OLDS & KING

Phenomenal Hat Offering

Today only we will sell Fine Pattern Hats, worth from $11.00 to $25.00, at Half Price.

All are latest Summer styles from famous French artists, such as Camille Roger, Caroline Reboux, Carlier, A. Felix Brevete, and Virot & Berthe. A hat sale without a precedent. Come early and reap the benefits.

Prices Cut in Two on Summer Jackets

Every jacket in our collection. All this season's fresh, stylish garments, for both ladies and misses, in black and colored.

At Half Price This Week....

Lightweight that can be worn in early Winter as well as Summer. Etons, Reefers and Box styles. As a sample:

$5.25 Will buy a $16.50 double-breast Box jacket of tan, covert cloth, with colored satin lining. Finished, all around with six rows of stitching.

Kid Glove Chance

Ladies require many kinds of gloves for Summer wear. We have them all, but offer this week a fine light glace glove, our 3-clasp "Marvel"; regular $1.50 grade; black and all colors included. This week only. **$1.19** PAIR

Granite-Iron and Tinware Sale

Will be continued this week. Every article reduced. A special opportunity for Summer outfits for the seaside, mountains or fruitcanning season. As samples, we mention:

GRANITE IRON—
Three-quart Saucepans, 20c each.
Six-quart Preserving Kettles, 32c each.
Three-quart Coffee Pots, 33c each.
TINWARE—
Ten-quart Pails, 16c each.
Eight-quart Sprinklers, 33c each.

Inaugural Sale of Black Silk Grenadines

Commences today. One dozen styles of this dressy, dependable fabric, 42 inches wide, on our special list this week:

Six styles of $1.25 black silk grenadines, at..... **93c yd**
Six styles of $1.00 black silk grenadines, at..... **78c yd**

Most desirable patterns of brocades, polka dots, bars and checks, among them.

Plaid-Back Homespuns Notably Reduced

A grand cloth for rainy-day, cycling or golf skirts or capes. All-wool, 52 inches wide, in grays, tans, browns and blues. Prime $1.00 and $1.25 values, only..... **$1.45** YARD

Special Sale White-Enameled Brass-Trimmed Beds

All sizes of beds and cribs included. The cheeriest, most sanitary and easy to handle, of all beds. We keep the superior sort only. Made of best malleable iron. Brass trimmings, warranted not to tarnish.

The following are proportionate prices:

$5.75 beds at.....$4.75 each
$7.00 beds at.....$5.00 each
$10.00 beds, at.....$7.50 each
Etc.

Lipman, Wolfe & Co.

Hundreds of

Remnants Laces and Embroideries

Novelty Laces and Embroideries, Galloons, Edgings and Insertions, all kinds, including our most costly and elegant goods.

At Half Price and Less Than Half Price

Also—
Fine Normandy and French Valenciennes, broken sets, with insertions, 1, 2 and 3 inches wide; selling price, 30c, at **5c per yard**

Odd pieces of French Valenciennes Edge and Insertion; selling price, up to 50c, at **18c per doz. yards**

Special Sale HIGH-GRADE TAILOR-MADE SUITS

Today Only

We will sell an assortment of 50 fine tailor-made Suits in Eton, Tight-fitting and Jacket styles, made of fine, all-wool imported homespuns, Venetian cloth, cheviots and covert cloth, in black, gray, brown, Oxford, tan and navy. Regular prices, $18.50, $20.00 and $22.50. Your choice, today only,

$12.50

Display in Third-street window.

Summer Hats

The greatest millinery offering of the season. **$1.98 and $3.89**

85 Trimmed Hats, all styles; a large variety to select from. Regular prices, $3.50 to $5.00. **Special $1.98**

63 Trimmed Hats—Turbans, Pompadours and Face Hats, a large assortment to select from. Regular price, $6 to $8.50. **Special $3.89**

Umbrella Sale

Rain Umbrellas / Sun Umbrellas **$1.45**

50 Tight-roll Taffeta, steel rods, taffeta case and tassels, Congo handles. Regular price, $1.75; for this sale, **$1.45**

50 Twill Gloria Silk, steel rods, new ribbon tassels, Princess handles. Regular price, $1.75; for this sale, **$1.45**

50 Twill Gloria Silk, steel rods, white pearl handles, silk tassels. Regular price, $1.75; for this sale, **$1.45**

Homespuns

56 inches wide. All-wool Homespun, the fashionable dress goods most in demand. Another big lot on sale today. **$1.00 yard**

