#### The Crinoline?

A frightful rumor has gone into circulation that under the decree of som arbiter of fashion, possibly Worth, crine line is to resume its ancient sway, and the present graceful and statuesque con tumes are to give way to a form of dres which makes a woman's legs resembly nothing so much as the clapper of huge bell. When we say "legs" in this connection we reak, weesfarily, by hearsay, for in the painty days of crinoline, as some may remember, the existence of a woman's lower limbs was a

matter of pure conjecture, except under circumstances to be alluded to hereafter Of the rise and fall of the hoopskir volumes have been written in prose and poetry, in pathos and in sarcasm, in mor and in sudness. Caricaturists have directed their newly sharpened pen-cil against it, satirists have dipped their pens in gall to scathe it, doctors have confirmed it and moralists preached against it, and yet it held its own as though it was the most beautiful, becom-ing invention of the age. It mattered not, seemingly that maids and matrons, modest and discreet, made public exhibition of the tops of their stockings when they got into a carriage or went upstairs, or that when they sat down, unless with

the most extreme care, they showed their ankles and a good deal more, the crinoline captured the civilized world, and for every argument against it its devoteen managed to find a dozen in its favor.

That the distension of the skirt by means of a steel coop or case was not modest, that it was not healthful, that it means of a steel coop or cage was not modest, that it was not healthful, that it was not healthful, that it was not graceful, and that it was inconvenient in a hundred ways, was demonstrated again and again, as completely as ever the binomial theorem was demonstrated, and yet what good did it dor Ask the belies of twenty odd years ago what effect the demonstration produced on them, and they will tell you that crinoline was the fashion, and that no argument or demonstration could avail against that potent fact.

The United States Dispensatory says:

The Unite

against that potent fact. But all this is a twice told tale. We should let the dead past bury its dead should let the dead past bury its dead, and see whether we-speaking in this instance for the sterner sex-can devise any means for withstanding the tyranny of a fashion which threatens to force the nuisance of crinoline again on the world. Are we, the nominal lords of creation, so helpless, so remediless, in this fin dissiccle age that we must allow that epicene creature, the man milliner, to thrust upon us an article of feminine attire that has absolutely nothing to recommend it, and which women, if let alone, would not more think of taking up than they would of adopting as fashionable attire the of adopting as fashionable attire the primitive garb of a Digger Indian squaw Have men any rights which women are bound to respect, or, which is more to the point, if women are bound to respect them, is there any to enforce the obliga-

This threatened revival of crinoline is no joking matter. If the old boys of today, who were the young fellows of a quarter of a century ago, will delve into the recesses of their memories, dissociating the personality of the lovely women of that era from the garb they wore, they can tell us that there was no beauty or comeliness of the female dress of that period and that the women knew it as well as th emen. If it was not graceful or becoming then it certainly wiuld not be now, but will that fact prevent the use of crinolnes again? To that the only an swer must be, quien sabe?

They order some things better under despotic form of government than under a democratic. The king of Dahomey, no doubt, could issue an edict prohibiting the use of crinoline by the Dahomiennes. and have it obeyed, while in this land of liberty a series of acts of congress and acts of the legislature as long as from here to Cape Horn would produce no more effect than the sighing of the zephyr in the tree tops. However, we may console ourselves, temporarily, with the reflection that sufficient unto the day is the evil thereof, and that some special providence may intervene to protect us from the awful infliction of hoop sairts.

At St. Louis the river is blockaded solid, gorged to the bottom as far as the eye can reach, and everybody and every-thing is passing over the ice. St. Louis atcamboat men anticipate a long rest, and it is predicted that the river will remain closed at least sixty days. In 187the river closed at St. Louis on the night of December 21st and opened on March 1.

The district court of the United State: rules that if a vessel at the time supplies are furnished her is in the use, posse sion and control of others than the owner, which fact is or ought to have been known to a party furnishing supplies, and the person so having possession the vessel resides at the port where the supplies are furnished, there exists the same pronumption that credit was not given to the vessel as in cases where the owner resides at such port.

An insurance case has been decided in New York wherein an insurance policy insured a vessel against fire on all inland waters as far south as Norfolk, Va,' Afterwards a rider was attached to the policy, giving permission for the tug to go as far south as Charleston, but not to cover on trips either way between Norfolk and Charleston. On her way from Norfolk to Charleston, and while north of Norfolk, the tug caught fire and was burned The court held that, being at the time on trip between Norfolk and Charleston, the wording of the rider pre-vented any recovery on the policy, even if the loss occurred on inland waters.

The Ohio river is higher than has been known at this season for years.

The steam yacht Sagamore has been sold for HE,000 to Edgar Scott, of Phila-

A direct line of steamships between Philadelphia and Antwerp and Bremen is now contemplated.

Orders have been issued at the Navy Department to Brar-Admiral Baybma commanding the European squadron, for his flagship Newark and the gunboat Bennington to convoy the Columbian car-avels Pinta and Nina from Spain to the

An act to provide for the establishment and maintenance of a training ship for the instruction of the boys in California in manufed matters has been recommended by the chamber of commerce for passage by the terislature. The act calls for

ains of the governor to procure from the government a ship of suitable size and mage for the accommodation of 200

George Hall, a cook employed on the ahip America, was instantly killed last Thursday morning by falling through the hatch into the hold of the ship, a distance of thirty-five feet, and striking squarely on his head, fracturing his skull. The deceased was a native of Nassau, Bahaman, and 38 years of age.

Children Cry for Pitcher's Castoria

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#### Index to Steamers.

For Portland.

Telephone, from Player's dock, daily at 7 p. m., except Sunday.

R. R. Thompson, from Union Pacific dock daily at 7 o'clock a. M., except Sunday. Lurling, from Fisher's dock, Sunday, at 6 o'clock p. m.; every day, except Monday, at 7 o'clock a. m.

Hassalo, from Union Pacific dock, daily, at 6 p. m., except Sanday.

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For Ilwaco. Ilwaco, from L.R. & N. Co's dock daily except Sunday, connecting with 10 a.m. train for Scaland; returning, connects with Portland steamers. La Camas, daily at 3:30 p. m.

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for Ratirond Landing Electric, daily at 7:45 a. m. and 5:15 p. m from Fisher's dock.

For Westport. R. Miler, daily except Saturday and Sun For Woods Landing.

R. Miler, Thursday and Friday at 2 p. m from Fisher's dock. For Deep River.

Queen, Tuesdays and Saturdays at 5:45a. m. and 2:30 p. m. Wenona, from Flavel's dock, Tuesdays and Saturdays at 65 a m. and 230 p. m. Felipse, Tuesdays at 5:30 a. m. and 2:30

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For Gray's River.

Eclipse, Thursday and Friday mornings occording to tide.

For Knappton. Wenona, Tuesdays and Thursdays at 5:45 a. m. and 2:20 p. m.

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