OLDS & KING

Papier Mache Masks for the Carnival, in Large Variety

New Autumn Ideas in
MEN'S SHIRTS AND SOCKS

LAUNDERED PERCALE SHIRTS
In decidedly chic effects; striped or figured, in light and dark shades AT $1.00, $1.25 AND $1.50 EACH.

MEN'S FANCY SOCKS
A full complement of the proper things in stripes, figures, checks and plaids. All prices: From 25c to $1.00 pair.

Latest Fads in
Tam o' Shanters
DISPLAYED IN MILLINERY DEPT.
IMPORTED CAMEL'S HAIR TAMS
Plain colors or fancy combinations.
SILK CHENILLE TAMS
Hand-made; cardinal, brown, navy and green.
BRAID-TRIMMED FELT TAMS
Blue, brown and castor, with white trimmings.

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Untrimmed Hats
New and distinctive shapes in fine French felt. Gray, castor and black.

New Things in
Little Folks' Headwear
SECOND FLOOR ANNEX.
IMPORTED CAMEL'S HAIR TOQUES. Fancy striped; bright and dark colors; with large wool tassel.....
IMPORTED CAMEL'S HAIR PULLMAN CAPS. Plain or variegated colors.....
at $1.00 each

Boys' Fall Waists
Complete showing in mixed or all-wool fabrics, ready for school. Materials serviceable, sewing strong and prices a notch lower than usual.

Special Values in
Flannelette Waists
Ages 4 to 12 years. Nice assortment of light and dark colors, plain or striped, only..... 25c

School Shoes
For Boys and Girls
As school opens next Monday many new Shoes will be needed. The well-made, serviceable kinds are here at medium prices.
CHILDREN'S AND MISSES' SHOES
Box calf, buttoned, with heavy soles. Sizes 5 to 8, at $1.50 pr
SAME, LACED ONLY
Sizes 8½ to 10, at.....$1.75 pair
Sizes 11 to 2, at.....$2.00 pair
LIGHT WEIGHT KID SHOES, BUTTON OR LACED, at same prices.
BOYS' AND YOUTHS' SHOES
Kangaroo calf, laced, heavy soles, well made and dependable.
Sizes 11 to 13.....$1.50 pair
Sizes 13½ to 2.....$1.75 pair
Sizes 2½ to 6.....$2.00 pair

When Buying French Flannels
For waists or negligees, you might as well have the newest fancies in colors and designs. We have them.
PRICES, 50c TO 75c YARD.

Ladies' Fancy Hose
Another pick-up purchase at a price. Fine Lisle Richelieu-ribbed Hose. All striped or striped top, with black boot or the reverse; 60c values for..... 29c pr

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BY BUYING NOW
Take elevator to Fourth Floor.

Received Today—More Black Cleopatra Satins
Every yard warranted. Sold in Portland by us only. $1.25 and $1.50 yard.

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THE NEW CLOTH MEXICAN HAT FOR GIRLS
$1.25 each

We Make a Specirity of
CHILDREN'S JACKETS REEFERS and LONG COATS
Good materials stylishly made into durable garments.

FOR FALL WAISTS

All-Wool Flannels at 45c yard—In gray, slate, blue gray, heliotrope, lavender, violet, light blue, medium blue, Yale blue, green, purple, magenta, cardinal, etc.

Best Quality French Flannels at 60c yard—In a superb collection of latest colorings.

Best Quality French Figured Flannels 75c yard—In polka dots, bow knots, fleur de lis, stripes, etc.

Swedish Down Flannels 18c yard—In all designs found in French flannels, Persian effects, dots, stripes, bow knots and figures.

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NEW
Silk and Wool Poplin Broches
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French Ottomans and Zibellnes
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All that is new in finest qualities of high-grade Black Dress Goods is represented in our Black Goods stocks.

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Have you seen the NEW PANTHER CLOTH?

