EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER.

C. S. JACKSON.....Publisher

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> There are some tempers—how shall I describe them—formed either of such impenetrable matter, or wrought up by habitual selfishness to such an utter insensibility of what becomes of the fortunes of their fellow-creatures, as if they were not partakers of the same nature or had no connection at all with the species.—Sterne.

OUR DAIRY COMMISSIONER

ONE OF the most interesting contributions to the official literature of Oregon was the statement yesterday by the state dairy and food commissioner. Said he: "There ain't any law to compel me to inspect dairies more than so often, and there ain't no law to make me take back a certificate I have given that the cows are sound and healthy." The commissioner's logic is overpowering. If the law does not compel him to inspect dairies "more than so often," what a gross transgression of the official proprieties it would be for him to inspect them oftener? And, again, if he has once given out a certificate that a cow is healthy, would it not be a vain, foolish thing to take back a certificate, especially if there is no law to make him do it? Of course, after issue of the certificate, the cows might contract a dozen contagious diseases, impairing the health of milk consumers, but if the law does not compel him to do so, would it not be undue official exertion to recall the certificate? The dairy commissioner is be congratulated on his perfectly marvelous interpretation of his constitutional rights, guaranteed him by the declaration of independence and the organic law of the land.

In his statement it will be recognized that the commissioner lays down a philosophical proposition that is beyond successful contradiction. He says: "Me nor nobody in my office knows a sick cow when we see it." How are his critics to disprove the statement? If nobody in the office knows a sick cow, what is the use of inspecting the cows "more than so often"? Being unable to tell a sick cow from a healthy one, what is the commissioner to do but give a certificate that all are healthy? Having given a certificate that the cows are healthy, how foolish it would be for the law to compel the recall of a certificate by a commissioner who confesses that "me nor nobody in my office knows a sick cow when we see it."

Naturally a certificate from such a source is not worth much in assuring the public that the milk one gets comes from healthy cows. The law also contemplates that the certificate indicate whether or not the dairies are clean, but the commissioner says the dirtier and filthier a dairy is the healthier are the children that use the milk.

Possibly the law was made to fit the unusual official qualifications of this commissioner, which would explain why it is that he is not required to make an inspection "more than so often." In any event, with the commissioner declaring that his office knows nothing about sick cows, that diseased cows give good milk and that filthy dairies afford healthier milk than clean ones, Oregon's state dairy and food regulations as enforced under his administration are stunningly picturesque.

CONSEQUENTIAL TO PORTLAND

HEADQUARTERS of the Oregon Trunk are to be in Portland. The forces in the construction of the line are to be directed from this city. The heads of construction are hiring all the men and teams who apply. The road has the advantage of a court decision confirming a large stretch of its right of way and invalidating that of its rival. There is freedom of movement and full opportunity for the great work to go ahead. The assembling of men, measures and material are a strong guarantee of good faith, and are indications that eastern and central Oregon are to be penetrated by this system of railroads.

It is infinitely better that it should be the Portland enterprise that it will be, if the Oregon Trunk be the builder. It has been the misfortune of Oregon that Oregon railroad policies were largely directed from San Francisco. In the beginning San Francisco was the dominating influence in the operation of the Harriman lines. That city is even now the center from which much of the operating force is directed. It is the hub from which all the spokes in the Harriman wheel radiate, so far as the coast is concerned. Oregon cannot expect in such a contingency to be fully and fairly considered in any policy of Harriman railroad construction. It is in the California metropolis that the Harriman interest is paramount, and it is probable explanation of why branches here and branches there in Oregon have not been sooner built. Perhaps the advent of the Oregon Trunk in its present attitude of superb activity will convince Mr. Harriman of the importance of making proper and adequate extension of his lines in Oregon, and conducting his roads under a policy that will be more distinctly for Oregon.

