

Concerning Fall Fashions



STREET COSTUMES.

HERE will be the fall suit whose details match, there will be the separate coat to wear with gowns generally. A feature, however, it seems safe to prophesy, of the season will be that my lady pay less and attention to coat and jacket of the same material. This makes for economy as well as variety. The three-piece suit is attractive to so many that it will remain in vogue for some time, and very good models are being shown; the skirts, for morning wear, short enough to escape the ground, the waist of silk, the coat and of Eton style, long and plain, or a basque affair with fancy waistcoat. Skirts for dress wear are long but without a train. Broadcloth will continue in fashion, and this is a material, if the color is right, that can be worn at any hour of the day. Colors now, rather than stuffs, seem to determine whether or not a costume is dressy. A rose colored broadcloth answers the purpose for a gown on which many demands are to be made, although it has the drawback of being conspicuous, both wearer and observer the sooner growing weary of it. The perfectly plain circular skirt is the thing, but it takes an artist to make it hang well, set just right; when the perfection is attained there is nothing better to be had in the way of a skirt. The upper part of the costume bears the trimmings, we shall have again this year the rich, contrasting vest, the revers, the fancy collar. Blue keeps its popularity, probably because it is the least trying of colors. Cream color is well liked, and the use of a bit of black or a bit of white about a dress. The question as to whether black will be fashionable in itself, is hard to answer; we are inclined to say that for street wear, no. For afternoon and evening affairs the spangled thin black waist will appear; and by the way, a waist of this kind is a valuable portion of almost any woman's wardrobe—but there are some that never, never should put on the somber black, it makes them look aged and sallow and forlorn. The many, however, can wear a fussed up sheer waist, and the plump, fair woman can do no better than invest in one with a detachable yoke; wear the blouse décolleté for formal affairs, for evening at theaters or restaurant and for afternoon reception, make use of the high neck. A very fetching costume lately came to my notice. It was of Alice blue cloth, fine and smooth, the skirt accordion pleated and hanging full and untrimmed. The jacket was short and fitted, the hat a turban trimmed with a dash of scarlet. Another blue costume I liked even better; one of bluish taffeta, with a waist of the same. Worn with this was along red-tinged of black taffeta, lapels embroidered in blue and the turn-over collar of blue taffeta. The hat matched the costume, being of black with trimming of blue plumes. It was quietly elegant, a repositable ensemble. White, once banished so completely from woman's wardrobe, is in highest favor, and is immensely becoming. White Vs are introduced back and front of waist at the neck, white vests are worn, much white fluffiness. Black velvet is as becoming as the white fluffiness, and it also is well to the fore. By the way, we may mention here a beautiful cloak but so luxurious as not to be had by the average woman, not meant for daily needs. It is made of strips of velvet ribbon of richest and black alternating with cream insertion; of three-quarters length and the sleeves voluminous, the wrap is of generous aspect.

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Many Frills and Furbelows

CERTAIN of our gowns are very plain and tall, others are adorned with numberless frills. House dresses are putting on ruffles, going in for airy nothingness; not a few street dresses are bedecked with yards and yards of gathered lace or batiste. Over in London they are putting forth befrilled shirt-waists. As yet these waists have not appeared here, but it is safe to say they will land ere long. A pretty turquoise-blue silk waist that was designed for a card party, had in its make-up something less than five yards of silk and something over 20 yards of lace. It was fashioned with suspenders of the taffeta, and both waist and straps were edged with frills, very narrow and full. Turquoise buttons added to this blouse the metallic note which promises to be so much in evidence the coming season. A good authority makes declaration that metallic colors will be much worn, and metallic trimmings much in vogue. Mention is given of suits of gold color. Of brass-colored cloth, of gowns of gun-metal gray and nickel gray, silks that come in a variety of metal colors, and leather ornamented with glitter, buttons of enamel and metal, great stones inset in stonacher-wide girdles and in arborer belts. We are to glitter as well as be buffed. It is doubtful if evening dress will depart so radically from day dress as to give up the sheath-like skirt for one flounced to the waist; but there are some signs that threaten this wide divergence. One should be slow though to go in for eccentricity, a marked change from what has obtained in the world of fashion. Be not too quick to lay the old aside in wise advice as well as the companion piece that one cling not too jealously to ancient forms. One thing we must look upon now as ancient form is the sloping shoulder, its day is over. Nevertheless a cape of trimming, which certainly gives breadth to the shoulders, is coming in, promises to be worn on waists as well as wraps. Over in Paris hats with very high veils have blossomed forth, but they will be a thing of the past.

