

... A ...



FOR YOU

Tuesday is the BIG PHEASANT SHOOT
ARE YOU GAME?

If you are, now is the time to select a good shotgun. Gather together your outfit--get ready. But listen! You will want the best, won't you? Our line of Guns and Ammunition is Complete. Where will you find a better line than we are now carrying.

Come in and look over our stock and you will be convinced we are right.



STEVENS ARMS
GIVE UNIVERSAL SATISFACTION

We have the GOODS
We have the PRICES



Remington
Parker
L. C. Smith
La Fever
Davis
Ithica

Shot Guns



we carry the largest and most complete line of Marble's Hunting Axes, Knives, Sights, Cleaning Rods, in the city. If it is for the sportsman --WE HAVE IT.

AXE WITH HICKORY HANDLE AND STEEL LINED GROOVE 12 IN. 20 OZ. \$1.50

RIFLE CLEANER 50¢



Smith & Wesson

Pistols



- Hunting Coats
- Hunting Boots
- Leggings
- Gun Cases
- Gun Cleaners
- Hunting Jackets
- Jerseys and Sweaters

Our Other Winter Lines
UMBRELLA REPAIRING

When your Umbrella needs a new cover, rib or handle, bring it to us.



Shot Gun Shells

We have received a large shipment of shells. Each and every load was put up to our order. Try the new Du-pont Powder.

NEW YORK FASHION LETTER

Catherine Mann-Payzant Writes of Fall Styles and Fancies

New York, Sept. 28.—As soon as the heat of summer lessens, as soon as the days begin to shorten and people begin to return to their usual task of the year, women begin to look about them and inquire what are the fashions to be this fall and winter. It is early as yet for those functions that require the more elaborate gowns; but there is one gown that the majority of women will buy as soon as possible; it is the walking tailor-made suit. This fall, for fall it has become, of the tailor-made suit, is one of the salient features of the fall fashions, but it is a fall that contains all the essentials of permanency.

There are two kinds of tailor-made costumes. The one for morning wear or business purposes only, whose chief characteristic is severe plainness; and the other more elaborate and very often of the three-piece model intended for church, calling, the restaurant dinner or theater wear. At last the designers have given considerable thought and work to the needs of the individual figure. A good many of these new models were inspected recently upon their arrival from the foreign and American makers.

The "Trotteur" or sidewalk skirt as it is called and the man-tailored finish in the jacket is the fashion for the severe tailor-made suit, which to be quite up to date should be developed in one of the new worsteds that come in plaids, checks, broken or unbroken and stripes as well as the solid colors. Serges and chevots closely follow the worsteds in popular favor.

As to colors—the choice of which is always important to gain both

style and becomingness, the majority of women will be glad to know that blue will be a leader this winter; for blue is one of the colors most generally becoming. There are different shades of blue so that all varieties of complexion may be suited. Navy an old friend and royal are prime favorites. Copenhagen, which looks like the blue seen in some old fashion china, and natter blue are to be much used as well. The browns are still to be used: russet, mahogany, and all the leather shades. Forest green and the bronzed tints will again be in vogue. Silver and mouse gray were seen in two important gowns, as well as in one in Bordeaux red and a fourth in rose. But for the severe tailor suit the blues, mouse gray and dull browns are most in favor by the well-dressed women. Of course, black is always in favor with many women and is especially conspicuous where trimmings are used. The brighter and more highly patterned fabrics will be more generally used by the first makers for the afternoon costumes.

There are a few essentials required in the latest mode of morning suits. To make it strictly correct. The skirt must be short so that it escapes the ground anywhere from three to six inches, four being the usual length. Though they may be plaited, kilted, or box-plaited the plaits must be carried until past the hips for small hips are the fashion and it behooves every woman to at least gain the effect. It is better that the short woman should have her skirts plain plaited but she who is tall of figure may have her skirts trimmed with three bands, the lower forms the hem which model is frequently seen in imported models.

