

THE OREGON DAILY JOURNAL

C. B. Jackson

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All communications to The Journal on the matter of local news happenings should be sent to "City Editor," and all telephone calls in cases where subscribers wish to call the attention of the paper to news in the city should be made to the City Editor at Main 250.

Let him who gropes painfully in the dark and uncertain light, and prays vehemently that the dawn may come, lay this precept well to heart: "Do the duty which lieth nearest thee," which thou knowest to be a duty! Thy second day will already have become clearer.—Carlyle.

SUCCESS IS ASSURED.

The readers of The Journal will soon have daily and visible evidence of the progress which the paper is making. With the increased mechanical facilities which are soon to be installed The Journal will be able to give the public the most attractive newspaper which has ever been published in this city or this state.

The experimental stage has been passed. That The Journal will be a complete and a signal success is no longer a matter of the slightest uncertainty to those who are conversant with the remarkable progress which has been made and with its steady growth in circulation and in advertising.

There have been many obstacles to overcome, among them a wholly inadequate equipment in the mechanical department, and it has taken months to secure such a plant as will be required for the paper which is soon to be published. To the general public there has been no visible evidence of the heavy expenditures which the owners of The Journal have been making in the purchase of new press and new linotype machines, and in securing larger and more commodious quarters. But the time is near at hand when the people of Portland will see for themselves the results of these expenditures. The new press will reach this city within a few days and will be installed as quickly as possible. The spacious premises leased by The Journal at the corner of Fifth and Yamhill streets will soon be ready for occupancy. Within a very short time The Journal will be in a position to fulfill the promises which it has made to its readers and its patrons.

The task of building up a newspaper in a large city is always a difficult one. Many discouragements must be faced and much opposition must be overcome. Under the most favorable conditions a tedious interval must elapse before those whose capital and whose effort is embarked in the enterprise can see results. Happily that period is passed for The Journal. Its success is no longer problematical.

It is gratifying to recall at this time the loyal friendship of those who have stood by The Journal during its days of uncertainty and of difficulty. Many broad minded and intelligent business men of Portland realized the importance to the city of a new paper, and they gave generous assistance to The Journal. They recognized that its aims were worthy and that its promises to the public would be kept. Their generous support has been keenly appreciated and will not be forgotten.

The public has shown its faith in The Journal by the steady growth in its circulation. This faith will be amply justified, for with the increased facilities which will soon be at command, The Journal will give to its readers the best that the modern, up-to-date newspaper can obtain.

PORTLAND'S BUSY WORKERS.

On a Sunday afternoon the streets of Portland are almost blacked by a mass of humanity that come out to enjoy the superb spring weather. Many persons remark that they had not known there were so many people in Portland.

Upon other occasions, comparisons have been instituted between Portland and certain rival cities under the implication that the presence of numbers of persons on the streets of those other towns on week days was evidence of greater prosperity.

A logical view of this matter will incline one to the opposite opinion, that Portland is really the most prosperous, because everyone here is at work, and comes out to walk the streets only on Sundays or holidays.

The fact is that there are not persons enough to do all of the work that is demanded just now by Portland's growth and maintenance. The cry goes up from builders, factorymen, railroads and employment agencies for more workers, and the number of loiterers seen on the streets is therefore small. It requires a bright Sunday or a holiday to bring them out.

In judging the relative prosperity of Pacific Coast cities, take your choice between these two classes:

The city in which every person who is able is at work.

The city wherein great crowds are roaming the streets looking for employment.

"1905 FAIR GROUNDS."

The Washington street line has brought out its spring-painted cars bearing this device:

"1905 Fair Grounds."

Have you stopped to consider that sign on those cars is the very first tangible evidence offered to the visitor in Portland that this city is to be the locality of a great Exposition in 1905? Heretofore, a person could come from any place and remain here for an indefinite period, and discover no signs of the coming Fair. Now, he will be not very observant if he does not notice those words painted on the cars.

Perhaps this is warrant for the suggestion that our Exposition must be given very general advertising from this day until the spring and summer of 1905. There are abundant reasons to suspect that at the present time the Eastern people know practically nothing of the project. A Journal representative recently asked each one of 20 home seekers on a train what he knew of the Lewis and Clark Fair. Only five ever had heard of the enterprise, and they incidentally.

