

OLDS & KING

BIG SPECIALS IN
MEN'S SHIRTS AND TIES

THURSDAY FRIDAY SATURDAY
A chance for well reasonable attire at deeply-cut prices.

Semi-Dress Shirts At Half and Less
Light, cool and easily laundered, prime favorites for the "beated term."
White Madras Shirts, plain, striped or basket weaves; with soft bosom and starched collar and cuff bands; regularly \$1 and \$1.25; your choice at..... **50c ea**

A THREE-DAYS' SPECIAL FOR LADIES... TAILOR-MADE SUITS AT \$6.95
Actual values reaching \$12.50 each. Well adapted for Summer outings. Serviceable, yet dressy. The jackets silk of satin lined.
STYLES—
COLORS—
Etons, Reifers, and Tight-fitting Suits.
CLOTHS—
Venetians, Homespun, Covers and Cheviot Serge.
Thursday, Friday and Saturday, at \$6.95 each.

Foulard Silks
Are the best of wearers. 85c and \$1 Yard
White grounds with stripes, plaids and figures, in delicate tints. BEST STANDARD COLORS. No. 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100. All 24 inches wide.

Imported Plaques, 29c Yard
Worth 40c and 50c
White grounds with stripes, plaids and figures, in delicate tints. BEST STANDARD COLORS. No. 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100. All 24 inches wide.

June Sale of Undermuslins for ladies and children, Second Floor Annex.

IMPROVEMENTS TO JETTY

RECOMMENDATIONS TO BE MADE BY CAPTAIN LANGFITT.
He Will Submit a Project at Once for Expanding the \$250,000 Appropriation.

Captain Langfitt, United States Engineer, was seen yesterday in regard to the dispatch from Washington published yesterday morning in connection with the \$250,000 appropriation for the improvement of the mouth of the Columbia. He said he had not yet received instructions from Washington to prepare a project, but expected to receive such instructions any day now, and the matter would receive prompt attention. He is to leave for Alaska in a short time, but will have his project prepared and sent to Washington before going away. He will recommend the repairing of the plant used in building the jetty, and the rebuilding of the tramway, and hopes to have the work well under way by the end of July, and perhaps sooner. This is in line with the opinion expressed by the Engineers' Department, that the appropriation will be best expended in making preparation for the extension of the jetty, to be undertaken under the larger appropriation which is anticipated will be made at the next session of Congress.

The present jetty, which is about four and a half miles long, was started in 1855, and was suspended in October, 1885, although of the appropriation of \$3,000,000 made for the work, less than \$2,000,000 has been expended. The jetty is constructed of stone, and has a beneficial effect on the channel across the bar at the mouth of the Columbia by creating in a short time a depth of 20 feet at low water, and it was thought that the improvement would continue and the further extension of the jetty would not be necessary. This, however, has not proved to be the case. The depth has not increased, and as it is very desirable and necessary that there should be a 40-foot channel at the entrance to the Columbia property to accommodate the ever-increasing commerce of the port of Portland, which calls for vessels of the largest size, it has become imperative that the jetty be extended.

During the time the present jetty was under construction the number of boats that there were five locomotives, and some 60 cars employed in transporting stone, a large hydraulic pile driver, a fleet of barges, a number of derricks, etc.

After operations ceased in 1885, these engines, cars, etc., were given a year's rest, and have since been constantly employed on the fortifications in course of construction at Fort Stevens, which are now about completed, as far as the present project extends. The plant has therefore not been allowed to rust or depreciate through inactivity, but has been worn by hard service, and needs overhauling and putting in thorough repair before being used in the construction of an extension to the jetty.

The tramway used in constructing the present jetty has in part been destroyed by winter storms, and will need to be repaired and in part reconstructed. These matters will be taken in hand as soon as Captain Langfitt's project is accepted by the department, and when an appropriation for the extension of the jetty is secured everything will be in readiness for active prosecution of the work.

BEGINNING AT SEVENTY.
Oldest Man With the Goodwin Company is the Youngest Actor.

That gray-haired old man, who looks for all the world like the last of the "Wien We Were Twenty-One," is Frederick Silcox. He is both the oldest and the youngest actor with the Goodwin company. He has been acting less than six months. He has been living more than three-score years and ten. He looks the actor, every inch of him, and while he is not allowed to do any of the heavy parts yet, he declares that it is in him to handle them, and that he hopes to be doing so before the first of Fall comes again.

For years he has been connected with the theaters and clubs in New York, where he held some respectable positions, but it never occurred to him to try to act until last Goodwin found him. "You had seen that he had all of the earmarks of an actor. He engaged the old gentleman and put him on the stage without any previous notice."

