

AUTUMN AND WINTER STYLES FOR MEN ARE DISCUSSED BY EXPERT

Clothes for Men Are Made Today to Fit Figure; Un-natural Effect Avoided.

TROUSERS FIT CLOSER

Suggestions Include Hat, Shirt, Collar, Gloves, Etc.; Hints on Sack or Lounge Coats.

By Beau Brummel Jr.

If it be true that masculine modes are becoming a more important factor in society, it is only what one might expect; yet there must be causes that are just as well if traced. How much this quickening of sartorial appetites may be due to the general leveling of taste and culture in which all departments of dress take more or less part, it is difficult to say.

We know men are becoming more careful of their appearance—not young men only—but generally speaking, most men are more careful of their appearance than they were a few years ago.

Public press has done much to bring this about. Newspapers as well as society journals on occasional occasions column on the subject of men's dress, and I certainly believe men of refinement and good taste read and study such articles.

Made to Fit the Figure. The overdressed man or "fop" is never comfortable and lacks always the repose of a man well attired. It is not necessary for the man who gives the subject of dress a little thought, to overdress.

Clothes for men today are natural looking clothes, made to fit one's figure. They no longer have the unnatural effect of the styles of a few years ago. If one's clothes are skillfully cut from modest-looking materials and good style, the wearer may feel securely sure of himself in one just at present extreme things in men's dress are really out of style.

The man "who knows" wants conservative clothes, but good clothes. This autumn, aside from solid colors, checks, stripes and basket weaves will predominate. Glen Urquhart checks and small, quiet stripes will be used as well as herringbone and well-width stripes. Harmonious color combinations in greys, browns and greens will be in vogue with smart dressers. Blue serge remains an staple as heretofore. The supply of novelty suitings is limited. Browns and greens are refined in tone. Materials of a smoother finish—what the manufacturer terms an "unfinished worsted"—will be most popular this season. This cloth has two distinct advantages over other materials. It has sufficient nap to protect it from taking an early gloss, but not an over quantity of nap to wear off and look bare.

Lounge Coats Longer Than Before. Lounge coats may be fastened with two, three or four buttons and slightly drawn in at the waist and are a bit longer than heretofore. The lapel either peaked or notched, are narrower than they were last season and moderately long. Shoulders are natural, with no padding. Sleeves are rather narrow. In fact, the general effect is toward the ideal coat.

The single-breasted sack or lounge coat will be the popular one, although the double-breasted garment may be worn if preferred.

Necessary accessories are: Hat, derby or soft; shirt, pleated or negligee; collar, fold or wing; tie, four-in-hand or bow; gloves, cape, fleshier or chambray; boots, lace, calf or russet, high or low; overcoat, Chesterfield. The morning or outway coat will be a favorite this season, particularly among the young men. It will be made with one or two buttons, short waisted, but not too tight, braided or plain in skull length, soft lines and width of shoulders and sleeves moderately narrow. Necessary accessories: Hat, black derby or high silk; shirt, pleated white or fancy; collar, fold or wing; tie, four-in-hand; gloves, suede or reindeer; boots, patent leather or dull calf buttoned kid tops; spats; overcoat, Chesterfield.

Frock Coats in Vogue. Frock coats for middle aged men are more in vogue now than at any time during the past 20 years.

Accessories the same as worn with morning coat. Fancy waistcoats will be quite popular, particularly the knitted kind and checked flannel.

Trousers will be closer fitting and straight hanging, and usually finished with a small cuff, except dress and semi-dress trousers. Sporting garments are necessary. A man should dress for the particular sport he may have on hand in a way that will best insure him the greatest amount of comfort and be most appropriate for the occasion. Conse-

PORTLAND DRUGGIST HIGHLY ESTEEMED



Frank Nau.

