GOTHAM GOSSIP.

THE PAGAN TENDENCY IN THE SHOW BUSINESS.

Making Rome Howl—Paper Money of Different Countries—A Trip to Europe.

[Correspondence of the Richmond Dispatch.]

NEW YORK, June 23, 1888.

There is a decided Pagan tendency in the "show business," and by the "show business" I mean that order of public entertainment which appeals to the senses merely, and mainly depends upon what has been called the "wink of the eye" for its success. If Barnum were not restrained by a viewless something called public sentiment, he would long ago have revived the Roman arena, and in fact has got as near to it as is possible in a Christian community with his chariot races and his unwritten promise to kill a female charioteer or two every week. I think it altogether likely if New York had had an architect capable of building an amphitheatre, New York would very soon have found a Nero to fill it.

We had an actress here not long ago who put a Pagan drama on the boards and defended its lust and brutality over her own name in the newspapers, and naturally enough got the ready pen of Mr. Ingersoll to say he didn't see anything bad in it.

The Pagan tendency is not, I am glad to say, in the direction of lust and cruelty. It is rather in the direction of magnificence and sensuousness. It exhibits itself in the effort to produce "monster" shows which to the multitude of people take the place of anything like thought.

Down at Erastina, which is only half an hour from the City Hall, we have what is called the "Wild West." It is an exhilarating spectacle in which men and horses risk their necks, and from which ten to twenty thousand people daily revel in the barbarous pageant of a hundred Indians mimicking the outlawing and violence of their native wilds.

On the same island and even more convenient to the city we now have ready for a grand opening the most pretentious effort in the way of spectacle that was probably ever attempted since the Roman emperors taxed their morbid imaginations and drained their treasuries to furnish visual amusement to the jaded esthetics of the imperial city.

Imre Kiralfy is a ballet-factor [don't for the sake of the revised code print that malefactor]. He is a dance contractor. He rains girls on the stage when the public is arid and thirst for that kind of human nature that can be got at wholesale for ten dollars a week.

He now proposes to give us what he calls a gigantic historical spectacle of "Nero; or, The Fall of Rome."

It is presumable that Mr. Kiralfy thinks Rome fell during Nero's time.

At all events he is going to make it fall with one thousand girls, and his logic is so much better than his historical accuracy that I am bound to say that number of girls ought to bring down any average city.

Hitherto I don't think the ambition of this spectacularist ever got much beyond a hundred girls, and that put a great strain on the morals of New York. What one thousand girls in hot weather will do staggers our fondest anticipations, so to speak.

I suppose the average man everywhere has a pretty clear idea of what one girl can do when she sets in. But we've got to revive our Pagan arithmetic; no less than *one* Pagan fancies to grasp a thousand of them.

MAKE ROME HOWL.

My faith in Kiralfy is so great that I believe he will make Rome howl, and New York also. The bill calls for three hundred athletes, a chorus of five hundred voices, a band of one hundred musicians, and a procession of twenty-three hundred persons. There will also be thrown in a hundred elephants, lions, camels, and tigers, and a squadron of horse. The whole spectacle (here I quote) to close with a supernal destruction of Rome by fire and a magnificent apotheosis showing the dawn of Christianity.

This takes the Pagan edge off, as it were. Evangelical men and women will now flock to the arena and take an hour of animalism for the sake of ten seconds of dawn.

What I want to know is this: Is Mr. Kiralfy's little stock company of twenty-three hundred people going to live at St. George, or come up every night on the boat? If so, which boat? Is there to be a salary-list? Does the Staten-Island Ferry Company put up for this combined exhibit?

They used to do this sort of thing at Pompeii and Ephesus, though I am too young to remember much about it. But I've seen some of the frescoes that have been left.

I am glad, as I said, that our Paganism runs merely to largeness, not to lustfulness. We want to feed the senses—cram the eye with enormous and multitudinous exhilarations. That's all. And while the Dog Star rages the weak man prefers to see something going on to being made to think.

There is, too, a sanitary side of this new enterprise. Captain Williams has been for years advocating the plan of getting all the bad women of New York into one street, where he could keep his eye on them. Now it strikes me that Kiralfy's plan of getting all the good-looking and big-limbed girls of New York on an island where the fast man and the sport can keep their eyes on them ought to lend a sense of repose and Quaker quiet to upper Broadway.

