

Starting Indead.
A University of Pennsylvania professor who is teaching in the summer school is somewhat absent minded, and when he is engrossed in a subject it requires the most startling statement to arouse him from his work. After trying several minutes to gain his attention a visitor, who knows the professor very well, leaned forward and said quietly:
"Your wife has stopped talking."
The professor looked up.—Philadelphia Times.

TRY MURINE EYE REMEDY
for Red, Weak, Watery, Watery Eyes and Granulated Eyelids. Murine Does Not Smart—Soothes Eye Pain. Druggists Sell Murine Eye Remedy, Liquid, 25c, 50c, \$1.00. Murine Eye Salve in Aseptic Tubes, 25c, \$1.00. Eye Books and Eye Advice Free by Mail.
Murine Eye Remedy Co., Chicago.

Change and Rest.
"Hello, Bill," remarked a Market street salesman as he met a friend yesterday in a lunch cafe, "where have you been? I haven't seen you for the last three weeks."
"Well," replied the vacationist, wearily, "I'll tell you. I've been away. Went on the recommendation of my doctor. Seemed to be all run down and wrong. The doc said I was nearly all in, had been working too hard. He advised me to go to the seashore for a change and rest. I did, and here I am. The boardwalk got the change and the hotels got all the rest."
He looked tired, and his friend believed him.—Philadelphia Record.

TRY BALL BLUING.
The housewife's friend on wash-day. Large package 10 cents. Blue that is all blue. Once RED CROSS BALL BLUE is tried, all others are discarded.
There is a reason: Liquid bluing is a weak solution of colored water, while Ball Bluing is solid blue, clear through. Price, 10 cents. ALL GROCERS.

"Will you be mine?"
"Yes, till we are married."
"Till we are married?"
"Yes, then you'll be mine."—Toledo Blade.

SHE GOT WHAT SHE WANTED

This Woman Had to Insist Strongly, but it Paid

Chicago, Ill.—"I suffered from a female weakness and stomach trouble, and I went to the store to get a bottle of Lydia E. Pinkham's Vegetable Compound, but the clerk did not want to let me have it—he said it was no good and wanted me to try something else, but knowing all about it I insisted and finally got it, and I am so glad I did, for it has cured me."
"I know of so many cases where women have been cured by Lydia E. Pinkham's Vegetable Compound that I can say to every suffering woman if that medicine does not help her, there is nothing that will."—Mrs. JANETZKI, 2063 Arch St., Chicago, Ill.

This is the age of substitution, and women who want a cure should insist upon Lydia E. Pinkham's Vegetable Compound just as this woman did, and not accept something else on which the druggist can make a little more profit.
Women who are passing through this critical period or who are suffering from any of those distressing ills peculiar to their sex should not lose sight of the fact that for thirty years Lydia E. Pinkham's Vegetable Compound, which is made from roots and herbs, has been the standard remedy for female ills. In almost every community you will find women who have been restored to health by Lydia E. Pinkham's Vegetable Compound.

"Did your husband give you that black eye?"
"No, my husband is in prison for giving a black eye to the lady who gave it to me."—P. I. P.

When You Take Cold

One way is to pay no attention to it; at least not until it develops into pneumonia, or bronchitis, or pleurisy. Another way is to ask your doctor about Ayer's Cherry Pectoral. If he says, "The best thing for colds," then take it. Do as he says, anyway.

We publish our formulae
We banish alcohol from our medicines
We urge you to consult your doctor
Ayer's
When the bowels are constipated, poisonous substances are absorbed into the blood instead of being daily removed from the body as nature intended. Knowing this danger, doctors always inquire about the condition of the bowels. Ayer's Pills.
—Made by the J. C. Ayer Co., Lowell, Mass.—

FASHIONS of the MOMENT



THE shortening days and the crispness in the early morning and evening air should give warning of the approaching cooler weather, when heavier clothes, for out of doors at least, will be needed.

For general utility wear the suits are severe in their plainness, the skirts short and straight in outline, their severity sometimes relieved by plaits let in at the side seams, or there may be circular bands which are cut so as to show the slightest possible flare.