A drop skirt is a necessity, made either of taffeta, moireen or mohair, trimmed with one or more silk ruffles or platings, and this skirt should be as carefully fitted to the figure as the outer skirt. If the goods of the outer skirt should be of a thinner material than serge an underskirt of satin will set better than one of silk; but for service the heavier fabrics are the better choice for winter. The jacket for this costume may be one of two styles. The "Finger Length Coat," so called because it ends at the point where

the fingers touch when the arm is held straight, when worn by the slender figure the seams are sloped slightly, but in case of the full figure they should be pretty well under the arm and in the back, but rather loose in front. It comes in both single and double breasted styles. The "cutaway" is particularly effective on a woman of medium figure for which the back should extend about 15 inches below the waist line. The trimmings should be flat and may be of velvet or of the cloth. The length of the coat as a rule has slightly increased and the buttons are not now decorated, but made of the self material.

The sleeve—an important item—in all the tailor-made suits seen, the full length was used and trimmed with cuffs of velvet or cloth according to which ever material was used for the collar and buttons.

A very attractive, but none the less serviceable suit which will be stylish for the fall and was modeled after a French importation was made of gray worsted checked with white. The jacket was one of the smartest designs, a close fitting "cutaway," a style that is particularly modish in the regulation suiting for the tailored gowns. The coat slopes beautifully at the back, and under the arms; and the long seams in front, from shoulder to bottom edge just allows fullness to a nicety. It closes in double breasted style but slopes gradually away from the top button, and the fronts are cut away from the lowest button. The neck may be finished with a stitched shawl collar, or a flat trimming of braid or galloon may take its place. In the present instance the shawl collar was used and stitched as the whole dress in dark gray silk. The sleeves were arranged in the arm hole with gathers, and a cuff with a backward turned tab completed the jacket. If intended for winter wear such a coat would better have an interlining and an inner one of silk.

The skirt was made with a box plait at each seam excepting the back, and they are quite wide, thereby concealing the seam. The skirt clears the ground by three inches and the lower edge measures about five yards with the plaits drawn out. The blouse for this suit was a gray mousseline dotted with

red and made over red and gray check silk. Dyed lace outlined the square yoke of tucked mousseline and finished the bottom of the sleeves which were drawn into it in tiny tucks while the upper portion of the sleeve was very full. A belt of gray mousseline over the silk completed the costume. The hat was a gray rolling sailor trimmed with a band of gray velvet and long coque feathers fastened with an imitation garnet buckle. Gray gloves and spats were worn to carry out the color scheme.

The second dress noted was intended strictly for business uses and made for a woman lawyer of this city. Blue and tan English checked suiting was used in its construction. The skirt was a plaited eight gored model, the plaits being stitched for a considerable depth produces a fitted effect at the top with a full skirt below that measures about five yards and seven-eighths the lower edge with the plaits drawn out. The original of this skirt was a plain cloth and decorated with blue bands of fancy cloth, which was deemed out of keeping with a business suit. The coat was of the Chesterfield cut, of finger length and semi-fitting. A dart in each front extends from the shoulders and terminates about the bust, and a small pocket was inserted on the left side and below two lap covered pockets. A notched collar and straight cuffs completed this natty coat made in single breasted style and closed with covered buttons. The underskirt and jacket lining were of taffeta silk. The blouse waist was tan silk in strictly tailor finish with which was worn a high turned over French embroidered collar and blue bow. The shoes were tan, the gloves and belt in tan glace kid. The hat was of tan felt trimmed with a darker shade and blue wings.

A very serviceable but somewhat heavier dress was developed from dark green serge a seven gored skirt perfectly plain almost to the knees at which point was an insert of three plaits at each seam, except those in the back. The coat was somewhat longer than the first models mentioned but of the "cutaway" order with stitched seams and broad notched shawl collar inlaid with green velvet. Deep notched cuffs

RAISE THREE MILLIONS

THE MARION COUNTY ASSESSMENT

Will Add Valuations to Main Line of Harriman Properties, and On Railroad Lands That Will Increase Nearly \$50,000

Additions to valuations have been decided upon in Marion county that will increase the assessment of the main line of the O. & C. railroad from \$19,000 to \$30,000 per mile. Railroad lands, and lands owned in large bodies for speculative purposes have also been raised to add about \$3,000,000 to the valuations of this county. The increase of these values will add about \$50,000 to the revenues paid by these corporations in the way of county, state and local taxes.