PAPER MONEY OF DIFFERENT COUNTRIES.

At almost any hour of the day eager and hungry-eyed men and boys may be seen feasting their eyes on the glittering heaps of coin and the thin bundles of bank-notes spread in tempting array behind the plate-glass windows of the money-changers in Wall street and vicinity. "It is surprising," said a Nassau-street broker, "how many different kinds of paper we use for currency in the various foreign countries. Each nation seems to have its own particular kind of brand of paper. Here is a Bank of England note. It is printed on Irish linen water-lined paper, plain white with rough edges. You will notice in a short time how the paper lacks the smooth, oily feeling of our own bank notes. Then, again, there is an absence of any coloring except black and white. The smallest notes issued by the Bank of England are of the value of £5 or $25. The old fashion of sending these notes from one country to another was to cut the note into two parts, and send the pieces in separate envelopes; but that is largely done away with. All such notes finally find their way back to the Bank of England, where they are retired for good. They are never reissued, as the bank only sends out new, clean notes. I have heard it said that the average life of a Bank of England note was about three weeks. A Bank of Ireland note, as you will see, does not differ much from a Bank of England note, except that it has a more elaborate scroll-work.

"This note with blue and black lettering, together with numerous symbolical pictures, is a Banque de France note. It is made of plain white paper, and could be easily imitated I should think. The smallest note issued by the Banque is a 20-franc note, while the largest is the 1,000 francs, which is equivalent to about $196 of our money.

"Now the German bills are printed in green upon paper a good deal lighter than our gold certificates. The Austrian paper currency is pretty much the same. The German bills range in denominations from 5 marks, or $1.25, to 10,000 marks, or about $240 of our money. Very few notice at first glance that the Austrian bills are printed in German on one side and in Hungarian on the other. This is done, as I understand it, to accommodate the ten classes of Francis Joseph's subjects. The paper of an Austrian bill is very light-colored, but quite thick and tough. It has none of the fine lines nor the silk-fibre marks which are the characteristics of our national or United States treasury notes. The smallest Austrian note is of the value of one guilder or florin—nearly forty cents here. The largest note issued is of the value of 1,000 florins, or $385 in our money. The engraver must have been of a religious turn of mind it all the angel heads on these notes are of any indication.

ITALIAN.

"Some European countries get up their notes regardless of colored ink. Thus the Italian 1,000-lira note is an elaborate affair. The paper is plain white, but the printing is done in pink, blue, and carmine. Here is one which has a very finely-engraved vignette of King Humbert, and the scroll-work will compare favorably with the best of any currency. The smaller Italian bills are about the same size as our old fractional currency. They vary in denomination from 1 lire, or 20 cents, to 10 lire, or about $2 in our money.

"Here, perhaps, is the most gorgeously-colored bank-note of any European country. It is a Russian 100-ruble bill. It has almost every color of the rainbow, barred from top to bottom as though it had been thrown through a prism. The 100-ruble bill is quite large, being, I think, four by ten inches in size. Here, in the centre, is a portrait of Catherine I. The paper is not of an especially fine quality, while the lettering is done with dark and light-brown ink. The 25- and 10-ruble notes are much smaller and almost free from any elaborate display of colors. The note mostly used is the 5 ruble, or about $2.25 in our money."

After looking at various other specimens of foreign paper money we inquired whether, outside of the business exchanges, there was much used.

"Yes, there is quite a call for foreign bills, especially at this season of the year, when so many thousands are going to and coming from Europe. Curiously enough some people will not take paper money. The French and Germans almost always ask for coin, and say that they do not want the paper bills. The Austrians and Hungarians are just the opposite. They generally prefer the paper money of their own country to coin. The Americans usually want coin. As one traveller said to me not long ago, 'gold is good for its face value all over the world, and I can get it exchanged if I want bills.' The Italians who go back to sunny Italy, I found, are not very particular. They would just as soon take lire notes as lire coins."

"Taking engraving and paper into consideration, what country do you think turns out the best notes?"

WE BEAT THE WORLD.