Extensive comment is not needed. The occurrence teaches its own lesson. We must make the Fair a thing familiar to every person in the East.

All the news that comes across the water concerning Shamrock III confirms the belief that she will prove the most formidable cup challenger that has yet appeared. American yachtsmen are looking forward to the great contest with keenest interest and with much anxiety as to the result. Sir Thomas Lipton has a boat which will be the most dangerous competitor England has yet sent over, if any estimate can be formed from her trial performances. The American yacht is regarded as an experiment, for in many respects she is a decided departure from any of her predecessors. It is a question whether her immense sail area will be found to give the increased driving power which her designers expect.

The Germans do not propose to keep still if Admiral Dewey is to be permitted to make disparaging comments upon their navy. They have already commenced to talk back. One of them publishes some peppy remarks in the Berlin Tageblatt, in the course of which he declares that the German navy could "smash Dewey's heterogeneous assemblage," which in his opinion, does not contain "a single modern armored cruiser," which he holds out a little hope for us in the assurance that "the United States will some day have a fine fleet." And the worst of it all is that Dewey will probably be forbidden to make any reply, for fear of hurting the feelings of Kaiser Wilhelm.

Some wise provision seems to have ordained that the revolutions which occur so frequently in Central and South America shall not take place in more than one country at a time. It would be very bewildering if they all came at once. Nicaragua thoughtfully waited until Uruguay's turmoil had subsided before beginning her own little tepal tempest. Colombia showed a similar forbearance a few months ago, and Venezuela, which was boiling over with rebellion only a little while ago, is now cooling off and slowly simmering down into a state of quiescence.

MARY SHAW



One of the most world productions that ever went on tour is "Ghosts," by Ibsen, in which Mary Shaw has been making such a big hit in New York, under the management of the Famous Players-Lasky Company. The clever actress will accompany the show on the road. Her interpretation is remarkably powerful.

ROOSEVELT AS A SPOILSMAN.

President Roosevelt seems to have undergone a considerable change of heart in the matter of Civil Service reform. He recently reconsidered his intention of reappointing S. H. Vick, a colored postmaster at Wilson, N. C., and the reason given is that Mr. Vick had not supported the Republican ticket in the last election. It is certainly refreshingly candid to acknowledge so openly that politics are to govern the President's appointments.

The official explanation of the President's course is given as follows:

"Mr. Vick had not supported the Republican ticket and consequently had forfeited his claim to party recognition."

This is plain notice to the postmasters all over the country that if they wish to hold their positions they must get out and work for the party in power, if they do not wish to be removed from office. It is rather an amazing pronouncement to be issued by President Roosevelt, who was at one time, before he became President, an ardent advocate of civil service reform. It is a return to the old principle that to the victor belong the spoils, a principle that has been responsible for nine tenths of the corruption of American politics and for the conspicuous part played by the boss and the machine in our system of government.

GRACEFUL DANCERS.

Poetry of Motion Appreciated by Theatersgoers on the Bowery.

If any one imagines that ballet on the Bowery in New York is a neglected art, a peep into the places of amusement on that classic thoroughfare will bring about a change of opinion. "Queen of Burlesque" are as plentiful there as plain citizens on Broadway, and the members of the corps de ballet could give a point or two in the matter of grace and skill to the dancers in more pretentious localities.

"The Ballet of Nations" was recently featured as the star attraction in one of the Bowery music halls. The members of the ballet were styled on the bills "pearls from every land under the sun," and, judging by the hit they made, the audience must have decided that there were beautiful gems among them. Their entrance was heralded by a flourish of wind instruments and the rub-a-dub-dub of drums, and when they marched across the stage in rhythmic union the occupants of the orchestra chairs and gallery benches applauded rapturously.

Each battalion carried the flag of the nation it represented, and spectators of corresponding nationalities gave a rousing welcome to their particular cohorts. But when the stars and stripes appeared everybody, irrespective of race or color, joined in a long, loud cheer.

The intricacies and evolutions of the ballet were well executed, and the kaleidoscopic effect of the twirling draperies was a feast to the eye. By way of grand finale a series of tableaux was shown. The first represented Eve leaning against a wobbly apple tree, and looking rather shyly; next came the Three Graces, Aglaia wearing a bored expression, a diamond necklace, and a few other trifles; Thalia, chewing gum, and Euphrosyne giggling audibly.

