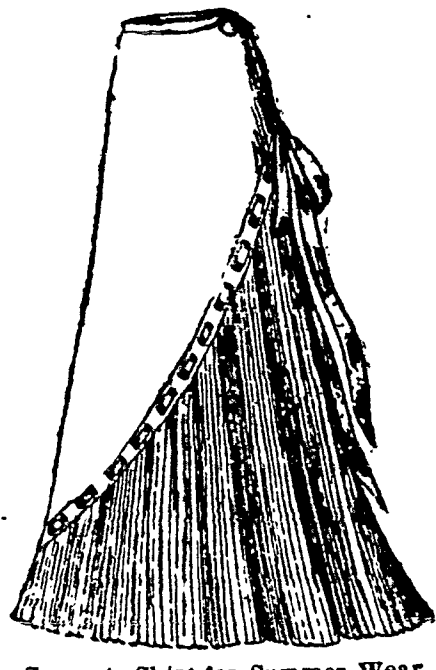


## THE GARDEN PARTY.

HIS SUMMER'S CHIEF FORM OF ENTERTAINMENT.

Lace Gowns are to be worn as one of the Year's Extravagances—An Odd Gown of White Tulle Mail—Gauze Silk Vests Now in Favor.

One form of entertainment, the garden party, is confined strictly to the summer months. It calls for elaborate gowns, but fortunately it is not necessary to always spend much money in these days to present a fashionable appearance, and the gown that is adaptable simply for a garden party is intended for many other occasions. It can do duty at a fashionable place for church wear, and is also suitable for one's at-home in the winter, if it is not made of muslin or some such material. There is much latitude in the materials used in the gowns intended for garden parties. Some gowns made for wear in Newport or



Separate Skirt for Summer Wear.

The fashionable watering places are as elaborate as those worn in the winter at evening dances. Of course, the waist is cut high-necked and with long sleeves. At one time it was not considered good form to wear rich satins and expensive laces in the summer, even at formal garden parties, but the last two or three years in Newport, Bar Harbor and Lenox these materials were considered none too expensive.

The Princess style will prevail as far as possible in all the gowns. The lace gowns, when they are not made entirely in Princesses, will at least have long polonaises or jackets. It is not possible to make up the muslin in this style satisfactorily. They require a softer line, and can stand a much more "fussy" style of trimming.

An attractive gown that has just been finished for Newport, and which will be worn at one or two garden parties, is made of a white silk muslin, on which are applied flowers of white lace outlined with pink and yellow silk embroidery. There is an attached flounce to the skirt, the applique being massed on the flounce, and going up the sides of the front breadth. The body of the waist is a mass of the embroidery, and has no other trimming. It is made with a pointed waist, which fastens at the left side with tiny crystal buttons. The sleeves are tight-fitting the embroidery being disposed effectively upon them. Around the throat is worn a ruche of pink and green chiffon, fastened with a small tassel bow of the two colors and a rhinestone brooch. The ruche would look almost too warm for summer weather were it not made of such thin material. The entire gown is lined with white silk. It is one of the most expensive gowns of the year, and on an attractive model.

An odd gown is made of white silk mull with an applique of black chantilly lace. The skirt is plain, cut circular, and has a band of the black lace starting at the left side and going across the front breadth. The body of the waist is of white mull, and has a deep collar and pointed front pieces of the black chantilly lace. The lace forms a yoke on the top of the skirt, and looks as though it were part of the waist, so narrow is the belt that finishes the waist. The waist is of odd cut, with a vest of white chiffon and narrow turned-over revers of the white, faced with white satin. The sleeves are small and have a piece of the black lace let in at the top. With this is worn a white mull hat with a black rosette in front and black paradise plumes. It is not intended for a mourning gown, in spite of the sharp contrast of the black and white.

