

RIDE IN SEDAN CHAIRS.

ANTIQUE METHOD OF CONVEYANCE BECOMES SOCIETY'S NEW FAD.

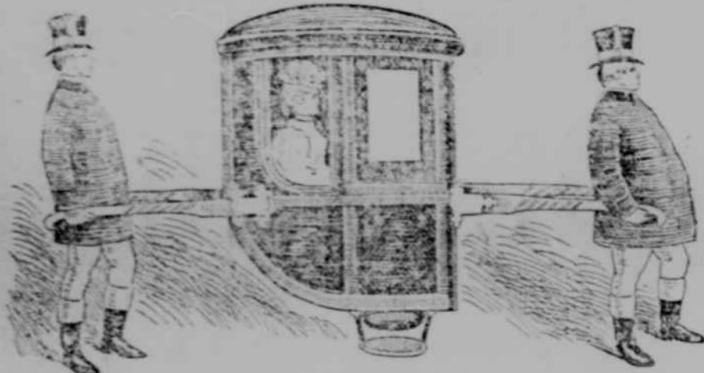
Primitive Vehicle Again to be Used in London and New York—Men Employed to Carry Them—Appearance of the Modern Sedan—Rich Interior Finish.

The ultra fashionable set of Chicago will soon startle the pedestrians of Lake Shore drive and Michigan boulevard by a new fad, says the Chicago Times-Herald. They are about to adopt the antique and aristocratic sedan chair as a means for conveyance over short distances.

This new traveling fad has already become quite common in London, where the more fashionable people have begun to indulge in the practice to an alarming extent. They use the sedan chair for all functions in their immediate neighborhood, and only hesitate on veritable State occasions to abandon it for the brougham.

The fad soon reached New York, where swiftness is now trying to accustom itself to the primitive novelty of the horseless carriage. A corporation has been formed and hundreds of sedan chairs have been made to be let out at a nominal price per hour on much the same system as that of the hansom cabs. The promoters of the scheme are already reaping a harvest from the use of the new vehicles for evening parties. Small dances, receptions, dinners and all functions of a purely private and exclusive nature.

Between the conspiracies of the fashionable world and the wheeling world the poor horse seems to be in the decline of his popularity. All the universe seems to be contriving to push him out of usefulness. For the sedan chairs are to be carried by grooms, footmen or equerries, whichever term the society woman chooses to apply to her servants of the chair. Each will be propelled by the strength of four men. It seems like the revival of a barbaric, medieval habit, when human beings assume again the duties of a pack horse.



THE SEDAN CHAIR AS REVIVED.

But the sedan is extremely light in weight, and the burden, divided between four, is said to be not so trying as one would presume. The men change their positions from one side to the other, so that the muscles of one shoulder and arm are not overtaxed to the neglect of the muscles of the other.

When my lady appears on the boulevard in her sedan she will not attract so much attention as one would fancy. For there is nothing showy, extravagant or ill-bred about the new fad. It is not redolent with cheap gilt, pink satin and panels daubed with high impressionism. The new sedan is, in fact, a characteristic modern vehicle, similar to the body of any closed carriage, and differing only in the absence of wheels. In place of the latter two long highly-polished poles are fastened to the underside of the vehicle, extending two feet to the front and two to the rear. By means of these poles the sedan is lifted from the ground and borne by the equerries.

The more popular style of modern sedan looks then like a correct brougham. It is constructed, however, on a much smaller scale, it is vastly lighter in weight and will accommodate only one person. The frame work is very slender and delicately fashioned, though durable. It is made of pine, ash or oak. Over this breast plates, so to speak, of mahogany or rosewood. Others are covered with less expensive woods and painted black, dark green, blue or maroon, with yellow and red for trimming. Still others are covered with leather in dark hues or canvas painted in the dark amber colors mentioned. Thus only the colors popular in the decoration of ordinary vehicles are utilized exclusively.

A striking and fundamental difference exists between the modern sedan and the European one of two centuries ago. The latter opened in front by a double door like the modern hansom cab. The modern sedan, however, opens only at the side by a single door, constructed precisely like that of a brougham.

Although the single-seated sedan now holds the popular sway there is another double-seated style, which will probably supersede it. This sedan for two persons is much more bulky and heavy than the single sedan, and requires, or should require, eight equerries. In outline it has the grace-

ful curves of the English state carriages, with a suspicion of rococo ornamentation about the moldings. The seats are vis-a-vis like the old English "sociable," and there is a single door on both sides like the modern close carriage.

The severe and correct exterior of the sedan will be left unmarred by an attempt at elaborate decoration. However, the panels of the door will be finished with the crest, heraldic arms or simple monogram of the family. The equerries, too, will be costumed simply. There will be little or no display of brass buttons, gilt braid or knee breeches. The equerries will be costumed as grooms, in blue, green or maroon, with high top boots and the coachmen's cape and high hat. So that the equerry will be a cross between the footman and the man on the box.

It is upon the interior of the sedan that the greatest attempt at luxury is made. The richest tapestries, rare old brocades, velvets and satins will be utilized to tuft and feather the society queen's nest. Not only dull gold, silver and old blues will be put in, but even brocades of pale, delicate tints like my lady's own dainty satin toilet. For she will not call out her equerries and her sedan except when she is about to go abroad in evening dress.