The curtain fell, then rose again on a new ballet, but even the gyrations of "Pearls" grew monotonous, and the advent of a solo dancer was hailed with joy. She was a dainty little creature with a flowerlike face. The usual fixed grin did not disfigure her pretty mouth, and her eyes were veiled by bewitching long lashes. Instead of the regulation ballet costume, she was attired in black, accordion-pleated skirts, reaching to her ankles. One marveled as to how so demure a maid drifted into a bowery theatre.

The orchestra played a soft, dreamy melody, and her feet kept time to the sedate measure. The lissome figure swayed and postured, gracefully, and even when the music became louder and faster, her quickened movements had no bounding, acrobatic feature about them. The spontaneous burst of applause that rewarded her efforts proved that a Bowery audience recognizes the poetry of motion and discriminates as unerringly as a Fifth Avenue assemblage. It refused to be charmed by "The Ballet of the Water Nymphs," which succeeded the little dancer. It gazed the young things in the first row and made impolite comments on the grandmothers in the rear. At length it rose as one man and howled for the atom of femininity in the black skirts, and until she returned to the center of the stage, peace was not restored.

The record of voracity belongs of right to a stout creature caught at Pennyhill. During the night the blood-thirsty little creature had killed 11 turkeys, 4 ducks and 20 chickens.

SHOALWATER BAY OYSTERS

By Paul De Lany.

Oystering on Shoalwater Bay has now reached greater proportions than ever before. Every foot of the bay has been staked off and is now being worked by one or more of the oyster men. In establishing the original claims the authorities of the government placed stakes at the corner of each plot, and since that time the owners have placed stakes at each corner which stand up far above the high-water mark, and they have also divided their own holdings in this manner.

There are about 75 claims laid off on Shoalwater Bay. These range in area from five acres to 500. While there are many small individual owners, a number of large companies also operate on the bay. To these possibly goes the greatest credit for the introduction of the Eastern Oyster. A number of these companies have been established by oyster men famous throughout the Northwest country, and they are not unknown in the East. This is done by shipping the Eastern oyster to Shoalwater Bay and there transplanting him, where he grows rapidly and takes on a better flavor than he has in his native waters. New companies are being organized to extend this class of oystering, and it is not considered a favor, or detrimental to the business. The men in the business claim that too many oysters cannot be transplanted here from the East. The more oysters thus produced in Shoalwater Bay the greater will be the demand; if every foot of Shoalwater Bay was producing large quantities of these delicious oysters they would find ready sale. The peculiar conditions under which they are transplanted and grown gives them a flavor and market without competition, and there is no fear of ever glutting the market, as the output must ever be limited in a measure.

Still, only certain portions of Shoalwater Bay will be devoted to the culture of the Eastern oyster. The bay is too valuable to be staked off. The demand for him in the market must be supplied. The companies most largely engaged in the Eastern culture have their separate native beds, and these are looked after with as much care as are the larger product.

Work of Details.

There are men on Shoalwater Bay who have been engaged in the oyster business there for a half century. There are men grown up who have never done anything else for all of these years. To see them go about their work, and follow the details of the business from the time the oyster is first planted to the time of culling and shipping, is an interesting study. Certain native beds are reserved from sale and can only be drawn upon under restrictions of the law for seed. The seeding usually takes place in April. Sailing schooners are used for this purpose. It is called "running the seed from its native bed." But in truth they are taken from the beds and are planted in a representative of the law the oysters are tugged up and a certain sum is charged per sack. This fee goes to a fund for the benefit of the oyster industry after the expenses of the patrolmen are paid. The Eastern oyster seed are also shipped in April and planted. These come in barrels and are brought across the continent to refrigerated cars. It usually takes about two weeks to make the trip, but an oyster seed will live about three weeks out of water.

The planting process is a simple one. The portion of the beds to be transplanted is staked off and the boat passes over the territory and the oysters are dumped into the water with a regularity such as men sow grain. At most points in Shoalwater Bay a flag-like growth of grass exists and the oyster clings to this, and here the most successful catches are made. The oyster planters are from 1 to 3 years old, and may be taken out ready for the market about a year after transplanting. They are pronounced prime at the age of four years, though the life of the oyster may extend to many years, and old age does not seem to deteriorate his value in the market. Where the native is transplanted to new beds he continues to spawn and propagate, and new beds that were formerly barren are thus made fertile and prolific.