Though more than 70 years of age, Mr. Silcox has the enthusiasm and spirit of a boy just out of school, and is dying to get a part in which he can show Mr. Goodwin and the rest of the company that he is an actor of the higher class. When he comes on the stage in the club scene, chatting with a young woman, his step is as sprightly as that of a Lieutenant in the army, and the smiles that wrathe his face would put a dyspeptic in a good humor.

"Oh, I'm just learning to act," he said yesterday. "In a few years I shall be alongside of the best ones, I hope. I expect to live 50 years yet, and a man can accomplish a great deal in that length of time, if he only goes about it right."

"Mr. Goodwin is so kind to me, and I am sure he would not hesitate to put me in on heavier parts when I have been longer on the stage."

"How do I account for such good health at my time in life? That is simple enough."

Lipman, Wolfe & Co.

Eureka Dimity at 12c yard
100 pieces of this popular warm-weather fabric, in many attractive designs. Stripes, figures, floral effects, dots, etc. The best dimity values of the season.

Sale of 35 dozen tailor-made Shirt Waists
Waists of finest quality Madras and Chambrays, in all the newest colors and styles; regular prices \$2.25, \$2.50 and \$2.75, your choice **\$1.85 EACH**

Sale of 40 dozen fine tailor-made Shirt Waists
Waists of embroidered Madras and fancy-stitched Chambrays and Dimities, in all the newest effects; regular prices \$3.00 and \$3.25, your choice **\$2.39 EACH**

Sale of 25 dozen fine tailor-made Shirt Waists
Waists, of imported fancy striped German Linens, embroidered Batistes and Chambrays, in all the newest colorings and latest effects; regular prices \$3.50 and \$3.75, your choice **\$2.95 EACH**

SALE OF HAMMOCKS—Each and every hammock at reduced price. Large assortment to choose from.

Millinery
Ladymith Straws, \$1.00, \$1.75, Mexican Hats, 75c.
New white and colored Duck Hats, 75c each.
White Sailors, 50c, 75c, \$1, \$1.25, \$1.50.

Indian Shopping Baskets
Made in the right sizes and shapes, superior workmanship. 50c, 55c, 75c, \$1, \$1.25, \$1.50.

Big Sale of Leather Belts and Purse.

At Notion Counter
Moth Preventives
Moth Cedar Camphor, 15c can.
Moth Boxes, 5c each.
Moth Sheets, 5c each.
Moth Bags, 40c, 50c, 75c each.
500 sets Back and two Side Combs, set, each 25c.
500 Rhinestone-mounted Back Combs, each 25c.
Braided Slips, for children; each, 12c.
Pompadour Combs, each, 15c, 20c.
Ladies' Hair Clips, each, 15c.

BIG MEETING OF THE ELKS

THEY WILL MAKE A GO OF PORTLAND STREET FAIR.
New Features Are Being Devised Every Day—Many Interesting Events.

Yesterday's meeting of the Portland Street Fair and Carnival Committee was the largest and most interesting that has been held since the Elks suggested the project, and the evidence produced at the meeting of the generous many of the representative men of the city are supporting the committee is an assurance that the affair will be pushed to a successful completion. The street fair will be for the glorification of Portland, and the exhibit of the industrial, manufacturing and mineral resources of the state. While the carnival was suggested by the Elks, they have been taking the lead only in interesting the business men in the undertaking and awakening them to a realization of the importance and far-reaching effect of such a magnificent exhibition, conducted on a scale equal to the carnivals held in the large Eastern cities. Visitors will be attracted from all over the state and Coast, the two weeks the fair is in progress will be a holiday time, and the people will give themselves up to enjoying the diverse and interesting events that will be arranged for their amusement and edification.

Questions of finance at present are receiving the most consideration by the carnival committee. All the railroad leading into the city are vying with each other in contributing to the fund, and also in drawing up plans for the buildings that will grace Sixth street during the weeks of the festival. Arches and booths will be built, and indications seem to show that the entire space from Yamhill to Ankeny streets will be taken up with the buildings and booths.

Various schemes for raising money will be put in effect in a short time. A novel plan will be carried out within a week.

West Avenue Cycle Path.
The West avenue cycle path has been graded and completed, except the graveling, from the Base Line to the Section Line road. It begins on the west side of the avenue at the corner of the school property and follows that edge through to the Section Line road. There is but a single path, and the grade is moderate, so that a seasoned rider can ride from the Base Line road to the Section Line road without dismounting.

A. C. SPENCER



WHO WILL BE A DEPUTY DISTRICT ATTORNEY.

Twenty-five or 30 barrels, painted in the royal purple color of the Elks, will be placed at important street corners, with signs requesting every one to drop in old rubber of any kind or description. With a pair of old rubber shoes are not worth much to the owner, yet taken together with 25 or 30 tons of old rubber goods, the aggregate amount will be valuable to the committee, who have use for an

577th Friday Surprise Sale

Tomorrow Only
The Season's Best Bargain in Ladies' Tan Shoes



\$2.03 A PAIR

Six of the very latest styles, including kid tops, plain vesting tops and the newest patterns in fancy vesting tops.

