Rescuing the Blacklisted Women of England

The Work That Is Being Done at the Farm Home for Inebriates of Lady Henry Somerset as Told by Herself

NO GREATER problem faces the people of my country than how to arrest the alarming increase of inebriety among women. The English people cannot be blind to the fact that England stands in the unenviable position of being almost the only nation that has a drunken womanhood. Woman has been specially associated hitherto in England with the sale of intoxicants, and the fact that her presence is to be found in every drink-shop has caused the safeguards that surround her in other countries to be set aside; but the hour has come when more people have begun to think, and it is to this arrest of thought that I believe we owe the legislation that has been granted during the last few years. Some time ago, short penal sentences were the only means by which habitual drunkenness was dealt with. It was looked upon wholly as a moral crime, and men had ceased to remember that from a moral crime it passed into a physical failing, that the habitual drunkard was utterly unable to resist the craving he had created when he came face to face with temptation, and that consequently when the term of imprisonment was over, the wretched inebriate went back to his former life as certainly as he was turned once more upon the world.

It was in order to meet this great evil that the Farm Colony at Duxhurst was started, but since that day, now nearly eight years ago, the eyes of many have been opened. The habitual inebriate act has been several times amended, and this year we have at last arrived at the point where the drunkard is no longer free to ruin his own life and the life of those who belong to him, but his personal liberty is sacrificed for the benefit of humanity at large. The great question comes, however, what are we to do with them? And this is where the homes at Duxhurst have, I believe, been a pioneer work.

THE PRETTIEST LITTLE COTTAGES IN THE WORLD.

Our Farm Home consists of a colonly village, built on the slopes of the hills of Surrey, a breezy, upland farm, overlooking the beautiful plains that stretch away for miles on either side. The strong, bracing air and lovely woods have all lent themselves as the best possible surroundings for our village settlement. Here the little thatched cottages, bright and smiling, nestle as though they had been built for many a year, forming a triangle round the green; while on one side stands the hospital, and opposite the church, and in another meadow the long building called the "Children's Nest" faces the village. Far up the road in its own grounds is the Manor house, which has been opened as a sanatorium for ladies. The most important feature of the scheme is the arrangement for the recognition of the individual among the patients. Each little cottage contains from seven to ten inhabitants, and a nurse sister who superintends the small family. We long ago realized that to deal with large bodies of people suffering from one disease—a disease both mental and moral—was to court failure. The influence of thought would be far too strong to be overcome, and it was impossible to contemplate housing so many people together who were likely only to harm one another. Part of the success of the scheme has unquestionably been due to this system of dividing the colony into these small sections, where normal home life can be maintained, and where each individual feels herself of importance in her own small circle. The cottages are simply furnished with just such utensils as every self-respecting laborer ought to have at home—clean, dainty and pretty—and the women take immense pride in what they call "our little homes." The occupation that is given to them is almost entirely out of doors, for we have realized that we are combatting an evil which is not only moral, but which is physical also, and that therefore it is absolutely necessary to give them an antidote for the poison which has destroyed their lives. Nothing better can be found than the wholesome outdoor work on the lawns, among the flower-beds, in the vegetable garden, and in the forcing-houses; and the way in which the women who have come to us utter wrecks are built up, the manner in which they regain their youth, and the brightness which once more becomes theirs, proves that our theory is correct. Early tomatoes and cucumbers are grown for the market under the superintendence of a lady gardener from Swanley. All the vegetables for the colony are grown by the women themselves, and I think that we shall be able to prove that gardening is not only a healthful occupation, but a good opening for the industries of women.

MILK CARRIERS AT DUXHURST FARM.

We have had most encouraging cases, we have also had some bitter disappointments; but I may safely say that when the women leave us it is sometimes impossible to believe that they are the same who came to us 12 months before, and parting with the patients is so sorrowful a scene that we realize at any rate that happiness has come to them during their stay with us. When we met together at Eastertime to celebrate the resurrection festival, many women who had left asked leave to come back. In one instance, a woman was to come with her husband, another was to bring two or three children, and the eagerness with which they desired to be with us showed that their residence with us had been something more to them than mere hospital treatment—it had brought to them an understanding of the happiness of being cared for, and the realization of home. Individual dealing with the women, the influence of individual character, individual happiness, and individual thought, must in the end tell for nothing but good. I think we even care in the colony what the patients wear on Sundays; we notice their new bonnets and their new dresses, and all sorts of frivolous things that go to make up our own home life, and I do not think that when we speak of these so-called little things it makes the prayers of those who join together on Sunday in our church any less devout.

