

ELEGANT TOILETS



Here are two beautiful costumes. The first is of soft mauve batiste with embroideries of white floss silk wrought into a design whose Oriental characteristics is in quaint contrast with the eminently Parisian contour of the dress. The skirt points the way to an entirely new treatment of soft draperies, opening in front over a panel of the embroidery falling almost to the hem at the sides, and then curving high up at the back. There is no suggestion of fullness over the hips, whose outline is followed with glove-like closeness. This faithful moulding being continued above the waist-line and dispensing altogether with the conventional belt, while then on the corsage the embroidery figures effectively once more, and chemisette and undersleeves are of white embroidered muslin, tucked net and lace. The highest possible form of the fashionable high collarband is accentuated by a little tulle ruffling which touches the ear.

The other dress is of blue satin, the bodice showing a most original arrangement of filet lace and tucked chiffon, with a glint of gold in the chemisette, while then there comes a waistcoat effect of blue chiffon, where tiny buttons cluster, the soft folds of satin—which are, apparently held in place at the sides by other and larger buttons—being in their turn eventually caught in by a deep waist-band of black satin, embroidered just in front with Oriental blendings of gold and emerald green and rose. For the making of the skirt the softly clinging satin would seem to have been just folded round the perfect figure, the black falling in slightly draped handkerchief points a little to one side.

EVENING FROCKS.

Evening frocks are growing very gorgeous, although at present there is scant opportunity for their wear. Wonderful embroideries are being prepared to do them honor, and the tulle and bead are being used for their decoration with considerable enthusiasm. The most favored embroideries are in floss silk, much raised and in floral designs. But embroidery altogether grows daily in demand, and no really elegant costume is complete without its influence.

THE SEMI-SHORT WAIST.

We have heard and read a great deal about the decided change in the waist-line, but some of the leading dressmakers of Paris are resolutely adhering to the semi-short waist, and there examples are to be seen on every hand. The peculiar waist-line running up a little way at the back, conveys the slightest possible impression of an Empire gown. However, the style is not in the least "Empire" although the impression remains to that effect.

Three Lovely Hats



To be in fashion this season one must, of course, possess a silk or satin hat, or, preferably, one of each favored fabric. The first one of the trio displayed is a typical and smart example of a satin hat, its cloche shape outwardly covered in black, and its brim lining showing a charming contrast of softest blue or pink satin, while for trimming, it has a thick encircling ruche of frayed-out silk, with just one great, full-blown pink rose at the side. Charming, is it not?

The middle display of millinery loveliness is of glass silk in one of its prettiest forms. Its soft tapestry blue makes background for a trio of huge rosettes in cleverly-contrasted shades of blue, purple, and green, a wide quill being also deftly introduced as a finishing touch. The hat can, of course, be made in any other desired colorings to tone with a particular costume.

As to that remaining hat, it is of a youthful and pretty simplicity of style which make it well suited to a wearer still in "the teens," though "twenty-one" is not, I fancy, likely to let her jewelry entirely monopolize its charms. It is made in felt of any color, but looks wonderfully well in soft mole shading draped round with a wide fringed scarf of pale blue crepe de chine.

FASHIONLETS

A leaden grey and deep pinky mauve are the latest colors. All shades of yellow, flame, amber, etc., are in vogue.

All strictly tailor-made costumes have flat, mannish coat-sleeves with the tight-fitting jackets.

Very large velvet flowers and foliage crown the new hats. Ivy and begonia leaves are most fashionable.

Tassels and hanging ornaments are seen on all the new gowns.

White will be much worn this winter.

Concert cloaks are made of wool-back satin or pale-colored cloth trimmed with tinsel embroideries.

Petticoats should harmonize with the color of the costume.

Long, loose coats are made with three collars and bold revers, such as we see in Morland's pictures.

Bodice pieces for square or round yokes are of ruby or green satin covered with shaded and mixed silk embroideries.

Colored garters are worn, and colored tops to the boots.

