

OLDS & KING HANDSOME LINE OF Golf Capes and Shawls. Just Received ELK FLAGS Large Size, Fine Finish. ALSO ELK Decorative Bunting. LADIES' HOSE Closing Prices On Children's Percake Dresses. Black Fancy Silks. THERE'S A FULL MONTH YET FOR WEARING DIMITIES. MAYBE A NEW TOWN

Lipman, Wolfe & Co. FALL DRESS GOODS. Hundreds of Shirtwaist Bargains. Golf Capes. New Lace Curtains. NOVEL PURPLE AND WHITE DECORATIONS FOR ELKS' CARNIVAL.

Another Great Bargain in Tailor-Made Suits. \$15.85 A Suit. Ladies' Jackets. Children's Wash Dresses. Children's Wash Dresses. Children's Wash Dresses.

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New Fall Clothing. For the forthcoming season we have gathered the choicest productions of the best Eastern manufacturers. Men's All-Wool Topcoats. Boys' All-Wool Suits. Furnishings. Basement Specials. Our Trunk Department.

What the Sale of Ilwaco Road May Mean. FRANKFORT TOWNSITE RECALLED. Believed That the O. R. & N. If It Says, Will Build From Frankfort to Ilwaco. The reported negotiations on the part of the O. R. & N. Co. for the purchase of the property of the Ilwaco Railway & Navigation Company have revived the discussion of the scheme for founding a town at Frankfort, which was much talked of some years ago. The proposed site of Frankfort is two miles above Knappton, is nearly opposite but a little above Tongue Point, and is about 25 miles from Portland. From this point it was proposed to build a railroad to Ilwaco, a distance of about 16 miles, over a good grade, resulting only a short tunnel through basalt rock and earth at the divide. It is not possible to follow down the north bank of the Columbia, for the reason that the Government has a military reserve and fortifications at Astorburgh Head, and right of way through such property cannot be secured. It is considered by many as quite certain that the purchase of the property of the Ilwaco Railway & Navigation Company by the O. R. & N. Co. will be consummated in the near future, and that a railroad will be built by the O. R. & N. Co. from Frankfort to Ilwaco. This will give the O. R. & N. Co. control of the seaside travel between Portland and North Beach, and will offset the opposition of the Astoria & Columbia River Railway, which has of late been making a bitter war against the O. R. & N. Co. Behind this is a prospect of the O. R. & N. Co. building a railroad from Portland to Frankfort. It is known that the Washington & Vancouver, which has made a survey for a railroad from Vancouver down the Washington side of the Columbia, and probably a survey also of the line from Frankfort to Ilwaco. It is surmised that this right of way has been secured and this survey made in the interest of the O. R. & N. Co., and that it is on the cards, if at all, that the O. R. & N. Co. will build a bridge across the Columbia, and be able to do so over its own line. The travel to the seaside this season has been immense, and at any reasonable rate of fare would have yielded a handsome income to all the transportation companies. This travel is bound to increase from year to year, and is a matter worthy of consideration by the transportation companies. By building a railroad from Frankfort to Ilwaco, the O. R. & N. Co. would land passengers anywhere along North Beach from Seaview to Nahcotta in six to seven hours, and the tedious drive caused by the stage or water in Baker's Bay would be entirely avoided. This would be quite certain to give the O. R. & N. Co. complete control of the travel to North Beach, which is much larger than that to Clatsop, and is likely to remain so. Of course, the cheap rates to Astoria, 25 cents for the 100 miles, have been partly responsible for the very great increase of travel to the coast, and if old-time rates were restored, there would be a considerable falling off in the travel, but there is no more likelihood that rates will ever be restored to the old figures, than that the travel will remain at the present ridiculously low figure. The history of the Ilwaco Railway & Navigation Company is linked with the name of E. B. Gray. It was started as a line of sailboats "plungers" as they were called, between Astoria and Ilwaco, which he afterwards superseded by a steamer, the U. S. Grant. When the Grant sank off Fort Stevens, he ran the tugboat Barnum, and soon afterwards the General Canby. The Ilwaco system was organized and ran an opposition company to Gray, and late in the '90s consolidated with him, forming the Ilwaco Pacific Company. Business was profitable and the company prospered, running its line as far as Gray's Harbor, Wash. Plans were projected for the 16-mile railway from Ilwaco to Nahcotta, and in 1896 the road was built as far as Tinkers, and was later extended the full distance. It was a fine road, and the road fully equipped with narrow-gauge coaches and engines. The new company, the Ilwaco Railway & Navigation Company, was incorporated for \$250,000, but this capital was not sufficient to build and equip the road, and bonds were issued and taken up by the stockholders for an approximate amount of \$50,000. Since then the development of the seaside travel and the territory tapped has made the road a valuable property. President Loomis has held the office, with the exception of one year, since the organization of the company. Kennedy Estate Settled. The final account of J. P. Marshall, administrator de bonis non, of the estate of John D. Kennedy, deceased, was filed and approved, and it was stipulated that all appeals in the matter of the estate to the Circuit Court are to be dismissed. Bridget Kennedy was named in the will as the executrix, and she and her daughter receive each a share of the estate, and several of them objected to the man-