Frank Nau, who passed away at his home in this city on August 20, was born in New York in 1852 of German parents. There were three boys in the family left motherless when Frank Nau was a small child. Thomas E. Nau of Seattle, is the only brother left. J. W. Nau of Milwaukee, Wis., dying several years ago. In 1887 Frank Nau left New York city, came to San Francisco via the Panama route, and shortly after came to Portland and worked for Woodard & Clarke, but soon started his drug store in the then unfinished Portland hotel building, where he conducted it for many years. It was the first drug store in Portland to remain open all the time, night and day. For over a quarter of a century the store has never closed until the day of the funeral of its proprietor last Thursday.

Mr. Nau married Miss Louise Burgess of Zanesville, Ohio, in 1897 and left with her two children, Frank, aged 17, and Gertrude, aged 19. The family residence is at 233 North Twenty-fourth street. Mr. Nau was a member of Portland lodge, No. 57, A. F. and A. M. Funeral services were conducted by Rev. A. A. Morrison of Trinity church, at the Holman parlors, and the Masonic rites given at the crematorium. Frank Nau had a strong faith in Portland and a wide circle of friends among the business and professional men of this city.

Recently he has never appeared to such advantage as he does today. Necessary accessories: Cap or soft hat; shirt, negligee with soft cuffs; collar, fold, outing or self-attached; tie, four-in-hand or stock; gloves, cape, fleshier or chambray; boots, lace calf or russet, high or low; raglan slip-on.

Shapely Overcoats the Thing. While single and double-breasted Chesterfield overcoats will undoubtedly retain their popularity, the shapely coat for dress is considered the most exclusive for this season.

Evening dress calls for the utmost care, and a disregard for correctness is not a characteristic to boast of. There is and should be but one standard in formal evening dress, and that a plain, unostentatious correct costume. The material for the coat and trousers must be the same. Waistcoat material, although black silk is still worn to some extent. Braid on the trousers is considered good form.

Necessary accessories are: Hat, high silk with broad felt band; shirt, stiff white pique; collar, wing, poke or lapfront; tie, white of plain or figured pique; gloves, white kid or white antelope; boots, patent leather, buttoned cloth tops; patent leather pumps for dancing; jewelry, pearl links and studs; inners, a skirted overcoat or coverall.

LIVES FOR 106 YEARS

New York, Sept. 4.—(L. N. S.)—Mrs. Jeannette Schwartz, 106 years old, height 29 inches, weight 25 pounds, was dead today at the Brooklyn Hebrew home for the aged. Mrs. Schwartz celebrated her 106th birthday May 20 at which time she executed a few dance steps as a demonstration to her friends of her good health and agility.

It's a far cry from John Lind and William Bayard Hale to General Scott.

CARL LIST, PORTLAND BOY, GIVES STIRRING STORY OF DIVER U-39

Taken Off Doomed Ship, He Spends Week Aboard German Submersible.

NIGHTS UNDER THE SEA

After Chasing Ships and Being Hunted Submarine Rests on Channel Bottom.

(Continued From Page One)

these compartments with the middle one and you have the brains of the U-39, the controlling room. It was next to the mess room where I snatched my sleep.

Conning Tower Nerve Center.

For days I stared at his dials and gear trying to make out each part and how it worked. The conning tower was its nerve center. From here the commander, Captain-Lieutenant Foerster, handled the ship above water as well as below. On the surface his station was at the conning tower hatch, a big man, youthful, but with a worn face, dressed in a well sprayed old uniform, wearing a white sock, smoking a cigarette or snatching a fried egg for a "mug-up."

"Was lieft an?" (What course?) he'd shout to the wheelman below, steering by an anachronistic gyro compass before him and peering over the sea through the apertures through the conning tower armor. When we were on the surface two lookouts, one on the officer of the deck stood watch out-side. Running below the sea in chase, the captain would keep his eyes glued continuously to the eyepiece of the conning tower periscope, turning it right and left searching for a victim. The skipper's orders were relayed by a messenger acting as "central" and communicating through the speaking tubes. There was no telephone.

Periscope Gives Clear View.

