

STRIKE IS NOW ON

Union Steamboat Engineers Leave Posts.

BUT TIE-UP IS NOT COMPLETE

Seventy Men Are Said to Be Out, With More to Follow—Owners Say Boats Will Be Operated—What Both Sides Say.

The strike of marine engineers began yesterday, as scheduled. It will gain its full momentum by today or tomorrow. River traffic did not suffer much interruption yesterday. The union engineers left their posts as soon as their boats arrived at Portland. Their leaders say that in a day or two all the union members will be out. On the other hand, the steamboat owners declare they have enough men to keep traffic moving.

There is no likelihood that the strike will spread to other unions. The marine engineers are not actively affiliated with the Federated Trades, and owe allegiance only to the National Union of Marine Engineers. The union of engineers with the other local unions have not succeeded so far. The union of engineers claims 140 members. The officers of the organization estimated last night that about 70 engineers had joined the strike. The others would strike also as soon as their boats returned to Portland.

The O. R. & N. boats are tied up, but other transportation companies claim to have enough non-union engineers to keep their boats moving. The Potter and Haszala failed to get away yesterday. The White Collar Line, Regulator Line, Thayer Transportation Company, Vancouver Transportation Company and Kellogg Transportation Company gave assurance that their boats would be running as usual today, but non-union engineers if necessary. The Oregon City Transportation Company sent out the Altona in the morning but did not know whether the Pomona would leave this morning or not.

Where the Dispute Hangs.

The engineers say they have struck because eight members of the union have not been reinstated in the positions vacated in the July strike. They aver that the strike was declared off because the boat owners agreed to take back the men who struck, within a period of 30 days. They maintain that the boat owners have not kept good faith with this agreement.

The other side contends that it did not promise to reinstate the striking engineers. It admits that it did agree to reinstate the strikers in places that were vacant at the end of the strike. The boat owners declare that they cannot reasonably be expected to discharge the men who were faithful to them during the strike, especially when they made no promise that they would do so. They assert that this part of the agreement is good and hard against the union.

They deny the union to produce any proof that the agreement was other than as above stated. They contend that the union to give the correspondence to the newspapers so that the public may read and be convinced. Hence, the kernel of the whole dispute is this: The engineers insist the steamboat men were agreed to a certain definite proposal. The steamboat men, on their side, insist that they didn't so agree. The authority of the one side is the good and hard against the authority of the other side. The recourse of the engineers is the arbitration of a strike.

Another important point on which the strike hangs is that of wages. The engineers demand an increase of 10 per cent in their pay. The boat owners refuse to give it. "We are entitled to it," say the engineers. "Our business does not justify it," return the others.

Maximum wages at present of chief engineers, assistant engineers, and assistants are \$75 a month. Minimum wages are \$50 and \$60 a month, respectively. The union has submitted a schedule of wages to the owners of steamboats. It has been ignored. The union has demanded that the schedule go into effect yesterday. The only response was a refusal. The schedule is as follows:

- First-class chief engineer, \$110 month.
Second-class chief engineer, \$100 month.
Third-class chief engineer, \$80 month.
Harbor work on the regular three days or less, \$5 per day, 12 hours to constitute a day.
Boatyard service, \$3.50 per day of nine hours.
First-class to include and cover steamers T. J. Potter, Haszala, Harvest Queen, Bailey Gatzert, Lurline, Oklahama and R. H. Thompson, or like steamers in this service.
Second-class to include and cover steamers Spokane, Lewiston, Norma, Hannaford, Umatilla, Dalles City, Matineo, E. B. Jones, Heron, Ruth, Modoc, Elmore, Pomona, Altona, Regulator, Tahoma, Gama Cook, Albany, Astoria, Undine, Ione, Mascot, Glenora, Vulcan, Maria, No Wonder, North-West, Sarah Dixon, Fatima, City of Eugene, Hercules, C. R. Spencer, Eugene, or like steamers in this service.
Third-class to include and cover steamers Huatler, Kehani, Irala, Chester, Republic, America, Leona, Paloma, Wenona, G. W. Walker, Gray Eagle, the local ferry-boat, or like steamers in this service.
All engineers who vacated their positions on July 1, 1902, or previous thereto, on account of these differences are to be reinstated by the respective companies.
Chief engineer to have the selection and appointment of his entire staff.
All complaints and grievances to be adjusted by owner, agent or manager, and no engineer to be discharged without a full, fair and impartial trial. No "black list" to be recognized or tolerated.
All steamers on runs of 15 hours or more to carry two engineers.