A pale blue silk mull is one of the new gowns that has been imported to do duty at any outdoor or indoor entertainment this season. It is made with the tunic overskirt, and is trimmed with broad bands of Valenciennes insertion which cover the entire skirt, so as to make it look like a checker-board. This tunic is cut in points and falls down over a myriad of small ruffles of the plain blue that are sewed on the drop skirt, which is of silk. The body of the waist is of the pale blue, with the straps of the insertion; over the shoulders and across the back and front are four ruffles of the plain blue, giving the effect of a cape. The sleeves are of the pale blue, with a ruffle of lace at the hands; around the neck is a stock collar of pale blue chiffon with a tie edged with lace. In the description this sounds almost too odd to be attractive, but it belongs to one of New York's best dressed women. With this gown is to be worn a hat of yellow straw trimmed with pink roses. It is made in the shepherdess shape, the roses covering the top and massed under the brim at the

left side. The hat has two narrow black velvet strings that can be brought forward and tied under the chin—as is the fashion—or else can be left to hang down the back.

In the Persian foulard, which is extremely fashionable, is an attractive gown trimmed with white lace insertion put on in pointed bands on the skirt and on the waist. The waist is cut long, and fastens underneath the first broad band of the lace, so that the gown looks as though it were cut in the Princess effect. It is simple—that is, there are no ruffles or flounces, the lace being put in at regular intervals with the foulard. It is, however, expensive and elaborate. With it is worn a hat of white straw of the Directoire order, with pink roses inside the brim, bands of black velvet around the crown, and directly in front of the crown a bunch of white ostrich feathers, which fall over the edge of the brim.

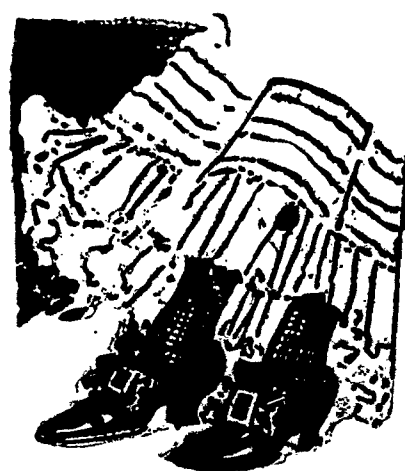
A pale gray taffeta silk is an unusual gown, and yet a model just turned out made up in this material and color is so effective that it is sure to be copied widely. It has the peculiarity of not being trimmed with anything but itself. The underskirt is made with two ruffles, each ruffle finished in scallops, bound with an edge of the silk. A pointed tunic overskirt also is finished in the bound scallops. The waist is cut with a yoke of the silk tucked, the scalloped design being repeated again in the way in which the fronts go up over the yoke. The waist fastens at the left side with small rhinestone buttons. The sleeves are small, with a little fullness at the top, and finish at the wrist in scallops. It is of a silvery shade of gray that is becoming almost to every one. To wear with this gown is a hat of tulle, exactly the same color, relieved, however, with a bunch of pink roses at the left side. A white lace tie with short ends is the only trimming on the gown, the skirt of which, by the way, is made with an extra long train.

The crepe de chine gowns are considered suitable for garden parties as well as for many other occasions. They are not only of the pale gray that has been fashionable for the last two or three years, but of the light shades of pale yellow, pale pink and pale blue. They are not all of the expensive quality of crepe de chine, but are handsome. The material is so soft and clinging it requires rather a heavier lining than some of the other fabrics, although the fashion is for the soft, clinging effects in all gowns. Lace is used in trimming crepe de chine costumes, and the yellowish lace used on the pale yellow is particularly attractive. It must not be the same shade of yellow, but more like butter color.

It may remind some one of gliding the Lily, this new fashion of trimming women's fine silk underwear with lace. For years the dainty gauze undervest was good enough for any one, without adornment. Along came a mondaine with a notion for lace on all her lingerie, and straightway was created a demand for lace-trimmed vests. Now the knitted silk undervest which is not trimmed in some way with lace or embroidery is old fashioned.