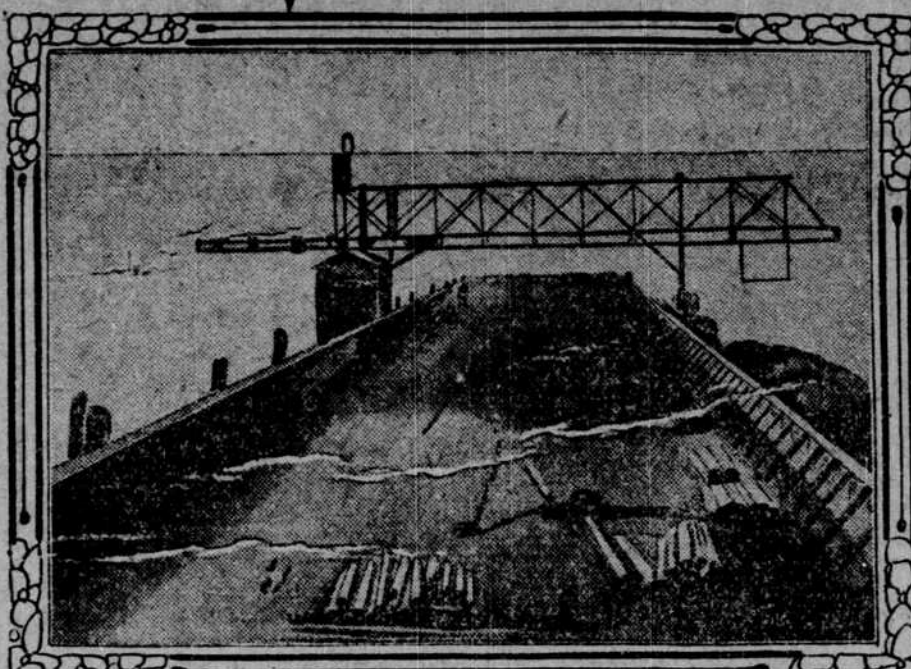
Walking skirts must just clear the ground. Evening skirts are rather long all round and particularly long in front.

Thick makes of Tussore silk will be worn throughout the winter for dinner and evening gowns. They look well in pale-pink, mauve, gray or Natter blue. In fancy tartans they are most effective, and make charming children's dresses.

The newest fur tie which is trying to oust the boa is a straight band of fur bordered on either side with a quilling of satin ribbon, and tied on the left into a double bow with one end. Extremely smart it looks worn on the slim throat, but since for its best exploitation it must be worn fastened, it is apt to increase the outline rather and should not be attempted by anyone on the road to the double chin.

Embroideries appear on cloth and on velvet, and on crepe de chine gowns, mostly in bold Egyptian designs, in colors of red and blue and gold, cotton and silk being alike used to form these embroideries, while tinsel serves with discretion to further embellish them.

BY RAIL TO HAVANA



A MID-OCEAN DOCK, TEMPORARY TERMINAL OF THE SEAGOING RAILROAD

An ocean journey by rail! Who ever heard of such a thing? Great heavy engines pulling long trains of heavy Pullman coaches along the surface of the water with the limitless expanse of blue ocean stretching out on either hand. Incredible as it may seem this very thing will be possible by the first of next year; for the road being built along the coral reefs of southern Florida is nearing completion, and when finished will enable one to get within 115 miles of Havana by train, and the rest of the distance to the Cuban capital can be covered by fast steamer in six hours' time. From a comfortable seat in a parlor car the traveler will be able to look out on one side across the rolling billows of the Atlantic and on the other side over the blue waters of the Gulf of Florida, the two commingling directly beneath the tracks which support his train. The tracks themselves will be invisible, of course, so he can enjoy the novel sensation of going to sea by train.

Here and there the voyager by ocean railway will cross diminutive coral keys and at intervals he will traverse larger islets through groves of tangled palms. He will be set down at length on Knight's Key, the southernmost point in the United States, reached by rail, and the temporary terminus of the only seafaring railroad ever built. There he may step aboard a fast steamer and in six hours land in Havana, having traveled all but 115 miles of the distance from his starting point by train.

The effect, so far as the traveler is concerned, will be the same as if a wonder-working genie should pick up the Pearl of the Antilles and move it a hundred miles or more nearer to the United States. The journey to Cuba from New York or Chicago, or any point in the eastern half of the country, will be shortened in point of time nearly one-third. Leaving New York on any wintry evening, the traveler will be able on the second afternoon to step ashore in the Cuban capital, having made the entire trip in less than 48 hours.