Wash Silks

Special line of Wash Silks, assorted patterns; per yard **29c**

Foulard Silks

Two lines of choice patterns in Foulard Silks, extra good values; per yard, 79c and..... **53c**

Challies

All-Wool French Challies, selected patterns; very attractive; special, per yard. **47c**

Special Sale of

Ladies' Trimmed Hats

At the following substantial Price Reductions.
All of our—

$5.00 and $5.50 Hats, each....$2.85
$6.00 and $6.50 Hats, each....$3.45
$7.00 and $7.50 Hats, each....$3.75
$8.50 and $9.00 Hats, each....$4.65
$10.00 Hats, each.....$5.75
$12.50 Hats, each.....$6.55
$15.00 Hats, each.....$7.85

Walking Hats

Regular 75c Hats, each.....48c
Regular $1.50 Hats, each.....89c
Regular $2.00 Hats, each.....98c
Regular $2.50 Hats, each.....$1.68

Sailor Hats

Latest style Rough Straw Sailor Hats; each..... **42c**

Just Received

A new shipment of "The Ladysmith," the latest in ladies' hats, and a new line of children's genuine Mexican Sombreros.

Children's Lawn and Swiss Hats, Caps and Bonnets

White and colors, at prices reduced as follows:

All 50c lines, each.....39c
All 75c lines, each.....59c
All $1.25 lines, each.....87c

Fancy Ribbons

3½ and 4-inch widths, striped, figured and plain hemstitched ribbons; regular prices, 30c and 35c; per yard..... **19c**

Bonnet Brushes

Bonnet Brushes, with sterling silver tops and handle; each..... **78c**

Florida Water

Eastman's Florida Water, large size; per bottle..... **33c**

ATTRACTIVE SPECIALS IN OUR CLOAK DEPT.

Ladies' Dress Skirts

All-Wool Cheviots, black and blue; regular, $4 and $4.50 lines; each..... **$2.95**

Ladies' Wrappers

Light and dark Percale, embroidery or braid trimmed, full flounce; regular price, $1.50..... **$1.18**

Ladies' Petticoats

Black Sateen, double flounce, heavy corded or accordion pleated; regular price, $1.75; each..... **$1.28**

A Great Silk Waist Sale

India Silk Waists, black and assorted colors; regular price, $4.50; each..... **$2.95**
Taffeta Silk Waists, black and assorted colors; regular prices, $6 and $6.50; each **$4.15**
Taffeta Silk Waists, black and assorted colors; regular prices, $8 to $9.50; each..... **$6.35**
Taffeta Silk Waists, black and assorted colors; regular prices, $11.00 to $12.50; each..... **$8.45**
All our Imported Novelty Waists, exclusive styles, at **COST**

Children's Jackets and Capes

All lines reduced in price, as follows:

$1.50 Garments, each.....98c
$2.25 Garments, each.....$1.38
$2.75 Garments, each.....$1.95
$3.50 Garments, each.....$2.38
$5.00 Garments, each.....$3.52
$5.50 Garments, each.....$3.95
$8.50 Garments, each.....$6.35

For other attractive cloak department specials, note prices in Fifth-street and Morrison-street windows.

Ladies' Shoes

150 pairs of Ladies' Tan Lace Shoes, Vici kid, with plain cloth or fancy silk tops; special, per pair..... **$2.00**

Men's Shoes

We have just received a complete line of the celebrated French Shriner and Urner Shoes in the latest New York styles. These shoes are absolute leaders in fit, finish, style and value.

All-Overs

Tucked Batiste, Tucked Lawn, Tucked and Hemstitched Nottingham Allovers; regular prices $1.00 and $1.25; per yard..... **79c**

Ladies' Union Suits

Low neck, sleeveless, knee length, Islethread union suits; regular price, 65c; a suit..... **48c**

MEN'S AND BOYS' WEAR AT POPULAR PRICES

Our Clothing Department offers none but good values. Among those to which we call especial attention are—

Men's All-Wool Cassimere Suits, in gray and gray checks; a suit..... **$8.50**

Men's All-Wool Blue Serge Suits, $10.00 to $14.50 a Suit.
Men's Fancy Worsted Suits, $14.50 and $16.50 a Suit.
Men's Fine Worsted Trousers, $4.50, $5.00 and $5.50.
Men's Negligee and Golf Shirts, 75c to $2.50 Each.
Men's Full Finished 1-2 Hose, 12 1-2 c a Pair.