This demand was drawn up and presented by President Usher of the National Marine Engineers' Beneficial Association. Mr. Usher was here last week. He submitted the demand in a conciliatory tone to the owners and union leaders. This was last Wednesday. A long power was set out of it, and the conference separated without having smoked the pipe of peace. Then came the order from the National organization for the local body to strike. "It is thus up to us to strike," said President W. H. Marshall, of the local union, yesterday, "and so strike we must and strike we have. The matter has now gone entirely from our hands."

The engineers insist that the wages demanded are only fair, and that the wage received are relatively lower than anywhere in the United States for the same service. They say that President Usher proved this to the boat-owners, and that they could not refute it; that he also laid before them absolute proof that they were trying to bring in men from the outside. In order to smash the local union, they maintain further that he showed them that river traffic warranted a raise in wages. They never also that, owing to the irregularity of employment, their yearly income is proportionately smaller than the monthly pay which they demand. "I have worked an engineer for the O. R. & N. for 20 years," said a striker yesterday, "and I do not earn an average of over \$70 a month." The engineers complain that they have to be on duty longer than in any other occupation. A boat that runs night and day has only two engineers, and each must therefore serve 12 hours out of every 24. They complain that the steamer

Elmore, for example, when she is on the up-river run, operates not only all day, but nearly all night, with one engineer. Other boats conveying passengers, only one engineer are the Joseph Kellogg, Altona, Modoc, Pomona, Leona and Kehani. These boats frequently have more than one man on duty.

"See that engineer?" asked President Marshall. "Well, he has been so hard worked that for two months he didn't see his wife by daylight."

The strikers deny that they work their engineers so strenuously. They say that the long runs complained of come very seldom, and that a boat is tied up so often in the course of a run that engineers have frequent rests. A towboat man asserted that his boats are frequently laid up several days at a time, and that the pay of his men goes on just the same. The engineers retort that even when a boat is tied up at such periods they have to work on repairs and are kept busy the whole time as machinists.

Another sticking point is whether the chief engineer shall have the selection of his crew. "He is responsible before the law," said F. F. Smith, secretary of the union, yesterday, "for the safety of his machinery. Why, then, should he not choose the men who shall work under him? Chief engineers everywhere else do this. If we are responsible for the machinery, we should be held responsible if we shall run it. Inefficient men are frequently foisted off on us because they are friends or brothers or cousins or nephews of the boat-owners. We will not stand for this any longer."

The boat-owners respond that the captain is responsible for the safety of his boat. "It is necessary to discipline that man should be held responsible for the safety of a ship or a steamboat must be master of every man on it. It will not do for engineers to be officers. Divided authority will not work. We have captains to run the boats and we have engineers to take care of everything on board. This is business and it is reason."

The answer of the engineers to this is that the laws of the United States do not give a captain authority over the engine-room, and that all engineers are recognized as officers by the United States laws. The engineers contend that they shall not be shown from service unless cause is shown in a fair, impartial trial. They aver that petty malice has frequently deprived them of employment and that a blacklist has been used against them. They present what they deem indisputable proof that a blacklist has existed and allege that members of the union have actually seen the blacklist. The boat owners deny the existence of a blacklist in the past or in the present. "Of course we always give a man a fair and impartial trial before we dismiss him," said one of them. "But the union insists that I shall conduct the trial and judge a man's fitness to operate our property. If we should try to judge a man's fitness to be president of the union, wouldn't we have a horrible need about our ears? We intend to run our own business and to choose men who suit us. It is just as reasonable for an engineer to be agreeable to us as for us to be agreeable to him. If it comes to a show-down we can engineer our boats ourselves. We have done it before and we can do it now."