This will be made possible by the opening to traffic of a section of the "railroad at sea" that has been pushing out over land and water along the thickly dotted line of coral islands that curves from the Florida mainland southwest to Key West. When work was begun, about two years ago, it was announced that trains would be running in three years, but so rapidly has construction gone forward that already more than two-thirds of the distance has been covered, and the line is almost ready to be opened for more than 100 of the 154 miles of its projected length.

The building of this remarkable ocean highway is regarded by Mr. Flagler as the crowning achievement of the great development that he has been carrying on in Florida. Though he has been engaged in other industrial enterprises, Mr. Flagler's real work—or, at least, that in which he takes the keenest interest—has been transforming the eastern half of Florida from a barren waste of sand into a thriving industrial section and the winter playground of the country.

Though sometimes spoken of as a hobby, his development of Ponce de Leon's land of perpetual youth has been conducted as a business enterprise pure and simple. The building of the ocean railway was undertaken with an eye to the growth in importance of Key West that is certain to follow the completion of the Panama canal, and to the steadily increasing traffic between the United States and Cuba. At the same time the man who is responsible for these great enterprises has devoted to them all the enthusiasm that some men give to golf or yachting or raising thoroughbreds.

According to Mr. Flagler himself, the scheme of carrying his railroad line out across the coral islands to Key West and of conveying his trains from there by rapid car ferries directly to the Cuban capital first took tangible shape in his mind during the Spanish-American war. At that time the certainty of closer political and trade relations between this country and Cuba became evident, as did the commercial and strategic importance of some means of quickly reaching the island republic from the United States. The dream grew in Mr. Flagler's mind, and he directed that a survey be made by engineers to determine whether such a road as he imagined could be constructed. When the voluminous reports, estimates, drawings and blueprints of the engineers were submitted, Mr. Flagler glanced at them hastily and turning to Mr. J. R. Parrott, vice-president of his railway and his right-hand man in all his Florida undertakings, said:

"All I want to know is whether the road can be built."

"Yes, it can," replied Mr. Parrott.

"Then go ahead and build it," Mr. Flagler directed.

That was in 1905. Since then the dirt has been flying ceaselessly. Immense pile-drivers have been sinking foundations, huge dredges have been sucking up sand from the bottom of the sea to construct a roadbed, and an army of between 3,000 and 4,000 men has been pushing its way steadily southward from Miami out over the waves and the tiny islands toward Key West.

There was no precedent in the history of railway construction for the building of this sort of a road. Consequently the difficulties were many and the problems to be solved unusual. In the first place, it was necessary to assemble a veritable navy, including steamboats, tugs, lighters, hundreds of barges and bateaux, launches, floating derricks, pumps, pile drivers and repair shops, for since this was to be a railroad at sea, scapraft had to be utilized chiefly in its construction. The Florida keys traversed by the line are mostly uninhabited, and afforded neither shelter nor support for the army of men employed. It was necessary to establish camps, transport supplies, build hospitals for the sick and to establish reading and club rooms in which the workers could find relaxation from the monotony of their isolated lives. In some cases big houseboats or floating dormitories were anchored in protected spots to serve as living quarters. Even the drinking water must be transported in huge tanks on barges a distance of a hundred miles or more.

At the northern end of the line the route for a number of miles is on the mainland and extends through the borders of the Everglades. Here it was impossible to use ordinary means of land construction and barges were employed. The water was so shallow, however, that the heavy boats could not be floated and canals had first to be made for them. These canals extend along either side of the railroad, and through them the barges worked their way, digging their own channels as they moved along and throwing up at one side the earth taken out, so as to form the roadbed. Further down, where the railway crosses to Key Largo and begins its real career as an ocean-going line, problems of another sort presented themselves for solution.

Although the road, from the nature of its construction, is one of the most expensive ever undertaken, costing approximately \$100,000 per mile, the task of financing it is being borne entirely by the man who planned and is building it. It represents an expenditure of between \$15,000,000 and \$20,000,000 for the realization of an idea—the linking together of Cuba and the United States by the peaceful but effective bond of the steel highway.