Men's Hohenzollern Sanitary Wool Underwear; a garment..... **$1.50**

Boys' Wear Specials

Boys' Blue Flannel Sailor Suits, white braid trimming; sizes 3 to 8 years; a suit..... **$1.57**
Boys' Blue Flannel Sailor Suits, with combination collar and shield; sizes 3 to 8; a suit..... **$1.95**
Boys' Fine All-Wool Sailor Suits, tan covert cloth, with braid trimming; sizes 3 to 8; a suit..... **$2.98**
Boys' Corduroy Knee Pants; good quality, extension waist bands; sizes 4 to 15 years; a pair..... **53c**

SUIT CASES

24-inch Enameled Suit Cases, with leather corners and heavy brass lock and clasps; each..... **$1.47**

Full line of Trunks, Valises, Hampers and INDIAN SHOPPING BASKETS on Third floor.

500 AXMINSTER RUGS

27x54 inches, Oriental designs and colorings; regular price $3; each..... **$2.05**
Plain Art Denims, best quality; per yard..... **15c**
Art Burlaps, plain and figured, 36 inches wide; per yard..... **14c**

COUCH COVERS

Oriental Couch Covers, 50 inches wide, 3 yards long, fringed all around; each... **$1.13**

AT BOOK COUNTER

500 Cloth-bound Books, a good assortment of titles; each..... **7c**

VACATION READING

5000 Paper-covered Novels, all standard authors represented. All at less than publishers' prices.

NOTE PAPER

Satin-finished, ruled, 24 sheets, with envelopes to match..... **7c**

MEIER & FRANK CO.

MODELS OF CONVENIENCE

FINE MAIL CARS RUNNING OUT OF PORTLAND.

Built So as to Prevent Telescoping and Are Fitted With Every Necessary Appliance.

Hardly more than 35 years have elapsed since the railway mail service was organized in the United States. Today this service stands as one of the most useful of all our public institutions.

Looking back but a few years the people of Portland can remember when they received their mail from all directions, either by the rickety old stage, or by slow-moving boats. Things are not so during three days of advancement, and one would realize this all the more if he should happen to stroll down to the terminal yards and take a look at the modern mail cars now in service on the O. R. & N. and Southern Pacific railroads. These cars are beauties—beauties in appearance as well as to work in. In every respect they are equal, without its upholstery, to Pullman drawing-room cars.

The public are fully alive to the dangers which a railway postal clerk must hourly be exposed to in the performance of his arduous duties. It is to lessen this danger, and also make such improvements in the interior arrangements of the cars that will enable these clerks to perform their work with perfection and celerity, that they have been built.

They are 60 feet in length (inside measurement), weigh about 80,000 pounds, and it is claimed are built so strong that they will break the tender of an engine. The postal car is always run in the most dangerous place on the train. In case of a head-end collision the ordinary mail car is sure to be telescoped. The clerks who work in these cars don't trouble themselves in that respect, and feel just as safe as a passenger would who is riding in a Pullman car on the rear-end of the train.

The cars are lighted with Pintsch gas, and with so many clusters, that they are as light as day. The gas tanks have a capacity sufficient to carry gas in such quantity to last for a full round trip, which, in some cases, covers nearly 1500 miles. The clerks find that this light is not so hard on the eyes as the old flickering oil light.

The cars are equipped with the latest improved Harrison postal racks, in which over 200 sacks can be hung. Above the racks, on both sides of the cars, are long tiers of boxes, sufficiently large, to hold the paper mail for the smaller towns. The Harrison postal bag racks are made entirely with iron, are durable, and can be easily adjusted to the distribution required on any route. The fact that these racks can be let down, and the space that they occupied while the mail was being distributed can be used for storage purposes is one of the reasons why the post-office department has decided that hereafter all mail cars shall be dressed with these racks.