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RAINY-DAY SKIRTS
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LADIES' AND CHILDREN'S GOLF CAPES
TAILOR-MADE SUITS

NEW
Walking Hats
Trimmed Millinery

590TH FRIDAY SURPRISE SALE

Tomorrow Only

Ladies' Shoes

Dongola Lace Shoes, with medium or heavy soles, patent leather or stock tips, military heels, kid or vesting tops. The shoes are new, neat and dressy and the latest styles. All sizes and widths.

TOMORROW ONLY

$2.10 a Pair

SEE DISPLAY IN FIFTH-STREET WINDOW.

New Autumn Millinery
In complete assortments including Ladies' and Children's Trimmed and Ready-to-Wear Hats, Fancy Feathers, Autumn Flowers, Braids and Trimmings of every description.

Ladies' Tailor-Made Suits
Fine specimens of man-tailoring in all the new effects and materials, from $10.00 up.
Our showing is much more elaborate than can be expressed here.

A Great Showing of
French Flannel Waists
Foremost and most exclusive effects in hemstitchings, tuckings, pleatings, ribbon, silk and velvet trimmings. All the new colorings represented.
$4.00 to $7.50 each

Elegant lines of Silk Waists, Silk Underskirts, Dress Skirts, Jackets, Furs and Golf Capes.

Novelty Neckwear
The latest Parisian fad—Neck Ruffs of Liberty net or taffeta, plain or chenille trimmed, with long flowing ends.
Fancy Ties, button or tassel effect.
Ostrich Boas, at all prices.
Fancy Stocks, with two-toned bows.
Novelties in Chiffon and Liberty Silk Neckwear.

Ladies' Umbrellas
26-inch length; gloria, taffeta and twilled silk and serge, with Princess, horn, pearl, natural, Congo, oxidized, gilt, silver or gun metal handles.

New Carpets
The new Carpets are ready, and interest in their sale rises steadily. The variety, beauty and general excellence of the goods are beyond criticism, and the prices will amaze all; in fact, it is sheer extravagance to buy elsewhere before making comparisons here.

Draperies
Nothing adds so much to the beauty of a home, as rich and effective draperies. Our stock for this season was carefully selected, and contains nothing but new and stylish materials.

Before Buying
Silverware
Call and examine our new shipments of the latest shapes and patterns of Tea Sets, Sugar Bowls, Butter Dishes, Bonbon Dishes, Cake Baskets, Fruit Baskets, Mugs, Napkin Rings, and in fact everything that comes under this heading.

When In Need of Clothing
Bear in Mind
That in our Clothing Department you can find a most complete stock of Men's and Boys' Fall and Winter Suits and Overcoats, and everything desirable in furnishings. Unmatchable values in

Men's Suits
All-Wool Oxford Gray Worsted Cheviot Suits,
$10.00, $12.50 and $15.00
All-Wool extra quality Melton Suits, single or double-breasted,
$12.50 and $14.50
Oxford Gray Worsted Prince Albert Coats and Vests, silk-faced lapels, very swell and the latest..... $22.50

Trousers
For tall, short, thin, stout or medium-built men, from
$3.00 to $7.50

Fancy Vests
Very handsome patterns from
$2.25 to $6.50

Boys' School Suits
Double-breasted Two-piece Suits, neat, serviceable patterns $3.00
All-Wool Two-Piece Suits, double seats and knees, fancy mixtures and checks $3.50
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FREE— School Supplies
With each Boy's Suit sold will be given 1 bound slate, 1 pencil pad, 1 ink pad and 1 scholar's companion containing ruler, lead pencil, slate pencil, pen and penholder.

A Great Boys' Waist Special
Fine quality Percale Waists, light and medium colors, neat stripes and figures; regular 50c values, each.... 28c

MEIER & FRANK CO.

ALL WITH HARRIMAN

He Will Decide as to the Ogden Gateway.

CALLED FOR TRAFFIC STATEMENTS

Upon the Showing They Make the Question Will Be Decided Soon —Effect on Portland.