FIRE-PROOFED BY WATER

"Did you ever see wood that wouldn't burn?" said the sailor.

"Oh, yes. There's briar, pipe briar, you know; and there's ironwood, and there's—"

But the sailor interrupted impatiently.

"No, no," he said. "I mean ordinary wood, pine, this here."

And he drew from his pocket a piece of ancient-looking pine. He applied several matches to it, and, as he predicted, the flame would not consume, but only blackened it a little.

"This piece of pine," he said, "has a strang story. It was fireproofed by water. It was part of a whaleboat in the late '80s, and wunst, when a harpoon was stuck into a big whale, the line fouled, the men all jumped for their lives, and the whale made a mad plunge downwards, draggin' the boat down behind it. Down, down! it went; they thought it would never come up again. It made a lot of these terrible plunges and dives then it

dashed off faster'n three Lusitanias; but it died in the end, and the whaler's men got it, and they got back their boat too.

"The wood of the boat was all like this here, hard as iron. What had hardened it was the pressure of the water. Scientific codgers said the whale must have carried the boat down half a mile or more to change the fiber of the wood like that."

King Under Assumed Name.

Officers who at one time were in close touch with King George of Greece say that he used to compete at Greek amateur athletic sports under the assumed name of "George Papadoulas," and was always so successful that spectators and participants began to suspect a masquerading professional. The feeling once became so strong that an attempt was made to mob the athletic monarch, who, rendered helpless by numbers, was obliged to reveal his identity to the police and trust them to smuggle him away.

LACE FOR WINDOW

ONE OF THE MOST EFFECTIVE OF DRAPERIES.

Filet Panels Are the Latest, and Are Very Popular—Other Materials Liked by Up-to-Date House-keepers.

Nothing in household decoration has changed more during the past few years than window draperies. For simple rooms two hangings are enough—the long, thin curtains which hang from the top of the casing to the bottom of the sash, and the heavy curtains which are hung over the thin ones and drop just below the window sill. For bedrooms, sash curtains are sometimes necessary, and these are fastened tightly against the window from the middle to the bottom. Draperies that reach to the floor soon soil and gather much dust.

Just at present there is nothing prettier than filet lace panels for the windows in the front of the house. It is also seen in some of the expensive hotels. There is a delicacy about this Italian lace that appeals to one at first sight. In decorating a window one must bear in mind that it is seen from the street as well as from the room. There are several ways of using this curtain. It may be stretched upon a separate frame and set in the window sash directly against the glass, or it may be attached to a small brass rod fastened to the top of the window and allowed to hang in straight lines just below the window sill. In a house whose windows are properly decorated, the curtains of each floor should have a resemblance. Real lace can be used on the lower floor, and imitation on the others. If, however, panels are used on the parlor floor, they should also be at the other front windows.

Curtains need renewing oftener than wall papers and much thought is needed in buying wisely. If sash curtains last two or three years, they have done good service. Buy material that will launder well and that is firmly woven, as it will not shrink as much as flimsy fabrics. Scrim is still popular, and among other white material are dimity, dotted swiss, net, madras, and various other weaves. Among the nets colonial and fish are attractive. For heavy and simple curtains figured materials may be had in cretonnes, chintzes, linen, taffetas, Java prints and Japanese cottons, making a varied stock to choose from. For a blue and white room Japanese cottons are durable. India and Java prints also hold their color. Figured cretonnes and chintzes are attractive, with plain or striped paper, but where the walls are covered with figured paper, plain delmas, or linen taffetas are best. China and raw silk also make pretty curtains, especially yellow.

There are many valuable uses for soda. Dampen soda and apply it to a bite or sting of an insect. Flowers will keep fresh longer if a pinch of soda is put in the water. A weak solution of soda will revive the color in a dusty carpet. A large teaspoonful of sal-soda will bleach a kettleful of white clothes. Sal-soda is also good for the sink if dissolved in boiling water. When using old glass fur jars wash them with soda water and rinse well in order to sweeten them. A teaspoonful of soda added to the water in which silver is washed will help to brighten it.

