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ANTI-ASTORIA HOWL.

The Portland press is unanimous in grilling the Columbia River Bar Pilots association for insisting upon a 24-foot load as the safest tonnage with which to cross that great barrier, and satiates its spleen, because they set this up as the very limit of sea-going wisdom, by calling them a lot of "antediluvian," "moss-backs," "superannuated fossils" and such stuff. This abuse is but an echo of the everlasting anti-Astoria cry that has raged in the press columns of that city for years. The bar association is composed mostly of middle-aged and old men; but every last man-jack of them is a master of his profession, and has the courage of his profession in telling the truth, the truth that takes money out of their own pockets and saves hundreds of thousands of dollars annually to the shippers and ship-owners of the world. When, in the days gone by, the sailor-boarding-house combine had its headquarters at this port, the Oregonian and its puppets throughout the metropolis kept up a long-drawn, relentless howl against the "thieving, brutal savages at Astoria headed by the incarnate scoundrel Larry Sullivan" etc., etc., but the moment the gang and its business was transferred to Portland and the velvet fell where it had been needed so long, the dulcet newspaper voice was heard purring about "Mr. Lawrence Sullivan" and the harshest news items put out about the boarding houses, was anent some poor drunken sailor that found refuge there, etc., etc.; and now it is the pilots. If the association was maintaining its office and business at Portland, the opinions and decisions put out by the pilots would be taken with an eager gulp of satisfaction and endorsement and the world would be defied to dissent, dispute or disobey its mandate. Portland knows this and so does Astoria. The bar pilots may be anything they choose ashore, that is no man's business but their own, but afloat they are incontestably masters of the situation, and that they are masters is proven by the very fact that all of them are grown gray in the service.

The winter season of marine casualties is opening up briskly, hereabout.

Well, Well, what about that up-to-date hotel for Astoria? How long is the traveling public to wait for an answer to this question? Who is to answer it but Astorians?

The United States light house board must be getting pretty busy these days. Two of its vessels ashore in twenty-four hours is calculated to make at least a rifle at headquarters.

The O. R. & N. company has its own precedent for making good the losses of Astoria merchants by reason of the grounding of the St. Paul. It will probably do all that is expected in the premises.

Although Venezuela has "placed orders" for "eight field batteries and four mountain batteries, the latter of four guns each." France still persists in attempt-

"The Chicago Inter-Ocean" is authority for the statement that Mayor Dunne has offered to divide his salary with his aged father, Patrick W. Dunne, but refused to put him or any other members of the family on the municipal payroll.

Kansas farmers estimate their corn crop at 250,000,000 bushels, with a probability that it will reach 273,000,000, thus breaking the record of the bumper crop of 1899, which reached 273,000,000 bushels. As corn is now selling at 80 cents a bushel, whereas in 1889 it sold for ten cents, the farmers of the Sunflower state are looking ahead to a joyous Thanksgiving.

Pat Crowe's statement that Eddie Cudahy was implicated in his own kidnapping in order to make a big touch on the parental treasury is, of course, promptly denied by the boy. But it suggests a new line of business for the sons of rich men who may not be able to obtain in a regular way, all the pocket money they require for cigarettes, etc.

Oyama is reported as saying in an interview: "General Linevitch is not a man who is thirsting for fame. Originally he was against the war. He has many acquaintances in Japan and is on terms of intimate friendship with Major General Fukushima. Linevitch has reached his present high position from the ranks. We took only sixty guns in the battle of Mukden, owing to the marvelous skill of the enemy in effecting a retreat. The Russians carried away the barrels of the guns by railway."

A large corporation has announced that it will remove its offices to Chicago, and it gives as the principal reason the safety of its employees. It explains that the clerks are likely to be contaminated by Wall street influences and fall victims to the speculative fever that is supposed to surcharge the air below the "dead line" and is believed to be both contagious and infectious.

What a virtuous pronouncement! And what a safe retreat the corporation selects! How St. Louis, for instance, will be taken by the ears with envy at this public avowal of Chicago's superior qualifications as a moral habitat for the fledgling business man and for those handling other people's time and money! Now, let us see what are the facts:

Wall street is very much like the mountain. At a distance it is clothed in a veil of blue, but when approached it assumes an aspect of rugged reality.

PERSONAL MENTION

W. L. Robb returned from a fishing trip to Olney yesterday.

E. G. Miller of the A. & C. R. ticket office went to Gervais last night for a short visit.

Mrs. L. Shanahan and daughter, Miss Mamie, are visiting the exposition at Portland.

Lester Busey, a former Astorian, who is now employed by a lumber firm at Kent, Washington, is visiting his mother in this city.

Rev. Gustaf Rydquist returned from Portland on this morning's train, where he has been assisting at installation services at Immanuel Lutheran church of that city.

J. A. Davidson returned yesterday from Alaska, where he has spent the last several months in the interests of the Northern Fisheries Company. He will visit friends and relatives for several days.

A. E. Peterson, of Occident barber shop will leave Monday for a visit to the Portland exposition. He will probably visit the chicken show unless the trail should occupy too much of his attention.

Mrs. Winnie McCapstland, of Portland, arrived in the city on yesterday's noon express, for an over-Sunday visit with her parents, Mr. and Mrs. William E. McAfee.

Joseph L. Zumwalt, for several years connected with the Troy laundry, will leave for Portland this week, where he will indefinitely reside.