"Der Herr marine Ingenieur" (the chief engineer), an excitable person, manned the periscope in the controller room. The periscope showed everything plainly, just like in an opera glass, and you saw the ocean flat before you, but divided by a vertical bar. I saw a school of white whales swimming in the depth at which the U-39 was running.

The dynamo for the gyro, a nest of speaking tubes and the valves of trimming tanks lined the bulkheads of the compartment.

My first morning someone pushes a foot in my face. I woke up then lost of action.

Under Water All Night.

"Aufstation"—stand by to dive. A gong rings. The men roll out of their bunks. If you are in the way you get hurt as I did—sleeping on the floor. The U-39 is awake but in silence. The officers and men reach their stations. The submarine is motionless. It has lain all night on the bottom of the English channel. I can hear nothing but the shrill commotion about the tanks from the engineer grabbing the handles of the periscope and quickly turning it around.

With increased buoyancy, the U-39 rises but slowly until finally the periscope just tip the surface. The engineer takes another look and his observations are checked by the captain through the conning tower's scope. No British patrol boats nor sneaking destroyers are around. The coast is clear.

Flare Goes Down.

They all exploded and with all sails set the bark settled. Gradually the sea blotted out one sail after another until the mizzen lay, horizontally on the water and the Norwegian flag broke out red and blue against the ocean—the last of the Flare Cross going to her end under full canvas. It seemed to me that when they sank a vessel a good lookout was not kept. Often I looked around myself to see if some Britisher was coming up. It was the only time I was really anxious they might have been alert and I not noticing it.

How was the air while submerged? Not so very good; you could smell the atmosphere, like a close room, it made you sneeze. It was hard to keep awake and you wanted to drowse about as if it would hurt your feelings to think that

Attention to Detail

The correctly attired man is careful to see that his accessories are right.

We have earned the distinction of being considered the leading

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Principal agents for Men's Guaranteed Phoenix Silk Hose, 50c, 75c, \$1.00 pair. Men's Hosiery Guaranteed Hose, 25c pair. Guaranteed for six months.

The world's best makes of Men's Gloves, carrying Mark Cross, Dent, Fownes, Meyers, Bacmo and Lennon's Varsity Gloves.

The newest shades and pointings in Men's Gloves for street and dress.

Auto Gloves a specialty.

Jas. R. Keiser Ties.

Thos. R. Hardy & Co. Handkerchiefs.

Lennon's

Morrison St., Opp. P. O. Chas. F. Berg, Manager.

sleep—things happened. You dropped as dead on the deck and some one stepped on your insides as the gong sent all hands to their stations, even two or three times a night. No one took off his clothes, except maybe to change them. No one washed.

Never Remove Clothing.

All hands, officers as well, turned in as they were, just kicking off their boots before stretching out on their bunks. The officers and the machine never took off their leather suits—all simply a mass of grease. Worn to dry from constant watch-keeping no one thought about looks. No wonder they called us the "Barbarians" in Heligoland.

Myself, I never had my things off. Had two clean-ups. Water was scarce—there were eight more thirsty men added to the ship's capacity when they picked us up. Coffee and stew made the main part of the grub—the former to keep you awake. From one of the sinking ships we got some tea, and a Spaniard sold the officers wine and Italian cherries. And they bought butter and eggs from a motor.

Existence on Hair Trigger.

With this hair-trigger existence there could be no regularity of meals. The alarm "Auf station" might come at any time. Down would go the big coilings mess tables if—even ports kicked out by men rising on the double quick, but silent. Bread, coffee, pot and all dishes flew into the air and the stew splattered the bulkhead and your face—it was touch and go, always.

All Have Iron Crosses.

One might pull out his bag and find his clothes all mildewed and damp, and try a little mending, or he might have a "mug up" or smoked herring, with a cupful of raspberry juice, a liebergaben from home. Nothing stronger was allowed on board. Or he would slice his iron cross and look at it. The extra money for each give—a dog's life in a steel can always on the brink of death. No wonder they were solemn and taciturn and the safety fore and aft.