The hired sedans in New York are not fitted out on such an elaborate scale, of course, but, nevertheless, the use of them is reserved by the month for fashionable women who are sure that no one else is allowed to travel in them. The interior of the chairs are thus kept perfectly clean and dustless. Consequently the long, marvelous evening wraps of shimmering white are not contaminated and soiled by contact with the vehicle.

The private sedan chair is going to be an expensive luxury, for the original cost, not to speak of that of the maintenance of the vehicle and the servants, is by no means small. The body or frame of the sedan costs but little. Several hundred cheap sedans were made by a local carriage manufacturer for use on the Midway during the fair at \$30 apiece. But they were covered only with canvas and lined

with chintz. The new sedan, with its elaborate interior trimmings and exterior appointments, will cost from \$500 to \$1500, a tidy sum for a mere whim.

Unfortunately for those women who possess elaborate gilt sedans, they cannot put them to this practicable use. Some beautiful relics of the olden time have been used, however, for decorative purposes, and maintained their usefulness well as bric-a-brac cabinets for little antiquities in porcelain, brass and silver. Or they have served as chests for old linen, laces and brocades. Nearly all of the sedan chairs made in 1893 for the Midway are scattered throughout the city in the homes of curio collectors. Several society women succeeded in getting the unlabeled things, rather soiled after contact with the rabble of the Midway, and then having them recovered and decorated, they exhibit them with pardonable pride and vainly as the real Eastern palanquin. One woman is now using her sedan chair as a decoration for her lawn, after having filled it with a profusion of rare trailing vines and beautiful blossoms.

The Philosophy of Marriage.



Miss Hunter—"Don't you think, my lord, a man should always marry a girl of entirely opposite characteristics?"

Lord de Brested—"Yaas, I certainly do. That's why I'm looking for a girl with money."

THE REALM OF FASHION.

SOME SEASONABLE NOVELTIES IN FEMINE GARMENTS.

Simple and Comfortable Nightgown for Wear in Summer Time—New Ideas in Dress—How the Economical Woman May Renovate Last Season's Straw.

Nothing is more truly luxurious than an ample sleeping robe. The design shown in the illustration has the



A COMFORTABLE NIGHTGOWN.

merit of adding simplicity to that first essential, and it is especially to be commended for summer wear. The material may be cambric, muslin, gauze or long cloth. For the model the last-named material was chosen, trimmed with frills of linen lawn, lace-edged.

The pattern is cut in three pieces only—front, back and sleeve. Such fitting as is necessary is accomplished

trimmed with black velvet ribbon and steel beads makes a lovely combination with the gray skirt. A gray gown and a gray feather boa are two things to be desired if you would be in the latest fashion; yet there are compensations among other colorings which can be made to answer very nicely if the gray gown is an impossibility. Gray is a color which must be chosen very carefully or it will prove most unbecoming; but the fashion for color in the bodice does away with many of the objections to this trying shade. Shot gray and mauve silk makes a stunning gown trimmed with black lace insertion set in to show the white silk underneath.

The details of trimming and finish on the summer gowns are the most telling points in fashion this season, and the little ends of ribbon and frill of lace or hemstitched batiste set in at the back of the neckband make a vast difference in the becoming effect. Collars of linen trimmed with applique lace are seen on wool gowns, and wide collars of different shapes and materials are a distinct feature of the latest dresses. Two sailor collars, one narrower than the other and both like the material of the gown and edged around with a frill of lace or accordion-plaited frills of chiffon, are the finish to a lace bodice. Checked silks are pretty when made up in this way, but the lace bodice is equally effective with any of the thin materials. To be quite perfect it must have a chiffon lining between the tight-fitting silk waist and the lace. Pouched body is the special style suited to this material, and is the leading model in all the fabrics. Cloth and pique are made up in this way and elaborately trimmed with lace, bands of satin, or braid in conventional designs.

One little accessory of dress which is very fetching is the necktie, of net silk, or mull, with lace ends, which



LADIES' FANCY WAIST AND CIRCULAR SKIRT.

by the shoulder and under-arm seams. At the neck the fulness is carefully gauged and sewed to a band. The opening at the left side is finished with a hem in which buttonholes are worked that effect the closing by buttoning on to buttons sewed to the right side. The frill is rolled on the edge and whipped to the band strongly and neatly by hand. The full bishop sleeves are simply gathered at the shoulder, but are gauged and attached to a straight strip at the waist. The sleeve is then faced and the frill whipped on.

To make this nightgown for a woman of medium size will require seven yards of thirty-six inch material.

New Ideas in Dress.

