simple black gown beautifully.

Street-length velvets, lames and the newer stirred nets are worn out to the smaller restaurants for dinner, too. The black net with red roses which we show here could be worn into spring, what with its very new shirred skirt, and suggestion of a lower waistline. This frock could go anywhere in town, except the "dress obligatory" places, and would feel sufficiently exposed, even if the majority of your fellow-diners dressed.

HOW TO DRESS WELL ON A LIMITED BUDGET

Fashion has no price. If you don't believe it, a few notes from a recent show in a Boston department store will prove there are maximum fashions for minimum budgets.

In women's sizes, for women who wear simply tailored clothes at home and in the car during the day—a gay boucle knitted suit, two-piece with a cardigan buttoned with bright red buttons to match the belt buckle, a velvet scarf fills in the neckline, and the skirt is straight and plain. Also for mature women, a lovely crepe afternoon dress in deep plum, almost egg-plant, with cut steel beads glimmering in sun-burst effect on the shoulders and upper arms made of bands of sheer marquisette.

Many a neat little wool dress, one soft blue embroidered all over with brilliant red dots. High neckline with a pique facing and two little tabs, sun-burst tucking on the bodice and an exaggerated flare in the graceful skirt. Lots of possibilities—a

red chiffon scarf at the neck, for one thing.

Embroidery by all means. Black crepe embroidered all over with gold. Eye-compelling electric blue borders the high round neck, runs straight down the front and around the hem; it, in turn, is bordered with fine gold braid.

You can even have drama at a moderate price. Paton's favorite colors—russet-gold and brown in a crepe afternoon dress. The top of gold, a low V-neck clipped with rhinestones, below-the-elbow sleeves shirred at the shoulders and across to the neckline. A long gold sash ties in front with silk tassels reaching to the hem; the skirt is brown. It's a winner.

If you're still not convinced, this will do the trick; plaid metal cloth, strewn with gold threads. The plaid is in golden and russet hues, fashioned in the simplest of tailored shirtwaist dresses with band collar, two flap pockets on the bodice, and a hidden gold zipper at the neck.

EXERCISES TAKEN OUT OF DOORS ARE MOST BENEFICIAL

(By Dr. James W. Barton)

It was my privilege for a number of years to lecture to high school teachers—all university graduates—on the general care of the body, with particular emphasis on the value of exercise and also of play. My thought was to enthrone these teachers—men and women—in the general effects of exercise that they would stimulate their students to take regular exercise and engage in group games.

I tried to point out the effect of exercise in circulating the blood, clearing the complexion, assisting digestion, giving a good posture or

carriage, preserving the figure, clearing the brain and prompting alertness, attaining muscular and nervous control and other benefits.

It is therefore a source of great satisfaction when you read of a whole evening of a great organization such as the British Medical association being given over to the one general subject, "Keeping Fit."

Just two lectures were given, and they were quite properly on diet and exercise. "Just as in a town, after a rain and a good wind, the dust and dirt were taken away and clean fresh air resulted in unexpected vistas, so exercise, by bringing about improved circulation, took away the waste materials from the body cells and brought to them the equivalent of fresh air in the shape of extra supplies of oxygenated (pure) blood."

This, then, is the keynote of exercise—removing wastes, and bringing to every cell the pure life-giving blood that maintains strength and stimulates it to further effort.

Man's body is covered with muscle, and this muscle was meant to be used. In fact man's stomach, intestine, lungs, heart—every organ—are built on a large scale so that they could do all the work which would be

Quality Tea King Cole Old English Blend

Fredericton Asks

(Continued from Page Two)

have to restrict our business." He mentioned that the competition of the buses had eaten into the railway business and with the highways being kept open and more people using automobiles the railway must look after its own interests. He made the point that if the passengers go to the highways they can't expect the railway to concede them too much.

He said that the C.P.R. was laying emphasis on freight. He admitted the passenger service on the Gibson line was quite slow. He said one of the reasons why the schedules were disrupted in this section was because of the disappearance of the C. N. R. bridge. He asked the question if an express train on the Gibson line would pay, and admitted that it was one consideration which the railroad must make. Mr. MacNabb said he was willing and would investigate, but he was of the opinion that it would be difficult to get enough revenue to support it.

Sticks Up For Railways

W. G. Clark, M.P., came out strongly in sympathy with the railways and said that it was a mistake to keep the highways open in the wintertime. This, he said, was due to the railway and they need the winter business and are entitled to it.

President S. S. Miller thought it was practicable to keep the highways open north of Fredericton anyway. He said it didn't look as if they would be kept open to any extent.