Steps toward the closing of the Ogden gateway are in progress. It is understood that the O. R. & N. and the Oregon Short Line do not desire the gateway closed, but the Union Pacific does. E. H. Harriman is at the head of the executive board for all three properties. He has ordered from the auditing departments of the O. R. & N. in Portland and Oregon Short Line in Salt Lake City statements showing in detail the business received by them from the Utah-Colorado lines at Ogden. These statements have been prepared and sent to Mr. Harriman. From them it is expected a conclusion will be reached that will determine whether the Ogden gateway will remain open or be closed. Those who are in a position to judge say that unless a distinct loss of revenue will follow the closing of Ogden it will be closed. That is, other things being anywhere near equal, the Utah-Colorado competitors of the Union Pacific will be shut out. This being true, few would be surprised to learn of the closing of the Ogden gateway any day; and yet it may remain open.

It is not expected, however, that that gate will be shut with a bang and the unfeeling notice "Keep out" nailed across it. That could be done in years past, when competition was not so brisk and the avenues for diverting traffic were less numerous. Since the Ogden gateway was opened in 1894 the business public has come to regard it as in the line of promoting fairer methods in transportation. The experience of Oregon and Washington when the Union Pacific closed the gate and operated the O. R. & N. as a part of its system was not satisfactory. Local interests had no show. The O. R. & N. was used as a feeder for the Union Pacific, and the Northwest was milked for the benefit of the big corporation. The Union Pacific has been subjected to heavy squeezing since then, has gone through bankruptcy court and undergone complete reorganization and change of management. It would not necessarily follow that the old policy would prevail if the Ogden gate should be closed and the O. R. & N. and Oregon Short Line be wholly absorbed in the Union Pacific system as before. But the experience of the past makes Northwesterners, and particularly Portlanders, view with a critical eye every step in the direction of the old condition. Closure of the Ogden gateway is expected to come rather in the form of arbitrary rates and unequal divisions and other indirect ways than in a direct refusal to accept traffic on through mileage basis. This would be the more diplomatic way of accomplishing the result, and it would be not one whit less effective.

What effect closing the Ogden gateway would have on Portland is not entirely clear. At present the Utah-Colorado lines, which can reach Portland only through Ogden, maintain offices here, and active corps of solicitors. These men are to a large extent working for the O. R. & N. and Oregon Short Line, without costing those companies a cent for wages or expenses. They drum up large numbers of passengers and vast quantities of freight from this territory for their lines. None of this business can reach their lines until the O. R. & N. and the Oregon Short Line shall have hauled and delivered it at Ogden. So the Oregon roads get this traffic without an effort. The same is true of west-bound business. The Rio Grande lines and the Colorado Midland are legging for Portland, for the Northwest, in order that they may get a portion of the haul, delivering to the Oregon Short Line at Ogden. The Missouri Pacific, the Rock Island and the Santa Fe are also to a considerable extent Ogden gateway roads. Having all these lines advertising and pulling for the Northwest is an advantage. They make known the strong points of the country, induce tourists to come hither, and are in every way active agents for Oregon and the Pacific Northwest.

Offices of the Rio Grande Western, Denver & Rio Grande, Colorado Midland, Chicago, Rock Island & Pacific, Missouri Pacific, and Atchison, Topeka & Santa Fe are maintained in Portland. The first three would probably be withdrawn if the Ogden gateway should be closed; at any rate the forces would be greatly reduced. The others would also probably reduce the number of men employed here.

These are among the losses Portland and the Northwest would suffer by closure of the Ogden gate—lack of interest on the part of powerful factors in our prosperity, and direct loss of business houses.

As to whether the Union Pacific would compensate for these losses there is much question. It is conceded that it might do so. To have a big, united transportation system pulling for Portland might be better in all ways than to have the good will of several fragments of systems. If the Union Pacific should pull for Portland as the Northern lines do for Puget Sound or the Southern lines for San Francisco, it might be a distinct gain to us to have the Union Pacific interests unified and amalgamated, with every side door closed. But if the Union Pacific interests should do as was done before, and crowd the Coast jobbers into thinner trade territory and expand the reach of Missouri River jobbers to our very doors, it would be bad for Portland and Oregon. They might be forced to desperate measures for relief, for it is not to be supposed that in this day they would submit to being caged and plucked for any transportation line or system.