Why Men Go Into Saloons. A certainty is better than an uncertainty. Which is why men prefer to procure their medicine at the saloon instead of at the druggist's. At the drug store there is always a doubt as to whether you get the harmless drug your prescriber calls for or a virulent poison. At the saloon it is different; you are sure to get poison every time.—Boston Transcript.

Her First Offense. Our Mary went to cooking school and came home all elite. And said she'd make a biscuit; but she made a paper weight.—Houston Post.

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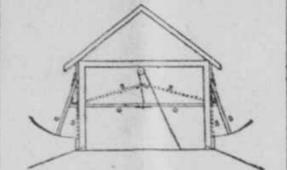
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STABLE VENTILATOR.

Simple Method by Which Fresh Air May Be Supplied to the Stock Without Draughts.

Down in New York there is a genial old shepherd and fruit-grower, J. S. Woodward, who gave me a hint as to how to arrange a ventilator on a sheep barn, or, in fact, on any sort of a stable. This ventilator is always in working order; there never is any chance for wind to blow into it, but always the air currents are out, as they should be, and when it is desired



HOW THE VENTILATOR WORKS.

It is readily closed up tight, says Joseph E. Wing, in the Breeders' Gazette. By reference to the illustration it will be seen that it consists of the ordinary cupola, which may be of any form, on the sides of which are hinged light tight doors, the hinges at the top. These doors are connected by a board that holds one or both a little way ajar. Suppose the wind blows; one of them will shut and on the leeward side the other will be open. This makes it impossible for cold draughts to come down. Then supposing you wish to lessen the amount of air entering; you simply draw down on a cord that is attached to the middle of the connecting board at a place where there is a hinge, and it bends there, drawing the doors together somewhat or close up as you like. I have seen the thing work and it is good. In the illustration the dotted line S shows the ventilators closed; O shows them open.

DARK STABLES.

They Are Unhealthy Places in Which to Shelter Stock and Are Generally Dirty.

I have just been over to one of my neighbors who has completed an addition to his barn. In the addition are the stables for the cows and the horses. It is not wise for one to criticize his neighbor or, at least, to the neighbor's face, so I did not make any comment on the arrangements of the stable. But, says a writer in the Farmers' Review, I will express the opinion that the stables built are all wrong. I do not see how it will be possible to keep them clean. The great objection to them is the fact that they are on the north side of the barn and have no windows at all except the small windows that are made for the purpose of throwing out the manure, and which are kept covered with slides. Through these small apertures little light percolates. The stables will always be dark and that means that they will be always dirty and have in them bad smells. The man keeps six cows, and there is but one aperture behind the cows. Late in the winter the manure pile outside will be higher than the little window which would not, of course, be left open in the winter anyway. I have always found that a dark stable, no matter for what animals it is used. A man does not generally light a lantern to find the dirt in his stable, and that means that the stable is never perfectly cleaned out. The use of water in the stable that is dark results in dampness and mold. I have a strong sympathy for the animals shut up in a dark stable, either summer or winter.

CAUTIONS TO DAIRYMEN.

Soft, white butter comes from hot cream. Too much sourness in cream causes white specks in butter. Keep the fresh, warm milk separate from the old. It keeps better. Milk quietly, cleanly, quickly. Cows hate haste.—Montreal Star.