It is of importance to Portland that, if there are to be two roads up the Deschutes, one of them should be a Portland enterprise. A railroad into that section means a great volume of traffic that will seek the seaboard. Once built, the railroad must make the traffic, for interest must be earned and dividends paid. Lands and forests yielding nothing now will give off a vast volume of products by and by, and it will either go to San Francisco or come to Portland, for most of it must reach tidewater. It is therefore of some local consequence that men, material and money are flowing into the Deschutes, sent there by an interest whose large concerns will be centered in Portland.

THE BROADWAY BRIDGE

THERE IS NO occasion for division over the Broadway bridge. The fact that there is to be a bridge, that it is to be a high bridge, and that it is to be a structure in harmony with a greater Portland, is settled. These matters were issues in the late election and they were definitely settled by the electorate at the ballot box. There is no authority in this city that has a right to set aside or nullify these instructions, to lessen the effectiveness of this bridge or to postpone its construction. The order is from the sovereign electorate, and it is an order to build a bridge with adequate clearance, of ample dimensions and complete effectiveness.

Naturally there are details to be worked out. There is prudence to be observed. A perfecting of all the arrangements is both essential and to be expected. For these and kindred matters of detail those to whom is committed the duty of constructing this bridge have reasonable latitude. They are expected in fact to exercise due diligence in protecting the interests of the city. But they are not to the slightest degree authorized to lessen the effectiveness of the structure, to diminish its clearance or to unreasonably postpone its construction.

This is probably fully understood by all officials. Their purpose is probably to proceed in good faith and with full prudence along these lines. The bridge is a necessity and has been so declared at the ballot box. It is to be the means of reaching the business section from a district comprising or soon to comprise 100,000 people. It is to serve them for a long period of time. It is not designed for the Portland of today alone, but for the city of 20 or 30 years hence. The error in the past has been the building of inadequate bridges. They were designed without conception of the future. The city grows. The capacity of the bridges should be such that their number could be minimized. One real bridge would do the work of four of the present makeshifts. There is intelligence in the Broadway conception because its capacity contemplates an expanded city. Changes that would lessen its efficiency or postpone its completion would be a crime against Portland.

BINGER HERMANN

BINGER HERMANN ought to have a trial. A charge has been brought against him and he has been given no opportunity to be heard in his own defense. Nor has the government been afforded a chance to present its accusation. The indictment, presented by the United States grand jury many months ago, makes a charge, and that is all the public knows about it. The same is true of a number of other cases.

It is unjust to men to stand for years under the shadow of an indictment, with no opportunity to clear themselves of the charges made. Speedy trial should always follow an indictment. Innocent men desire and ought to have such a trial. It is just to themselves that the evidence shall be presented and their innocence be established by a jury of their peers. In cases of guilt postponements weaken the government's position and aid the accused in evading a just penalty. Delays, therefore, in either case are bad policy and ought not to prevail.

Perhaps Mr. Heney's intimate knowledge of the Hermann case and his inability because of other engagements to prosecute, have been a partial justification for the long delay in this instance. But it is not warrant for further postponement. The case has already been continued over long. There is no certainty as to when, if ever, Mr. Heney can take it up. It is not sound policy from any standpoint for the long wait to continue further. The defendant should be brought to bar, the issues should be presented and a verdict be returned. Similar action should be taken with respect to all other indictments, and the docket be cleared. Anything less after a wait of years is unjustifiable. The public prefers this course, and, if innocent, so do the accused.

THE PORT LAW UPHELD

THE law under which the Port of Coos Bay was established, has been upheld by the Oregon supreme court. The decision is of importance to the various coast interests of the state. The law enables any port to organize a commission and proceed with harbor improvement. This was the course followed at Coos Bay, where since its organization the commission has issued bonds and done much in the way of self-help. Dredging of the harbor has been in progress and is to be continued. The area of the anchorage for vessels is being expanded. Harbor lines have been established and a splendid activity in the way of artificially adding to the port's efficiency has been set in motion. It gave the active men of the locality an opportunity to do by law what they could not do without it. It set forces in motion that would otherwise have remained dormant, and the product will be a harbor of very great capacity and efficiency.