Among the latest ideas in dress is the gray skirt of barege, cashmere, cloth or taffeta silk, worn with various waists as a substitute for the black silk one which has done duty so long. Lace and chiffon bodices, in white, cream or very delicate tint, and made with transparent sleeves, are exceedingly pretty with the pale gray skirt. Gray is surely the color of the moment for wool gowns and many other features of dress, and the contrast between this Quaker shade and the brilliant reds which dominated dress earlier in the season is certainly very striking. A pale pink silk bodice

folds narrowly around the lower edge of the collar band, and ties in front in a four-in-hand knot; again it appears as a short bow made of two accordion-plaited ends. Two shades of green taffeta silk cut bias and narrowly trimmed all around form the four-in-hand knot on a green and blue and white foulard silk gown, which has a lace yoke and a chiffon front. The fulness in the bodice is shirred over five fine cords an inch apart at the waist to form the belt, and the skirt has two tiny ruffles at the bottom, edged with half-inch black satin ribbon gathered in the middle. A special feature of this costume is the parasol of silk to match, trimmed with three white chiffon ruffles set on with a space of their own width between.—New York Sun.

Spangled Trimming.

There is every reason to believe that spangled trimming will be held in higher esteem than ever next season. Among some tasteful novelties produced early, chiefly for the behoof of summer visitors, are some high collars adaptable to any dress composed of a shaped gorget surmounted by little tabs and made of stiff black net profusely spangled. The spangles are set closely together, leaving only such portions of the net visible as to form a foliage design.

THE CLOVER AND THE BEE.

Sweet is the bloom on the lea—
Blue are the skies that hang over—
The clover is rocking the bee,
And the bee is kissing the clover.

The meadow's a billowy sea
For many a rollicking rover,
But the clover was made for the bee
And the bee was made for the clover.
—Harper's Weekly

PITH AND POINT.

"I'd get married but for the financial stringency." "Tightens your finances?" "No, her father's."—Philadelphia North American.

An editor, observing "that the census embraces 17,000,000 women," asks rapturously: "Who wouldn't be a census?"—Tit-Bits.

Ethel—"Do you enjoy a wide acquaintance?" Arabella—"Except when I have to sit next to him in the theater."—Detroit Journal.

Mrs. Quiverful (sternly)—"What was going on in the parlor last night?" Ethel (blushing)—"Only my engagement ring, ma'am."—Standard.

"Such a thing is not very common, is it?" "Common! It is just about as common as it is for a married man to coax his wife to sing for him."—Puck.

Jones—"Did you ever see a volcano in course of eruption?" Smith—"No; but once I remember I came home very late from the club, and my wife—" (They understand one another.)—Punch.

Mrs. Newlywed—"They say the rays of the full moon will make people blind. Do you believe it?" Mr. Newlywed—"Certainly I do. I proposed to you on a moonlight night—don't you remember?"—Judge.

Cholly—"What's the matter, Algy? You look all broke up!" Algy—I am pretty nearly dead. My laundress took away all my night shirts by mistake yesterday and I couldn't go to bed last night, don'tcherknow?"—Truth.

"Herbert Watts is a clever fellow. He couldn't find an umbrella that would roll tight enough to suit him. What do you suppose he did?" "I can't imagine." "He had an umbrella made for his cane."—Cleveland Plain Dealer.

Teacher (to class in geography)—"What is latitude?" Johnny Squanch—"The distance north or south from the equator." "What is the distance east or west from a given meridian called?" "Er—er—latitude, ma'am."—Harper's Bazar.

Mamma—"That big building is where all the little boys who have no mothers and fathers live, Arnold. Isn't it nice?" Arnold—(after some thought)—"I'd rather live in a smaller house and have you, though."—Cincinnati Commercial Tribune.

The militiaman was undergoing an examination for a non-commissioned officer. "What do army regulations make the first requisite in order that a man may be buried with military honors?" was the question fired at him. "Death," he promptly responded. And after mature reflection, the examining committee held that he was right.—Chicago Evening Post.

He—"My angel, there is one thing I have to tell you. When we are married I must have my mother live with us, because I can't afford to keep two establishments going. You will find her very useful. She is always sewing and knitting and mending. I do hope, darling, you won't object." She—"No, indeed; I'll just be delighted to have her help. And now, if we can only persuade my mother to come and do housework, we'll be really comfortable."—Standard.

An Air Jam.

A curious state of things was observed in the tunnel of the underground railway of Budapest on account of a lack of ventilation. For a stretch of more than two miles there is only a single ventilator, which is entirely insufficient, and the trains running through the tunnel compress the air within like that in the gun barrel of a Zalsinski dynamite gun. It is stated that on several occasions the cars were raised bodily from the tracks by the pressure of air and gas and the passengers were almost suffocated. Steps have been taken to increase the number of air shafts, so that there will be at least ten of these in each mile, and very large exhaust fans will do away with the danger of insufficient ventilation, which now renders the employment at the same time of the two cracks in the tunnel absolutely dangerous.—Science.

A Bicycle Milk Can.

A Michigan man has designed a milk can of such form that a milkman with not too many customers can use a bicycle to make his rounds. The can, which is flat, is made just the size of the frame of the bicycle, so that it fits exactly and is fastened to the tubing with straps. A faucet at the bottom is provided to draw out the milk.

Only Five-Story Houses in Sweden.

By the law coming into force this year in Sweden a dwelling house must not have more than five stories. An attic containing a stove is reckoned a story. The height of the building must not exceed the width of the street by more than five feet.