See Display in Morrison-St. Window

MEIER & FRANK CO.

SELLING THE BUTTONS

VOLUNTEERS HELPING TO BUILD MONUMENT.

Committee Hopes to Get Rid of Barrels of Them Within the Next Thirty Days.

Sixteen thousand volunteer souvenir buttons have been put out by the committee up to this time. That would mean, if the returns were all in, \$600 to add to the monument fund. The returns are not all in, however, and the committee is at work to get reports from all those who have been selling buttons, for far less than \$3000 has been turned in, but the remainder is looked for without delay.

The sales are beginning to pick up in the smaller towns of the state. For a time most of the buttons were disposed of in Portland, but now that those outside are showing an interest, the movement is spreading, and the committee expects to have men at work in every town in the state within a short time.

Recently three dozen buttons were sent to B. K. Lawson, of Cottage Grove. He had not asked for them, but Captain Davis, of the committee, remembered Lawson as a ruling member of Company C, and decided to send the buttons and ask him to see if he could sell them. In a day or two a letter was received by Captain Davis, including a check for the buttons. Mr. Lawson expressed pleasure at having the privilege of adding the amount to the monument fund.

Up to the present time she has disposed of 10 dozen buttons and two dozen boxes, and has sent in the money to pay for them.

Miss Effie Shurtz, of Arlington, took a notion recently to see if she could not help in the building of the monument to the dead heroes of Oregon. Up to the present time she has disposed of 10 dozen buttons and two dozen boxes, and has sent in the money to pay for them.

Fred Hanes, of Roseburg, has been disposing of lots of buttons, and is still at it. And all over the state returned volunteers and their friends are showing interest in the matter.

The committee is willing to send buttons to any reliable person who will undertake to sell them.

The sales in the city are holding up remarkably well. The young woman who acts as cashier at March's barber shop stands at the counter with the buttons, and many others are doing as well. A movement is now on foot to have everybody in the Fourth of July parade wear a souvenir button. In addition, the city limits out to be made to get rid of thousands of buttons on the Fourth. If 100 c-volunteers will undertake to dispose of 100 buttons each during the Fourth of July week, they can add \$500 to the monument fund and not work very hard in doing it. The committee will be glad to assist them in any way it can, and there is no reason why they should not dispose of 10,000 buttons in a single day, if they will go about it in the proper way.

OBJECTS TO BICYCLE TAX.

Correspondent Says the Law is Unjust.

PORTLAND, June 13.—(To the Editor.)—The attempt to enforce the tag tax appears an unjust act, even though it be a law. If we consider first the paths already constructed, how many of them are completed? It is true they are hard to ride on, but they are not so bad as they are in anything but condition to make a ride enjoyable. For the sake of argument, however, we will admit the paths are all right, and that full returns have been received for all the moneys expended. But what percentage of the number of miles ridden daily or weekly is ridden on paths? Or, what percentage of our wheels are ridden on paths? From my own observations, I should judge it to be very small. If this is the case, would it not be well to provide for our wheelmen and wheelwomen within the city first; then consider the building of additional paths outside?

A few days ago the statement appeared: "Now that the streets are dry, etc., wheelmen need not use the side-walks." A careful consideration of this assertion will show how absurd and unreasonable it is (although the ordinance requires us to observe it). Consider the various thoroughfares in general use by wheelmen. How many are safe? From street is out of the question. First street is all right, on either side of the tracks, but in meeting a team on the wrong side (which is not infrequent), you are expected to pull over, jeopardizing your rims going over the high rails, and probably your ribs, in your flight over the handle-bars. Second street is impassable anywhere. Third street is almost as bad

BIG BARGAINS AT EMBROIDERY COUNTER

Shirred Batistes, Allover, with lace inserted; regular prices \$1 to \$1.50; per yard..... **\$1.18**

EMBROIDERIES
Nainsook and Cambric Edgings, 3 to 14-inch widths; per yard..... **9c**
Nainsook and Cambric Edgings, 2 to 5-inch widths; per yard..... **15c**
Nainsook and Cambric Insertions, 2 to 5-inch widths; per yard..... **15c**

Parasols
India Silk in plain white and Foulard Silk, in fancy patterns; each..... **\$1.08**

Notepaper
Linen finish, extra quality, unruled, 24 sheets, with envelopes to match..... **15c**

Bath Sponges
Large-size, good quality..... **9c**

Pompadour Combs
Pompadour Round Combs, imitation shell; each..... **18c**

Mattings—Special
White Linen Warp, with inserted figures; per yard..... **19c**
Fancy Linen Warp; regular 25c grade; per yard..... **19c**
Fancy Linen Warp; regular 35c grade; per yard..... **23c**