SUFFERING AT CAPE NOME. MORE APPARENT THAN REAL, SAYS A RETURNED PORTLANDER. Many Pretend They Are Broke to Keep From Being Robbed—Great Danger From Fire. "The financial distress at Cape Nome is more apparent than real," said Sam Goodman, who returned Sunday from the far north beach. True, there are many people dead broke, but it is a very odd guess to put the number at 10,000, or even half that figure. A good many men who have money in bank pretend to poverty for two reasons: First, they do not wish to have their legs pulled by people who are broke; and second, they do not wish to be robbed. So they go around with less than a dollar in their pockets. That's the way I did, though I had \$3000 in bank. "There is an organized gang of robbers and cut-throats who will give a lot of trouble. Their favorite crime is to rob men sleeping in tents. By listening on the outside, they can generally locate a sleeper's head. They then all the wall of the tent, hold a sponge saturated with chloroform and attached to a pole over the occupant's face, and soon have him in their mercy. Under the pretext of borrowing a match, they often enter tents early in the evening and thus learn the location of cots. United States Marshal Vawter says he will run a party of men one at a time and put them aboard the revenue cutter Bear. "Then there are a whole lot of men, idle and apparently broke, who are waiting to jump claims for gold. They are provided for a year, have good tents, plenty of clothing and a little money. They know of men who have taken up 50 to 300 claims, on which it will be impossible to do any work, but which are required by law. These claims have been 'spotted,' and when the first of January comes around, the men who have been waiting and watching will jump the claims. "The banks at Nome are mostly thieves. They receive Canadian money at 10 per cent discount, but pay it out at par. They charge a four per cent premium on silver. They receive gold dust at 15, 25 or 35 an ounce, as the notion suits them, first extracting the sand, and it is easily worth \$17 50 in the States. "One great trouble with mining on the creeks this year is that it was the first dry year since 1886, which is the only dry year that the oldest inhabitants remember. No one could wash the dirt. If there had been an abundance of water, many men could have worked well. They must now wait till next year. Days are growing short now. It was dark at 5:30 when I left. But there will be plenty of activity next year. Litigation will be settled, and men will go to work. I think there is room for a camp of 10,000 people for the next few years. "It will be a miracle if the present City of Nome is to exist next year. Think of a town three miles long with a street 30 feet wide and an unbroken stretch of shacks touching each other on either side. With a large percentage of reckless population, insecure chimneys and stovepipes, kerosene and candles for light, the necessity of artificial light 20 hours a day and of artificial heat for eight months, and no means of fighting fires, how can the town help but burn down. "Mr. Goodman has a one-third interest in four gold claims tied up in litigation, and will return next year. NOME LOCAL NEWS. Newspaper Speaks Hopefully of the Prospects—Indignation. The Nome Weekly Sun of August 5 speaks hopefully of prospects there, and tells of placer mines being opened up since a good rain had fallen. Many of these claims are, however, involved in lawsuits and Judge Noyes, not realizing the necessity for hurry, has "reserved his decision" with the usual dignity of jurists back in civilization. Considerable fault is found with Commissioner Stevens for his decision throwing the beach open to the regular placer locations, thus putting an end to the free scramble for rocker positions heretofore the rule. The paper recommends an appeal, and expresses confidence in a reversal, "which will re-establish normal conditions at Nome." Crime is still rampant, and United States Marshal Vawter is addressed in an open letter, urging him to curb the criminal classes, "which here have been exceptionally favored." The letter goes on: "Criminals should receive close attention. Games that are crooked should be closed. You should suppress the 'sure-thing' dice and pin devices being practiced on the public thoroughfares. The constables are especially contemptible graters who should not be given the least consideration." Among the mining items, Doring and McQuade are mentioned as becoming involved in a lawsuit over an option on the rich bench claim at the head of Nikola's Gulch. The sale was to have taken place for \$25,000. The claim was discovered in