Coats for these plain suits fit more closely than they have and vary in length from 26 to 32 inches. They are seen both in single and double breasted effects, and there is a great variety of collars. There is the usual notched kind, and the narrow shawl collar, showing a low opening, and there are broad sloping revers in the front, with the back showing a sailor effect, or perhaps the collar will shape into a point in the middle back and be finished on the end with a tassel. While the materials for these fall suits are rather somber than otherwise in tone, this is relieved by the brightness of the trimmings.

Dress Accessories.
The collar, revers and cuffs of a suit in a solid color may be of a stripe or plaid, then of course there are those that are entirely in one tone. Satin, silk, serge, which is another name for surah, and the usual standard cloths as well as many new weaves are on display in the shops. Scotch tweed and delightfully soft and beautiful silk and wool mixtures will be favorite materials. Braid and buttons of every description are popular for trimming.

The making of a suit is considerably easier at present than it often is because interlinings are to be used.



and little or no canvas, the idea being to keep it as soft and limp in effect as can be.

One of the serges showing a sort of invisible stripe or check will be attractive for a suit intended for real service. Brown or blue, whichever is more becoming, will be all right for the color, and the skirt can be cut in six gores. There is a seam down the middle front showing an inverted plait, and the rest of the seams are plain and straight in effect, excepting the one in the middle back, and this has an inverted plait, matching that in the front.

The jacket is 28 inches long, has a low opening, is single breasted, and the neck is finished with a narrow shawl collar. There is no middle back seam, but one starting in the middle of each shoulder, on back and fronts. The sleeves are full length and close fitting. It is only on the dressier suits that the sleeves are three-quarter length, and another feature is the raised waist line, which shows on a great many of them.

In Contrasting Color.
On a dark fall suit it will look well to have a collar, cuffs, etc., made of the same material in some contrasting color—white on a dark blue will be good style, and satin, taffeta, or broadcloth can be used if preferred. And for women who do not care for such contrasts, black satin or velvet, or either of these materials in the same tone as the suit, will be appreciated.

These large collars need only be cut of the material, not using even a muslin interlining. Of course, if the material is so light in weight that the material will look matted and wrinkled something will have to be used. But the idea is to avoid all appearance of stiffness.

In making a coat it has always been recommended in these articles that the first cutting should be from ordi-

nary cheap white muslin. This saves time in the end, because all the fitting is done with the muslin, and when you are working with the more difficult material there should be no ripping or refitting to be done. It is also a great assistance in keeping the coat materials fresh looking.

In fitting either single or double breasted coats the fastening down the front should be perfectly made, and as far down as the coat will ever be fastened. This should be seen to before the coat is looked over or touched, and from time to time give a glance to the fastening to see that it is intact. Fit the coat into the figure slightly on all the seams and be sure that the dart seams on the front do not bulge too much.

Points to Consider.
Another important point is to see that there is ample room over the bust, and this can be accomplished without curving the bust line seam in an unsightly manner. When the real coat is being made it should be tried on after the seams have been basted together, even though you do not expect to find that any changes will be in order. Then stitch all seams, but the under arm and shoulder seams and try on again. It is absolutely necessary that all basting should be done in small, even running stitches.

Careless workers baste any way, which often means that the material gaps between many of the stitches, and then when the stitching has been done they are surprised to find the coat or whatever they are making is much too tight. Another common mistake is that in fitting the fronts are not perfectly closed, so that when the coat is done it sets badly if closed down the front, sometimes seeming to bulge toward the top, and sometimes so tight over the hips that it has to be left open.

The same thing often happens to a skirt in the band at the waist, and in the general fit from the waist to below the hips. How often one sees the plaits at the back of the skirt fall wide apart instead of falling together as they should. Where the plaits are basted firmly in place and the placket fastened as it should be it would have been seen at once that the skirt was too tight and the seams over the sides would have been let out as they should have been.