A further effect is that, instead of waiting for the government to improve the harbor, Coos Bay people are doing it for themselves. Instead of displaying an impotent spirit, they are in a full career of resolute self-help. The product will be a community and people that will count, and that will ultimately rise to a splendid importance. It is a spirit that would be infinitely helpful if it could extend to every city and locality in Oregon.

The law on which the decision was based was one of several constructive measures enacted by the late legislature, and is very much to the credit of that body.

Commissioner Bailey takes himself altogether too seriously. He asserts that it is for the purpose of blighting his political prospects that The Journal has called attention to lack of proper inspection of the milk supply of Portland. Mr. Bailey pays himself an overlarge compliment in imagining that he is even considered in the discussion of this very important subject. He is a mere incident. A properly guarded milk supply for a quarter of million people is the point at issue. Pure milk is essential to the health and life in every home. It is subsistence, growth and strength for the children of Portland. They ought to have milk that is perfectly pure and clean, and it is criminal neglect if they do not have it. It is for them and for Portland homes that The Journal is striving. They are a precious part of this great city. Mr. Bailey and his "political thoughts" are a mighty small episode.

San Francisco parties are making a commendable move in taking action to test the constitutionality of the law prohibiting foreign ships from engaging in American coastwise traffic. For this purpose a cargo of coal will be shipped to that city from an Atlantic port in a foreign vessel, and the case arising from this forbidden transaction will be taken to the supreme court of the United States. The government, it is said, violates its own law in this respect by chartering foreign vessels to carry coal from the Atlantic to the Pacific coast at about half the rate asked by American shipowners. The outcome will be watched with much interest by Pacific coast shippers, especially in view of the completion in the near future of the Panama canal. A decision favorable to the shippers might result in the water route being far more than now a regulator of transcontinental railroad rates.

In San Francisco, Saturday, George H. Donahue was arrested. Both in its news and editorial columns the Oregonian described Donahue as the same man who appeared in Portland as "Raffles." At the time, Edward F. Girard, the real Portland "Raffles," was in Spokane, and was not in San Francisco. He was in Portland this week, enroute to Honolulu. The Oregonian's statement that Donahue is Girard was untrue and was made in the midst of that distemper that always seizes it when it observes The Journal's growth.

Again a steamship disaster has developed heroism of a high character, in the reported action of Purser Stevens and Wireless Operator Eccles, who, a rescued passenger says, "went down while trying to save the lives of passengers. Stevens could easily have saved his own life if he had given a thought to his own safety." Eccles stuck to his post on the sinking ship, and sucessfully summoned aid, by which most of the people were saved. Such acts of true courage and devotion to duty are not rare at sea in times of imminent deadly peril; the list of heroes is large; but each recurrent instance properly calls forth the saddened plaudits of a regretful but admiring world.

Several cases of anthrax, a very fatal disease of domestic animals, has appeared among those of the agricultural department of the University of Wisconsin, and while prompt quarantine measures were taken there has been a good deal of anxiety lest the disease should spread among livestock, as it is very contagious and difficult to cure. Because this has occurred in one state agricultural college it does not follow that it is likely to occur in others, but it suggests caution and vigilance in these institutions as well as on the farms.

That while here on a Sunday, President Taft will lay the cornerstone of the new Universalist church instead of going to church elsewhere may displease some members of other churches, but he would do the same for any of them if occasion offered. He has frequently manifested his liberality of religious opinion and his impartial attitude toward all denominations.

TANGLEFOOT

BY MILES OVERHOLT.

THE ECCENTRIC FREIGHT CAR.

Probably the most erratic vehicle known to man is a freight car loaded with furniture and consigned from Hoopole, Mo., to Red Shirt, Idaho, or some other important point like that.