Taking Them From the Beds.

Taking the oysters from the beds for the market is the most interesting process. Flat-bottom boats about 7x23 feet are used for this purpose. The center of these boats are cut off by upright 12-inch planks with a narrow walk around the outer deck. When the tide is low, usually about three feet in depth, the oyster-man poles out to his beds. A long pole is used similar to that used by a raftman. When he reaches the beds he keeps a constant walk upon the ground through the clear, shallow water. When he sees a cluster of oysters, he seizes a pair of oyster tongs, drops the pole on deck and lifts the oysters into the boat.

Oyster Tongs.

The oyster tongs are themselves important factors and cost on an average \$10. Mace, of Portland, who was on the trip, imagines that they were made on the plan of tongs used in taking loaf sugar out of the bowl at restaurants. An Eastern Oregon visitor had a more excited idea of them. He thought they were something like fire tongs, or those used by blacksmiths in shoeing horses. But the real oyster tongs are entirely different. They are about 10 feet in length and look like a couple of garden forks. These forks come together like a steel trap and have wires on the sides to keep the oysters from being washed out by the surf. The oysterman operates them like a pair of scissors as he stands on the deck of the boat, and as he clinches the handles together and lifts the tongs he generally brings a dozen or more oysters. This he keeps up until he gets as many as he desires for the day and then comes ashore.

Culling.

The oysters are taken from the boat to the culling scow. Here experienced persons go over them by hand and throw all of the small ones and all of the shells into one pile and the marketable oysters in another. One is sacked and shipped and the other pile is shoveled up, taken back to the beds and scattered for future use. The small oysters grow to be large ones and are later produced large oysters.

Technical Points.

The Shoalwater Bay oyster does not point to shore altogether while feeding. He grows here in clusters, pointing in every direction like the needles on a burr. It is claimed that fresh water comes from every direction in shoalwater, and that this accounts for the fact. The wrinkles on his shell indicate the different periods of his life. The round side is next to the water, because of the slight centralizing of that point. He sings! That is, when he is out of water for some time. One may hear a low moaning sound from a pile of oysters that have been out of water for some time. Some say that it is the barnacles breaking loose from the shells, others say that it is the oysters grinding their bills together. Anyway, it is insisted that they sing.

Companies in the Business.

There are four large companies now engaged in the Eastern oyster culture on Shoalwater Bay. These consist of the Toko Point Oyster Company, The Oysterville Oyster Company, The Nahcotta Oyster Company, and Wachemuth & Sons. The Toko Point Oyster Company was incorporated five years ago. About 25 carloads have been planted by this company and through it comes the fame of the Toko Point oyster. The Nahcotta Oyster Company, located at Oysterville, planted five carloads of Eastern oysters in 1892 and made sales the same year, and still have a good trade. Wachemuth & Sons have planted about five carloads of Eastern seed and are doing a good business. The Oysterville Oyster Company, a new concern, organized in 1901, has planted about 150 acres of choice beds, and will ship from the East this season about 10 carloads of choice seed, which will be planted in April. It also has valuable native beds and is supplying a large trade already.

Oyster growing on Shoalwater Bay is now getting on a safe and scientific basis which means the improvement of the industry in all of its details.

"COLORED" SHOES.

If colored shoes are not generally worn they are popular in the army, as evidenced by recent contracts given out for the manufacturing of shoes for the members of the United States Army. One contract was for 51,000 pairs of shoes. It colored, there being not a single pair of blacks in the order. In another order was included 884 pairs of colored shoes. This gives the impression that for army wear colored shoes are preferred. They look better, for a longer period of time, with reasonable care than black goods, in the opinion of the Army officials. For hot weather colored shoes are viewed by sensible people as a most common-sense proposition.—Shoe and Leather Reporter.

WHAT NEW YORK WOMEN ARE DOING

NEW YORK, April 1.—The demand for shirt waists is greater than ever, and since the requirements of fashion call for more dressiness in this direction, some of the models are marvels of handwork.

The strictly plain shirt waist of previous seasons is something scarcely to be found. When it is encountered it has an old-fashioned air when compared to its more elaborate sisters. Even the cheviot waists are lace and embroidery trimmed and everywhere, if they hope to shine in the chic world, they must show the most careful finish.