The mode is generous in its requirements. The lace may be of fine linen, coarse or fine silk. And it may be bought in a shop, already made into the vest, or done at home and set in. Women with leisure and taste for fancy work enjoy knitting or crocheting little yokes to decorate their vests, and edging for frills. Embroidery silk of heavy weight is liked for the frill, when that is of silk. In nearly all cases the vest and lace match in color.

There are two sorts of gauze silk vests in favor now. One is loosely knitted in rib fashion and the other rather closely, with stocking weave. The latter has applied bow knots of silk in the color of the vest, as well as a round of silk lace. The lace outlines



The Style in Shoes and Stockings.

the arms as well as the low neck. Finest torchon edge is used for decorating vests of cream white lisle. The silk, the favorite tint is forget-me-not blue. It ought to be said, however, that while the shops afford pink and lavender under gauze as well as blue and white, there are thoughtful women who never will buy other than white lingerie, because dyes, when worn next the flesh, may be somewhat poisonous.

A pretty gown of crepe de chine is made in the princess style, trimmed with the bands of the butter-colored lace put in so that they start from the belt at the back of the skirt and form a sharp point in front. Here are three of these rows bringing a point to the edge of the flounce on the lower skirt, the flounce being of plaited crepe de chine. The waist fits tightly at the back, but in front is loose, and even blouses a little. It is trimmed with the bands of lace, forming a point to match the lines on the underskirt.

## PARIS TO BE MECCA.

ALL STEPS WILL BE TURNED THAT WAY NEXT YEAR.

The Greatest Exposition the World Has Ever Seen—Means of Transportation—Crowding the Ground—Half a Million Will Go Over.

If present appearances are not deceptive, half the world is preparing to visit Paris during the Exposition of 1900. Whatever harm the "Affaire Dreyfus" may have done to commerce it certainly has not tended to lessen the interest that the nations of the world have taken in the great exhibition.

At one time during the late unpleasantness with Spain it looked very much as if the American people would boycott the Fair; but this breath of hard feeling has entirely blown over, and, instead of being the dog in the manger, the United States will be one of the largest and best exhibitors on the grounds.

In other words, the mercantile and manufacturing interests of the country have realized the fact that this will be an excellent opportunity to show the world what a great people we are, and they have determined to make the most of it.



A magnificent glass cross, exquisitely cut and polished, will stand in the exposition grounds. It is expected that the cross will catch the sun by day and the moon by night, reflecting the rays in a dazzling manner.

Already the officials who represent this country have succeeded in securing an allotment of 300,000 square feet of space, or just twice as much as was originally assigned for our exhibits, and not a foot of this space will go to waste.

So far as the French section is concerned, the work is progressing rapidly, and some features are now nearing completion. The foreign sections, however, are far behind in their work, and in this the United States is no exception to the rule, so that there will have to be considerable activity shown before very long if the foreign exhibits are to be ready at the time of opening the Exposition.

The local managers are doing their best to arouse the other countries to action, and there is no doubt that the present summer will see the other sections well under way.

Building Railroads. One of the most pleasing features in the preliminary work is the evident intention of the management to provide the best possible facilities in getting to and from the grounds. In order to do this it has been necessary to extend two railroad systems through the city.

As land is too valuable to build railroads upon, the companies were required to go under ground, and, as the authorities will not give a permit for open excavations, it has been necessary to do all the work by tunnelling. It is difficult to realize what an herculean task this has been. Under ordinary circumstances and in the open country it would be a difficult feat of engineering, but it would not compare with the labor required to perfect such a system of underground railroads in Paris, where there are sewers, gas and water mains in the way.

In one place it was necessary to depress a sewer that was thirteen feet in diameter, and again the engineers were compelled to pass directly under a massive government building without disturbing the structure in any respect. All these obstacles have been overcome, however, and the engineers are completing their task most successfully, although it must be admitted that they have had their hands full.

The various means of transportation now under way include the construction of the Alexander III. bridge, the extension of the Orleans and the Western railroad systems, the construction of the metropolitan underground road, the enlargement of the Gare de Lyons of the Paris, Lyons and Mediterranean railway and the construction of the movable sidewalks.