The engineers answer this by saying that a blacklist has been used against the owners to be judges of men's fitness for employment. The strongest argument of the boat owners is that they cannot afford to pay the increased wages demanded. They offered to let Mr. Usher go over our books and accounts," they say, "to prove that our profits are not what he imagined them to be. We made this proposal, but he has refused to do so. It is an undeniable fact that the profits of steamboating here have been nothing more than a bare living to boat owners. To be sure we keep our boats in repair, but this does not prove we are making money. Many engineers are now getting more out of the boats than are the owners. Of course, cost of living is higher, but we are not paying it if we don't. We have to board the engineers and this is worth the equivalent of \$30 or \$40 a month, on top of the wages. The engineers are ready to bring the equivalent of \$12 to \$16 a month. We are lucky if we can get that much for ourselves."

Engineers say they should be paid \$90 or \$100 a month, not cash in hand, but in the moneys of the quarters that most of the boats provide. On some of the boats the food is in keeping with these accommodations. "We can show things on steamboats that will make people wonder that we endure them," declared an engineer. "They are not known by the public. This is good for the public but bad for us." The boat owners further insist that not eight engineers have not been reinstated, but only two, that the six others have found work, and the two could get work if they wanted it.

Steamboats which are already paying the wages demanded, namely \$100 and \$125 a month, for second-class engineers, are the Hercules and C. R. Spencer, and \$90 a month for third-class engineers, are the Irala, Republic, America, and Albina. The boat owners are paying the union scale for chiefs, but not for second-class, are the Dalles City, Metako, Regulator, Tahoma, Glenora and Sarah Dixon. Second-class engineers of the first and second class are paid, except on the Columbia passenger boats, where they get \$75.

DEATH OF MRS. EGAN.

Pioneer of 1853 Passes Away Quite Unexpectedly.

Mrs. Maria Darling Egan, a well-known pioneer woman, relict of the late John H. Egan, died at the home of her daughter, Mrs. Isaac Lawler, Tuesday evening, just at the close of her 79th year. She was born in Onondaga County, New York, September 22, 1822. Her mother, Mrs. Mercy Sheppard Darling, passed away when Mrs. Egan was quite young, so that she grew to womanhood in the Egan family, and went with that family to Huron, O., then to Crown Point, Ind., and from that place started with the William Belshaw party in the Spring of 1853, and arrived in Oregon in September of that year, locating first at Portland, and a little later in Yamhill County, near the foot of Chehalis Mountain. Late in 1853 she was married to Mr. Egan, who was one of the small party of white men who were followed by several hundred Indians at Battle Rock, near Fort Ord, in June, 1851.

Mrs. Egan was a resident of Portland for about 48 years, and in the early days no home was more hospitable, and she leaves behind a fragrant memory on account of the innumerable kindly acts performed. Mrs. Egan had not been in robust health for a number of years, yet the end came quite unexpectedly.

More Whisky-to-Indians Cases.

A dispatch was received from Commissioner Halsey, of Pendleton, by United States District Attorney Hays yesterday, stating that several men had been arrested for selling whisky to Indians in Umatilla County, and that they were to be brought before him for examination. Mr. Halsey did not state the number or the names of the prisoners, but he asked that either Mr. Hall or his assistant, Mr. Mays, come to Pendleton to conduct the prosecution. As Mr. Hall could not go, Mr. Mays left for Pendleton last night.

PROVED HE WAS SOBER.