To Get Proper Finish.
After the seams are finished on the coat pin it together right side out so that all corresponding places meet. By this is meant armholes, neck opening, and lower edge as well as fronts. The seams are supposed to be perfectly even unless there should be some irregularity in the figure which had to be provided for, so that the pinning together must be at the seams, and if this shows irregularity in any of the edges, even one by the other, always being careful not to trim away too much. The armholes for the medium sized coat measure about 17 inches, and if the outline is good and the armhole still a little close try stretching it gently where it curves on the front.

In cutting the collar out first measure the neck to see that it will be long enough, and if a material is used that ravel easily there will be real trouble unless the cutting is perfect, the seam lines clearly marked, and the handling of the lightest and most delicate. Baste the middle back seam of the upper or under part together and baste to the coat so that the seam comes on the right side. In basting hold the coat next to you, pin the middle of the collar to the middle of the back of the coat, then pin it at the ends and finally baste. The turning or rolling line should be distinct, so that the collar can be shaped before a trying on. Any looseness or tightness is changed on the seam at the back.

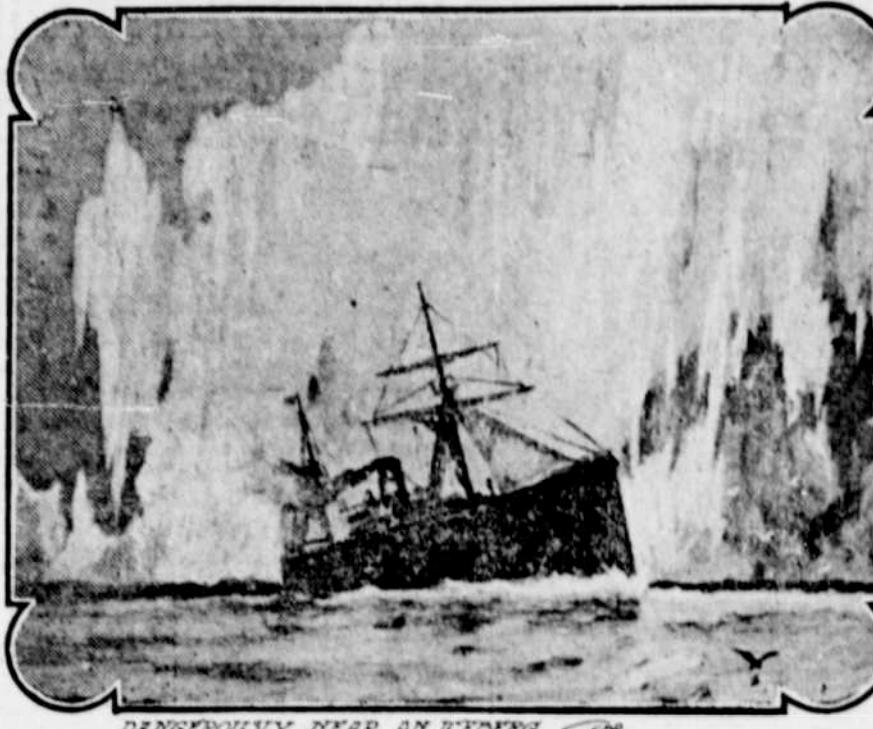
The middle seam is stitched on under the upper sections, the seams are pressed open, then holding the two parts together with right sides inside they are pinned together in the middle and at the ends, then basted and stitched. Take the basting out, then lay the seam on a clean broom handle and press it open. Turn the collar right side out and you will find it easy to make a good turning at the seam.

For the Notched Collar.
The notched collar is made difficult to handle. Do not attempt to cut one out without a good pattern and then follow directions exactly about the grain of the cloth, etc. The revers on the coat front run up and meet part of the collar, and for this a thin canvas must be used.
Steel trimmings are being considerably talked of for autumn and winter. Attention has been called to novelty marquisettes with steel bead borders, woven in like an embroidery. A heavy intermingling of small cut steel beads is noted among the newest patterns in beaded work. The steel coloring looks well in conjunction with the fashionable color tones of the moment.