It is not sufficient that the waist waists display elaborate trimmings and a new cut. Fine hand sewing must accomplish it, the stuff be shrunken before making, and the heavy embroideries stand out with a telling beauty.

Soft finished stuffs, such as chevots, pongees and coarsely woven linens, are the textures most employed for these dashing waists, and spotless white is still preferred to color. Into the lines the rough antique laces, now so much admired, are inserted, forming many sorts of novel yokes, stocks and cuffs. Bias border edges of the linen, between rows of fagoting, join the lace neatly to the shirt cuff, and every art is employed to create unique effects.

The heavy butcher linens are truly superb with the raised embroideries used on them. The needlework is done in coarse threads and invariably in the same color. There are linen waists with contrasting embroideries, but these are not styles approved by the modish world.

On the other hand, the bodice which lays no claim to washing virtues may indulge in many freaks of color, and include several varieties of trimming in its decorations. No garment fills so many requirements as the old bodice, and for small Lenten functions it is invaluable. Three with a single skirt will accomplish as many changes of costume, and the toilet be made to express something either elaborate or simple.

A Branch of Three.

A trio of smart bodices lately turned out display charming possibilities for variation of costume. Made for house, visiting and lecture wear, all combine novel effects with the latest materials.

Perhaps the prettiest of the three is of ivory wool crash and is for informal dinner wear. The model, which fastens at the back, is very loose in effect, the bodice portion and puffed sleeves hanging in full gathers. A deep pointed yoke, with attached bands of the crash, severely covers the shoulders, close sleeve caps increasing the drooping look. The high stock is unlined and is in alternate bands of the crash and fagoting, the latter of which is made of ivory satin bebe ribbon. The deep flounces of the sleeves are also edged with this.

White cloth is the material of the second bodice. The blouse, fantastically cut out at the neck, hangs loose over a yoke, deepest at the front, and incrusts with Cluny lace in an ivory tint. Suspender bands of black taffeta five inches in width likewise show odd insertions of this rich lace, and two square pieces widen them at the shoulders with an epaulette effect. The sleeves, puffed into narrow cuffs bands, are of the plain cloth.

Black velvet, with trimmings of white silk embroidered with yellow, are the materials of the third waist, whose fastening is under the left arm. The worked silk forms a narrow shoulder collar, which, running down each side of the stock, finished with narrow bands that button it to the bodice. The sleeves show the close upper portion, which distinguishes all arm coverings at present. The puffs of the lower arm, beginning just above the elbow, are gathered into pointed cuffs of the embroidered silk, which also composes the stock.

Variety in Sleeves.

A book might be written on the charms and complications of the fashionable sleeve alone. No two are alike. If one seems lovely the next one appears more so. One point is insisted upon, and that is that they all be in the latest style. For the rest, the bottoms may bulge in transparent puffs, or seem monstrously big by comparison with this close action, or they may flow loosely or simply simulate these effects with some clever device.

The modish collar band is also a thing of many fancies, with the absolute requirement alone that it be very tightly. To facilitate this snugness, few stocks are now lined, and the bishop styles of their little turnovers are narrower and longer than ever. The numerous changes for neatness required by such styles dishearten the woman of modest means, for these little collars in linen cost anywhere from 95 cents to \$3 apiece. Those of embroidered batiste or lace are still a drag for no amateur skill with the needle can fashion the lace sort at home. The fact

THE SALARIES OF KINGS.

Six hours' work a day, at the rate of 405 francs, or, in British currency, of £16 4s per minute. Those are the terms on which, according to the calculations of an ingenious and statistically minded Frenchman, the most highly paid official in the civilized world—and it is fairly safe to throw in the uncivilized world as well—holds his position. As all Socialist reformers will have guessed long before we inform them of the fact, the "job" is unfortunately not one of those that are open to competition among deserving candidates, such as they themselves would be. It is hereditary, and happens to be held at present by Nicholas II, Czar of all the Russias, whose civil list, when duly divided, on the assumption—a liberal one, some may think—of a six hours' day, yields the very handsome amount indicated. His imperial colleague of Austria, who figures next on the list, is but a very poor second, for he has to do his six hours' work for no more than £10 a minute. Yet, trifling as that may seem, it is exactly double what the third of the European Emperors gets as his "screw." Three pound ten for supervising the art, literature and music of the German Empire, to say nothing of "mally-fating" in east and west, or of yachting and partridge slaughtering in Britain, is assuredly not exorbitant. And yet it is almost twice as much as the Kaiser can get for a complete revolution of the Kaiser's crown. He congratulates himself on having earned 10 shillings more than his uncle of Great Britain. But, from pounds, we come down to shillings and pence in the case of Presidents of Republics. Poor Monsieur Loubet must contrive to make both ends meet with five francs a minute. And even this is almost wasted, for he has to share it with one and eightpence which Mr. Roosevelt draws. It is more profitable to be "roi de l'acier," as our Gallic friends style the distributor of libraries and organs, than President of the United States.—Glasgow Herald.