A gentleman who recently came here from Crow Center, Kan., said yesterday:

"This is the thirty-seventh time I have moved and I orter to be getting used to having my furnitor take a little sightseeing tower all over this here U. S. A., but somehow I can't seem to settle down and wait for it to come. I'm afraid it'll be all out of date and that moth'll get into the carpet. Then, besides, I kind-a sneaked three or four of the kids aboard, if I remember rightly, with just enough water and feed to last 'em 30 days, and as it's already been two months since they started out I'm kinda worried for fear they'll get hungry and gnaw the varnish off the pianner.

"Couple of years ago I shipped my furnitor from Pottsville, Arkansaw, to Hull township, Virginny, and it took so long for it to get there that the bedbugs et up the bedstids and the chairs was 10 year out of date and sagged in the middle. The dining table's leaves was withered and yellow and the notes on the pianner was past due. But she got there, all right."

DOG DAYS.

I don't think much of the man who invented dog days. In my opinion he is a lop-sided isosceles, a left-over cellithumpian and four other foreign epithets that I can't spell. It has always seemed to me that with digging up the lawn in the daytime and howling under the bedroom window at night the dog manages to get through the world without suffering from ennui anyway, and why a month or more should be set aside for the purpose of allowing Fido to eat little children and bite the hired man kind of gets me going, all right. I like to see a dog with will power enough to get the hydrophobia or leave it alone. If he wants to have his daze, let him go away by himself and stay till he sobers up. That's my idea of it. A dog that will come right out on the street and peal his bark and bite a streetcar will get himself disliked if he allows such a habit to get a hold on him.

The phrase to "die like a dog" was coined especially for dog days. To "die like a dog" and "drown like a rat" are two accomplishments that I never hankered after somehow.

MARINE REPARTEE.

"What have you in the way of a nice pleasure boat?" inquired the man of the pretty young lady boat tender.

"How'd you like a smack?" inquired she archily.

"No, thanks," he replied. "I just took a bus at the hotel. I also had a schooner. But I'm sorter stuck on this place. Yacht to give me a tug."

"O, slush," said she. "Yawl have to take a barge; you've got too much sand."

And here the story ends.

Letters From the People

Letters to The Journal should be written on one side of the paper only and should be accompanied by the name and address of the writer. The name will not be used if the writer asks that it be withheld. The Journal is not to be understood as indorsing the views or statements of correspondents. Letters should be made as brief as possible. Those who wish their letters returned when not used should inclose postage.

Correspondents are notified that letters exceeding 300 words in length, may, at the discretion of the editor, be cut down to that limit.

Will Give His Services.

Portland, Or., Aug. 28.—To the Editor of The Journal—I observe that the council has sustained the mayor's veto of the ordinance appropriating $100 to pay attorney's fees of Detective William H. Hyde. This was a case where one of Portland's peace officers was forced to go into court and defend himself against a damage suit brought by an irresponsible person whom Mr. Hyde had arrested in pursuance of his sworn and directed duty. I am the attorney whose fees were thus sought to be appropriated, and I desire here and now to say that if the great city of Portland is not disposed to give financial support to its officers who are dragged into court to defend spiteful damage suits I shall gladly in this, as in all other such cases donate my services to police officers without compensation in the interest of fearless law enforcement.

JOHN H. STEVENSON.

To Destroy Statement No. 1.

From the Medford Tribune.

To destroy the direct primary law, to abolish Statement No. 1, to restore the political convention and the rule of the boss, is the avowed object of the little group of Portland politicians who have brought forth the assembly plan.

In brief, the scheme is to call Republican "assemblies" in the various counties, districts and the state, which will nominate a ticket for submission to the people. The "assembly" is the old convention under another name, except that it has not the power to nominate. No candidate who believes in Statement No. 1 or who indorses it will be named by any "assembly," and should such a candidate defeat the "assembly's" choice for the nomination, the "assembly" supporters will defeat him by voting for a Democrat.