"Well, with due regard for our English cousins, I think that the United States notes beat the world. Take the item of paper alone. Of course during the rebellion the Government was obliged to issue within a very short time enormous amounts of paper money in place of gold and silver, which seemed to have been suddenly swallowed up. The Government then used only plain, commercial bank-note paper, which gave the counterfeiters a good chance to flood the country with notes like the old greenback issue. But about twenty years ago the Treasury Department adopted a special paper, the distinctive feature of which was a narrow localized line of short blue fibre running the entire length of the sheet of paper in such a manner as not to lessen its strength or interfere with the printing.

"Did you never examine the paper of a United States note under a glass?"

"No; well, if you would you would see that these fibres have the appearance of coarse black hairs, of all lengths and shapes, scattered promiscuously all over the surface of the note. This kind of paper is known as the Wilcox patent. A few years ago the Government adopted another feature of the fibre paper with two silk threads running lengthwise throughout the glazed surface. There is now a law against a person using or adopting this kind of paper for any obligation or security, except under the authority of the Secretary of the Treasury.

"Let me tell you," concluded my patriotic informant, "that we make more money and better money than any other people in the world."

HOW TO VISIT EUROPE FOR ONE HUNDRED DOLLARS.

"What is the lowest cost at which a European tour can be made?" is a question which a myriad guide-book and so-called travellers' companions have recently attempted to answer, with the result of widely varying estimates being given. Some acting on the principle of sparing no expense, insist that nothing less than one thousand dollars will cover a few weeks' trip; others, more thrifty, claim that half that amount is sufficient, while one authority, descending the scale, asserts that fifty cents per day should provide for all expenses.

The nearest approach to a correct estimate was probably that given by the author of a tourists' guide published in New York some eight years since. This writer gave $259 as the cost of visiting London and Paris (including all expenses and return), and his arrangement allowed the tourist to remain a week in either city. He confessed, however, that he had never made the excursion in the manner suggested, which certainly proved that he was wise in his generation, for its main feature was a steerage passage to and from Europe.

Since the publication of the work last referred to the cost of ocean transit has been considerably reduced, thus materially diminishing an important item of travelling expense. Indeed so great has become the competition between the various transatlantic steamship companies in the matter of rates that a saloon passage now amounts to less than a third-class railroad fare for an equal distance. How many a holiday spent in a weary ride across the country and wasted in tedious monotony would be enjoyably passed amid the novel scenes of the Old World were this fact but generally known.

It was owing to the possession of such knowledge that the writer was enabled recently to make a five-weeks' tour, which embraced not only London and Paris, but Brussels and Antwerp, and permitted a passing glance at many places of interest while in transit, the total expense occasioned being $100.

The amount stated is not great, and to the uninitiated it may appear that much personal discomfort must have been experienced in consequence of the method of travelling necessitated by so small an expenditure. Contrary to such a supposition, no hardships were endured by the tourist, whose trip was so thoroughly enjoyed that he hopes some day to make another under similar conditions. As the result of his experience, the following account of how the tour was made, what was seen and when seen, cannot fail to be of interest to those who, desirous of seeing Europe, wish to do so at the minimum of expense.

To return to the subject of ocean transit. A scond-class passage was taken by the writer, the vessel selected being the White-Star-Liner Republic. The trip—a most enjoyable one, in consequence of exceptionally good weather—was made in eight days, and the tourist landed in Liverpool well satisfied with the commencement of his journey.

With the exception of the magnificent docks, attractive only to those interested in shipping, there is not much worth seeing in Liverpool. No halt was therefore made in that city, but the journey to London continued by the next train of the Midland railway. This route was chosen for the reason that it passes through some of the most exquisite English scenery, including the celebrated Derbyshire Peak district. A third-class ticket, costing $4, was taken, and no criticism found possible regarding the accommodation, which is as good as that furnished for best-paying travellers by continental railways.

LODGING.

While *en route* to London a copy of the *Daily Telegraph* of that city was procured. This newspaper, it should be explained, is the great advertising medium of the English metropolis, and among its principal advertisers are the keepers of hotels and renters of apartments. Having been advised to adopt the latter method of living while in London, and to select as a residence quarter the neighborhood either of West Kensington or Hammersmith, suitable advertisements emanating from these localities were selected, which, when the journey was ended, were easily reached by means of the Underground railway. Quest was then made for the advertisers, and the first visited having what was required arrangements were forthwith made. The cost of "partial board"—*i. e.*, a well-furnished room, with breakfast and late dinner—amounted to but one dollar a day, while omnibus fare to and from down town was but eight cents daily. In this manner was avoided the extortions of the British hotel-keeper and the numerous seekers of "backtheesh" who lie in wait for Americans at London hostelries.