Many of the railroad lands have been cruised, and, besides, the land value per acre will be assessed on a basis of stumpage of 50 cents per thousand. What this amounts to can be determined in the case of a single quarter section of the railroad lands in township 8 south, range 2 east, which cruised out 15,554,000 feet of timber, and is valued at \$7687, or from \$32,000 to \$38,000 per section.

If all the counties of the state take up this plan of raising values of railroad property and railroad lands it is estimated it will add nearly \$2,000,000 to the state and county and city and school district revenues, and relieve other taxation that much. It is reported that Douglas and Linn counties have adopted the same plan. The Clackamas county assessor has raised railroad lands four times what they were assessed at last year.

also inlaid with velvet and the buttons of this single breasted coat were covered with cloth. At the top of the three plaits on the skirt there was a band of velvet to match the coat? Pockets decorated each side. The underskirt was of chiffon green and the coat was satin lined. This model if wished for year during the autumn only would be pretty in a heavy dark brown shantung trimmed with velvet.

CATHERINE MANN-PAYZANT.

From the Far East to the Far West. We had not many hours to remain in Chicago, but we devoted what time we had to spare to sight-seeing. It is some years since we had been in Chicago, and the changes and improvements which had taken place in that short time were marvelous—we might better say stupendous. Here we purchased our tickets for the far east. As we would have fewer changes to make over the Grand Trunk and Intercolonial railways, we decided to take that route.

Taking the train in the Grand Trunk depot, we soon roll out into a beautiful prairie country, where everything was smiling and beautiful. Passing through such centers of business as Valparaiso, Indiana, Battle Creek, Lansing and Flint, of Michigan, we arrive at Port Huron—a distance of 335 miles from Chicago. This being the last town on the American side of the line we had to submit to an examination of our trunks and baggage. There seemed to be a great deal of fuss made over the matter, but the examination of itself did not amount to anything. We found the officers on both sides of the line obliging and accommodating. After running through a tunnel under the river we emerge at Sarnia, Canada. A short run brings us to London, Ontario, a very pretty and thriving city and must have, we should judge 75,000 or 100,000 population. Then came Ingersoll, Brantford and Hamilton—another city of considerable importance. From this point to Toronto we pass through a great agricultural and stock raising country. The farmers appear to be very comfortable. Nearly every farmer lives in either a brick or stone house and often his barn is built of either brick or stone. There are also many stone fences and hedges, and it is claimed that it is one of the best stock-growing countries in the world. There are also many good sized cities and towns along the line, such as Stratford, Guelph—the birth place of Jim Hill, the great railway magnate.

Toronto is now a great city, probably the largest in Canada. It is located on Lake Ontario, and has many attractions for the traveler. Here there is an excellent dining-room in the depot, and as we were served to beautiful white fish freshly taken from the lake, it is needless to say that we did full and signal justice to the repast set before us. We thought of you, Mr. Editor, at the time, and would have enjoyed to have you seated at the other end of the table—not too near us—and go for those fish in your usual fashion.

Leaving Toronto, our next great stopping place was at Montreal, in the province of Quebec. The country for that distance is but a continuation of the country from Sarnia to Toronto—good farms, fine houses and splendid barns and outhouses—everything indicating comfort and wealth. The principal towns between Toronto and Montreal are: Port Hope, Coburg, Napanee, Kingston, Brockville, Cornwall and Lancaster. We arrived at Montreal on

100 Doses

THE MARION COUNTY ASSESSMENT

Will Add Valuations to Main Line of Harriman Properties, and On Railroad Lands That Will Increase Nearly \$50,000

Additions to valuations have been decided upon in Marion county that will increase the assessment of the main line of the O. & C. railroad from \$19,000 to \$30,000 per mile. Railroad lands, and lands owned in large bodies for speculative purposes have also been raised to add about \$3,000,000 to the valuations of this county. The increase of these values will add about \$50,000 to the revenues paid by these corporations in the way of county, state and local taxes.