The letter cases contain over 500 boxes, are reversible, and can be labeled on both sides, for use in either direction that the train may be running. In the letter boxes another improvement has been made. The public will send large, square envelopes, containing pictures, Christmas cards, or the like. It has been one trouble of the postal clerk to distribute these large envelopes in the small letter boxes without tearing or breaking them. Now you can send a picture or a card to the dear ones at home or abroad without any apprehension but that they will arrive in good order, for these cars are fitted up with a section of unusually large letter boxes, into which a large photograph or card will fit without the least particle of crowding.

When dropping a letter in these cars from the outside don't trouble yourself that the clerk will fail to see it, thereby carrying it past the place which it should be dispatched, because when dropped into the car it will fall right at the feet of one of the clerks who is working at the letter case in such a position that it is impossible for him not to notice it.

Every inch of space in these 60-foot cars is utilized. Even the platforms, which are vestibule, are used. In one end, right where the platform of the ordinary mail or coach car is, will be found a dressing room, where the tired clerks can wash and clean their coal-dust besmeared faces and hands, preparatory to leaving the train when arriving in from one of their long, hard trips.

The clerks who run in these trains are on duty night and day, and do not have much time for sleep. However, when they have been so fortunate as to catch a light mail, they can arrange matters so that one clerk will be on duty, and the others can lie down for an hour or so. In order to provide for this each car is supplied with good bunks and mattresses.

It is not unusual for these clerks to be awake and working over the whole route, standing on their feet, bracing themselves up to the cases, while the train is going along at lightning speed, working like beavers for 25 to 30 hours in succession. While they may not stop to sleep, they must surely eat. With foresight in this respect the O. R. & N. Company, whose cars are heated with steam from the engine, has provided a little boiler in each car, by which the clerk can boil eggs and make a good cup of coffee.

No matter what they may be doing these clerks must keep their wits about them and their ears open. Now the engine sounds a sharp, shrill whistle. It means that the next place is a "catcher" station (a town where the train does not stop). The clerk quickly jumps to the door, throws up the "catcher" and takes the mail bag in. Formerly this was a dangerous occupation, but these cars are fitted up with the latest improved "catchers," the working of which is as simple as a child playing with a rubber ball, and scarcely more dangerous. Of course, the clerk must be quick and brace himself well, for a sudden lurch of the car would, otherwise, throw him out of the door.

Another little improvement that must be mentioned is the "cinder guard." The cinder has always been a pest to the railway postal clerk, who has been obliged to look up ahead and run the risk that his eyes will be filled with red-hot cinders right from the hottest place on the train. Here, though, on these cars will be found attached a little device, something the shape of a small coal scuttle, with a glass in the bottom. When making a "catch" the clerk pokes his head into this little arrangement, looks ahead and locates the place that he wants, all the time giving the laugh to the cinder, which has heretofore made his life miserable.

The routes over which these cars run carry large quantities of mail, and every improvement conceivable for the betterment of the service, and to enable the clerks to handle the work with little trouble, seems to have been placed in them.

LIVELY MINSTREL SHOW.

Nashville Students Please a Big Crowd at Cordray's.

Rag-time was torn to tatters last night when Rucso and Holland's colored minstrels—the Nashville Students—held sway at Cordray's Theater. The house was crowded and the large audience was caught with the infection of fun that started when the loose-jointed end man, Emmet Davis, did the contortion act with his face. The end men are good, not so much in the line of new jokes or songs, but more in grotesque Southern darky gaucherie, dancing and all-around fun-making. The melodious choruses of the first part were a feature of the show, the ballads were fair, the best being E. J. Looney's "Dear, Old Tennessee," which was sung in a very pleasing tenor voice.

The olio specialties were above the average of the colored minstrel performers. Worthy of more than special commendation was the acrobatic musical sketch by Frank Kirk. He is well billed as a "non-descript," for it is difficult to say in which department he excelled, the musical or acrobatic. His musical talents are various, while his acrobatic dances and tumbling were certainly high-class. Another pleasing feature of the second half was the Amazonian march, with some slight Filipino variations in costume.

John Stewart did a clever slack-wire turn, and Skinner Harris was amusing in his monologue and dances. The Carter Bros. did a meritorious contortion and balancing act. Ray Trusty and Emmet Davis contributed to the laugh-producing element in their coon impersonations. The show winds up with the inevitable cake-walk and Darktown jubilee, in which the whole company take part.

Two more performances of the minstrels, tonight and tomorrow night, will close the present engagement.