The day following arrival in London was devoted to the accomplishment of the first part of a programme which had been devised previous to leaving New York. This arranged a list of places of interest to be seen each day, and so grouped them as to avoid covering more ground than was absolutely necessary. The first and succeeding days' experience amply proved the wisdom of this forethought, for it enabled the visitor to see in six days what many a tourist has not seen in a month.

Provided with a good map of London, any one can follow the plan herein briefly outlined, and for the benefit of those who are desirous of making the experiment the programme referred to is given below:

Westminster Abbey was chosen as the starting point on account of its close proximity to many other places of interest. After viewing the interior of this noble edifice, Westminster Hall and the houses of Parliament were visited. From thence a walk along Parliament street to Charing Cross afforded an opportunity for seeing the various Government offices, also "Downing Street" and the "Horse Guards." Trafalgar Square, with its numerous monuments, was next in order, followed by a visit to the National Gallery. St. Paul's Cathedral, reached by way of the Strand and historical Fleet street, came next, after which a stroll down Cheapside—taking in Guildhall *en route*—brought the visitor to the heart of the city, where is situated the Royal Exchange, Bank of England, and Mansion House. In spite of the number of places then visited, sufficient time yet remained to inspect the Tower of London.

IN PARIS.

In Paris comes the tug of war, especially for the tourist who has no knowledge of French. Unable to understand or make himself understood, he experiences a sensation not unlike that of a sailor who has "lost his bearings." "Can I not take mine ease at mine inn." Certainly, that is a good idea. But where are you going to find the inn? Anticipating the possibility of such a predicament, the writer before leaving London made inquiry at Messrs. Cook & Sons' agency when procuring his ticket, and was recommended to try either the Hotel de Dijon or St. Petersbourg—the latter managed by a former employee of Cook's. These establishments (operated on the European plan) are situated in the Rue de Caumartin, but three blocks distant from the Gare de St. Lazare, the station of the French Northern railway. The Hotel de Dijon was chosen and a comfortable room secured for fifteen francs—three dollars weekly. As for board, which is an important consideration, the Duval restaurants were patronized and found to be excellent in every respect, as well as conspicuous for an absence of those attempts of petty extortion noticeable at many Parisian establishments. A word here will not be out of place in regard to one custom of the country which should be observed. The French system of meals differs somewhat from that of America, and is thus arranged: Cafe the first thing in the morning, breakfast at noon and dinner at six. Acting on that excellent maxim of doing when in Rome as do the Romans, and adopting the French custom *pro tem*, will prevent much of that inconvenience experienced by certain American tourists, who, calling for all sorts of (to the Frenchman) unaccustomed things at unseasonable hours, have to pay very dearly in consequence. Reference to the last item of expense should not be omitted, and as a correct estimate, eighty cents per day, based on the plan suggested, may be named, thus making the total living cost for six days in the neighborhood of eight dollars. These details, be it said, are mentioned with no other object than that of explaining by what means expenses were curtailed.

The week ended, the return journey had now to be made, which, according to previous arrangement, was routed by way of Brussels and Antwerp.

LEAVING.

A second-class ticket from Paris to New York was purchased at the office of the Red-Star Line, 9 Rue Scribe, this line having been chosen for the return journey. The ticket, which cost 237 francs, or $47, gave the passenger the privilege of travelling second class to Antwerp and stop-over of one day in Brussels.

Paris was left regretfully at 8 A. M. on the morning of the seventh day, and the tourist sallied forth once more to "do" another capital.

The journey from Paris to Brussels is exceedingly picturesque, and affords a passing view of those interesting cities Mons, Valenciennes, Douai, and Arras.

After a not at all tedious ride of half a day, Brussels was reached, where the stop-over privilege was taken advantage of. A walk through the principal streets of this beautiful city was enjoyed, during which the Royal Palace and celebrated Hotel de Ville were seen.