Rev. C. F. Clapp of Forest Grove, arrived in the city last evening and will preach in the First Congregational church at 11 a. m., instead of the pastor as announced.

Mr. and Mrs. John Nordstrom and their daughter, Miss Esther, are preparing to leave for Portland in a day or two. They will be gone for about 10 days, and will do the fair completely.

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OUR FASHION LETTER

Leather is to Be Used for Decorative Purpose.

BROWN FURS ARE POPULAR

Irish Lace Holds Its Own in Favor—Separate Girdles Are No Longer Stylish—Cluny Lace, for Yokes and Stocks—Millinery Modes.

Leather is going to make itself noticeably decorative during the season, though, with the exception of the vest, its application will be far more discreet than it was last winter, narrow pipings and collar facings representing the chief fancies. Some exception will



CLOTH COSTUME.

be made in the case of black suede, than which nothing sets off so favorably the beauties of a tweed or cheviot serviceable gown.

Serge of a handsome quality is among the showings of popular fall goods.

In the advanced fur styles that are being displayed there seems to be more brown than anything else. All shades of browns, many times in combination with white furs, are shown.

The attractive costume illustrated is of brown face cloth. The skirt is tucked about the bottom, and the long coat has its basque shirred on to the slightly bloused waist. A waistcoat of velvet and embroidery is further enhanced by revers and shoulder yoke of cloth ornamented with rows of machine stitching.

FACTS AND FANCIES.

There are some charming white woolen stuffs out that will make up into informal little dresses that are very satisfactory for at home wear in the evenings. As the material washes well they should be made up simply for tubbing.

Irish lace magically touched by French art and given new beauty and dignity of treatment bids fair to hold its own in favor.

Separate girdles have been dismissed from the wardrobe of the smart woman, who will have none of them. Girdles attached to waists and pale colored ones over which lingerie blouses fall are still in favor.

A very effective set of collars and cuffs has a plain hem, at the top of



PLAID WAIST.

which is a row of eyelets. There is no attempt at design, the eyelets following along in Indian file. Hand embroidery will still be in first style for winter, but there is just a shade of weariness in the eyelet work. This does not mean oblivion for the English embroidery, but it does mean that other designs may be more successful.

have padded designs of oak leaves in white linen floss and on the outside of these leaves are groups of small holes overcast with floss.

Cluny lace is slated for yokes and stocks on many of the advanced model waists. Little lace frills will continue to be inserted and otherwise embodied wherever the opportunity occurs.

The waist shown in the cut is a charming model for fall wear carried out in plaid material. Plaits running from shoulder to waist give the required fullness, and the double breast-effect with shawl collar of silk and velvet is smart in the extreme. The chemise and choker are of white mull. The bishop sleeves are trimmed with turned back velvet cuffs.

MILLINERY MATTERS.

For early autumn wear and, indeed, all through the winter hats made of chenille are promised quite a vogue. These chenille hats are not exactly new, but in the revived colorings are



CHENILLE HAT.

dainty and attractive in the extreme. They are made over a wire frame, which is bent and twisted into a becoming shape for the face. All of the "made hats" this season are of various kinds of braids—silk, felt, chenille and strands of ribbon—but chenille seems to be the favorite with the milliners.

Hats made up of chenille and velvet mingled with soft satin, grograin and ottoman ribbons cleverly interwoven will be one of the best selections for demiseason hats.

There are smart little turbans that run all the way from an English round hat to one of the jaunty torreador shapes. The torpedo turban is still worn, but it is not quite so pointed as it was last year. Tricorne, marquis and many varieties of the Napoleon shape are so numerous that it is hard to keep track of them. All of them are in the first style for winter wear.

The French sailor shape is again brought out in felts and made hats. It is tilted perilously high in the back and elaborately trimmed at this point.

The hat pictured is of chenille in plaited effect, toning from several shades of green to old rose. The brim curves all round and is raised high on one side, with a pompon and shaded wing.

HOME DRESSMAKING.

In shortening a skirt pattern always fold a plait across the middle of the pattern. Never shorten from the top or bottom of the skirt or the shape will be spoiled.

When putting steel or whalebone into a bodice bend it slightly at the waist before putting it into the casing. The bodice will fit better if this method is adopted.

Always shrink a new braid before sewing to a skirt; otherwise the bottom



SMART MOTOR COSTUME.

of the skirt will become puckered the first time it is caught in a shower of rain.

When using a sewing machine the best way to finish off neatly and firmly is to turn the work around and work back a short way.

When putting on a collar make neck of blouse or bodice slightly smaller than base of collar band and notch the bodice here and there while sewing on the collar. By so doing wrinkles are avoided.

To make a walking skirt just clear the ground without looking too short adopt the plan of measuring the person from the waist to the ground and

then deduct one and a half inches.

When cutting out sleeves to avoid the disaster of cutting both for the same arm fold the material face to face or back to back. Put the pattern on it and cut both together. Properly matched sleeves are certain to result.

The motor costume in the cut is made of navy blue serge. The skirt, arranged in a front box plait, is flanked by fan plaits at the sides. Pockets covered by straps are a convenience the fair chauffeur may enjoy in this gown. The bodice has a coat effect and is simply trimmed with buttons, and the grille is of blue suede. The mannish collar is of velvet. JUDIC CHOLLET.

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