STOCKING A FLYBOOK.

An Important Branch of the Fisherman's Art.

The manufacture of artificial flies has as a science kept pace with the manufacture of artificial flowers, and the highest achievements in both these "sciences" are entitled to rank as genuine works of art. In the matter of artificial flowers, the purchaser has only to suit her own taste, but the purchaser of artificial flies has to cater to the tastes of the wary trout, under all the varying conditions of weather and environment.

The stocking of a flybook, therefore, requires an intimate knowledge of the nature and habits of trout, and their tastes and fancies in the way of what may be called "artificial food."

A sportsman who was stocking up his book a day or two ago was watched with much interest by several others to see what selections he would make out of the hundreds of varieties laid before him. He first selected a lot of palmers or hackles, brown, red and gray, as the hackle is an old stand-by. Next he took coachmen, royal, with peacock body; English, with black body and lead wings. Then he chose the yellow May, green drake, professor, red spinner, grizzly king, king of the water, Imbrie cowdung, governor, black gnat, and white miller, for evening fishing, and a queer-looking bluish-green fly, half hackle, half professor, with a silver body, black head and a dash of red, called the Portland, as an experiment, and in honor to the name. With this selection, his book was filled, and he considered himself pretty well equipped for ordinary fishing, but there were scores of specialties and hundreds of varieties of ordinary flies not included in the outfit.

LAST SYMPHONY CONCERT.

The last of the series of concerts by the Portland Symphony Orchestra will be given at the Marquam Thursday evening, June 21. Miss May Dearborne, the charming and talented young soprano, will be the soloist. Sale of seats opens Wednesday morning. Prices: Entire lower floor, $1; balcony, first six rows, 50c; last six rows, 25c.

HAD BEEN THERE HIMSELF

EASTERN MAN TALKS ABOUT STREET FAIR SUBSCRIPTIONS.

Some of the "Con Talks" He Had Been "Handed" When Soliciting in Another City.

A well-known Eastern man was standing in the corridors of the Hotel Portland yesterday, when the subject of the Portland street fair and carnival came up for its share of comment. "Well," said he to the member of the committee present, "I feel sorry for you. I have been through a similar experience in my own city. Such a proposition comes up, and a few active, enterprising men step in behind it. They work, and work like terriers, spend time worth $1 a minute, and wear out gray matter that cannot be replaced—all for the glory of their city and the benefit of the business community. And when they do get a minute to spare and step to the sidewalk to get a breath of fresh air, what do they hear but knocks. 'Tis always, 'knock, knock, knock, the boys are knocking,' and the weary man can do nothing but whistle the refrain, 'Cheer up, comrades, your turn's next,' and push the work to a grand and glorious culmination.

"I have been a solicitor for street fairs and know what it means. A solicitor has no friends. Even though you keep your clothes buttoned up and the subscription book in your hip-pocket, they spot you. Then they freeze you dead. The don't even ask you to take a drink. But you appear calm, take you book, and, 'ahem.' You get a beautiful start, and a phonograph couldn't put you out of business. You hand your man the subscription—'I heartily indorse the Portland street fair and carnival, and subscribe $—.' Now aren't you surprised when he carefully crosses out the 'and subscribe $50,' which you had hoped he would write, and signs his name with all the contemptible flourishes that he tacks on his signature. It's happened to me time and again—and I narrowly escaped arrest each time.

"Another type of man you often meet belongs to the cult of white liars. You see clerks behind the counters tearing off goods by the yard, while cash boys dodge between your legs like mad, and delivery wagons are rushing off loaded with parcels. Goods are stacked up to the roof. The proprietor comes rushing up. 'How are you?' shaking hands in his nervous fashion. You spring your subscription scheme, while you hold him fast in your grasp. He can't escape. 'Well, old man,' he says, 'I'll tell you just how it is. I should like very much to help you, but business is dead.'

"Then there is the man who subscribed last year to this, that and the other, who never buries dead memories, but always parades them before the country. Last year he gave $5 to this, and the committee bought 50 cents' worth of that at his rival's place of business. Maybe his rival gave $10. He never thinks of that. And on the Fourth of July the parade didn't pass his store. No, but the crush on the next street was so thick that many took refuge in his little joint, and bought out his stock of cheese and crackers, and orange cider.