Then, "boarding the cars" once more, the journey was continued to Antwerp, where sufficient time remained previous to the sailing of the Weisland to allow of the splendid cathedral and museum being visited.

The last incident in the remarkably cheap and enjoyable tour which has been described was the passage from Antwerp to New York, which, thanks to the excellent accommodation furnished by the Red Star Company, enabled the tourist to land in the Empire City, after ten days, in a well contented frame of mind, with the hope of repeating the excursion in the not distant future.

In conclusion, as a decisive settlement of the question of expense, the following actual estimate of the cost of the trip is submitted:

Second-class fare New York to Liverpool	$ 30 00
Third-class fare Liverpool to London	4 00
Third-class fare London to Paris	4 00
Second-class fare Antwerp to New York	47 00
Expenses while in London (six days)	7 00
Expenses while in Paris	8 00
Total	$100 00

This amount, it is unnecessary to add, does not include the payment of lengthy hotel bills, consequent on patronage of the best houses in the cities visited, the use of carriages, public or private, or the lavish disbursements of unlimited *pour bottes*. Nor does it allow for theatres being nightly visited and every conceivable form of amusement indulged in. But it does permit any reasonable person, following the method described, to see the countries and cities mentioned thoroughly, and with comfort. The places visited, it will be observed, are the chief sights of each city, those public attractions which, in Europe, are always open and free to the public. Perhaps the moral of what has been said is contained in the fact that what deters most people from travelling abroad is the uncertainty as to the final cost, as well as the lack of knowledge regarding the most judicious means of travel. Were this uncertainty removed, and reliable information more generally disseminated, it is probable that other than the ultra wealthy would indulge in the pleasure and benefit of a European tour, and that excursions to the "other side" would be as popular as those to native resorts. It is for the benefit of such as have been hitherto prevented from making such a trip by the erroneous idea of great expense that the writer submits his experience, which he ventures to hope may not be wholly without good results.

DR. PARKER'S BOAT

Before the Board of Life-Saving Service in New York.

NEW YORK, June 20, 1888.

To the Editor of the Dispatch:

I appeared before the Board of Life-Saving Service convened here yesterday by invitation from Washington.

The board is well constituted. All its members are not from the navy; some from the army, and the president is a civilian. I have no doubt it is a very impartial tribunal. Captain Kimball, the superintendent of the life-saving service for the whole country, is not a member of the board, but takes part in the proceedings. He is the "right man in the right place." He is enthusiastic in his profession, and is very genial and courteous. Two other persons with improvements appeared before the board yesterday; one with an oil to quiet the waters, and a young man from Detroit, who is in the life-saving service, and who has invented an improved method of bringing passengers from a stranded ship in the basket as now used. He can do it better and quicker. The board was well pleased with his invention. He is about twenty-two years of age and named Carver. He says the service in winter on the lakes is terrible indeed, and complains of the poor pay.

Captain Kimball says what the service has been looking for ever since its organization is a boat that can't be capsized; that some years ago they thought they had one. This was a raft with air chambers in it. Old surfmen thought it was the thing itself—at least some of them did—and he was asked to try it. It had been in the surf for some time and seemed to act very well, but he doubted whether it would answer the purpose. Presently it was not only capsized, but the men on it (or some of them) came near being drowned. This raft was utterly helpless to right itself. Once over it remained over.

I do not claim in my patent that my boat cannot possibly be capsized, but I do claim and do know with absolute certainty that if capsized she will instantly, in the twinkling of an eye, right herself. This is, I think, self-evident. I have two boats—one to be carried on ship (this has a sail), and one for the surf without a sail. The sail-boat, I find by experiment, will right herself *with the sail*, which does present some obstacle; but the second or surf-boat is simply a hollow cylinder, say 24 by 6 feet, *ten* times heavier in the lower or wooden half than on the upper or canvas-covered half. There is no sea or surf that can by possibility, certainly only for an instant, invert the law of nature in the case. I met an intelligent gentleman in Norfolk last summer who examined my boat (now at Virginia Beach), and he said it would be impossible to capsize her. I told him I did not think so. He said the sail was too small and too far forward to upset her, and that the top of the boat was so light that it would not go under the water, though she would roll a great deal. Since my trial of this boat at Virginia Beach last April I am much inclined to think this gentleman may be correct. Of course I hope he is.

