WHEN WOMAN GOES A-TRAVELLING

Hat Trunks and Boxes Grow Amazingly in Size.

Sane Ill Natured Persons Have Criticised the American Woman for Her Travelling Outfit, Saying That She Carries Too Many Bags and Boxes.

The One Night Bag

College Girls Were Among the First to Make Use of Their Brothers' Suit Cases.

The Steamer Rug Roll.

NEW Styles of Luggage That Will Appeal to Her for Use on Steamer and Train

SOME ill natured persons have criticised the American woman for her traveling outfit, saying that she carries too many bags and boxes on her European trips and on her shorter journeys at home. It is unnecessary, they declare, to burden one with such an assortment of baggage merely to be comfortable and provided with proper attire for the occasions that may arise. But when they see her, the American young woman, arrayed in her house party frocks or traveling week after week in foreign countries, always appropriately dressed, they have nothing to say against the number of bags it takes to carry her wardrobe. Rather they marvel that she can manage so well with the baggage she has.

The American woman has traveling comforts and conveniences simmered down to perfection. She always has the right set of trunks and bags for the particular journey she is taking and there is no one else who keeps her traveling outfit up to the mark as she does. Every piece is the smartest in shape and coloring, and the vagaries of fashion are observed as carefully and followed as faithfully in this realm of accessories as in those of the costume itself.

The rage for black bags and trunks continues, and this season there are more novelties than ever offered in enameled leather, in dull finished black seal and walrus and in the finer varieties of materials for the smaller pieces. Men have displayed a liking for black bags, but, strictly speaking, these belong to the other sex, which leaves the yellow ones for the larger mannish pieces. And there is more than the mere color to distinguish men's baggage from women's. There is the size and cut, for, while women pattern some of their traveling outfit after the mannish style, there is always a hint of femininity about their baggage which can not be missed by the discerning eye.

For the woman traveling abroad the one who has reconciled herself to hand bags this time and is going to make the trip with as little worry as possible en route there are some conveniently light, black enameled leather cases, slightly smaller than an ordinary steamer trunk, yet larger than the familiar suitcase. They are not warranted to wear a lifetime and to withstand rough handling, but they are light, capacious, can be slipped under the berth and are provided with straps and handles so that they can be carried quite easily where a steamer trunk requires a truck or wagon.

These cases are bound with black leather, fitted with straps of the same color, and have stout, leather covered handles, so with the ordinary amount of wear and tear they could be made to last for two or three continental trips at least. With two of these, one of the largest size, which almost equals a steamer trunk, a smaller one, a roomy bag and steamer rug roll one might get on very well for a two months' European journey and not have to be bothered with a trunk.

The steamer rug rolls suggest the old fashioned linen cases, which had shawl strap accompaniments, in the days when baggage consisted of one trunk, a satchel or grip and a linen roll. They are made on this same plan of enameled leather or yellow cowhide for men, with circular ends and a stout handle flanked by two equally short straps. They come in several lengths, and will hold, besides a steamer rug, a sweater, steamer hat and even a storm coat if the largest size be chosen. Automobile enthusiasts have found them useful in their travels, and keep their motor rugs folded away carefully in one of these rolls. A small monogram in painted letters or the plain initials put on in one line are sufficient to distinguish the owner's property. The initials are placed on one side, just below the handle.

An adjustable tray to slip into one's suitcase is something new and convenient, for it holds all the smaller effects of one's traveling kit in place and keeps them separate from the others. Both men and women find these novelties useful, and they can be fitted into any case. The tray is about two and a half or three inches deep and the width and length of an average sized suitcase. It is so arranged that it can be pulled out, making it several inches longer, so that the tray can be held tightly inside the suitcase. Some of them are without covers, while others are provided with thin canvas covered wooden tops to match the tray. The whole thing is neatly covered with plain brown holland or with figured linen to match the suitcase lining. There are several compartments, each one neatly designated by gold lettering on the bottom of the tray. A square one fitted with a round piece in the center is marked for collars, while below it are two oblong apartments for handkerchiefs and gloves.

Another space is set aside for manicure articles, while still another is reserved for the toilet set. Then there are narrow and long compartments for ribbons and neck bows, similarly shaped ones for veils and a number of tiny ones for the handy work bag and the thousand and one conveniences that the neat woman traveler feels she can not get on without. By having these smaller accessories kept in a separate and compact place one's traveling bag can be made to look much neater than when they are all jumbled together, and, besides, it is so much handier to get at them. The tray can be lifted out when one wants to investigate that part of the suitcase given up to wearing apparel.

Before the advent of these separate trays some women made use of the Japanese brown reed boxes which fit into each other and take up very little room, yet keep the smaller belongings from losing themselves among the larger ones. The neat traveler likes to have her belongings segregated, but she never sacrifices lightness to neatness if she can possibly avoid it.