A fact which will have good bearing on the case of the man whose future is almost hopeless, unless he can prove that he was sober at the time he was arrested, is in his favor in the fact that "Cupid" is one of the greatest remedies as a cure for the morbid habit of drinking. "Cupid" has the power of cleansing and reconstructing the deranged system. "Cupid" operates by restoring the shattered nerves to that equilibrium that balances the mental, nervous and physical powers of the patient. "Cupid" is sold at \$1 per box, or six for \$5, at S. S. Skidmore & Co., Portland, Or. We pay postage when sending by mail.

DOCTORS HEAR PAPERS

STATE SOCIETY MEETS IN TWENTY-NINTH ANNUAL SESSION.

Valuable Discussions on Important Topics—Tuberculosis and Infectious Diseases.

The outdoor treatment is the only plausible method with which to combat pulmonary tuberculosis, was the general opinion of the doctors present at the first session of the 29th annual convention of the Oregon State Medical Society yesterday. Papers on this subject were read by Dr. J. P. Hershey, of Denver, Colo., and Dr. Harry Lane, of Portland, both men of wide experience in the treatment of tuberculosis. The papers were discussed by a number of leading physicians of the state, and all agreed that tuberculosis is one of the most formidable diseases against which the medical profession has to fight. The primary object, as brought out by the discussion, is to take the proper precautions against its spread, but the disease once contracted can be helped only by a rigorous outdoor treatment. A number of interesting topics were taken up at yesterday's meeting, and all were discussed from a practical point of view. The symposium on typhoid fever was full of interest, and, although the doctors did not all agree on the best method of treatment, information was brought out. The symposium on infectious diseases had especial interest on account of the large amount of smallpox and other diseases of this nature that now exist throughout the state.

The first session of the convention was called to order by President C. J. Smith, of Pendleton, at 9:30 yesterday morning in the Portland Library building. Mayor Williams delivered the address of welcome and spoke of the value of the work the physicians of the state are doing and the great advances made in the medical profession in the past few years.

The first topic taken up was that of infectious diseases. Papers were read on "The Method of Spread," by Dr. J. O. Cobb, United States Medical Service; "Milk and Meat Factors in Infection," by E. N. Hutchinson, veterinary surgeon; "Diagnosis of Variola," by Dr. C. Z. Can, City Physician of Portland; "Prophylaxis of Variola," by Dr. A. A. Ordinger, City Physician of Astoria, Ore.; "Past and Present in Diphtheria," by Dr. C. H. Wheeler, ex-City Physician, Portland. The speakers enlarged upon the fact that infectious diseases are caused by bacteria, and that it is through these bacteria that they are transmitted. They confined their paper more to the prevention of the spread of the diseases than to the treatment of them. "Caution," they said, "and a co-operation of the public in taking the proper precautions would soon stamp them out from among us."

At the afternoon session the subject of typhoid fever was taken up. In his paper "Modern Methods of Diagnosis," Dr. A. E. Mackay gave a purely scientific discussion as to the best means to diagnose typhoid fever. "The General Treatment," by Dr. Holt C. Wilson, was a complete treatise founded upon his own experience with the disease. Some of the doctors did not agree with him, who he said is a matter of opinion, and applications were not a valuable means with which to lower the temperature. "Even if it does not lower the temperature at once," said Dr. Allen Gilbert, "there will be a great deal of good. The temperature is sometimes lowered as much as two degrees."

"We cannot let Dr. Wilson get away with that point so easily," said Dr. J. O. Cobb, "and he is right. The temperature in the reduction of temperature," but the short time allowed did not permit a full debate on the point was passed up. Papers on "Experience in Military Camps at Vancouver, British Columbia, Alaska," by Major Ebert, U. S. A., Vancouver, and "Experiences in the Philippine Islands," by Dr. Herbert C. Cardwell, both showed a great deal of intelligence and applications were not a valuable means with which to lower the temperature. "Even if it does not lower the temperature at once," said Dr. Allen Gilbert, "there will be a great deal of good. The temperature is sometimes lowered as much as two degrees."