"There's also the man who has to consult a dead or mythical partner, the man who gives half what he ought with a great deal of bad grace, the man who refuses entirely, and who gets most of the benefit of an influx of visitors to the city. But of all men, give me the man who is honest, straightforward, unequivocal, public-spirited, and you will find a successful man of business. He and his fellows bear the burden of all such undertakings, and in spite of the anvil chorus they usually come out on top. But get behind them, and help them along and when they strike you for subscriptions, ante up like men. Do you smoke?"

Letter From Mrs. Charles Smith.

Mrs. H. S. Harris, who lives at 65 East Tenth street, has just received a letter from her daughter, Mrs. Charles Smith, who is at Circle City with her husband and children. The letter was written May 18. Mrs. Smith, who is a member of Sumner Woman's Relief Corps and Martha Washington Chapter, Order Eastern Star, accompanied her husband back to Circle City, where he is Deputy Collector, just a year ago. She is the Postmistress of Circle City. Her letters are among the best that have been written from Alaska, and give an excellent picture of affairs. In her recent letter she tells about the breaking up of the ice in the Yukon as follows:

"The river has broken, and we are happy. It broke up piece meal this year, so that it was not so exciting as it had been in times past, when it all came at once and jammed up here at Circle City. The ice broke here in front of the town the morning of the 12th, and we were on the river bank most of the time after that, as every little while the ice would move, and we didn't want to miss any sights that might come along. We hardly dared to go to bed at night, and kept our clothes handy to get into at a moment's notice. The morning of the 16th we got up at 6 o'clock, as the ice was coming to beat the band, but the main part of it began about 5:30 that afternoon, when the big jam of ice, from 20 to 30 feet high, which was up the river about 26 miles, gave way. Such a quantity of ice I never saw. It came in chunks as large as cabins, rolling and tumbling over each other, and lasted four hours. That was day before yesterday, and the ice still continues to run, but the pieces are fewer and farther between, and the small boats can dodge them. At 2:30 yesterday morning the first small boat came, and by noon 17 had arrived, and at once the mail was here. It was April 15 mail from Skagway. It came as far as it could on the ice, which was to Charlie River, about 125 miles from here."

WORKING HARD AT PRACTICE

The Portland Rowing Club Preparing for the Regatta.

All signs point toward the regatta being a prominent feature of Portland's Anniversary Carnival this year, and preparations are being made with a will at the Portland Rowing Club. Billy McCleod, the well-known trainer, has taken charge, and the crews are already showing the benefit of his experienced teaching. The seniors are sitting in their new cedar shell like old experts, and are in the best of condition. They will devote the remainder of their time to fast, snappy work, and when the 3d of July comes, they will be ready to put up the hottest race in their history.

The "kid crew," which proved such a surprise in the club regatta, are pulling in good form in their light paper shell. Although light in weight, the lads have lots of life and snap, and they are looked upon as dangerous opponents.

The crew consisting of Bennett, Smith, Ormand and Knight, which took second place Saturday, is training to compete with the light-weight colts, and is showing considerable enthusiasm. Smith, who found it inconvenient to devote sufficient time to the oar, has resigned in favor of Roy Durham.

The captain desires to have practice races twice a week, and there is likely to be some hard contests on the river between now and the Fourth.

The double scull work faltered somewhat last week, on account of the smashing of the shells in rough water, on the 9th inst. Repairs have been made, and a try-out will be had this week.

Patton, Glass and Ball are working faithfully in the singles, and are sure to give a good account of themselves.

A number of new canoes will be received from the East in time for the big regatta, and Captain Scott looks for some lively races.

NEW AUTOMOBILE.

Portland Machinists Making a Record-Breaker.

William G. Hartman has been engaged for some time on the construction of an automobile, which differs in many respects from any he has seen or read of. These differences are in the nature of improvements, and Mr. Hartman is likely to turn out an automobile superior to any yet made. He has only his evenings and spare time to work on the machine, and so has been some time at it; but it would have been ready for operation now, had he not made an error in using cylindrical valves instead of slide valves in his engine.

Mr. Hartman, the senior member of the firm, says he told his son that cylindrical valves could not be made to work without leaking steam, but his son wanted cylindrical valves for several reasons, and so made them. He found that they would leak, and envelope his vehicle in steam, and this did not suit, as he desires that nothing shall show how it is operated. He will make slide valves as soon as he has time, and then the automobile will soon be on the streets.