A majority of the Republican politicians are said to have agreed to this plan, and will make a supreme effort to get rid of the Statement once and for all. If it is necessary to elect Democrats to defeat primary supporters, Democrats will be elected, under the program.

In other words, the tail is making another effort to wag the dog. Oregon politicians hold the record for stupidity. Even experience teaches them naught. They are about to experience another lesson, for the rank and life have no intention of abdicating their rule.

Bellamy Storer's Birthday.

Bellamy Storer, formerly prominent in the diplomatic service of the United States, was born in Cincinnati, Ohio, August 28, 1847. He graduated from Harvard college in 1867, and from the Cincinnati law school two years later. For a number of years he was engaged in the practice of law in Cincinnati. In 1891 he was elected to congress and served two terms. His career in the diplomatic service began in 1897, in which year he was appointed United States minister to Belgium. In 1899 he was transferred to Madrid. His promotion to the post of ambassador to Austria Hungary followed in 1902. He retired from the diplomatic service in 1906, following a rather sensational controversy with President Roosevelt.

This Date in History.

1771—Timothy Alden, founder of Allegheny college, Meadville, Pa., born in Yarmouth, Mass. Died July 5, 1839.

1775—John Hancock and Dorothy Quincy eloped and were married at Fairfield, Conn.

1798—James Wilson, one of the signers of the declaration of independence, died at Edenton, N. C. Born in Scotland, September 14, 1742.

1805 — Christopher Gadsden, soldier and lieutenant governor of South Carolina, died in Charleston, S. C. Born there in 1724.

1820—First election of state officers in Missouri.

1831—Lucy Webb Hayes, wife of President Hayes, born. Died June 25, 1889.

1861—Bombardment and capture of Forts Hatteras and Clark, in North Carolina.

1898—Claude Matthews, ex-governor of Indiana, died at Indianapolis.

Coast travel through Sheridan has been heavy. One party reports that 96 teams of pleasure seekers went coastward on one day last week, and as many more another day. The road to the coast presents almost a continuous line of teams and automobiles, says The Sun.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Now for the hops, weather permitting.

• •

Theosophy is rather too deep for most of us.

• •

Glorious these evenings is the Harvest Moon.

• •

Surely nobody ever saw more delightful summer weather.

• •

It must be admitted that Mrs. Besant is a woman of much brains and has the elevation of humanity in view.

• •

New records in aviation are now almost a daily occurrence. And there is room in the air for many more.

• •

An effort was made to enforce the weed and grass ordinance against a man who had been five years dead. But there are plenty of live offenders.

• •

Schively escaped conviction by a narrow margin, a vote of two less than two thirds of the Washington state senate, but this does not acquit him in the eyes of public opinion.

• •

Max Nordau predicts the return of the hoop skirts that were fashionable nearly half a century ago, but let us hope that in this instance he doesn't know what he is talking about.

• •

A committee of the American Bar association has reported a plan for reforming court procedure, but possibly reform of this sort by lawyers might be something like reforming the tariff by its friends.

• •

Saying and believing by everybody that Portland will become the greatest as well as the most beautiful city on the Pacific coast, one within a few years of 1,000,000 inhabitants, will help make it so.

• •

Senator Bourne will be much disappointed because that golf game will not come off, but the wishes of thousands of people are of more importance than even a senator's amusement—as Mr. Bourne will no doubt readily concede.

• •

A food convention at Denver sustained the contention of Secretary Wilson and his board of experts that benzoate of soda is good, safe stuff, but this will not convince any of the experts who claim that it is a dangerous poison.

• •

Mr. Harriman's country home at Arden, N. Y., is 2500 feet high, in what are called mountains back there, and he has a fine view of thousands of acres of land that he owns; but there are higher hills, and broader landscapes, and finer views, and purer atmosphere, and better chance for health, up in Klamath county, Oregon, Mr. Harriman.