Keep the heifer, intended for the dairy, in thrifty, growing condition. Test your milk. It is not quantity so much as the quality that counts. If you are buying new milk utensils see that all joints are smoothly soldered. Milk set in shallow vessels is more liable to sour than that in deeper ones. After a cow passes much beyond nine years of age, she begins to deteriorate. Set milk after milking before it becomes as cool as the atmosphere. The cream will rise better. Have the milk for the calves sweet and of the same temperature as when it comes from the cow. Never let the heifer become more than three years old before breeding. Cows which have been bred young are usually good milkers. It is never advisable to wash the butter too dry, but avoid leaving too much water in it, as it is the more liable to spoil. A good rule is to have dry butter for storage, and fairly moist for immediate use.

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W. I. JOHNSON, FUNERAL DIRECTOR AND EMBALMER. Office & Waterrooms, 207 N. Foushee St. Corner Broad. HACKS FOR HIRE: Orders by Telephone or Telegraph filled. Wedding, Suppers and Entertainments promptly attended. Old Phone, 686. Residence in Building, New Phone, 18.

KNIGHTS OF COLUMBUS OF T. V. P. & F. K. of W. TO WHOM IT MAY CONCERN: This organization has been chartered and legally established under the laws and statute of the state of New York, for the purpose of uniting together all acceptable men on the broad bases of Charity—Beneficial and Fraternal and to promote the Social and Moral condition of humanity. Its two distinct military and uniform ranks will secure for this organization a place in the front ranks of all sacred institutions of modern events, a grand opportunity for active men. Deputies wanted in all sections of the country to organize lodges. G. W. ALLEN Supreme Voyager, 840 W. 87th Street, New York City.

WONDERFUL DISCOVERY Curly Hair Made Straight By FORD'S ORIGINAL OZONIZED OX MARROW. This wonderful hair pomade is the only safe preparation in the world that makes kinky or curly hair straight, soft and beautiful. It takes the scalp, prevents the hair from falling out, keeps the hair long and thick, and makes it shine like satin. Thousands warranted cured. It is the best hair dressing ever invented. It is made from the purest materials and contains no harmful ingredients. It is sold by all druggists and dealers of hair goods. Price, 50 cents per bottle. Write for sample and full particulars to OZONIZED OX MARROW CO., (Vine genuine without my signature) Charles Ford Post, 76 Wabash Ave., Chicago, Illinois. Agents wanted everywhere.

BLESSINGS TO ALL. FREE. FREE. FREE. HOLD THE KEY THAT UNLOCKS THE SECRETS OF THAT WONDERFUL FORCE. I WILL SEND you this wonderful Book absolutely FREE. It will tell you how to raise from Sadness, Disappointment, Poverty and Prosperity, helping thousands of others. I want to help you. It is a wonderful discovery. This is the latest and most powerful book of its kind ever published. It is full of valuable Secret Information, and is handsomely illustrated. It tells you how to heal yourself and others of all diseases; how to remove evil influences, reunite the separated, and causing love; how to sway the minds of people, cause men and women to do anything you desire. It tells how to develop the power of Clairvoyance, Hypnotism, Will, Personal Magnetism, Self-Healing and Magnetic Healing; how to read the life and character of persons; how to locate buried treasure. It tells you how you can gain your heart's desire. It is written by the most powerful woman in the world, with years of practical experience. It should be in the hands of every person, especially those who are suffering from poverty, and those who are suffering from any of the above mentioned ailments. Write for it today. Send your name and address to: DR. WHITE'S COLLEGE OF SCIENCE, 1917 E. Pratt St., Baltimore, Md., Dept. 8.

