

Other People's Fashions

By Lady Duff-Gordon.



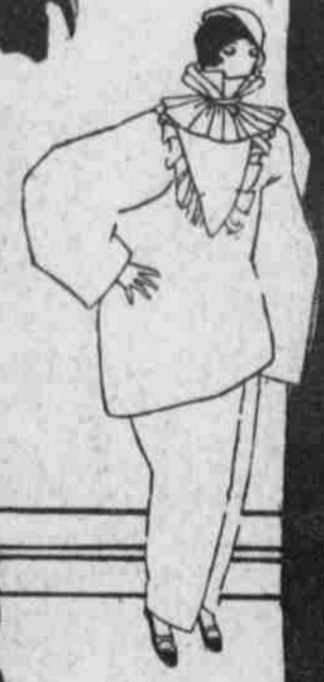
New Balkan Costume of Japanese Blue Ratine, Designed by Andre Groult.



Lucile Costume of Sweet Pea Satin, Watteau Hat of Black Straw, with Pink Bandeau.



Mardel-Robert Costume, Showing the New Flowered Overblouse, with Tulle Sleeves.



Blue Crepe Costume, With New Girdle Over Skirt of Blue Taffeta.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for the newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with the centre of fashion.

very brilliant in tone, are combined with plain dark serges or silks. The craze for the Roman stripes is waning in Paris in the suburbs they have been very lovely, but now that they are on sale on the bargain counters. Milady of fashion passes them coldly by. The taffeta coat dress and those made of dark bud crepes and satins are very lovely. These costumes by no means come under the head of tailleurs. They are in a distinct class by themselves. They can be worn either with or without a separate blouse. The most interesting of these coat dresses have low cut waistcoats and girdles to match. Many of the foremost couturiers show as wide a diversity in their sleeves as in their skirts. The same house will exhibit elbow sleeves,

three-quarter sleeves, long sleeves in the kimono model and the same lengths in the tight coat sleeve. One of the men designers, on the other hand, clings tenaciously to the set-in sleeve, and will not make a gown with the kimono effect. Another couturier favors separate coats of plaid silk, a logical sequence to the plaid sport coats of the winter. Of the fabrics it is impossible to be over-enthusiastic. They were never so lovely in texture and color. I have spoken of the taffetas, but I have said little of their colors. The most used are, perhaps, black, navy, Japanese blue, russet and sweet pea pink. There is one thing that I want to make clear before closing this little dissertation on "Other People's Fashions." While I have mentioned many things which are apparently peculiar to all the Paris couturiers,

you must realize that no two creators create the same thing in the same way. For instance, while all may use the long effect in coats or the short, each maker will develop his own model in a way peculiar to himself, and the careful student of fashion realizes at once the touch of the maker. For instance, I see a certain feature in a gown, and I say at once, "That is a K——." I see the same feature treated in a different manner, and I say, "That is an A——." This is why there is ever a great diversity in "Paris fashions." Then my own simple little sweet pea satin frock is just as girlish, I think, and thoroughly wearable. The blue crepe costume has a removable overskirt, which may prove a god-send to some thrifty souls, and the over-blouse of flowered silk is another "thrifty" design.

By Lady Duff-Gordon. WITH the Spring openings a thing of the past, I am minded to tell you about them. Personally I do not care for the plaid taffetas, which are so the rage in England and in the United States. But many of the couturiers are showing models in which these plaids,

Making It Safe for Us to Eat in the Railway Dining Cars.

THE Public Health Service has been investigating the dining car service of the railroads in the United States. The discoveries they made are not conducive to increased appetites, but the results are likely to make it moderately safe in the future to dine en route. The first thing that they recommended is a frequent and periodic examination of all the employees concerned in the handling and serving of food in the diners. Additional point to this recommendation has been furnished by a recent case in which two chefs on dining cars were taken from their cooking ranges to the small-pox hospital in Washington. The two had come in contact with a negro dockhand suffering from smallpox. The cases were discovered, fortunately, within a few hours, but as it was eighteen members of the dining car crews had to be vaccinated and quarantined. Acting on the Health Service's advice the greatest of all Eastern railway systems has ordered the periodical examination of all persons employed in its travelling restaurant service. Every cook, kitchen helper and waiter is required to undergo medical inspection at regular intervals of three months. Nobody who has anything to do with the preparation and serving of food on dining cars can escape the application of this rule, which is intended to bar from table and kitchen every diseased person. Every such employe must have a certificate of sound health, to be renewed every three months. Unless the medical report in his case gives him 100 per cent he loses his job. Sufferers from tuberculosis, eye and skin diseases or any other communicable malady are not in future to be employed by this railway system.