Chopped pecan nuts, almonds and pine nuts may be sprinkled over lettuce for a dinner salad.

Lemon Drops.

These are made of granulated sugar, finest quality. Put three and one-half ounces sugar and a teaspoonful water in a small saucpan, add one-half teaspoonful acetic acid and stand over the fire. When the mixture begins to melt stir two or three minutes with a wooden paddle, then take from the fire. Have ready oiled paper, take the saucpan in the left hand and pour the candy out in drops about the size of large peas on to the paper. When the drops are firm and cold moisten a paste brush in warm water and brush the under side of the paper. This loosens the drops so that they can be removed with a limber knife. When quite dry put into glass bottles to keep them from attracting moisture.

Pear Conserve.

One-fourth peck green pears, two large oranges, three lemons, four pounds sugar, two ounces green ginger root, one-fourth cup water. Peel, quarter, and core one-fourth peck large pears, dropping same in cold water as prepared in order to prevent turning color. Drain and put through food chopper. Cook till tender in one-fourth cup water the grated rind (the yellow only) of three lemons. Scrape the gray coating from two ounces green ginger root and cut up the root in food chopper. Combine all with four pounds granulated sugar, the juice of two oranges and three lemons, and cook for two and one-half hours. This quantity will fill 12 jelly glasses.

Cream Cheese Combinations.

Other favorite combinations with cream cheese are caraway, minced chives, chives and pepper, or cream cheese mixed with cream, molded in small cups turned on a lettuce leaf with a spoonful of Bar-le-due or gooseberry jam, laid in a depression at the top. Another nutritious and tasty salad is made from two cups of cottage cheese mixed with two dozen chopped stuffed olives and moistened with enough boiled dressing to permit of its being molded. Make into balls with butter paddles and serve on lettuce leaves.

Hose Supporters.

Cut off the legs of stockings that the feet are past doing anything with, measure stockings you are wearing from waist down to top of stocking. Split cuff leg down, sew it firmly to top of stocking, by machine is best, then fasten about the waist with safety pins back and front. They are comfortable and no coming down or getting out of order.

Cocoa Pies.

By adding a teaspoonful of cocoa to your pumpkin pie you will find them greatly improved.

BEAUTY HINTS FOR YOUNG GIRLS

By The April Grandmother



"Eternal vigilance is the price of perennial bloom," declares the April Grandmother, whose abundant tresses, smooth skin and graceful figure are the envy of her contemporaries. "All beauty is fleeting, but the hair, woman's crowning glory, is as easy to kill as a reputation, and, once lost, as rarely recovered. At least once a month the hair should be thoroughly shampooed with castile soap and daily brushed patiently, but not so roughly as to tear the scalp, and ventilated by taking out the hairpins, shaking and running the fingers through the locks. This will be a good opportunity to massage as well as loosen the scalp skin by imparting circulation to it, for lack of circulation is one of the chief causes of hair falling and turning gray. About the brow, behind the ears and at the nape of the neck, where the hair has been scorched with curling irons or tortured with 'waving kids' lose no time in treating its roots with olive oil or red vaseline applied with a fine brush, and before many weeks a downy bang will begin to sprout along the hair line.

"Roughing the hair is positively criminal and doing it up tightly at night most injurious, for that irritates the scalp, causing the hairs to crinkle and finally fall. The better way is to loosely tie the hair back from the face with a wide ribbon so that it may then grow in the natural direction.

"No matter how sincerely a girl may admire the blonde, Auburn or chestnut locks of some schoolmate, she would better not be tempted into experimenting with ammonia, henna or walnut dye, for the coloring matter of the hair is affected differently in individual cases. Even the so-called 'harmless' peroxide has been known to turn brown hair white instead of the anticipated golden. Moreover, the color of a girl's hair usually accords perfectly with her complexion. Nature rarely blunders in tint blending.

"Because your eyebrows offend you do not pluck them out with tweezers. That method will quicken the circulation of the cuticle beneath the hairs and make them grow thicker. Instead, train them to look less heavy by brushing them as nearly together as possible. If they are scant treat them nightly with red vaseline and brush them as regularly as you do your hair.