I have engaged Captain Fox, of our city, to build me a surf-boat, which I propose to take to Virginia Beach September next and test this question.

In conclusion, I am glad to say that no question asked me by the board yesterday has shaken my faith in the invention. Indeed the boat seemed altogether new to them. No criticism of any serious character was made by any member of the board. But of course they have yet carefully to examine all the details. It is satisfactory to know that the question involved is one capable of practical solution, and I trust that solution will come before New-Year's. Yours, W. W. P.

It Was an Important Arrest.

A Boston special says: The arrest of a woman a few days ago by the police inspectors, on suspicion of being a thief, turned out to be quite an important capture. The woman was none other than Nellie Byron *alias* Nellie Scott or "Scotty," well known in New York from her shrewd work. With her was a young fellow named James D. Grady, a New Yorker, who is alleged to be a horse sharp. Scotty was the woman who, three years ago, stole a $1,200 diamond from Shreve, Crump & Low, of this city. She was caught in New York and served her time for the offence. About a week ago, however, Messrs. Palmer & Batchelder, the well-known jewellers, reported that a pair of diamond ear-rings and a pair of turquoise ear-rings had been stolen from their store, they thought by a woman. "Scotty," who had been living in the city recently, was suspected, and she was arrested. At her house were found three solid gold chains, one diamond set, two pair of diamond ear-rings, one pair of turquoise and pearl ear-rings, one pair of sapphire ear-rings, three pair imitation diamond ear-rings, two pair of gold ball ear-rings, one pair black enamel turquoise ear-rings, ten gold collar-buttons, two gold-plated collar-buttons, three gentlemen's scarf-pins, one plated-gold watch-chain, one elegant French travelling clock, one piece of gold drapery, one and one quarter yards of pearl and gold trimming, one blue-and-gilt lace tidy. Ever since her arrest prominent storekeepers have been calling at police headquarters identifying the goods and in many cases the woman.

MY EXPERIENCE.

"I have been afflicted for many years with Dyspepsia, Sick Headache, and affection of the Kidneys, caused by a Torpid Liver. During last fall and winter I was obliged to suspend the most of my labor in my field of Home Missionary work on account of my health. Early this spring I was induced to try Simmons Liver Regulator, and have had more real good health than for years before. It relieves me at once, and is more satisfactory than anything of the kind I ever tried. I have also used it successfully to ward off bilious attacks."
JOSEPH E. WHEELER, Cumberland Presbyterian Minister, Lebanon, Mo.

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DRINK MALTO (my 11-deod3m)

THE FASHIONS.

THE LATEST MODES FOR LADIES AND LITTLE GIRLS.

Street Costumes—A Little Girl's Dress—Head-Gear—Styles in Stationery—Shoes and Boots—The Bride.

[Correspondence of the Richmond Dispatch.]

NEW YORK, June 23, 1888.

A pretty model for a little girl's dress has a *guimpe* of cream veiling loosely plaited from the collar, where there is a double row of shirring. The jacket is of bright-red cashmere, and is cut in front straight on each side to the arm's-eye and from there the two sides converge to a point, allowing the plaited *guimpe* to appear in a kind of irregular septagon. Then the jacket falls away to the hips on both sides, allowing the veiling to escape beneath it in front. Below this is a skirt of the red cashmere, kilted, and with a border of red-and-white embroidery. At the point where the sides of the jacket meet in front a bunch of cream-and-red ribbon is placed. The sleeves of the *guimpe* pass through large shoulder puffs. Collar and cuffs are composed of the red-and-white embroidery.

STREET DRESSES.

A few cloth street-costumes are doubly favored in having two vests instead of one beneath their short jackets. The lower vest is usually in a darker shade than the upper, and appears only for a few inches below the collar, and again for a few inches below the waist.

Printed and plain poplins seem to have found favor once more this season. For wear at the sea-shore they are widely seen.

HEAD-GEAR.

Sailor-hats are very flat-crowned and exceedingly broad of brim. Their only garniture, as usual, consists of a band of ribbon around the crown, whose ends fall at the rear, on some varieties. On others the ribbon is simply tied in a large bow at one side, giving the hat a more masculine appearance.

