

THEY SIT ON THE FLOOR. Do American Girls Put on Their Stockings Differently from All Others?

There are more ways than one to distinguish an American girl from her European cousin. It is not alone her euphonic accent, nor yet the much magnified "starry banner voice," which mark the fair daughters of Columbia.

The American girl may be, and usually is, by the way, as rosy as an English lassie, as dainty as a Frenchwoman, and as demure as the most of flaxen frauleins, but there is one unmistakable sign by which she may be recognized.

As the literary lady's maid exclaimed despairingly, "The trail of the serpent is over them; all they every single one of them sit on the floor to put on their stockings." That lady's maid was right.

"Sit on the floor!" exclaimed sweet Geraldine, as the ever-affectionate British public have christened pretty Geraldine Ulmer. "Of course I sit on the floor. No sensible woman could think of doing otherwise. It's comfortable, it's easy and it's well the American."

Lillian Russell, no longer the Alfy Fairy Lillian of her salad days, still sits on the floor to don the soft silken hose of comic opera. She opened her big violet eyes wide when she was asked why she did it.

Mme. Adeline Patti is not exempt. She, too, sitteth in lowly attitude and pulls on the cobwebby hose which are her delight. It is one of the few, the very few things which her maid does not do for her.

The Marquis de Launay, clever writer, brilliant conversationalist and charming woman that she is, strokes her queenly blonde head approvingly when she is asked the why and wherefore of the reprehensible habit.

It fell out on a summer's day that a group of idlers stood on the beach at Newport, watching the gentle bathers who sported themselves in the surf. A splendid creature in a stunning bathing dress passed on her way to the waves.

She was statuesque, she was magnificent, she was the Langtry. "Now, what is the reason," quoth a gilded youth, "that Mrs. Langtry's bathing suit is always covered with said."

A gloomy Benedict stood near. He withered the gilded youth with a glance of scorn. "She's Americanized," he said, "and she puts on her stockings last."

The gilded youth stared vacantly before him. "I suppose you know what you mean," he said, at last, hopefully, "but I do not."

Accession to the starched dress of Marlborough one lot. She still clings to her old habit and plumps gaily down like the veriest plebeian when she puts on her dainty hose.

There is a daring dandy and a lithe, yclept Carmelita, who is as different from other girls in this as in all things. That gleaming will-o'-the-wisp stands straight up, and balances herself merrily on the tip of one glancing toe.

Mrs. Potter sits on a chair, and a very easy chair it is, too, with cushions and a place to lean that red-gold head of hers when the cares of state weigh too heavily on her brow.

New American Ships of War.

Under the recent act of congress the plans for the three new battle ships are being rapidly developed and prepared. When Secretary Tracy issued his circular on the 1st of July inviting proposals to construct the ships, further details were promised for the information of bidders.

The act provided that the three vessels should each have about 8,500 tons displacement. The actual plans contemplate about 9,000 tons displacement, with the same limit of cost, which is \$4,000,000 each, exclusive of armament and speed premiums.

The armor of the water line is a belt of steel seven feet in breadth and eighteen inches thick, with an inclined angle and a half inch behind the wood backing. The transverse armor at the ends of the belt will be fourteen inches thick, while from the belt to the main deck there is five and a half inch armor on the side, backed by a bunker of coal.

The battery of each vessel will mark a great advance over anything yet attempted in our navy, consisting of four 13 inch, four 8 inch, and four 6 inch breechloading rifles. The 13 inch guns will be in barbette turrets, 17 inches thick, and with the armor inclined so as to offer a resistance of 19 inches to horizontal fire.

The speed will be at least fifteen knots, maintained for four consecutive hours, and produced by twin-screw triple-expansion engines of 7,000 indicated horse power under natural draught. At least 400 tons of coal will be carried, and the act of congress requires a coal endurance of about 5,000 knots at the most economical rate of speed.

Not less interesting in its way is the protected cruiser of 7,500 tons, in which speed is the chief object aimed at. Although the act of congress calls for the very high rate of twenty-five knots, Chief Engineer McVie has been planning to secure twenty-two knots, although only twenty-one will be guaranteed by the contractor.

One of the latest achievements of astronomy is the discovery that Mizar, the central star of the three forming the handle of the great dipper, is not only a double—as has long been known—but that the principal component has a second companion which the telescope has never revealed.

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Our Latest New Steel Cruiser.