Hat trunks and boxes grow amazingly in size to keep pace with the rapidly increasing circumference of headwear. Now one of these pieces of luggage is almost as large as the medium sized trunk. A new French idea adapted to American use is shown in a hat box which is longer than its width and had a set of trays that pull out at the bottom. They call it a combination trunk, probably because it is designed to hold all the accessories that go with hats, veils, hat pins, gloves, etc.

Above the series of trays, which are daintily covered with spotless white linen, showing a damask figure, there is an almost square space which will hold six of the largest variety of feminine millinery. Each side has a basket tray which stands out so that the hat can be fastened on securely and then the tray replaced. The tray has a firm rim of wood covered with the damask and the center is covered with wide white tape, woven across in basket pattern. This makes a soft and somewhat flexible foundation for millinery. The hat can then be slid under a series of tape straps, fastened to the top ones with pins, if liked, and there are tapes to tie it firmly in place.

Bags built on the kit style or some other, which have always been popular with men, are considered much smarter for women to carry than suitcases, although the latter are included in the complete traveling outfit. There are occasions when a suitcase is decidedly useful and practical. The fitted ones are made as light as possible and still are strong. Black seal is the preferred leather, with a moire lining, and the toilet set is arranged on the bottom of the case instead of on the top, as it used to be. Metal fittings are rather heavy, so women find those of tortoise shell or ivory, both in the real and the imitation, easy to keep clean and to carry. Pieces can be replaced in this material much more easily than in some of the metals for the reason that the style and shape are invariably plain, with possibly the monogram cut in the ivory or wrought on it in dull black enamel.

THE kit bag is handy and holds a surprising amount of clothing. Those of English make can be used by either men or women, but men usually prefer the pigskin or sole, while women like the black leathers. Two of these bags, a large, roomy one for clothing, and a smaller one for toilet articles, solve the ordinary problem of traveling luggage satisfactorily. The smaller one is convenient for week end visits, where a steamer trunk or an enameled leather box can be checked, leaving one almost free of baggage. Even the toilet case can be omitted and everything can be packed in the steamer trunk if desired.

A collapsible bag is one of the novelties of the season, and it promises to find favor among women, for whom it is especially designed. It is smaller than the kit bag, although quite large ones can be found, and the top is trimmed with a heavy silver gilt frame. From this the sides slope down to the soft bottom, which is creased in a deep fold, allowing plenty of space when the triangular shaped bag is filled. The collapsible shape holds more than its apparent size suggests, and when not doing service can be folded up and tucked into another bag or suit case.

Heavy metal mountings are seen on the smaller black walrus or seal bags and suit cases, but when it comes to trimming the larger pieces of baggage both good taste and convenience sanction a perfectly plain finish, preferably of the same color as the bag. Initials and distinguishing marks in glaring colors have been somewhat overdone, and the present vogue rather leans to the underneath marking, which is done in simple lettering, sometimes giving the name and address and at other times using only the initials.

College girls always like fads in traveling outfits. They were among the first to make use of their brothers' style of suit case, and they have been equally prompt in going back to the kit bag and its kind. Now the college girl has all black bags and baggage; even her trunks are of somber hue, and she uses an English kit bag for her week end visits and finds it sufficient in size to hold several shirt waists, a party frock, with accessories and all the details of toilet required for even a short journey.

They Are Light, Capacious, Can be Slipped Under the Berth.

"Loco," as Seen by the Government

THE loco weed has been a matter of much worriment to sheep and cattle men for years, and, while its effects on stock were undeniable, still there was very little known about it, a dozen different kinds of plant life in the west being designated comprehensively as loco.

Such loss of stock was consequent upon the eating of the weed by range animals that at last the government instituted a systematic study of the matter, with the result that the poisonous varieties have been discovered and bulletins issued to stockmen describing just what plants are responsible for the loss of stock, the method of preventing loco and the means of curing it in its early stages. The poisonous variety of loco weed is wide in range, extending from Mexico to Montana, and of all the different plants popularly supposed to produce loco in cattle, sheep or horses, it has been discovered that only two varities, the purple loco weed and the white loco weed, are dangerous.

The purple loco weed is not so widespread in its distribution, by any means, as the white, and is commonly known as the Texas loco. It extends over the states of Arizona, New Mexico, Colorado, Kansas, Nebraska, Oklahoma and Texas, and grows in varying abundance, generally confined to patches in depressions where the heavy adobe soil makes a bowl to hold the water. The leaves are hairy, from which it gets the name applied to it in certain parts of Texas, where it is called the woolly loco, and the flowers are a very deep purple, coming forth in April in New Mexico and not appearing until June in Colorado. This variety of the poisonous weed is rarely harmful, being confined to horses, for the other range animals will actually suffer from starvation rather than eat of the green leaves when there is no other food to be obtained.