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In his paper on "Surgical Complications," Dr. A. C. Pantone gave an interesting history of pectus carinatus. He had had, and spoke of the necessity of operating under certain conditions. The subject of "Tuberculosis" was then taken up, and a valuable discussion followed. "The General Treatment of Tuberculosis" was the subject of a paper by Dr. Hershey and he enlarged upon the advantage of breathing the open air. There is no special climate that will cure tuberculosis," he said; "what we need is to get out in the open air and rough it. Let the patient eat his food, and become hardened to the climate. A large number of consumptives come to Colorado for treatment. There is one kind of a climate that is good for one class of patients and another for another. The main thing to get out into the open air, and then you are sure that you are free from being infected again."

The outdoor treatment of tuberculosis," was the subject of Dr. Harry Lane's paper, and he insisted in favor of the patient leading a rough outdoor life. "We should be very careful when out camping though," he said, "to have a tent that will admit the air, or it will do more harm than good. The tent should be pitched where the patients could enjoy the open air and be comfortable. Dr. Woods Hutchinson and Dr. Cobb also added to the medical association session. He was Assistant Surgeon in the Second Oregon during the campaign in the Philippines, and is Surgeon of the First Separate Battalion, Oregon National Guard. It is an established fact that outdoor treatment is the only one that is valuable."

Dr. F. N. Van Dyke, of Grant's Pass, gave a history of his own experience, which bore out the position taken. "My normal weight is 190 pounds," said he. "When I was in the East I was reduced to 135 pounds by the action of tuberculosis and came to Grant's Pass because I thought that it would cure me. My practice I had to make a number of long, hard rides and had to be constantly exposed to the weather. Often I had to eat where I could get a meal and was forced to eat bacon and other food that I had thought was not healthful. You can now see what health I am enjoying, and I am sure that it is due to the fact that I was forced to get out and exposed so that I became hardened."

The matter of the new constitution will be taken up today and the election of officers. A large number of papers will also be read on various subjects.

Powerful Viceroy Forced to Retire.

TACOMA, Sept. 10.—The steamship Victoria brings news that Tao Mu, the powerful Viceroy of the Kwang Tung and Kwang Si Provinces, has been forced to resign and retire to private life by the bitter and determined attacks made upon him by the eunuchs of the palace at Peking, whose hatred he had incurred.

Scope of the Candy Trust. NEW YORK, Sept. 10.—A combination of candy-manufacturers, just incorporated in New Jersey under the name of the

National Candy Company, with a capital of \$9,000,000, will, according to the Journal of Commerce, embrace 18 Western candy houses, having an annual output, according to the preliminary report, of 100,000,000 pounds of confectionery, mostly of the cheaper grades. The corporation comprises concerns at Cincinnati, Chicago, St. Louis, Boston, Detroit, Indianapolis, Louisville, Minneapolis, Grand Rapids and one or two other Western cities. U. H. Peckham, of St. Louis, will probably be president, and Secretary Eckert, of Cincinnati, chairman of the executive committee.

RUIN IN ITS WAKE.

Devastation on Everett Street by Moving a Building.

Portland citizens residing along Everett street, between Twentieth and Twenty-second streets, are up in arms against the house-movers who have the moving of the old Boys' Brigade Armory in charge. The building is too wide for the street, and a number of the finest trees in that section of the city have been broken and disfigured so badly that they will have to be chopped down in order to make the street presentable again. The armory, which is a little over 100 feet long, has been purchased by the directors of the Bishop Scott Academy, and is now being taken along the old location to the academy's grounds. It has been cut into three sections, each section being about 34 feet wide, and these sections are now in the street. They completely fill the 36-foot roadway, and branches of trees planted along the curbing are being broken off by the passing sections. A magnificent maple tree in front of the residence of G. W. Hunt, at the corner of Twenty-second and Everett streets, has been broken so that its appearance has been completely ruined. The broken stump is now being taken from its old location, and the tree stands oned, looking for all the world like half a tree growing up out of mother earth. Other trees in this same block have been ruined and the street itself looks as if a cyclone had passed through it at full blast. At the cross streets the broken branches and trunks have been piled up, and there are several of Tacoma piles along the march of the sections, each one of them being several feet in height.

