East Oregonian.

THURSDAY, DECEMBER 26, 1901.

GENERAL NEWS

One person was killed and nine others injured in a peculiar accident on the Fillmore-street electric car line in San Francisco Tuesday night.

There is no hope of securing the passage of any general irrigation legislation during the present congress, and very little hope of securing an appropriation for even an experimental system.

Newell C. Rathbun, convicted of manslaughter and sentenced to the Indiana reformatory for four to 21 years, for killing Charles Goodman, of Jeffersonville, Ind., will not ask for a new trial.

King Alexander has offered to allow his uncle, Constantine, whom he exiled from Servia for insulting Queen Draga, to return if he begs the queen's pardon and kisses her "lilly white hand."

The treasury department Tuesday drew a warrant in favor of Real Admiral Schley for $3234, his share of the prize money due him for the destruction of the Spanish fleet at Santiago, July 3, 1898.

Sir Thomas Lipton received a silver punch bowl and stand as a Christmas gift from John Crimmins, J. H. Flagler, Charles Dana Gibson, Judge Morgan O'Brien and 19 other Americans. King Edward presented Sir Thomas with a cigarette case.

Attorney-General Douglass, of Minnesota, says the published letter of J. J. Hill in explanation of the recent transactions in Western railroads and the purpose of the Northern Securities company would not influence the action contemplated by the state officers of Minnesota.

At a special meeting of the General Managers' association of railroads, held in Chicago, a movement was started which may result in a general increase in the wages of trainmen, engineers, firemen and switchmen on all big railroad systems east of Chicago.

PACIFIC NORTHWEST NEWS

Charles Lysell, a young man of Astoria, died very suddenly Tuesday. While falling in a fit his head struck a wall, causing concussion of the brain.

Chris Fancel, a boy 17 years of age, employed in the printing establishment of C. H. Crocker & Co., in Portland, was fearfully crushed by a freight elevator.

Thomas McCool, son of Hugh McCool, of Walla Walla, lies dangerously wounded at Spokane with a bullet hole in his abdomen, and Lee Crawford and Martin Schomers are in jail as the result of a fight in the Falls city.

Michael Cowan, an old resident of Albany, died Tuesday of Bright's disease, at he age of 69 years. He had been a resident of Albany for about 20 years, and was one of the first members of the Albany lodge, A. O. U. W. He leaves a wife and three children.

Waldo Kennard, a wealthy man from Colorado Springs, has had S. I. and C. K. Robeson, Seattle business men, arrested for assault and battery. He has also commenced a damage suit for $40,000, alleging that the Robesons accused him of being a shoplifter.

The statement is made on the authority of one of the leading bankers of Portlnad that Portland's banking power today is represented by the showing of from $20,000,000 to $25,000,000. Portland's clearnces for 1901 show an increase, approximately, of $17,000,000 over the total amount of clearance of 1900.

Sylvester Hathaway, a pioneer of 1850, died Tuesday at the home of his son-in-law, W. S. Failing, South Mount Tabor, near Portland. He was born in New York in 1820. After coming to Oregon he was a millwright, and helped build Oregon City's early mills and also several of the early ones erected in the state.

WORK HAS CEASED

ON THE DAYTON-COVELLO O. R. & N. EXTENSION.

Turners, the Terminus and New Town is Springing Up—Dayton Citizens Are Raising Protest—Covello Doomed.

Dayton, Dec. 26.—Work on the O. R. & N. branch from this place to Covello, has been discontinued and it is now announced that he road will not be finished beyond the Turner ranch, three miles from Covello, until next spring. Preparations are now being made to build a round house, water tank and turn table at this point, although no one who is in a position to give any idea of the intentions of the railroad company, will admit that this is to be the terminus, and all speak hopeful of the branch being continued in the spring.

The merchants of Covella who have property interests are very much disappointed at the sudden ceasing of work on this line, which they hoped to have into their little town within a short time, as they realize that he place is doomed for the present at least. Turner's will be the business point for this section and already work has been begun on stores and warehouses. It is expected that a postoffice will be established as soon as a petition can be got before the postoffice department, and already town lots have been staked off and are being offered at no small figure. Ben Turner owns this land and handsome prices have been offered for ground on which to build a saloon and stores. It is expected that this will take some trade which now comes to Dayton, for then the farmers can get their supplies seven miles nearer home and will not drive to Dayton when they can get goods just as cheaply much nearer.