June by McQuade, "and yields at the rate of \$1000 per day to the rocker." Louis Lane has a pack train carrying provisions and mining outfits from the mouth of Kouga River to Harris and other creeks, where the boys are sinking holes and prospecting. A large number of miners met in the Columbia Theater to denounce Commissioner Stevens for his decision in recent criminal cases, bearing on the beach mines. They drew up resolutions maintaining that they were 6000 strong but the attempt to organize failed, only 54 being subscribed. "A little mining is going on at Cape York, but nothing of any value has been discovered in the vicinity. In the Kougarok district, 75 cents to the pan is reported. Other reports contradict this, and say that the surface shows up well, but there is nothing on bedrock. The Sun appears to have a local artist on its force. A first-page picture depicts a storm on the beach, with vessels being tossed on high by breakers, and a steamer ashore. Another large picture, over the title "A Frequent Occurrence at Nome," shows a masked thug with a huge revolver robbing a man of his watch. The victim's hands are up in the air, and his face is the picture of terror. A dead man lies on the beach, a few feet away, having been murdered and robbed, and a woman is seen running away in a state of distress. Tents and shipping occupy the background. Two pictures show what would be considered a loud North End scene in Portland. One is supposed to be the opening night of a theater, and the other a glimpse behind the scenes at the female habitude of the place. The Sun, although recently started, keeps its price at 5 cents. A copy is sold for 25 cents. The subscription is \$10 a year, or \$1 a month, which would be considered high for a weekly paper in "the States." No mention whatever is made of a steamer among the people of the town, or of any wholesale desire to get away.

HOISTED STARS AND STRIPES. Steamship Argyle Becomes Officially an American Vessel. The steamship Argyle, lately purchased by Jerome & Hill, of San Francisco, from her Scottish owners, formally changed her flag yesterday afternoon, and is now an American craft. The ceremony was very simple, and was held on the wharf, where the Argyle, which is lying at Alaska wharf, had been cleared of her cargo and Chinese crew, who were sent back to China, and had been thoroughly cleaned and put in order for the transfer. Captain Thompson and his officers who brought the Argyle here are returning to England to take new positions in the service of the former owners of the Argyle, and the new owners, Messrs. Jerome & Hill, and other effects of Captain W. S. Thompson were piled on the deck addressed to Medhurst, Sunset, England. A crowd gathered on the wharf to see the change of flags made. A number of women were on board, as well as Frank Wolsey, local agent of the North Pacific Steamship Company; James Jerome, one of the owners; and Mr. Dodwell, Pacific Coast manager for Colwell & Co., the sellers of the ship; Collector of Customs Patterson and Deputy Collector Eike. The English flag was hoisted from the staff on the poop of the vessel, and a large American flag in a ball had been hoisted to the head of the mainmast. Two sets of halliards had been raised on the poop and when all was ready Mr. Dodwell pulled down the British flag, Mr. Jerome at the same time hoisting an American one. The whole ceremony did not last long, and when it was completed the Argyle was an American steamer. Mr. Jerome then ordered the flag at the main truck "broke out," and a slight pull on a line released it, and the Stars and Stripes floated out above all. The owner and his guests then adjourned to the cabin, where preparations for celebrating the event had been made, and the toast of success to the new addition to the American merchant marine and her new owners was drunk.