SCENIC ROUTE TO THE WEST. 2 Hours and 25 Minutes to Norfolk. LEAVE RICHMOND—EASTBOUND. 7:35 a. m.—DAILY—Local to Newport News and way stations. 9:00 a. m.—Daily—Limited—Arrives Williamsburg 10:00 a. m. Old Point 11:00 a. m. Norfolk and Roanoke. 4:00 p. m.—Daily—Special—Arrives Williamsburg 4:50 p. m. Newport News 5:30 p. m. Old Point 6:30 p. m. Norfolk and Roanoke. 5:00 p. m.—DAILY—Local to Old Point. MAIN LINE—W. & O. RIVER LINE. 7:30 a. m.—Local to River View. Daily to Charlottesville, week days beyond. 3:00 p. m.—Daily—with through Pullman service to Charlottesville, Indianapolis, and Chicago. 4:15 p. m.—Week days—Local to Orange. 10:45 p. m.—Daily—Limited with Pullman service to Cincinnati, Louisville, St. Louis and Chicago. 10:30 a. m.—Daily—Express to Lynchburg, Lees Ferry, New Castle, Clifton Forge and principal stations. 6:15 p. m.—Week days—Local to Gladstone. TRAINS ARRIVE RICHMOND FROM Norfolk and Old Point at 8 a. m. DAILY. 11:45 a. m. daily, and 7:00 p. m. daily. Newport News local 5:30 p. m. daily. From Cincinnati and West 7:30 a. m. daily and 5:30 p. m. daily. Main Line Local from Clifton Forge at 8 a. m. Week-days from stations between Clifton Forge and Charlottesville. Daily Accommodation 9:30 a. m. except Sunday. James River Line Local from Clifton Forge 6:35 p. m. daily. Gladstone Accom. 8:40 a. m. except Sunday. Gen'l Manager W. O. WATSON. C. E. LOVELL. H. W. FULLER. G. P. A.

Norfolk and Western R. R. LEAVE RICHMOND (DAILY), BYRD STREET STATION. 9:00 a. m. NORFOLK LIMITED. Arrives at Norfolk 11:30 a. m. Stops only at Petersburg, Waverly and Suffolk. 9:40 a. m. Ocean Shore Limited Arrives Norfolk 11:30 a. m. Stops only at Petersburg, Waverly and Suffolk. Connects with Pullman service to Boston, Providence, New York, Baltimore and Washington. 6:20 p. m. for Norfolk and all stations east of Petersburg. 9:30 P. M. NEW ORLEANS SHORT LINE. Pullman Sleeper Richmond to Lynchburg, Petersburg to Lynchburg and Norfolk. Week-days from Norfolk 5:30 p. m. From Norfolk 11:10 a. m. 11:30 a. m. and 6:20 p. m. Office 538 East Main Street. W. B. BEVELL, Gen. Pass. Agt. E. O'NEIL, Div. Pass. Agent.

SOUTHERN RAILWAY Effective Oct. 15th, 1905. TRAINS LEAVE RICHMOND. 7:00 a. m.—Daily. Local to Charlottesville. 11:30 p. m.—Daily. Limited. Bufile. Pullman. 1:30 a. m. Atlantic and Birmingham, New Orleans. Memphis, Chattanooga and the South. 6:00 p. m.—Ex. Sunday. Keyville. 11:30 p. m.—Daily. Limited. Pullman. 9:20 p. m. for all stations. YORK RIVER LINE. The favorite route between Baltimore and eastern points. Leave Richmond 4:30 p. m. Daily except Sunday. 4:15 p. m.—Except Sunday. Local mixed for West Point. 4:15 p. m.—Daily except Sunday. Local for West Point. 4:20 p. m.—Except Sunday. For West Point, connecting with steamers for Yorktown and river landing. Leaves Richmond at 4:30 p. m. Friday and at Gloucester Point and all points Tuesday, Thursday and Saturday. TRAINS ARRIVE RICHMOND. 8:55 a. m. From Charlottesville and Ashland and Washington. 9:20 a. m.—From Keyville. 9:30 a. m.—From West Point. 10:45 a. m.—From West Point. S. H. HARDWICK, Pass. Traf. Mgr. E. B. SNEDECOR, G. M. W. H. TAYLOR, G. P. A. C. W. WOODRUFF, D. P. A. Richmond, Va.