Modish Costumes for the Street and Home

The first figure shows a very graceful walking costume of nut-brown fabric. The slightly-trained skirt is



trimmed with a fold of velvet below a deep fold of the cloth. The fullness at the upper part is arranged in flat pleats that are stitched at the

"Regard the loss of a tooth as a dire calamity, especially a wisdom molar, for they hold up the jaws and preserve the contour of the face, which, once lost, can never be perfectly restored by either dentistry or massage. If one tooth be lacking that side of the face will have a twisted appearance, so, whether or not a tooth grumbles warning of aches to come, visit a first class dentist regularly at least six times a year and beg him to search for hidden cavities. Brushing the teeth should be considered the first duty of the morning, the last one at night, and immediately after every meal, if possible, and every day dental floss should be worked between them. Use only the best pastes and powders to whiten the teeth, and turn a deaf ear to those people who chant the praises of powdered pumice and lemon juice. Both will make the teeth glisten, but they will also destroy the enamel.

"A golden complexion rule for the young girl is 'Avoid all cosmetics.' Remember also that 'Cleanliness is next to godliness' and that if the face be kept perfectly clean blackheads will never disfigure it. They are merely infinitesimal dust particles, and by daily lathering the features with pure soap upon a camel's hair scrubbing brush or a towel no foreign matter can obtain lodgment in the skin. To keep the cuticle soft, fine and white, rub it with white corraeal directly after bathing. This is the cheapest and most efficient ounce of prevention known to southern women, famous for their smooth faces, for it costs only four cents a pound.

"Candy and soda water ruin the stomach, and when the stomach is diseased the complexion is wrecked. It is not necessary to feed upon grass, as did Nebuchadnezzar, nor upon husks, in imitation of the Prodigal Son, but eat something green daily, such as lettuce, spinach and celery. Drink water whenever you are athirst and before noon coffee and tea un-mixed with milk, but carefully avoid all beverages that make you wakeful, for wakefulness is beauty's chief enemy. But whether or not you sleep soundly at night, preserve your pink cheeks and lips by rising early and taking a brisk walk or ride before breakfast, even if a light rain be falling, for dampness is nature's complexion cosmetic.—N. Y. Herald.

wallet only, then pressed and left to hang loose. The jacket has two deep tucks carried over the shoulder to the waist back and front. The kimono sleeves are composed of folds of material, and are attached to large armholes. A little pleated basque is added at the waist. Collar and waistband of velvet. Hat of burnt straw, trimmed with large bows of brown silk. Materials required: 8 yards 46 inches wide, 2 yards velvet 22 inches wide, 3 yards silk for lining jacket.

Nankeen blue cashmere is used for the home dress illustrated. The skirt touches the ground all round, and is trimmed six inches from the edge with a band of blue and white silk galloon. The bodice is made like a blouse without lining. It has a small yoke of piece lace, and tucks in the material on the shoulders. Straps of galloon form the trimming of bodice, also edge the collar and the bands of the elbow sleeves. The tight-fitting undersleeves are of lace. Materials required for the dress: 7 yards 46 inches wide, 8 yards galloon, 1 yard lace 18 inches wide.

Thief Plays. Whence the craze for thief plays? Is it a morbid kind of curiosity, or the result of our eccentric civilization, with its strange and violent contrasts?—Lady Violet Greville, in London Gazette.

Lavender Sachets.

The new lavender sachets, which serve not only to diffuse perfume but are also preventive of moths, are in the form of small cushions, inclosed in saten or quilted satin covers, and are made in several sizes. Each size is inclosed in a tin foil envelope, so that they may travel any distance and remain in a perfectly fresh condition. They are further packed in neat cardboard boxes or in leatherette or wooden cases, with spare spaces for handkerchiefs.

For the School Girl.

Indistinct plaids and soft-toned worsteds are much in demand for trigg little suits for school.

For school wear, there could be nothing more attractive. The separate gumpie being changed as frequently as desired keeps the frock looking fresh.

If a Woman Has Brains.

If a woman's got brains a man is no astonished that he forgets to find out if she's got good looks.—Dolores Bacon in "High Places."