Since Duxhurst was open, county council reformatories have been started in various places where women are committed under the amended act. These are doing excellent work, and we flatter ourselves that much of the experience gained at Duxhurst has been very useful in their construction and organization, but the class that come to us can find no home there. They are the wives of artisans who earn small wages; women who perhaps have not been taken before a magistrate, but whose homes are desolate through drink; servants who have lost their characters and consequently their situations; young women who, on account of hard work and late hours in shops and other places of business, have begun to drink and are ruining their lives at the very outset. All these come to us voluntarily, stay a year, and put themselves of their own free will under restraint; and the letters we get from husbands and brothers, fathers, mothers and sisters are heartrending. Their willingness to pay all that they can towards the maintenance of the inmate, and their eagerness to cure those who are bringing wretchedness and degradation into their lives, show us daily the necessity for such a home. In one year we refused 3,000 cases, and since we opened we have been obliged to deny over 10,000 women admittance for want of room. It is, however, cheering to know that our medical man gives it as his experience that 65 per cent. of our cases are standing well today.

Fashions Favor the Youthful

Youthful charm can carry off successfully almost any mode, but there are fashions, as there are materials that are intrinsically youthful, subtly in harmony with girlish freshness and grace, and this is a season of just such fashions, just such materials.

All these filmy materials, these flower-strewn surfaces, these fluttering scarfs and laces, these frills and shirrings and flounces and tuckings, the rose garlands and violet bunches—they belong to the slender girlish figure and the youthful face. Stout matrons will seize upon them. Faded belles will try to rouge and powder themselves into harmony with them, but the reigning modes are unquestionably youthful. The debutante has come into her own.

Of course there is gorgeousness and elaboration enough for the older women; but the gold and silver, the jeweled laces, the rich embroideries so much in vogue, do not express the season's spirit as does the shimmering daintiness of the flowered mousselines, with their laces and pretty ribbons.

Picturesqueness will be the keynote of summer fashion, and though the tailor frock and shirt-waist suit will preserve a degree of severity, even these conservatives show frivolous leanings toward drooping shoulders and loosely falling stoles and artistically designed sleeves; while the dressier frocks frankly rank themselves on the side of the picturesque.

Much of this effect is gained at great expense, but the picturesque frock is by no means necessarily a costly frock; and the new materials should inspire even a home dressmaker to artistic feats.

Lent is a favorite time for home sewing, and many a girl is doing severe penance by keeping a seamstress to fashion summer gowns; while the girl who scorns homemade costumes has either filled her trunks with thin frocks and fitted southward or is conferring with her dressmaker and preparing for the summer campaign.

For the home dressmaker the gowns shown in the illustrations are not problems too appalling, though no prettier models of a simple sort are to be found in the dressmaking shops, and all are designed from ideas furnished by expensive models.

With the rise of the blouse and the loose effects has come the triumph of the unlined summer frock. There was a day when a frock intended for tubbing was of necessity made by some unimportant personage. The great dressmaker set the laundress at defiance and would not make even a dimity without lining and bones.

We have changed all that. The thin summer frock turned out by an artist is still, in a majority of cases, untubbable, but that is because of its sheerness, its laces and intricate handwork and general elaboration, not because of its lining. The unlined blouse and skirt are much in evidence and all severe lines are taboo.

To obtain the proper neglige effect without crossing the line of slouchiness, to compass the artful artlessness of the correct summer frock requires care and thought. In the first place, the under garments must be adapted to the frock.

Badly fitted corset covers, petticoats, etc., can spoil the lines of any thin frock. There should be no awkward fulness around waist and hips. The petticoat should reach to the floor and have the correct fulness and flare around the hips.

Notes of the New Spring Modes

THAT fashion is aiming at a complete and thorough change is very noticeable to the professional eye—although naturally the change is but gradual—and we are to have less tucks and furbelows, or, in other words, not so many stitches will be needed in frocks of the future, but trimmings, in the way of appliques, velvet facings and inlets, silk garnitures, etc., will be in vogue.

Passementerie is to be much worn, especially on the smart bolero coats which will be favored this spring, while silk cords and tassels adorn almost every outdoor garment.