The vehicle is double-seated, to carry four persons. Under the front seat is the tank for gasoline for fuel, and under the rear seat is the steam boiler, 12 inches in height, and 14 inches in diameter, containing 225 copper flues, and capable of developing 4-horsepower, which is what the handsome little engine will furnish. The framework of the vehicle is of iron tubing, and all complete, the automobile will weigh between 600 and 700 pounds. It will carry fuel for a 24 hours' run.

One feature of the vehicle is an arrangement in the nature of a divided axle, which will prevent the outer hind wheel from dragging when turning a corner. One lever starts, stops and guides the vehicle. The steam exhausts into a tank under the hind seat, so that there is no noise, and the inventor intends to have it so that no one can see what really runs the concern, and his father did him the justice to say that he is a good mechanic, and has been 15 years in the business, and is bound to have the machine as he wants it.

CHEAP RATES TO THE EAST

June 21 and 22 the Union Pacific will sell tickets to Chicago and return at half rates, good for 60 days, with choice of routes. Stop-overs. City Ticket Office, No. 125 Third street.

Finest of Its Kind.

No beverage of recent years has met with such pronounced success with the general public as BLACK & TAN—"The American Porter"—its popularity being due to its true merit.

The number of emigrants to Siberia in the last seven years has average 150,000 a year.

EVERYONE TO WEAR ONE

PEOPLE IN THE PARADE WILL HAVE MONUMENT BUTTONS.

All Who March Will Be Adorned With the Little Assistants to the Monument Fund.

Anyone seeking an appropriate motto for the Fourth of July could do no better than to adopt the one the men in charge of the monument fund will adopt as a slogan. "Wear a souvenir button." The sale of the buttons is daily adding a mite to the fund that will go to erect a stately shaft to the dead of the Oregon Volunteers, but it must progress faster. From now on until the Fourth a determined effort will be made to push the distribution of the buttons into every cranny of the state and to make it a mark of patriotism this year to wear one of the little bronze memorials.

Twenty thousand of the souvenir buttons have been cast and the monument fund committee desires to sell them all before the Fourth. Every man that marches in the parade, be he a member of the National Guard or of a civic or fraternal organization, is expected to wear a button, and every one who observes the parade should feel in duty bound to display patriotism in the same manner. The Volunteer camps and the women's auxiliaries have been interested in the matter and they will take active measures to advance the movement. Men on the streets will sell the buttons and a booth will probably be erected where the souvenirs will be sold by young women. Many people are beginning to realize the historic significance that these souvenirs will assume in the future. The number issued is small compared with the population of the state, and the buttons are certain to become rare and valuable after the lapse of a few years. One mother the other day purchased one for each member of her family and laid them away until the time when her children are old enough to wear them. Business firms are also buying them in quantities and presenting them to their employes and customers with compliments of the patriotic season. Captains and officers of the National Guard are supplying members of their companies.

Few souvenirs issued for any occasion can claim such a novel origin as these memorial buttons, manufactured from the bronze metal of a Spanish cannon turned over to the Oregon Regiment in Manila. Another significant fact connected with the cannon is the name the Spaniards had given it upon casting, Leal (loyal), and the date, 1776. The anniversary of the Nation's birth is an appropriate time for every loyal citizen to don a little bronze emblem of metal cast in the year that is annually celebrated with patriotic zeal.

A Living Liliputian.

Walla Walla Statesman.

What is certainly a living wonder is a child born to Mr. and Mrs. E. E. Ellison, of West Rose street, on the 20th of May. It is a male child, and weighs now exactly one and a half pounds, and it has not gained in weight since the day of its birth. It is exactly 15 inches in length, and an ordinary finger ring can be slipped over its hand to its elbow. The child is in perfect health and is finely featured. It is the fourth child born to Mr. and Mrs. Ellison, whose other children are normally developed.

Cargo Unloaded.

OREGON CITY, June 17.—Captain Jones' wood scow, Eugene, returned to Portland this morning, having completed the work of unloading the cargo of cottonwood for the Crown paper mills, with a crew of white men.

The people of New York buy daily the milk produced by 140,000 cows. It is brought from farms in New York State, New Jersey, Connecticut, Massachusetts and Pennsylvania.

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