Each sunken ship, each expended shell meant a shorter cruise and an earlier thorough rag, a bug from the Schatz and your face—it was touch and go, always.

Torpedo Misses Liner.

Convoys by four British destroyers, a huge passenger ship escaped. We sighted her July 3, 6 a. m., submerged, cutting her course and stood by for a torpedo. With our search light enticed to no warning. But the torpedo missed our last.

The convoys did not spot us and we slipped below undetected. No one on that steam knew of their narrow escape. I heard our captain say that he was glad that he missed the ship for the sake of the passengers; hated to think of the dead and the poor devils swimming about in the water.

Bagged Five in a Day.

Both bent off in different directions. We stood on a course for the nearest fellow and sent him a dose, enough to stop headway. Meanwhile we chased the second, firing while under way, and stopped and the crew took to the boats. The gun finished her, bow first. We went back after number one, now waterlogged, and put a few more holes, so that she would sink faster. The passengers were already off. This was our busy day—bagged five—were trying for the record like every U-boat. No two ships sunk in the same way. And when you get sunk it is an interesting sight and gets less gruesome. Some sink in five minutes, others take hours—the air inside the hull keeps them afloat. Then we registered the depth at which they or two into the hatches or the decks. With a roar the debris flies sky high and the ship is no more.

Blast Lifts Motor Boat.

I remember one big fellow with war material. When the hatches went the blast lifted a great, huge motor boat lashed to the deck and landed it into the sea. Some stand straight up, with the propellers in the air, the boilers explode, the funnel is torn down, the motor is crushed down. At times a torpedo is needed to finish the ship. It must be complete, an A-1 job. You might have read of boat crews returning after the submarine has destroyed their own ship.

Flare Cross Goes Down.

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How was the air while submerged? Not so very good; you could smell the atmosphere, like a close room, it made you sneeze. It was hard to keep awake and you wanted to drowse about as if it would hurt your feelings to think that

ing could be brought inside. The orders were strict. Every so often when near the surface, the air was renewed and if a man found his head buzzing he would ask permission to open the air

Always when the U-39 was navigating the roar of machinery and pitch or roll kept the nerves strained. Under water there was no motion, everything was as still as a rock; you would not know you were going. But on the surface in a bad blow, she rolled, but slowly. Some men would get seasick—good sailors, too. Without amusement below decks, dull men were waiting like feeling prize fighters resting for the going for the round.

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PORTLAND REAL ESTATE, POSTOFFICE, LIVESTOCK AND BUILDING STATISTICS IN HANDY FORM.

Table with columns: Real Estate (Transfers, Receipts, etc.), Postoffice, Livestock (Cattle, Hogs, Sheep, etc.), Building Permits. Rows for months from January to August 1918, and totals for 1918 and 1917.

cause of orders. The officers took a businesslike view of their work and seemed like cogs in the great machinery—not humans. They had an infinite faith in the U-39 and would surely perish—first blowing up—before capture. Of the nets planted by the British they had full knowledge and charts and would simply submerge and go underneath them, just as they ducked the net sweeps dragged by trawlers.

Cuba Uninterested In Relics of Maine

In Consequence American Officials Suggest That Their Return Would Be Acceptable. Havana, Sept. 4.—(L. N. S.)—The Cuban newspaper La Noche states that inasmuch as Cuba has not done anything with the relics of the battleship

Gill Bros.' Dahlias.

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Attractive, Stylish. Strictly Up-to-Date are the Woolens. We are now displaying. Your inspection is requested. Johnson & Andersen (Successors to John B. Coffey.) TAILORS. Elks' Building. Broadway at Stark.

Stacy-Adams Shoes for Men. "Good Sense SHOES". Sizes From 4 to 14. WIDTHS—AAA, AA, A, B, C, D, E, F, G, H, I. Knight Shoe Co. MORRISON STREET NEAR BROADWAY.