Cut steel mountings and trimmings are appearing on many new purses and handbags. In fact, indications point toward a general movement in steel beads and steel ornaments.
A very lovely tea gown seen recently was carried out in blue crepe de chine, veiled with mauve nixon, the folds of the nixon of emerald green velvet. Fringed draperies are also a leading feature, and there is quite a demand for the tea gown of broderie Anglaise or Madera embroidery. The foundation of the garment in this case is of washing satin, or even cotton crepon in some dainty coloring, and a long coat or loosely fitting tunic of the embroidery is worn over it, and laced across the waist with black velvet drawn through two sets of large eyelet holes.

The illustration shows a pastel blue cloth costume with soutache of the same color.

HAUNTING DREAD OF SEA CAPTAINS



DANGEROUSLY NEAR AN ICEBERG

IT needed no such mishap as befall the Anchor liner Columbia awhile ago to emphasize the danger that lurks in the huge masses of polar ice which, enveloped in fog banks, drift in summer across the northern transatlantic lanes. In the open season for icebergs as every steamship approaches the Newfoundland banks the vigilance of the watch on deck is redoubled. When the fog blanket is laid across the sea, speed is reduced and whistle blasts awaken the wastes; when a sudden lowering of temperature presages ice in close proximity, the throb of the engines ceases at intervals and you may hear the calls of lookouts and the answers from the bridge. These are trying moments of anxiety, for no one has yet devised an instrument that will penetrate a billowing cloud of sea mist. Navigators must keep control of their vessels and trust to their own good judgment.

The veterans of the north Atlantic lanes are thoroughly familiar with the signs that indicate ice. Long before the berg is seen from deck, its "blink," or reflection, may be easily fix its direction by watching the changing color of the horizon, which is usually much paler in the vicinity of ice. Or a clear day bergs can be seen a long distance away; at night their effulgence proclaims them. In the fog, if a berg is visible at all, it will look black in comparison with the mist around it, but usually it is completely hidden.

One of the dramatic features of the Columbia's accident was the echo of her whistle against the berg she struck. When the first blast sounded and an answer came back, the men on the bridge were inclined to think they were near another fog bound steamship; but when the second whistle was answered promptly they realized that it was the mockery of the ice wall ahead. Seamen have long known that it is possible to detect bergs by the echo of the whistle or foghorn and that by noting the time between whistle blast and echo, the distance of the object may be found approximately by multiplying by 550.

Seals Tell a Tale, Too.
Another indication of icebergs is the crack and thunder of falling bowlders, while the absence of swell or wave motion carries its meaning, too. Still another is the appearance of seals or flocks of birds far from land. The temperature of the ocean sometimes is lowered when ice is near by, and there is, of course, the chilly breath that strikes the face when ice is almost aboard.

Peculiar conditions near Newfoundland are responsible for the fog banks that sweep over the transatlantic lanes. Here are two currents, the Labrador, cold and moving south from the arctic, and the gulf stream, warm and flowing northward from tropical seas. When south winds pass over the gulf stream and encounter the Labrador current they are chilled and reduced to the dew point, thus producing fog. Among the dolling banks drift craggy bergs, field ice and "growlers," or little lumps that accompany the greater masses.

The bergs usually originate in western Greenland. Everywhere, according to a bulletin of the hydrographic office, Greenland's mountainous belt "is penetrated by deep fountains, which reach to the inland ice, and are terminated by the perpendicular fronts of huge glaciers, while in some places the ice comes down in broad projections close to the margin of the sea. All of these glaciers are making their way toward the sea, and as their ends are forced out into the water, they are broken off and set adrift as bergs. This process is called calving. The size of the pieces set adrift varies greatly, but a berg from sixty to 100 feet to the top of its walls, whose spires or pinnacles may reach from 200 to 250 feet in height and whose length may be from 300 to 500 yards, is considered to be of ordinary size in the arctic.

"These measurements apply to the part above water, which is about one-eighth or one-ninth of the whole mass. Many authorities give the depth under water as being from eight to nine times the height above; this is incorrect, as measurements above and below water should be referred to mass

and not to height. It is even possible to have a berg as high out of water as it is deep below the surface, for if we imagine a large, solid lump of any regular shape, which has a small sharp high pinnacle in the center, the height above water can easily be equal to the depth below.