The shoulder cape gains favor, and many of the latest bolero coats show a cape of some sort, and it is said they will take an important part this season. In consequence of this, deep lace, as well as applique collars, are prepared to droop well over the shoulders.

Some of the new boleros reach nearly to the waist, and are left detached like a short sacque coat, some having plaits, others being plain; and as to the neck finish, it is a matter of choice, for there are small turn-over collars, wide-shaped, cape-like collars, or no collars at all.

It is an interesting fact that sleeves will be much smaller and plainer, yet the bishop or banded shape will hold its own for a long time to come, and be arranged into all sorts of fanciful

NEW SPRING BLOUSE WITH LOOSE FRONT.

cuffs, as well as finished with strappings and ornaments, etc. Some of the new cloth robes are trimmed with appliques of velvet and silk, cut out in both materials, and machined with a contrasting silk.

With these French dress robes are zouave pieces for the bodice, and so handsome are the appliques as to require no other trimming, save a little lace to soften the neck part.

The skirt with fitted hip-piece, and narrow attached front breadth, is the leading one for the present, and it is a shape capable of being adapted to a train, or the new trottoir length. The side breadths and back are laid in wide folds.

This shape skirt is an excellent one for street wear, made just to escape the ground.

Blouses are as much worn as ever, and as to variety, there never were more charming models shown. Some are tucked, plaited, or plain, with or without yokes; others with plastrons; others with shaped trimmings in applique designs; while many have loose or short jacket fronts, which certainly afford a change, although they do not suit all figures.

There is every indication that the thoroughly well-cut gored skirts will

A SPRING STREET COSTUME.

come into fashion—plain trained skirts to fit hips perfectly, then gradually flow out round the feet, finished with vandyked trimmings in passementerie, appliques, etc.—a pleasant change from the flounces, tucks, etc.

Stitched straps and flat braids trim many of the new woollen goods and the new short bolero sacks make the smartest of outdoor garments for spring. They slip on easily over the blouse, and reach to or nearly to the waist, giving a very trim appearance to the figure.

For golf, cycling and other outdoor sports, the latest creation is a knitted or crochet bolero coat, double-breasted, fastened on the one side with large buttons, the waistband pouched in front, and with bishop or banded sleeves. The neck opens a trifle to show a collar and tie, and very smart these boleros are, made in one or two colors.

These knitted boleros are lined with plain silk or satin, or with quilted silk, as may be preferred.

Many of the new spring coats are sack-shape, and made after the style of the Japanese coat, showing most handsome embroidery.

Later on, when the warmer days are with us, we may expect much variety in the way of small but smart capes and pelerines. ELLEN OSMONDE.

Latest Craze in Quilts.

Autograph quilts are in vogue. They are formed of patches on which the names of contributors are written in indelible ink. The name of a celebrity is surrounded by those of lesser importance, in a square, circle or diamond.

Invasion of the Country by the Trolley Car

Electric Lines Have Brought the City to the Door of the Farmer.

ALL of us are more or less conscious of the friendly invasion of the electric street car, but few probably of the great rapidity with which it is advancing and of the wide influence it is exerting.

We will begin with a few figures and then go on to considerations other than statistical. There is an investment in this country of over $1,800,000,000 in street railways, on which are paid yearly interest and dividends of $70,000,000; 60,000 cars run on 20,000 miles of track, and 300,000 employes are at work on these lines. Although millions more passengers travel than formerly, railroad statistics show the number traveling by steam roads to be 12,000,000 less in the last seven years. In one state last year four times as many passengers were carried by the electric car as by the steam; and in another state a couple of years ago 20 per cent. more passengers made use of trolley transportation than of steam railway. Passengers pay but a fifth of the operating expenses of steam railroads, but that fifth is now needed; electric lines cutting into the business of the steam roads at a great rate.

Swiftly and efficiently the trolley bears its burden, and with its constantly improving service, its cheap fares and transfer system, it is fact covering a wide territory; taking possession of the east and middle west. The social, industrial and commercial results of the trolley invasion should receive attention. And also, we think, the recreation side. Mr. Albert Bigelow Paine, who undertook to make all possible use of the trolley in the long miles between New York and Chicago, prefaces his account of this exploit with these suggestive words: "Steam for speed; trolley for a good time."