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even in places where the linen and tableware for dining cars are kept. The distribution of disease has an important relation to transportation. When the latter is slow, epidemics are not rapidly spread. This fact is strikingly illustrated by grippe, the great periodic epidemic of which invariably starts in the Far East. For a long time the progress of such an epidemic of grippe is slow, corresponding to the speed of caravans which represents the quickest mode of transport in that part of the world. When it reaches Europe, however, it suddenly adopts the speed of railway trains, and crossing the ocean as soon as steamships can bring it is rapidly distributed over the United States. Indeed, by reason of our admirable transportation facilities, an epidemic in any part of this country quickly becomes a menace to every other part. A cook or a waiter on a dining car who happens to be a typhoid "carrier" is in a position to spread an epidemic of that malady far and wide. Doubtless this very thing has repeatedly happened. But even under ordinary circumstances the plate of soup which with the swaying of the train, immerses the waiter's thumb is not very safe to drink. Fingers not over-carefully washed handle the rolls, the plates and the cutlery. These are only some of the many ways in which diseases, such as tuberculosis, measles and scarlet fever, may be transferred. Hence, as urged by the Public Health Service, the vital importance of making sure that dining car employes are healthy persons. What, asked the service investigators pursuing the investigation, becomes of the dining car cooks and waiters at night? The answer was that their beds are made up in the dining car, and they sleep on board. To say the least, it is an unsuitable arrangement, not agreeable from an aesthetic standpoint, and interfering in some degree with keeping the car clean. What do the employes do with their street clothes during working hours? They have trouble to find any place in which to put them, available space being lacking; but the head cook enjoys the special and exclusive privilege of storing his clothing in the refrigerator. In case that receptacle is not fully occupied by ice and perishable food products. The Kansas State Board of Health, as the result of recent independent State investigation of this subject, says: "One of the most difficult problems confronting an army on the march is that of providing it with proper food and clean, pure water. Every great railway system in this country has such a problem on its hands every day in the year." To supply continuously an army of tens of thousands of travellers with properly prepared

food and uncontaminated water is a matter of no small difficulty—especially when it is considered that on many roads there are great distances to be traversed through deserts, where no fresh supplies can be obtained. And it is further to be realized that the food products on board of a dining car must necessarily be stored in compartments within a few feet of a hot range. It is of obvious importance that the arrangement for storing food supplies on buffet cars or ordinary dining cars should be as sanitary as possible. All compartments, says the Public Health Service, should be of material that can be readily sterilized by live steam. The removable shelves should be of enamelled ware or other material that is non-absorbent of grease and moisture. There should be a careful daily inspection of the entire car. In summer all windows and doors should be screened, and before meals are served care should be taken to get rid of all flies that may have found their way inside. The dining car service is not profitable to the railroads. In fact, they declare it is conducted at a very considerable loss. But it is a necessary service, and the travelling public is entitled to the best protection against disease that can be given. The matter of water and ice supply for trains is one of obvious importance. Travellers are sufficiently familiar with the method usually adopted in handling the ice, which is cut up on the station platform and temporarily stored in buckets. One may hardly hope that it will finally reach the cooler without picking up from hands, the surrounding air and the ever-present dog,

much that is not good to drink. The job of chopping up the ice and putting it aboard is relegated to the cheapest and most ignorant laborer, whose unwashed hands are more than likely to be covered with a mixture of grease and coal dust. Similar methods are adopted in filling the coolers with water. Generally speaking, on the railroads it is considered an adequate sanitary precaution if the coolers or drinking tanks are washed once in a while with cold water, a dirty whisk broom being used to get rid of the debris on the bottom. Incidental to such "cleanings" the tank or cooler is cleared of various extraneous things, such as nipples of nursing bottles and labels of beer bottles which have been occasionally put into the receptacle to cool. The Public Health Service has now served notice on all interstate railway and steamship carriers that the drinking water they furnish must be certified as free of "anything liable to cause disease in man." Samples of water are to be examined at least once in six months by State or municipal health authorities. Likewise artificial ice, and each new crop of natural ice must be similarly certified. In response to these requirements one railway system has ordered that all drinking water receptacles on its trains shall be sterilized by live steam at least once a week; and it is spending \$46,000 to put in tanks in which the water and ice shall not be in contact. Another railroad is spending \$15,000 for tanks that can be filled from the roof of the car only—thus rendering them unavailable as receptacles for cigar stumps and other refuse. But the article in common use in dining cars that demands most attention is the finger-bowl. It is never washed. Indeed, in most restaurants, whether stationary or on wheels, it is an accepted theory that finger-bowls do not require washing. They wash themselves. If emptied and refilled, with a fresh slice of lemon supplied, all requirements are supposed to be met.



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