R. F. & P. Richmond, Fredericksburg and Potomac Railroad. Trains Leave Richmond—Northward. 4:15 a. m. daily. Byrd st. Through. 6:45 a. m. daily. Main St. Through. 7:25 a. m. week days. Riba. Ashland accommodation. 8:40 a. m. daily. Byrd st. Through. Local stops. 12:05 noon. week days. Byrd st. Through. 4:00 p. m. week days. Byrd st. Fredericksburg accommodation. 5:05 p. m. daily. Main St. Through. 6:30 p. m. week days. Riba. Ashland accommodation. 8:35 p. m. daily. Byrd st. Through. Trains Arrive Richmond—Southward. 6:40 a. m. week days. Riba. Ashland accommodation. 8:30 a. m. week days. Byrd st. Fredericksburg accommodation. 8:55 a. m. daily. Byrd st. Through. 11:30 a. m. week days. Byrd st. Through. Local stops. 7:15 p. m. daily. Main St. Through. 9:00 p. m. daily. Byrd st. Through. Local stops. NOTE—Pullman sleeping or Parlor Cars on all above trains except train arriving Richmond 11:30 a. m. week days and local accommodations. Time of arrivals and departures and connections not guaranteed. W. H. HULL, G. P. & P. TAYLOR, Gen'l Man'r. Ass't Gen'l Man'r. Traf. Man.

ATLANTIC COAST-LINE. TRAINS LEAVE RICHMOND DAILY BYRD STREET STATION. EFFECTIVE SUNDAY, APRIL 16TH. 9:05 a. m. C. L. Express to all points south. 9:30 a. m. Petersburg and Norfolk. 12:30 p. m. Petersburg and N. & W. West. 3:40 p. m. Petersburg and Norfolk. 7:40 p. m. Goldsboro local. 5:45 p. m. Petersburg local. 7:55 p. m. To all points South. To all points North. 9:20 p. m. Petersburg and N. & W. West. 11:30 p. m. Petersburg and Norfolk. TRAINS ARRIVE RICHMOND—Daily. 4:05 a. m. 7:12 a. m. 8:35 a. m. except Sunday. 10:45 a. m. Sunday only. 11:30 a. m. 1:15 p. m. 2:05 p. m. 6:30 p. m. 7:40 p. m. 9:18 p. m. W. J. CRAIG, Gen. Pass. Agt.

SEABOARD AIR LINE RAILWAY. Short Line to the principal Cities of the South and Southwest, Florida, Cuba and Mexico. TRAINS LEAVE RICHMOND, MAIN ST. STATION DAILY—Schedules in effect April 16th, 1905. 9:10 a. m.—Local for Norfolk, Raleigh, Hamlet and Charlotte. 11:30 a. m.—Local. Mail, composed of Pullman sleeping cars to Atlanta, Savannah and Jacksonville; SEABOARD Cafe cars are also operated on this train; they are maintained at the highest degree of excellence; all are very comfortable day coaches, running without change to Florida. 10:30 p. m.—SEABOARD EXPRESS. Composed of Pullman sleeping cars to Atlanta, Savannah, Jacksonville and Tampa. SEABOARD Cafe cars, and day coaches, running to Florida without change. TRAINS ARRIVE RICHMOND, DAILY. 6:35 a. m.—From Florida, Atlanta and the Southwest. 4:55 p. m.—From Florida, Atlanta and the Southwest. 5:30 p. m.—From local points. For all information as to rates, schedules and connections apply to any SEABOARD Agent, or to H. S. LEARD, W. M. TAYLOR, District Passenger Agt. City Ticket Agt. 805 East Main St., Richmond, Va.