AFTER TWENTY YEARS IS PAID.

W. S. Watson was the victim of the territorial petit jurors' call upon the State of Oregon and asked for a voucher on the State Treasurer for the money due him for almost 20 years for services rendered in anti-slavery days as a petit juror. The last Legislature passed an appropriation sufficient to cover the face value of the old jury certificates, which, since then, had been repudiated by the Federal Government and each succeeding Legislature to which they were presented for redemption.

The certificate bearing Mr. Watson's name called for \$9.20. He served 42 days at \$2 per day, and at the time should have received \$5.20 for 26 miles of travel at 20 cents per mile.

"Those \$9.20 cost me just about \$400," said Mr. Watson yesterday, as he discussed the matter with the State Auditor. "At that time I was a resident of Bingham. I was working in my mine, the Williams, which now is owned by the Red Wing Company, when the summons was served upon me. I had to employ a man to take my place in the mine. I paid him \$4 per day. My expenses in this city were almost double what they ordinarily would have been, for I had just been married, and I brought my wife to the city with me."

"The court was held in what was then known as the Wasatch Building, now known as the Kenyon Hotel. I do not remember the name of the judge or the cases tried. I was caught on almost every jury called."

"Some of the men who had to serve on the juries had a mighty hard time of it in the city in those days. We could get but very little on our certificates. I remember that some of them were sold on the streets for 25 cents on the dollar. When a man only got \$2 per day and had no money of his own, you can imagine that it did not live very high on the 50 or 75 cents that he received for his certificate for a single day's service."—Salt Lake Herald.

A DEFENSE OF THE SPANISH WOMAN.

More awful rubbish is written about the people, especially the women, of Latin countries than of almost anything else. Take them all, the sparkling daughters of Andalusia, the noble grave women of the Castles, the enigmatic Valencianes, the ruddy-cheeked women of the Asturias, and of Galicia, the robust and wholesome Catalonians, the proud Aragonese, and they make up a national grouping of women hard to surpass for charm and verve.—Mexican Herald.

inspires dainty employment for idle fingers, and when one stops to consider how much is gained by pretty and delicate details it is surprising that more of us do not take to the gentle art of gitchery.

White is Informal.

The gowns which smart women are wearing at this moment display, in many cases, a delicate sentiment for the holiness of the season. For the informal dinner which occurs during the Lenten period white cloth is a material which lends itself to both suitable and elegant effects. Many such gowns are now being seen, rate lace trimmings and all of it is highly suggestive of worldliness and adding, in every case, to becomingness.

One exquisite toilet of white cloth displays a skirt border and bodice trimmings of Irish lace, in what is called Chinese fretwork. The pattern of the lace mounts and drops in long ornamental pieces, imitating the carved woodwork seen on Chinese temples. The bodice is a beautiful frock of a very open-mesh blue veiling, over white silk. The material is made to serve as a canvas for Russian embroideries, which, in dull shades of red and blue, shape a highly decorative skirt and bodice trimmings. The wide band of the skirt is placed at the flounce quarter. Below it leaving a bare space at the apron, hangs a deep fringe of white lace, mingled with red and blue threads. The same fringe appears upon the flowing sleeves of the bodice and edges the stoles of the novel collar, which is made of white silk with red and blue embroidery.

Two other bewildering frocks show the use of antique lace, which is now employed in enormous quantities. Some of this lace is heavy enough to decorate the pattern employed in the borders of serim curtains. Some qualities, however, are of a fairly lightness, and may be used with the more delicate materials—silk, net, batiste, swiss and muslins.

Black Over White.