On the block below Twenty-first street the trees grow much further out in the street, but the same result more will be spoiled when the three sections get that far on the voyage. On inquiry at the City Hall it was ascertained that the officials are of the opinion that the legal proceedings can be resorted to, and force the movers to cut the building into smaller parts. As it is now, eight or ten fine trees have been mutilated already, and it is feared that many more will be treated in a like manner before the old shack gets located in its new home.

PERSONAL MENTION.

W. O. Minor, of Heppner, is in the city. John Holman, manager of the Albany Iron Works, at Albany, spent yesterday in Portland.

Dr. D. Siddall and A. S. MacAllister and wife, all of The Dalles, are among visitors to the Elks' Fair.

Will Wolf, of the Wolf & Hexter Company, has just returned from a six weeks' business trip to New York.

B. S. Cook, formerly of Salem, but now a resident of Prosser, Wash., is in the city for a few days, and is staying at the Perkins.

Charles Pfeiffer, proprietor of the Revere House at Albany, got away from his business long enough yesterday to spend a day at the Carnival.

Attorney P. R. Kelly, of Albany, came down here to attend the carnival yesterday morning and after transacting business in Portland returned home last evening.

J. N. Scriber, of La Grande, is among the prominent Eastern Oregon people who are in the city for a visit to the Carnival. He is staying at the Imperial.

Leo Cohn, the Albany dry-goods merchant, passed through Portland yesterday, on his way to Crook County, where he will probably be in a time or two.

W. E. Grace, of Baker City, a member of the last Legislature, came down from the windy half of Oregon yesterday, and will be among the Shriners today.

Representative J. M. Hansbrough, of Roseburg, is at the Imperial. He is a member of the lower house of the Legislature from Douglas and Jackson Counties.

Guy Posen, a prominent young man, who has been in business in Seattle for some time, has returned to Portland to reside. He is a son of F. L. Posen, of the East Side.

Dr. W. H. Byrd, who is in the city attending the meeting of the State Medical Association, is dean of the medical department of Willamette University at Salem.

C. C. Brower, formerly Justice of the Peace at Astoria, is in the city from Klamath Falls. He went to Klamath Falls for the purpose of inspecting and has experienced great improvement.

F. W. Chausse, of Grant's Pass, who is registered at the Imperial, is a prominent newspaper man in Southern Oregon, and is the first to take an automobile into Klamath County.

Mrs. Margaret Magill Lemmon, of Reno, Nev., is visiting her aunt, Mrs. Z. P. Tozier, Mrs. Lemmon is accompanied by her sister, Mrs. R. E. Geburn. The ladies are touring the Northwest.

E. Dorgan, a prominent timber-land dealer, is in Portland from Albany. He has recently located a large number of land claims in the timber claims on the eastern slope of the Cascades.

Scott Swetland, of Vancouver, formerly chairman of the Washington Republican State Central Committee, returned last night from a visit to the state, and was called home on business.

Grand Master W. F. Butcher, of the Grand Lodge of Masons of Oregon, came down from Baker City yesterday on a visit to the state, and will be in the city for a few days. He is in Portland, and will be with the Shriners at the Carnival today.

Dr. F. C. Brosius, of The Dalles, is in the city attending the medical association session. He was Assistant Surgeon in the Second Oregon during the campaign in the Philippines, and is Surgeon of the First Separate Battalion, Oregon National Guard. It is an established fact that outdoor treatment is the only one that is valuable."

NEW YORK, Sept. 10.—(Special.)—Northwest people registered at New York hotels today were: From Portland—Misses Montgomery and Mrs. J. B. Montgomery, at the Manhattan. From Seattle—E. L. Grundahl, at the Gilsey.

Jewish New Year cards now on sale at the Book Department.