Many of the railroad lands have been cruised, and, besides, the land value per acre will be assessed on a basis of stumpage of 50 cents per thousand. What this amounts to can be determined in the case of a single quarter section of the railroad lands in township 8 south, range 2 east, which cruised out 15,554,000 feet of timber, and is valued at \$7687, or from \$32,000 to \$38,000 per section.

If all the counties of the state take up this plan of raising values of railroad property and railroad lands it is estimated it will add nearly \$2,000,000 to the state and county and city and school district revenues, and relieve other taxation that much. It is reported that Douglas and Linn counties have adopted the same plan. The Clackamas county assessor has raised railroad lands four times what they were assessed at last year.

also inlaid with velvet and the buttons of this single breasted coat were covered with cloth. At the top of the three plaits on the skirt there was a band of velvet to match the coat? Pockets decorated each side. The underskirt was of chiffon green and the coat was satin lined. This model if wished for year during the autumn only would be pretty in a heavy dark brown shantung trimmed with velvet.

CATHERINE MANN-PAYZANT.

From the Far East to the Far West. We had not many hours to remain in Chicago, but we devoted what time we had to spare to sight-seeing. It is some years since we had been in Chicago, and the changes and improvements which had taken place in that short time were marvelous—we might better say stupendous. Here we purchased our tickets for the far east. As we would have fewer changes to make over the Grand Trunk and Intercolonial railways, we decided to take that route.

Taking the train in the Grand Trunk depot, we soon roll out into a beautiful prairie country, where everything was smiling and beautiful. Passing through such centers of business as Valparaiso, Indiana, Battle Creek, Lansing and Flint, of Michigan, we arrive at Port Huron—a distance of 335 miles from Chicago. This being the last town on the American side of the line we had to submit to an examination of our trunks and baggage. There seemed to be a great deal of fuss made over the matter, but the examination of itself did not amount to anything. We found the officers on both sides of the line obliging and accommodating. After running through a tunnel under the river we emerge at Sarnia, Canada. A short run brings us to London, Ontario, a very pretty and thriving city and must have, we should judge 75,000 or 100,000 population. Then came Ingersoll, Brantford and Hamilton—another city of considerable importance. From this point to Toronto we pass through a great agricultural and stock raising country. The farmers appear to be very comfortable. Nearly every farmer lives in either a brick or stone house and often his barn is built of either brick or stone. There are also many stone fences and hedges, and it is claimed that it is one of the best stock-growing countries in the world. There are also many good sized cities and towns along the line, such as Stratford, Guelph—the birth place of Jim Hill, the great railway magnate.

Toronto is now a great city, probably the largest in Canada. It is located on Lake Ontario, and has many attractions for the traveler. Here there is an excellent dining-room in the depot, and as we were served to beautiful white fish freshly taken from the lake, it is needless to say that we did full and signal justice to the repast set before us. We thought of you, Mr. Editor, at the time, and would have enjoyed to have you seated at the other end of the table—not too near us—and go for those fish in your usual fashion.

Leaving Toronto, our next great stopping place was at Montreal, in the province of Quebec. The country for that distance is but a continuation of the country from Sarnia to Toronto—good farms, fine houses and splendid barns and outhouses—everything indicating comfort and wealth. The principal towns between Toronto and Montreal are: Port Hope, Coburg, Napanee, Kingston, Brockville, Cornwall and Lancaster. We arrived at Montreal on

WINTER IS HERE

Soon you will be wading through mud and slush. Get a good home for your feet. I have just received my winter stock of shoes and please and satisfy both the young and old. Come and see my new line of winter shoes before buying. Jacob Vogt 345 State Street