The white loco extends more widely over the western country, reaching from Mexico to Canada and extending east and west from Utah into Minnesota. The common name for this destructive variety of the deadly loco plant is rattle weed, derived from the fact that when its seed pods dry they make a rattling noise when moved almost identical in sound to the whirring warning of the deadly rattlesnake. The flowers, ordinarily white upon the plains, show quite a variation in coloring in the mountainous regions, sometimes even being purple, but of a less pronounced shade, however, than the purple loco weed. Its growth is generally upon sandy soil, and usually upon an elevation and, in some places, it grows in very great abundance, presenting from a distance the appearance of a wonderfully carpeted pasturing ground. While shunning purple loco, sheep and cattle will eat the white loco readily, especially when there is a shortage of grass. And horses make no difference in the two varieties, impartially grazing on either one in winter time, when grass is scarce and when the tempting green leaves seem to offer wholesome food.

During the spring months, before the grass starts growing, practically all range animals eat more or less of the white loco, but when the grass comes on they leave it and there does not seem to be any particularly bad result attach. Some individuals, however, seem to form the habit of eating loco, and continue even when grass becomes abundant, and the result is always fatal, for the pasturing on loco for any continued length of time inevitably produces the disease called loco, an animal insanity that results in death. The laws of nature form no small part in determining what animals will eat the poisonous weeds most readily, the so called native breeds being much less susceptible to danger than imported stock. Perhaps the fact that range bred horses and cattle are more used to "rustling" for a living than the eastern bred stock cuts some figure, and it is also undeniable that the finer breed of stock suffers more than the scrub.

Of all the plants known to the stockmen of the west as loco only the white and purple have been definitely determined by the government experts to be fatal to stock, and the poison inherent in the weed is said to be derived from some form of barium, although investigation still is being made to find exactly what form it assumes. Nearly all plants that plainsmen know under the general name of loco weeds belong to the botanical family, Leguminosae, to which belong the pea, alfalfa and other similar plants which bear a close resemblance to the really poisonous purple and white loco weed.

The effects of loco weed upon the animals that eat it are distressing in the extreme, and the efforts of the government in endeavoring to correct the evil have met with much appreciation among stock raisers. The opinion has existed for a long time that it is a matter of much difficulty to stamp out the growth of the weeds, but this the government experts say is fallacy. The loco weed will not grow from the root, and so the best plan of attack is to cut the weeds before the seed pods ripen. Another thing that renders control of the evil easy is the fact that the seed pods are of such weight that they remain close to the parent plant, not being blown to any distance by the wind. The fact that groups of loco persist is attributable to the slow germination of the seeds, the fact that sometimes two and three years will pass before the seed begins to sprout, but with a patient watchfulness the poison weeds can be controlled and the range made safe.

The action of the loco weed is slow; an animal can feed on it for weeks and then, if it is changed to an alfalfa pasturage, there are no ill effects in many cases, but there are certain individuals among the animals that develop a craving for the weed and pass fresh, wholesome grass to feed upon its poison. The first symptom of the working poison is a change in nature; the high spirited animal becomes listless and stands around apparently without the least desire to move. A locoed horse is always dangerous because there is no telling just what form the disease will assume. Some horses will stand quietly until a hand is laid upon them and then, with utter frenzy, they throw themselves over backward or bolt in frenzied terror, not stopping or swerving for any obstacle, frequently dashing against cliffs or over precipices to death. The poison is a slow and lingering taint that attacks the blood and stomach, and in every case of loco poisoning starvation is the cause of death. The animal grows weaker by degrees, ceases to eat and stands around with head drooped until too weak and then lies down to die, refusing all food placed before it.

As antidote for loco poisoning the government experts suggest the use of strychnine for cattle and an arsenical solution for horses. These drugs, while proving beneficial, are very slow to overcome the weakness that is incident to loco poisoning, but a persistent use coupled with good feeding has saved many a valuable animal that otherwise would have died. Prevention of the evil also is dwelt upon by the experts and the careful watching of the stock in seasons of short food is their suggestion, together with the feeding of the animals when the loco weed exists, for while the habit of eating loco is almost impossible to overcome, still the first venture is invariably the result of scarcity of grass. Investigation is still going on in government laboratories, and the evil having been determined, steps are being taken to find a radical method of treatment, not only for the cure of the habit, for eating loco weed is nothing but a habit, but also for the development of some medium which will destroy the plants in a cheap manner and thus reclaim much land that has come to be known as "poison range."

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