Matter of Freight

President Miller brought up the matter of freight and asked Mr. MacNabb if some better arrangement could not be made for the transit of express material from the North Devon station to the Union Station in this city. He also asked for an allowance on truckage.

There was some discussion on the matter of the hauling of freight. At the present time, with the C.N.R. bridge out, it takes a day or two to send Fredericton-bound freight over the Gibson branch, via Woodstock, McAdam Junction and Fredericton Junction to this city. Carload lots should be landed at Devon and a chance afforded to unload goods for Fredericton from there.

J. D. Palmer

J. D. Palmer expressed sympathy for the railways in their problems, but asked that Mr. MacNabb consider this matter. He hoped for a satisfactory solution between the C.P.R. and the city. He specifically mentioned that the greatest asset of a public utility is the goodwill of the public. Mr. Palmer suggested that even if the railway was forced to operate at a small loss it would be a wise investment to see that satisfaction is given this section of the province.

Mr. MacNabb answered that the railway always had the goodwill of the public in mind, but he said that there was no hope of putting in a service that won't pay. If a service is unremunerative the railway would eventually have no jobs for anybody. "The privately-owned railway has its back to the wall and is fighting for its very life," said Mr. MacNabb. "If there comes a day when the railway is unremunerative it cannot exist," was his opinion. The railway certainly cannot take on a service which it cannot pay, he said. Mr. MacNabb promised the Board of Trade members that he was anxious to put in a better service on the Gibson line, but he thought the expense would be prohibitive.

Concluding the C.P.R. official told the Board that he would undertake to return in ten days or two weeks; at which time he will probably be able to promise what can be done.

W. G. Clark, M.P. mentioned that the freight service of the railway at the present time was handled excellently. He noted the difference now from former years.

necessary when all these muscles were worked or exercised.

"An amount of exertion which quickened and deepened the breathing was good for everyone. If the exercise was taken in the open air so much the better. Walking, skipping, dancing and swimming were excellent exercises within the reach of everyone. Nearly everyone knew the pleasant feeling that came after exercise, also that the fatigue due to a day of work and worry was sensibly lessened by exercise."

Prof. S. C. Perry

(Continued from Page Two)

There is no speed limit in the city. Witness got the call at about nine o'clock.

John Baldwin

John Baldwin was called but was absent from the court room.

Frank Morgan

Frank Morgan, an employee of the Valley Motor's Company, was called. He told of the damage to the truck, consisting of serious damage to the frame, and the front of the car. The brakes were in good shape, he believed. He couldn't estimate the speed of the car.

Irvine George Hackman

The next witness was Irvine G. Hackman, a native of Easton, Pa. He was staying at the Windsor Hotel. He heard the crash, and saw a man slumped at the wheel of a car. Witness rushed over to the car and helped get the man out. Witness lifted Prof. Perry out of the car, carried him to his own car and took him to the hospital. The injured man was breathing heavily at the time. There was blood on his head.

Murray Quinn

Murray Quinn, the next witness, witnessed the crash. Witness told what he saw. He heard the siren. Witness saw the truck cross Brunswick street. He didn't see the other car at all. He saw the crash only dimly, not clearly and couldn't estimate the speed of the other car.

He saw the injured man taken out of the car. It was about the middle of the street where the two cars came together.

Edmund Miles

Edmund Jack Miles, of North Devon told of going out Westmorland and of seeing the crash. The siren was sounding and continued to sound, even when it tipped over from the impact of the crash. The truck was on the right hand side. It then went around to the left. Witness notified John Searles of the crash and Mr. Goodine on Westmorland street. Witness said the truck was not travelling at any "unusual" speed.

Leon A. Thurrott

Leon A. Thurrott, next called, told of being in the office and hearing the crash. The Chevrolet car of Prof. Perry was travelling at a moderate rate of speed. It wasn't going 35 miles per hour, he thought. As the truck and car neared, the Chevrolet seemed to speed up. It seemed that Prof. Perry speeded up to avoid an impending crash. Witness was on the outside of his desk. He went to the other car with Hackman to extricate the injured man.

W. A. Gibson

The last witness was W. A. Gibson. Mr. Gibson, an employee of J. Clark & Sons, had looked over the Perry car. It had been extensively damaged. The left side of the car was crushed in, doors were bent and windows were demolished. The brakes were in fair shape. Witness said deceased was an average driver. He didn't think he was a fast driver. He drove a 1936 Chevrolet coach.

The coroner's jury was as follows: Abner B. Belyea, Alfred Yerxa, Gordon Foster, Cecil H. Burtt, Robert Stevenson, Selby Locke and H. H. Blair.

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