The San Francisco, a sister ship of the Philadelphia, built at the Union Iron Works, San Francisco, had her trial trip in the Santa Barbara channel, on the California coast, on the 27th of August, with results which were extremely gratifying to her builders, as well as to the Bureau of Construction of the Navy Department, after whose plans she was built.

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Asleep With Jackson.

Colonel Henry Kyd Douglas, opening his oration on the Southern Memorial Day at Winchester, Va., not long since related this little incident: "The morning after the unveiling of the Lee statue, as the sun rose over Richmond, his first rays fell upon a new figure, wrapped in gray blankets and sleeping around the statue of Jackson in Capitol square. As the sun grew brighter and the bustle of life moved the city, one by one these figures unrolled themselves from their blankets—here a grayhead, there a gray beard—got up, yawned and stretched themselves in the morning air. Just then a citizen passing by said to them, in anxiety: 'Heavens! could you find no other beds in Richmond last night?'

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Another on Mr. Ochiltree.

"While in Jefferson, Tex., a few days ago, I heard an anecdote about Tom Ochiltree," remarked F. M. Johnson. "It was when Tom, having been admitted to partnership with his father, the first thing he did after being formally installed was to request his father to get a sign. Ochiltree Sr. ordered one, and in due course of time it came and was nailed to the door. It bore the legend: 'Ochiltree & Son.'"

"When Tom came into the office that day, his father asked him how he liked the sign. Tom said he didn't like it at all. Whereupon the old man told him to order another to suit himself. He did so, and when the old man returned from a trip a few days later he was to use a mild phrase, somewhat astonished to see hung over the door a new, glaringly lettered sign informing the public that within was the office of 'Thomas Ochiltree & Father.'"

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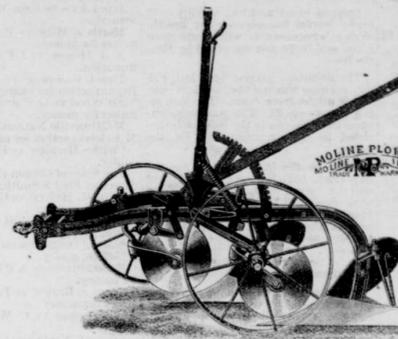
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J. G. BALLINGER & CO., Dealers In ALL KINDS OF FARM MACHINERY, ETC.



Columbus Buggies, Bain Wagons, Oliver Chilled and Steel Plows, Scotch Clipper Plows, Flying Dutchman Gangs and Sulkies. J. G. BALLINGER & CO., McMinnville, Oregon.

PRESTON'S CURES ANY HEADACHE. "While You Wait, BUT CURES NOTHING ELSE."

Lots in the Oak Park ADDITION ARE SELLING FAST! And It Is Building Up. Buy Now Before Too Late.

HALL'S SAFES ARE THE BEST. FIRE AND BURGLAR PROOF SAFE. SECOND HAND SAFES AT A BARGAIN.

HALL'S STANDARD SAFES. Hall's Safe and Lock Company. Factors, Cincinnati.

DR. ABORN. THE SUCCESSFUL PHYSICIAN. FOR THOSE WHO CANNOT POSSIBLY CALL PERSONALLY, MORE TREATMENT PLACED WITHIN THE REACH OF ALL THAT WILL GIVE INSTANTANEOUS RELIEF AND A PERMANENT CURE.

Travel Tickets ON SALE TO DENVER, Omaha, Kansas City, Chicago, ST. PAUL, ST. LOUIS, East, North & South. PORTLAND, OR.

ADVERTISERS can learn the exact cost of any proposed line of advertising in American papers by addressing Geo. P. Rowell & Co., Newspaper Advertising Bureau, 10 Spruce St., New York.

East and South Southern Pacific Route SHAFTA LINE. Express Trains Leave Portland Daily.

Through Tickets to all Points EAST AND SOUTH. For tickets and full information regarding rates, maps, etc., call on the Company's agent at McMinnville.

ARE YOU GOING EAST? Chicago & Northwestern Railway. "FAMOUS ROYAL ROUTE."

The Royal Route. Others may imitate, but none can surpass it. Our motto is "Always on time."

From Terminal or Interior Points the Northern Pacific Railroad. Is the Line to Take.

To all Points East & South. It is the DINING CAR ROUTE. It runs Through VESTIBULE TRAINS Every Day in the Year to ST. PAUL AND CHICAGO.

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