Getting Over. The one great problem that will trouble the people of this continent will be how to get across the big pond that lies between the United States and France. Commissioner General Peck has estimated that not less than half a million people will make the effort to attend the exhibition from this country, but how they will get there is a mystery that no one as yet has been able to solve.

Of course, there are two ways that one may go. There is the direct route from New York to Havre, and the more roundabout way through England. Those who have plenty of money would probably prefer to go to London and perhaps to make a more extended tour of Great Britain; but those who are compelled by limited means

to restrict their expenditures within a certain range will be wise to go directly to France. From the present indication, however, even this will not be the easiest thing in the world.

The average number of persons who go to Europe in a year is 20,000. To take these people across the ocean about 100 ships are required. To accommodate the increased number of passengers would require more than 100 vessels, providing they were crowded to the extreme limit.

The Paris Exposition is to open on April 15, and will close on November 5. This will allow about five months, in which 500,000 will have to be carried across the ocean, and the worst of it is that the increase will be of such a temporary character that the companies will not feel that they are warranted in building new vessels to meet the demand.

Crossing the Pond. All the tramp steamers will be engaged in this branch of transatlantic transportation, and several vessels will be withdrawn from the Oriental service; but even under these circumstances those who desire to cross next summer will find the problem a difficult one, as the steamers that will be added to the list of liners will be far from popular. Perhaps a dozen of them will be able to make the trip in six days or less; about twenty can do it in a week and the remainder will require from one to three weeks for the trip.

In spite of these adverse circumstances, not the least of which is the announcement of the steamship companies that they will not be able to carry more than 250,000 persons during the season, the Exposition clubs are still taking in new members. If a reliable firm is back of such an organization, this will be the cheapest way in which any one can visit the fair. A tourist company of good standing will get its patrons to Paris in some way, and will bring them back again, and probably for much less money than a single trip would cost. This cost has been variously estimated at from \$300 to \$500, and yet there is one club that will guarantee a thirty-eight days' trip, allowing fourteen days in Paris and nine days in England, at a cost of only \$255. Of course, one must be extremely careful in joining such a club. There are some that will do all that they promise, but there will be others that, unfortunately, will end with the promise.

To Accommodate the People. Another problem that the French people are doing their best to solve is that of accommodating the vast army of people that will descend upon the capital during the Exposition. Already the various agents are receiving so many applications for apartments that several "provisional" hotels are under construction, and many more will be prepared before the end of the present year.

Of course, the principal demand is for furnished apartments and pensions, those who wish to avoid the cares of housekeeping preferring the latter. At present the rents of the furnished apartments range from 500 to 3,000 francs per month. The prices for private houses are from 1,500 to 3,000 francs per month, while the pensions cost from 8 to 15 francs per day, according to the service required.



A marvel promised for the Paris Exposition is a spiral tower. You are raised by elevator to the top, where you take a car and are whirled round and round until you reach the foot. The sensation is thrilling. There is a restaurant in the ball which rests on top of the famous spiral railway of the Exposition, and here visitors can refresh themselves before entering the car which slides down around the column.

These, of course, are the prices that prevail at the present time, but during the Exposition they will probably be from 50 to 100 per cent. higher. Many private families are even now arranging to leave the city, in order to let their houses or apartments for the Exposition season.

A list of these apartments will be at the office of every agent, and as many other buildings are being prepared to meet the requirements of probable clients there is no reason to believe that there will be much trouble in finding suitable quarters, although those who have signified their intention to visit Paris during the Exposition have been advised not to put off the securing of their apartments any later than October of this year.

United States Consul Higgins, of Dundee, sends an account of a plowing match near that city. These matches are held for the purpose of encouraging laborers to adopt this occupation. Prizes were awarded for plowing, for harness and grooming, and for "finishing" or clearing up the rows. Quite a few American plows are in use and opinions are favorable to their adoption.

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