Tabourettes
Fancy oak; each..... **69c**
Fancy oak and mahogany; regular price \$1.50; each..... **\$1.76**

Special Sale on Ladies' Suits

Our entire line to go at the following substantially reduced prices:

\$11.00 and \$12.00 Suits..... **\$ 7.55**
\$14.00 Suits..... **9.85**
\$15.00 and \$20.00 Suits..... **13.85**
\$22.00 and \$25.00 Suits..... **16.85**
\$25.00 and \$28.00 Suits..... **19.85**
\$30.00 Suits..... **22.85**
\$35.00 and \$40.00 Suits..... **25.85**

MEN'S WARM WEATHER CLOTHING

Men's Linen Crash Suits, \$5 and \$6.50 a suit

Men's Lawn Tennis Suits, pure white or striped flannel, a suit, \$12.50 and..... **\$10.00**

Men's Alpaca Coats and Vests
Light or steel gray..... **\$3.50 and \$4.00**

Men's White Duck Trousers
\$1.50 and \$2.00 a pair

Men's Alpaca and Linen Dusters
Each **\$1.00 and upwards**

Young Men's Suits
Black or Blue All-Wool Serge; sizes 14 to 30 years; a suit..... **\$8.00**

Boys' Suits
Boys' two-piece Crash Suits; sizes, 8 to 15 years; a suit, \$1.85 and..... **\$1.50**

Boys' Biouses
Light and Dark Percale; special this week, each..... **37c**

Boys' Waists
"Mother's Friend" laundered, sizes 8 to 14 years; special this week..... **63c**

Basement Specials
30-inch Wicker Clothes Baskets; each..... **66c**
27-inch Wicker Clothes Baskets; each..... **49c**
10-quart Tin Spongers; each..... **44c**
Aluminum Collapsing Drinking Cups; each..... **19c**

SPECIAL OFFER FOR THIS WEEK

ALL-WOOL SUITS
\$12.50

They Are Our Regular Line of \$15.00 Suits Reduced to \$12.50.

SEE THEM IN OUR WINDOW

SALEM WOOLEN MILLS STORE
J. L. BOWMAN, Manager. 85 Third St., Portland, Oregon

THE ORIENTAL RUG CO.

352 MORRISON STREET
Will Sell at AUCTION, Friday and Saturday, 2:30 and 7:30 P. M. each day.

50 Turkish and Persian Rugs

You will buy them at your own price.
GEO. BAKER & CO., Auctioneers.

VISITING AND WEDDING CARDS

LATEST STYLES
W. G. SMITH & CO.
ENGRAVERS
22 and 23 Washington Building Fourth and Washington Sts., over LIT'S.

CAWSTON & COMPANY

Heating and Ventilating Contractors
Estimates Furnished on Steam and Hot Water Heating, Dealers in Engines, Boilers, Machinery and Supplies
48 and 50 First St., Near Pine Telephone Main 157. PORTLAND, OREGON

after leaving the asphalt. Fourth street in many places is very bad, and south is quite rough, and the blocks from Yamhill to Pine require no comment. Fifth street is in the same category as Second; and Sixth street is as bad as can be imagined. Washington and Morrison streets are the only ones that are worth considering from a wheeling standpoint.

As suggested before, why not provide for our cyclists within the city limits out of the funds remaining from last year's tax, and that of this year that has not been contracted for?

Some of our Eastern cities were in the same condition that Portland is, namely, streets too narrow to admit of a path on either or both sides. To obviate the matter, wheelmen are allowed the use of one pavement on every street, outside the business district, either the north and west sides or the south and east sides.

Could not this plan be put in operation here? It should not necessarily exclude pedestrians from those sides of the streets, but the second tag should be kept attached to the first offense, necessitating the purchase of a new one, the wheel to be held until the second tag is attached; record of which should be kept. Should the second tag turn up under similar circumstances, confiscate this tag and attach a fine. This system would tend to make reckless riders careful. If this plan were adopted, many gutter crossings would have to be built, but this could be done quickly and cheaply.

A HAGGARD GRADER.
Portland Young Men Graduate.
George H. Nottage and Archibald Evans Frick, both Portland young men, yesterday received their diplomas from the department of dentistry of the University of Pennsylvania, where they have been for several years. The former is the son of Dr. George Nottage, of the East Side, and is a graduate of the academic department of the Portland University. The class of which these two young men are members contains 119 members.

The "Delsarte" SHOE FOR WOMEN

Mannish style, one price, tan or black, **\$3.50**

EXCLUSIVE AGENTS
E. C. GODDARD & CO.
Oregonian Building

THIS BADGE is an "emblem of consideration" and signifies the wearer's intention to help the Retail Clerks and merchants to shorter hours by making all purchases before 6 P. M.