Capotes are trimmed with much ribbon and few flowers. Those marshy products inelegantly called "cat's-tails" are frequently used in trimming them, Nilo-green and light-brown ribbon being chosen to combine with them.

Ostrich plumes, to which changeful Dame Fashion has been for so many years constant, are still in her favor. They are worn chiefly on round straw shapes.

French grays, light and dark browns (the *tabac* and mode shades being particularly popular), cream, heliotrope, many green tints, and a few reds are the colors worn on stylish head-gear.

Etamines, though not so much to be seen this season as they were last, make excellent beach dresses.

Stylish stationery is in a limited selection of light and delicate tints, and rough surfaces, ragged edges, etc, have been relegated to oblivion in favor of plain varieties of good quality linen papers. In place of monogram, crest, or house and street number, note sheets for summer *billets-doux* are ornamented with dainty embossed flowers *au naturel*. Single marguerites, pansies, or violets, clusters of forget-me-nots, and other blossoms are thus placed in all their natural forms and colorings upon the left upper corners of the pages. Cards, although recently considered altogether *passee*, are now once again used for some special occasions. Invitations, declinations or acceptances, etc., may be written upon them with propriety.

MORNING WRAPPERS.

Pretty and fresh-looking are the morning wrappers of dainty striped cashmere now so much in vogue. They are made with fronts of white surah, plaited to the waist in close folds and belted there; below the folds gradually widen to the bottom of the garment.

BOOTS AND SHOES.

Low-cut shoes, Oxford ties, and tennis sandals supplant for the nonce the ordinary buttoned boot. Anything to keep cool!

Riding boots have soft leather legs, reaching the knees, and patent-leather tips and trimmings. I read that Parisian ladies wear neither the ordinary trousers beneath their habits, nor these high boots. Their omission on this point is not likely to be followed here, especially with the foreshortened habits at present worn and which are only kept in place by means of the clever knee-pocket arrangement.

A STYLISH SUMMER DRESS.

A stylish dress to be worn at one of the summer resorts this summer is in gray-blue Henrietta cloth, made with a short jaunty jacket basque, beneath which is a vest of cream-tinted surah, prettily "smocked." The draperies, short in front and rather full and *bouffant* behind, fall above a plain skirt of dark-blue moire, being themselves of the Henrietta cloth.

The skirts of nearly all summer costumes worn on "dress" occasions are of moire.

Diamonds are not *au fait* for summer wear. Jewelry, if worn at all, should be of the plainest and simplest kind.

Brides are now married in their "going-away" gowns. These are generally in some soft materials—gray or dove-color, with white trimmings. The traditional white silk or satin is of course "the thing" for an evening wedding gown. C. H. M.

Lemon Elixir.

A PLEASANT LEMON DRINK.

Lemon Elixir is prepared from the fresh juice of Lemons, combined with other vegetable liver tonics, cathartic, aromatic stimulants, and blood-purifiers.

Fifty cents and one dollar per bottle. Sold by druggists generally.

Prepared by H. MOZLEY, M. D., Atlanta, Ga.

For biliousness and constipation take Lemon Elixir.

For indigestion and foul stomach take Lemon Elixir.

For sick and nervous headaches take Lemon Elixir.

For sleeplessness and nervousness take Lemon Elixir.

For loss of appetite and debility take Lemon Elixir.

For fevers, malaria, and chills take Lemon Elixir.

Lemon Elixir will not fail you in any of the above-named diseases, all of which arise from a torpid or diseased liver.

EDITORIAL.

I have tried Dr. Mozley's Lemon Elixir, and find it all that it is represented to be.
T. P. LITTLEFIELD, Jesup (Ga.) *Sentinel.*

From the Galveston *Christian Advocate:*

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Your most valuable CUTICURA REMEDIES have done my child so much good that I feel like saying this for the benefit of those troubled with skin disease. My little girl was troubled with Eczema, and I tried several doctors and medicines, but did not do her any good until I used the CUTICURA REMEDIES, which speedily cured her, for which I owe you many thanks and many nights of rest. ANTON BOSSIMER, Edinburgh, Ind.

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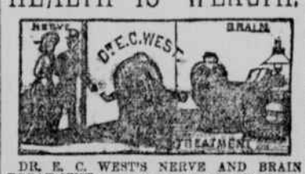

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