DUE TO A WEAK LINK. Why Log Raft Broke—Discussion as to Danger From Rafts. J. A. Fastabend, who has been building log rafts at Stella, Wash., was in Portland yesterday. He thought the cause of the last raft breaking in two on the ocean was a weak link in the main chain which runs lengthwise through the center. This broke at a point about one-fourth of the way from the stern, and forward end, so that about a quarter of the raft was lost, the piles scattering about the sea to be finally thrown upon the California coast. He therefore considers it two chains necessary to provide against a repetition of the accident. He scouts the idea of loose logs being dangerous to shipping, as the chances of collision are remote, and even should a vessel strike a spar with full force the timber would glide off without injury. "Of course, if we were to lose a whole raft," he said, "there would be a minor loss as long as it held together, but we have not lost any which held together for any length of time." The last raft, he said, was quite a sea monster, being 90 feet long, or as long as three of Portland's blocks, not counting the streets. Its beam was 64 feet and its depth 22 and it drew about 20

MEIER & FRANK CO. YOUR FALL HAT. Is deserving of some attention now, and should be of interest to every good dresser. Some of the styles for Fall are modified, others much changed, but no matter what fashion has decreed you will find every hat in our stock correct in shape. Our lines of FEDORAS AND DERBYS at \$2.50 are extraordinary strong values. In Fedoras we show them in the new golf shapes in raw edge and trimmed in black, brown, otter, Nile and pearl. Our non-destructible derby for this season is an extremely fashionable hat and is shown in black, brown and hazel. Come in and let us fit your head. WHEN YOU SEE IT IN OUR AD IT'S SO. MOYER CLOTHING CO. Popular-Price Clothiers. BEN SELLING, Manager. Corner Third and Oak Streets.

RATE REDUCED TO CHICAGO. For the occasion of the National encampment of the G. A. R., the O. R. & N. will sell on August 21-22 round-trip tickets to Chicago at a special rate of \$71.50, tickets good for 90 days, with stop-over privileges returning. Three trains daily via the O. R. & N. give the choice of many routes, and the train service is unexcelled. For tickets and further information call on or address V. A. SCHILLING, City Ticket Agent, 80 Third street, corner Oak. LOW RATES TO THE EAST. For the Grand Army Encampment, the Rio Grande Western Railway will sell, August 21 and 22, tickets, Portland to Chicago and return, at the remarkably low rate of \$71.50. Passengers have their choice of going either via Kansas City or Omaha, and returning the same way, or via St. Paul. To return via San Francisco, \$1.50 additional. The Rio Grande Western is the only transcontinental line passing through Salt Lake City. Passengers are afforded a daylight ride up the Columbia River and through the heart of the Rocky Mountains. Millions take it; thousands praise it; YOU should see it—Hoods a Sarsaparilla.

H. LIEBES & COMPANY OF PORTLAND. Manufacturers of Sealskin Garments and Fine Furs... Furs Remodeled. SealSkin Jackets and other Fur Garments remodeled at astonishingly low prices during Summer season, latest styles and best workmanship guaranteed. Our new and exclusive fall styles in Jackets, Capes, Etoles, Storm Collars, Animal Scarfs, Novelty Garments, etc., are now ready. Inspection respectfully solicited. 285 Morrison St. Portland, Oregon. Jno. P. Plegemann, Manager. Oregon Telephone Main 24.

CRAWSTON & COMPANY Heating and Ventilating Contractors. Estimates Furnished on Steam and Hot Water Heating, Dealers in Engines, Boilers, Machinery & Supplies. 48 and 50 First St., Near Pine. Telephone Main 137. PORTLAND, OREGON. S. S. Logan, of Troutdale, has gone to Albany to attend the funeral of his mother, Mrs. Martha Logan, who died there Sunday, August 20. She had lived there 75 years. G. W. Gay, a well-known resident of Mount Tabor, has just returned from a bicycle trip to Everett, Wash. He made the journey by easy stages, and had a pleasant time.