It is also rumored that it is the intention for the railroad company to lay over a train crew over night at this point. If this is done it will create a demand for a hotel and restaurant, and, altogether, the outlook now is that a town of considerable proportions will spring into existence on the Turner ranch during the next few months.

Whether this means that the much talked-of Delaney cut off will be abandoned, or will be graded and tracked at a later date is not yet known, but something is in the wind that it has been impossible to fathom so far. Oregon Railroad & Navigation officials are silent as to the intention of the company and all they will say is that "no orders have yet been given" and "no one can tell what the future will unfold." This would lead one to believe that they know more than they care to give out.

Citizens of Dayton have taken the matter up and a committee was appointed by the commercial club to prepare a memorial from the citizens of Dayton requesting the immediate extension of this cut-off to Delaney, on the Pomeroy branch, along the route which as already been surveyed and right of way paid for. This committee is composed of Will H. Fouts, R. D. Sayres and Dr. B. Morris. The memorial sets forth at length the advantages such a move would be to the company in giving them a practical route and cutting out the heavy grade of the Alto hill, and how the Pendleton-Spokane trains would then not be compelled to pull over the hill. It also points out that no traffic or business would be lost by this change; instead, much business would be gained from the rich country the new line would tap.

It is confidently expected by the people of Dayton that the railroad company will recognize this petition and protest against the abandonment of the extension of the road and that it will be again taken up in the spring and pushed through to completion, cutting out the present road over the Alto hill and putting Waitsburg and Dayton on the main line. But there is little ground for this confidence.

It is stated that no trains will be run on the new branch to Turners until spring.

THE WORLD OF WOMEN

RED, IN PINKISH SHADE, FASHIONABLE JUST NOW

The Rage for White Fur Trimmings in Gotham.

New York, Dec. 26.—Red, in a pale rather pinkish shade, is very fashionable just now. It is called Athenian red, but really more nearly approaches carol than anything else. It would be a perfect carol tint were it not so deep. A frock of this hade cloth shows the skirt cut to clear the ground and hanging quite straight without any fullness. Beginning at the knees in front and rising at the back where it crosses, is a line of slightly curving scroll-shaped pieces of cloth forming a band an inch and a half wide. The sections of this band are perhaps eight inches long and are piped with white satin.

The little coat extends four inches below the waist line and is cut straight around. The collar is cut with the coat but flare much. Down the center of the back runs a long scroll-like band piped with white satin and on each side is a shorter one.

The same scroll designs are repeated on the front at each side and run from the bust line up to the very edge of the upward flaring collar. Several small scroll bands are placed around the jacket horizontally, a couple of inches above its lower edges. As many of the bands run from the shoulders to the bottom of the coat sleeve. It closes on the left side with white loop and rather small white buttons.

Among the many dainty gowns trimmed with self-colored lace is an ecru design. Ecru embroidery trims the skirt, cut in tabs where the flounce joins. These are fastened over a band of taffeta covered with ecru lace. The bodice has two box plaits in front and two in the back, directly in the center, and a double collar, one of stitched ecru taffeta and one of white satin overlaid with ecru lace.

Silver fox makes very efficient trimming for red cloth trimming. Absolutely chic is a frock trimmed on the skirt with a fitted flounce not more than a quarter of a yard deep and shaped so that it fits the skirt underneath. It is piped with black satin on both edges and set on the skirt like a band.

The rage for white fur trimmings is probably traceable to the coronation of King Edward VII, which takes place next June. White baby lamb makes a very effective trimming in combination with velvet and embroidery. This, of course, is a great luxury, baby lamb being a very expensive fur, but it seems that the more beautiful and costly a fur trimming is the more generously it is used upon gowns and coats. Some of the most expensive designs have the skirt trimmed from hem to belt with the tiniest strips of rare skins, making the price of nothing short of staggering. However, the little matter of expense does not daunt the fashionable in the least.