A little evening frock of black poverty net, over white silk had trimmings of black antique lace, in the all-over variety, cut to shape a wide skirt border and bodice trimmings. The skirt band, deeply blocked at the top, traces the line of a graduated flounce. A second collar, with epaulettes and wide eyes to late of the lace, a wavy band simulating an Eton effect just below the bust. Between the collar and this band the baby waist is in the tucks. Below the band it ends in a section of white mull, which increases the Eton look.

An untied cravat of narrow black velvet ribbon, with fringed ends, hangs at the front of the bodice, and everywhere the lace trimmings are edged with pipings of velvet over others of white silk.

Cream band lace is used on the second gown, which is of brown and white silk in invisible check pattern. The model of this little frock, which seems fine enough for any service, effects a girlish simplicity. The straight skirt displays a single lace band of modern white, which is tucked at the top to meet a plain black yoke. A superb lace yoke, with the material cut away underneath, is the most striking feature of the bodice, which is in blouse style with puffed sleeves. It fastens at the left shoulder and under the left arm, and is striped into the waist with a crush belt of brown panne.

This dainty little frock has been designed for a second Lenten luncheon, but also with an eye to late spring use. The hat which will accompany it is a rolling shape of brown paper straw, with brim folds of white and brown net. Two big knots of closely massed crush roses—one white, one yellow—are its only other trimmings.

Old Tailor Fashions.

New costumes for more practical wear are leaning toward the old tailor fashion, which fashion has avoided this long while. Trim models in checked wools have quite a sporting air. They are made with perfectly plain skirts and long-tailed coats, some of which are on the Norfolk and Newmarket order. The half-fitting coats are the newest of these two styles, and on the right figure both they and their clinging skirts seem to look out for the fatal defect if you buy such a costume ready made. The curving skirt seams, which so many of them show, are not only hideously trying, but distinctly passé. The seams of the correct skirt are perfectly straight in every instance, and when there are tucks all must be run with an eye to making the hips as small as possible.

So faulty are many of the ready-made models in the little points which make or mar a perfect whole that one wonders what material disorder has fallen upon designers. They have the disease of overtrimming very badly, and any complaint of this is met with the information that fair America likes fineness. Such is life. The minority must pay for the sins of the majority.—Mary Dean, in Washington Post.

AMERICAN RECOGNITION OF MARCONI.

The cordial treatment with which Marconi and his work have been received in this country are favorably contrasted by The Electrical World and Engineer (January 13) with the more "offish" attitude of the transatlantic public and press. It says:

"This latest work of Mr. Marconi is indeed something for universal congratulation, and we can only hope that it will stir up American opinion, so that if they can not beat him at his own game, it is pleasant meantime to note his courteous recognition of the cordial attitude toward him and his work of the American press and people. There is, indeed, a curious contrast between that attitude and the position of Mr. Marconi's own half-fatherland, Great Britain. The early, almost exclusive, devotion of the English mind is hampered and prejudiced by its cable investments, but that it believes Germany is entitled to the credit of it all, as a practical new art, instead of the plucky, steadfast, keen-witted Anglo-Italian, who now receives thanks for his work from the Congress of the United States."

Greater lies before. Mr. Marconi has done much, but even as we write he is discussing the conquest of wider spaces of ocean, and training the ether to quiver to a longer thrill from his "thunder stations." A year ago it was St. John to Poldhu, and now it is Cape Breton to Cape Cod, the stride increasing hundreds of miles at a time; and yet only four kilowatts are used for the journey, which, we may compare very well with the efficiency of land telegraph and telephone lines as power transmission circuits. Just where all this is going to end we don't know. Tesla said years ago that power in big blocks could be loaded onto the ether for safe delivery elsewhere in express packages; and as we watch the work of Marconi, the prospect of the new wireless prophecy comes once more to mind. In the meantime, projects are afoot for wireless routes between England and her southward dependencies and colonies; between Italy and the Argentine Republic; and we expect to see them plotted out in the ether like steamship lanes in the great sea. But first of all, getting down to business, we are yearning to use the Anglo-American aerial line at 40 cents a word; and Mr. Marconi can not hurry up too much to please the whole impatient Yankee public in providing it. When all is said and done, we might as well rest right now on Hertz's fundamental work, philosophically considered, unless commercial service can be established, but unless all indications are