• •

When Schively was asked what had become of the $26,000, more or less, that had been illegally taken from insurance companies, he said it had been spent fighting his prosecution. This case displays pretty clearly the typical grafting politician and the shrewd technicality-mongering lawyer for the defense. Between the two, the public needn't care which gets the loot—and most people seem not to care much that they have been looted. Perhaps, by the way, Schively's technicality-twirling lawyer didn't get most of the money; there's the Washington legislature in session.

• •

"General" J. M. Ashton of Tacoma, who desires to succeed the late F. W. Cushman in congress, has issued the following platform: "I stand for the principles of the Republican party. I believe in a square deal for everybody, and live within the law." There is one beauty about this—it's brevity. As to originality, only the damning sort of praise would be appropriate. What "the principles of the Republican party" are the "general" probably couldn't tell in a volume as big as an unabridged dictionary. The "square deal" suggestion has been overworked, but "and live within the law" is a "principle" that only a man who ought to be in congress could have thought of.

OREGON SIDELIGHTS

Many bears and panthers back of Mill City.

• •

Albany needs to expand in area, says The Democrat.

• •

Alfalfa stacks loom up numerous and large around Echo.

• •

Numerous improvements in contemplation in Hubbard.

• •

Dairying is profitable around Clatskanie and Marshland.

• •

Business activity is increasing much in the Siuslaw region.

• •

Two Halsey farmers raised 100 sacks of clover seed, worth 11 cents a pound.

• •

Postal receipts at Corvallis show a large increase over those of last year.

• •

Some fine Siberian crabapples grow in Douglas county—also in Harney valley.

• •

From a patch of ground 50 feet square a Weston man sold $11 worth of potatoes.

• •

Tramps and hobos are put to work on streets in Roseburg, and so are scarce there.

• •

The population of Chico, Wallowa county, has been greatly enlarged by the arrival of six families from Montana and Wyoming.

• •

The metropolitan improvements now being made and those on the way only reflect the nature of the people who dwell in Baker, for they are up to the minute in everything, says The Herald.

• •

Salem Journal: A Dalles girl recently killed a coyote with a club, which shows The Dalles girls are irresistible by man or beast, they having settled the man part of this statement long ago.

• •

Hillsboro Argus: Hoppicking will soon be on in all parts of the county—and the work will help many a family and give a vacation to hundreds and at the same time furnish a little pocket money. It isn't a picnic, but it is healthful; it isn't a holiday, but it's school books and clothes for the little chaps—and it teaches the children industry.

With 800 tons of barnacles in the bottom of the dry dock after the South Dakota had been scraped at Hunters Point the advantage of a fresh water harbor, where this species of sea food would drop off is easily realized. At a cost of less than the erection of a dry dock Coos Bay could be converted into one, says the North Bend Harbor.

• •

People who have hitherto been holding back their land investments in Crook county because of uncertainty of the railroad situation need do so no longer, says the Prineville Review. Buy all you want; the time is now ripe. There is now no possible doubt of the road, or probably two roads, building, and we expect to hear shortly of a great influx of population to this section.

• •

Burns Times-Herald: The present dry season has been quite unfortunate for those who have put in crops and failed, yet the grain in many places has made better crops than at first thought and has demonstrated beyond a doubt that it can be grown successfully under very dry conditions. The experience of the present season will be a great help in future and we may gain by it in the long run.

• •

Alluding to the plan to remove the Lakeview land office to Klamath Falls, The Examiner says it will remain at Lakeview, "where the greatest amount of vacant government land is to be found; where the greatest of eastern Oregon development is now taking place; where the coming of thousands of homeseekers demands its retention for their accommodation, and where a great railroad center is now assured!"

Decomposition of the Old Parties

From the New York American

A great many people through the country are being reminded, all at once, that the aspect of political parties at this moment presents remarkable points of comparison with the condition of things just before the epochal Lincoln campaign of 1860.