That is not a bad way to take a vacation. One gets a lot of fresh air, diversity of scenery, freedom from grime and smoke—and all for little outlay. When one comes to a particularly inviting spot, one can signal the conductor and alight where fancy leads. If a glimpse of a stream appeals to the angler, a moment's warning and down from his car steps the fisherman to try his luck where he pleases. If the fish refuse to bite, when another car comes along the sportsman boards it and is sped along to a fresh field. The beauty and character of the land is appreciated infinitely more by the traveler than when banged and whizzed along in the steam cars. The ability and little expense attendant on "stopping over" make it possible for even the most economical traveler desiring to inspect a region to travel leisurely and make unhurried observations.

The ride from New York to Boston is undertaken now and then by the recreation seeker. In the distance of 267 miles the trolley rider encounters breaks amounting to about 40 miles. Traveling only by day, it takes three days to accomplish the trip, and 16 lines of cars. Rural New England has been opened up to the lover of the picturesque by its myriad of trolley lines, and "trolleying" in New England is a pleasure one long remembers. The location of the lines are determined by the city fathers, who dearly love their village trees and will allow no corporation to despoil their beauty. Though the city fathers are strict, they are generous, and allow right of way in places selected for beauty of scenery as well as for utilitarian reasons. The cars travel under great boughs that meet overhead, and really interfere very little with the village charm and quiet.

The trolley, it is said, is doing what paternal persuasion could not—making the farmer's boy and girl contented with farm life. Rural life, with near by one's door the swift-going, cheap means of transportation to get to town, is not so deadly monotonus as once it was. "Hitching up," bad roads, tired horses, all the old-time hindrances have been done away with, and boys and girls can get out often and see something of city folk and city ways.

Likewise the city dweller is not imprisoned so closely as before. A five-cent fare, and he and his chicks can fly out into the blessed country, escape from smoke and dust and crowding neighbors to green fields and wide spaces. The townsman begins to realize that the trolley is something more than "transportation." He begins to look upon it as a luxury, his own carriage—or automobile—which will take him almost anywhere he may desire to go. He goes through pleasant country ways, and when he comes to a town he does not find himself in a dirty, rundown, unsightly portion, as he would if he traveled by train, but he glides along avenues bordered by fine trees, sees among the trees comfortable and beautiful homes. Indeed, trolleying is refreshing.

For a long ride the uncushioned seats would get pretty tiresome, and the upholstered trolley has already come into use. In Michigan the line running from Jackson to Detroit has large upholstered cars, with many of the toilet conveniences common to steam cars. From Muncie, Ind., to Indianapolis one can travel by trolley in fine style, the run of 53 miles being made in a couple of hours. Some of the Indiana lines make 60 miles an hour.

UTILITY OF THE TROLLEY—AN EARLY MORNING MILK CAR IN OHIO.

Between Buffalo and Lockport 50 miles an hour is made, and plans are underway for the attainment of 75 miles an hour.

Detroit is the great trolley center; an electric line runs from Detroit (through Toledo) to Cleveland, a distance of almost 200 miles. From Painesville, east of Cleveland, a run can be made through Detroit clear to Bay City, more than 350 miles. The whole state of Michigan is already cobwebbed, or about to be, with lines which radiate from Detroit. In the east one can travel from Portland, Me., to Boston by electric car, and journey almost the whole way from Pittsburg to Cleveland. Buffalo and Indianapolis both are important traction centers, the former city handling much freight on its electric lines.

Ohio is the trolley state par excellence. Almost 9,000 miles of traction road either is in use or in process of construction there; and much use other than for passenger traffic is made of the lines, quantities of freight being sent in the large express cars. Electric lines 60 miles and more in length are the "main traveled roads" now in certain parts of Ohio, and certainly do much to quicken intercourse between large town and outlying country.

Although not in common use, the electric car is employed for many purposes. Funeral cars, draped in black, convey funeral parties to the cemeteries at small cost. There are express, freight, postal, coal, repair and parlor cars, and some roads talk of putting on dining and sleeping cars. By the electric cars many farmers are able to send their produce to market, even live stock—and the plow horse is not now compelled to do double duty. The electric lines handle milk, butter and vegetables much more cheaply than the railroads, and much more expeditiously for the farmer than when he depends on his "team." The farmers themselves, instead of long, dusty, lonely drives to town, board the electric car, carrying whatever small truck they may wish to dispose of; and as their vehicle speeds on its way enjoy social converse with their neighbors.

KATHERINE POPE.