Choice of our entire stock of purple silk Ties with silk embroidered elk's head on ends at half price—both ladies' and gents' styles.

Meier & Frank Company

Take note of our Fifth-street window display of "Willamette" Sewing Machines, then come to the second floor and examine them carefully—the price, \$25.00. Picture Framing to your order—best workmanship and moldings—lowest prices. (2d Fl.)

Bed Dept. Velvet Waistings

Carload No. 3 of Beds for this season arrived last week—new styles, larger variety than ever before. Brass and enameled beds can be bought here at a big saving, because we don't have to ask the big exclusive store prices. Don't depend on beds alone or furniture to make the mare go—when beds don't sell, something else does—50 stores under one roof here, Get our bed prices before buying. 40c to \$3.50 yd

The School Sale

Is interesting hundreds of economical mothers—only four more play days for the children—then work. Of course you want your children to make as good an appearance as your neighbor's, and it doesn't take a fat purse to do the trick if you supply their needs here. Underclothes and overclothes for boy or girl. Shoes and Hosiery—some tempting values that are finding scores of eager buyers. Buy today—don't wait until Saturday or Monday.

Boys' Clothing Hair Ribbon Handkerchiefs

Boys' School Suits, all-wool chevots and cassimers, sizes 8 to 16 years, two-piece and Norfolk styles \$3.95
Boys' sailor Suits, all-wool chevots, royal blue and brown, sizes 8 to 8 years \$3.50
5000 yards of 1 1/2-in. fancy and plain striped all-silk Ribbon, in a mammoth variety of patterns and colorings, suits for hair ribbon; 5c yard
For the boys—100 doz. colored border Handkerchiefs in large variety of patterns, at 3c each
For the girls—100 dozen plain white hemstitched Handkerchiefs, big bargain, at 4c each

Girls' Dresses

In new style just received. Girls' Muslin Underwear. Misses' and children's Millinery.

"Nazareth" Underwaists

The correct underwaist for school boy or girl—it's knitted—gives with the body—strongly taped—butons can't come off. These advantages are what make the "Nazareth" Waists popular with thousands of mothers. To use Armour's thunder, it's the Waist what Am! For the "School Sale"—all ages, 1 to 14 years, 15c each

Boys' Shoes

Little boys' Norfolk sailors in royal blue, red and brown chevots, all ages, big values from \$5 to \$10
Little gents' Shoes in all the best leathers and styles—sizes 9 to 13 1/2, from \$1.25 up
Youths' Shoes, best styles and leathers—sizes 1 to 2, from \$1.50 up
Boys' Shoes in best styles and leathers—sizes 2 1/2 to 5 1/2, from \$1.65 up

25 Great Bargains in School Supplies

Hosiery Sale

100 dozen pairs of boys' and girls' heavy black cotton Hose, absolutely fast color, double knee, heel and toe, all sizes; regular 25c value, for this School Sale, 17c pair

Friday Surprise Sale

100 dozen pairs ladies' black lisle Hose, colored silk embroidered ankles, all sizes—the regular 50c grade, while they last 33c pair
70 dozen ladies' plain black cotton Hose, fast color, all sizes—the regular 25c quality, while they last 18c pair

Exhibit and sale of handsome Oil Paintings—the work of a prominent Eastern artist—some local views—prices about quarter value, \$4 to \$27.

Millinery New Waists New Neckwear

800 new Hats came by express last night—the newest and prettiest styles yet shown—walking and dress shapes in a most attractive variety. Nowhere in town is the Fall millinery display so extensive as here. (2d Fl.)
Beautiful silk, flannel and cotton Waists for Fall and Winter. Styles from the leading manufacturers of the land, confined to us for the City of Portland. Particular attention is called to the short sleeve—lace all over waists—at very reasonable prices.
Never in former seasons has the Neckwear section been so filled up with pretty creations in silk and lace exclusive novelties in the most fascinating styles imaginable—lace all over waists—at white ostrich feather boas.

Meier & Frank Company