Then, as now, two historical parties had gradually lost their grounds of disagreement.

On the overmastering issue—the slavery issue—they had come to be of one mind.

Then suddenly there arose out of ridicule and weakness a new party.

This new party squarely threw down its challenge to slavery.

And, behold! it marched with great strides to the high places of power.

As in the middle of the last century, so now there are two old parties that have gradually lost all sense of their historical differences.

Their organizations are at one on the paramount issue of the age. Both organizations are certificated agencies of plutocratic power. Both live on a brokerage business in the purchase and sale of privileges.

There is no difference between the Democratic system that has fastened itself upon the city of New York and the Republican system that leeches the life of Philadelphia.

Both these old parties get the support of honest men simply because they seem to be the only practicable political agencies in sight.

The two old parties of our fathers' day stood for slavery, not because people in general were in love with that institution, but because they felt that the right of a few people to own slaves was somehow tied up in law with the right of anybody to own a pig or a cow.

Just so today—people support the plutocratic parties not because they like plutocracy, but because they don't see how to separate the tyranny of money from its honest use.

But, as in the late fifties of the last century, there arose men who knew how to separate the legitimate claims of property from the claims of slaveholders, so now men are coming forward, out of both the old parties, who can distinguish those claims from the pretensions of plutocrats.

The "insurgents," now in a state of rebellion against both the old party organizations, have this in common:

They hate stealing worse than they hate making trouble.

The most serious kind of stealing is now, and always has been since the world began, the legalized kind

We have lately invented a new word for it—Graft.

Grafting is making private profit by the misuse of law.

So when you fight graft it is easy for the grafters to make you look as if you were fighting law.

And this is the real and final difficulty in the way of the destruction of graft, the abolishment of privilege and the overthrow of plutocracy.

But the significant fact is that men nowadays like Senator Gore and Senator Dolliver are willingly submitting to be called insurgents and disorderly persons.

La Follette makes much more "trouble" than Aldrich and Cummins and Root.

And these trouble makers are disintegrating the old parties.

But it will be easy to see—in a 50 year prospective—that they were the real builders and saviors of the law.

The REALM FEMININE

Women in the Public Eye.

Mae Stevenson, whose real name is Kate Humphrey, has been named as co-respondent in the divorce suit brought by Alice V. McAloon against her husband, Andrew Mack, the actor. Mr. and Mrs. McAloon were married before he went on the stage, and they have one child.

Fads and Fashions.

NEW YOK, Aug. 28.—One of the most striking novelties of the week are charming lingerie dresses made of two toned mousseline de soie one over the other, forming a delightful combination of colors. Sometimes the upper material is painted in water color with flowers that tone in with the color scheme of the gown. These are quite the last cry. One of the most beautiful of these creations displayed at one of the most exclusive establishments was gray over white, while the bodice was heavily embroidered with silver. Such a gown is eminently satisfactory to wear during summer evenings when one sits or strolls upon the piazza of some fashionable summer hotel. Scarfs, too, are made to wear with these gowns, and these are in chiffon in the two colors and bordered with the same trimming as that used upon the gown. They are really quite warm, and are ample protection from any ordinary summer breeze.

French women continue to favor the tailor made of severe line, but they make up for the severity of line by using the most costly materials and garnitures. Many of the new gowns and coats are so covered with ornaments that they look heavy without really being so. In fact everything is made as light as possible, even to the jet, which formerly used to add so much weight to a dress or coat.

Every day almost brings some interesting novelties. One of them is the stole used with wool or linen gowns which goes around the skirt like a band, the skirt invariably falling in plaits below it. These stoles are covered with braid or embroidery, and may be of the tone of the gown or in a contrasting tone.