Thousands Set Adrift.
"Bergs are made all the year round, but in greater numbers during the summer season; and thousands are set adrift each year. Once adrift in the arctic, they find their way into the Labrador current and begin their journey to the southward. It is not an unobstructed drift, but one attended with many stoppages and mishaps. Many ground in the arctic basin and break up there; others reach the shores of Labrador, where from one end to the other they continually ground and float; some break up and disappear entirely, while others get safely past and reach the Grand bank. The whole coast of Labrador is cut up by numerous islands, bays and headlands, shoals and reefs, which makes the journey of all drift a long one, and adds greatly to the destruction of the bergs by stoppages and by causing them to break up.

"It is the greatly increased surface which the fragments expose to the melting action of the oceanic waters that accounts for the rapid disappearance of the ice after it has reached the northern edge of the warm circulatory drift currents of the north Atlantic ocean. If these processes of disintegration did not go on and large bergs should remain intact several years might elapse before they would melt and they would ever be present in the trans-oceanic routes. In fact, instances are on record in which masses of ice, escaping the influences of swift destruction or possessing a capability for resisting them, have, by phenomenal drifts, passed into European water and been encountered from time to time throughout that portion of the ocean which stretches from the British Isles to the Azores.

"They assume the greatest variety of shapes, from those approximating to some regular geometric figure to others crowned with spires, domes, minarets and peaks, while others still are pierced by deep indentations or caves. Small cataracts precipitate themselves from the large bergs, while from many ledges hang in clusters from every projecting edge. They frequently have outlying spurs under water, which are as dangerous as any other sunken reefs. For this reason it is advisable for vessels to give them a wide berth, for there are a number of cases on record where vessels were seriously damaged by striking when apparently clear of the berg. It is generally best for vessels to go to windward of them, because the disintegrated fragments will have a tendency to drift to leeward, while open water will be found to windward. Serious injury has occurred to vessels through the breaking up or capsizing of icebergs.

Collisions Have Decreased.
A few years ago collisions of steamships with icebergs were reported frequently. That such accidents have diminished is due not to a decrease in the number of bergs—they are plentiful as ever—but to the remarkable development of the science of hydrography. The wireless also plays an important role in relaying from ship to ship information regarding obstructions of all types, whether they be fugitive buoys, derelicts, floating spars or dangerous bergs. Hanging on the wall of the hydrographic office in New York is a pilot chart, with red symbols marking the positions of bergs and other obstructions as last reported. Nearly every day the office is visited by shipmasters and junior officers, who either bring reports of drifting objects they have seen or seek the latest news from the transatlantic lanes. They examine the charts, copy the daily memorandum of obstructions issued by the Washington office, as well as the daily log of the Maritime Exchange, and receive the weekly hydrographic bulletin, which tells all about drifting objects and gives other facts of interest to seamen. All of this information is given without charge and the office has no secrets. Its object is to aid the men who are responsible for the safety of valuable ships and thousands of passengers.

Domestic Repartee.
Professor McGoozle was deeply absorbed in the effort to take the tangle out of a knotty point in metaphysics. "Lysander," said his wife, looking up from the paper she had been reading, "what does it cost to have one's name changed?"
"It never cost you anything to have yours changed, Alvira," irritably answered the professor. "I paid all the expenses."
The worm turned at last.
"That was no more than you should have done," she snapped, "considering that I changed my name from Vanderpoole to McGoozle."—Chicago Tribune.

Mothers will Lad Mrs. Winstow's Soothing Syrup the best remedy to use for their children during the teething period.

"Well, well, well," said the kindly stranger, patting little Mollie on the head, "I suppose you are your papa's little darling?"
"I don't know yet, thir," lisped Mollie. "The court hadn't dethided yet. Juth now I'm the pet of the Matrimonial Fidelity & Cathuality Truth company, thir!"—Life.

Hamlin's Wizard Oil is recommended by many physicians. It is used in many public and private hospitals. Why not keep a bottle on hand in your own home?

"How did you spend your two-weeks' vacation?"
"Recovering from sunburn the first week and poison ivy the second."—Washington Star.

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