Another innovation is the half length redingote of tucked mousseline de sole. Such a coat was seen the other day made of black and worn over a black and white checked gown. The coat fastened at the side with a row of mother of pearl buttons running from the neck to the hem. At the waist it was held in by a black silk sash tied on the left side.

The princesse tunic or cuirass has developed into many far fetched phases since it first took the fasion world by storm last spring. They may be seen in the most wonderful variations and practically no limit is placed upon the ingenuity of the designers. Some of the designs are extremely odd, but their picturesqueness redeems them from being too extreme. Picturesqueness seems to be the principal aim of the designers, and in many cases they succeed uncommonly well.

Paris dressmakers are making foulard dresses with amazingly full skirts, some of them measuring 10 yards around the hem, and they are actually gathered into the waist. But these gowns have not yet made their debut in New York, although a pronounced fulness is gradually becoming noticeable. A popular way of making the skirt of foulard dresses is with a deep plaited flounce which rises to just below the hips and there joins the plain fitted upper portion of the skirt.

This uper part of the skirt may be cut all in one, with the rest of the dress, with long, uninterrupted line from neck to hip, or it may be broken by some arrangement of belt or girdle, or trimming, simulating either at the waistline. But if the skirt flounce be kilted the plaits must be pressed absolutely flat, although a gathered flounce is sometimes used. The deep skirt flounce is the entirely new and striking part of the design.

Little one piece dresses of foulard, trimmed only with big, satin covered buttons, and having turn down collars and deep cuffs of lace or lingerie effect are worn much by young girls. They make delightfully cool and light little dresses to run about in, and have the advantage over linens that they do not crush or soil so easily.

The requirements of the present style of tight fitting gowns have caused the elimination of nearly everything in the line of undergarments that is too bulky to adapt itself to skin tightness. The few undergarments that may be worn must be soft gossamer and fine as cobwebs, but they need by no means be plain. Quantities of beautiful lace in medallions and insertions are set in sheer fabric, and hand or machine made embroideries of exquisite delicacy are used. Some women pay fabulous sums for the delicate lingerie petticoats which are worn now beneath even street tailored costumes of wool and mohair. Silk and satin underskirts have been completely ousted by the lingerie styles. Some of these petticoats, seen below the tifted street frocks, are so luxurious in character that one feels it is actually sinful to expose anything so lovely to the grime and hard wear of the pavements and that such petticoats should be kept for ballroom frocks only, or for wear with dainty negligee, which would at least reveal their beauty.

All the separate lace collars, which are so well liked just now, if worn with a colored frock, have the heading of the color the same as the gown. It saves the little lining of white under the collar, which is sometimes noticeable.

The big crim hats, turned up at the side and trimmed with feathers, promise to be the ultra smart millinery style for the summer, both in the black and the pure white.

FLORENCE FAIRBANKS.

The North Pole

(Contributed to The Journal by Walt Mason, the famous Kansas poet. His prose-poems are a regular feature of this column in The Daily Journal.)

Tell me not, in mournful legions, that the pole will ne'er be found; we'll have crossed the Arctic regions ere six months have rolled around. Men are daily making pledges that the pole they soon will gain, not with dogs and cumbrous sledges, not by drifting on the main, but by sailing through the breezes in the airship surnamed "Scat"; and no more Dame Science sneezes at fantastic schemes like that. When the wondrous craft has hovered o'er that waste of snow and sleet, and the north pole is discovered, then our joy should be complete. If you ask me why the finding of the pole should banish woe, and the troubles that are grinding—I'll be jiggered if I know! But so many men have hunted for that pole, in days of yore, and have died in ways unwonted on the silent, frozen shore; and so many ships a-sailing from the harbor, ne'er returned; and so many women, wailing, for their loved and lost ones yearned; and so many bones are lying on the glaciers and the floes, and so many ghosts are sighing in the wilderness of snows; and so many now are freezin', trudging northward, mile on mile, that, of course, it stands to reason, the old pole must be worth while!

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