The profits from the O. R. & N., the Oregon Short Line and the Union Pacific to a large extent go into the same pockets. If Mr. Harriman shall find that the extra business to be gained by the Union Pacific by closing the Ogden gateway will be equal to the earnings of the Oregon Short Line and O. R. & N. from the Ogden lines, the gate will probably be closed, in one way or another. If it shall be found that revenue coming through Ogden to the Oregon Short Line and O. R. & N. exceeds the sum that might reasonably be expected to be added to the Union Pacific treasury by closing the gate, then the gate will probably remain open. There are subsidiary matters to be considered, of course, but this is the main question, and a decision may soon be expected.

PRAISES PORTLAND

Prominent Illinois Politician Says Pleasant Things of the Town.

William Warder, of Cairo, Ill., who, as president of the Senate, has served temporarily as Governor during the latter's absence, is at the Perkins with his family. He has been touring the West for pleasure and information, and expects to spend the remainder of the month on the Pacific Coast. Mr. Warder said to a reporter:

"Since leaving Chicago we have visited Salt Lake City, Omaha and a number of other Western cities, but nowhere have we found such evidences of growth, progress and prosperity as meet us on every hand here in Portland. Your increase in population of nearly 100 per cent in the last 10 years practically places your city at the head of the list in the matter of growth, so far as population is concerned, but what must impress a stranger from the East is the appearance of heathful activity and business push which characterizes your city.

"Portland is certainly the Queen City of the Northwest, and one of the most beautiful and attractive cities in the United States. Your Street Fair and Carnival are wellnigh perfect, and the courtesy, hospitality and accommodation of your citizens reminds me of New Orleans during the Mardi Gras festivities.

"In traveling some 2500 miles I have had occasion to form some opinion of the drift of political opinion west of the Mississippi. It is undoubtedly in favor of the re-election of President McKinley. It is seldom you meet a business man who is for Bryan and free silver.

"As for Illinois, it is safe for McKinley and Roosevelt by 100,000 majority, and Judge Yates will be elected Governor by a majority equally large. The Democrats are trying to get the Legislature, as the state was gerrymandered by them in 1893, but they will not succeed.

"I rode a day with Senator Allen, of Nebraska, as I was coming through Idaho. He was on his way to Boise City to make some speeches under the auspices of the Democratic National Committee. He is a most companionable comrade, and a fine type of the Western gentleman. He was busily occupied in reading, not a political campaign textbook, but an old brown, time-worn volume of 'Dick's Philosophy of Religion,' which bore the name of his mother. He told me she had been a teacher in an Arkansas female college, and that his father was a missionary preacher among the Indians. He loved to read the old book because of its associations, he said, and because of his fondness for researches of that kind. And so much I learned of the man who broke the record for long speeches in the United States Senate."

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FOR THE BREWERS' STAKE

GOOD CROWD WITNESSED FINE RACING AT IRVINGTON PARK.

Scappoose Landed the 2:18 Pace, and Arkita, the Unknown, Took the 2:30 Trot.

Increased attendance marked the second day of racing at Irvington, under the management of the Portland Driving Club Company. Yesterday fully 1500 people gathered at the track to witness the sport. Outside of the delays caused by numerous scores, Portland people witnessed one of the most eventful days of racing ever witnessed in this city. All heats, as well as the half-mile run, were very closely contested. The 2:18 pace, the Brewers' stake, was an exceptionally fast and interesting contest. The 2:40 trot took five heats to decide. Arkita won the first two heats, then lost the next two to Alteno and won the last, through the substitution of Driver Stetson in place of Grocut. The driving of Stetson was very commendable in this last heat, as he won the race for Arkita by his superior horsemanship. The start in the half-mile dash was one of the prettiest ever witnessed anywhere. Starter M. White deserves praise for the manner in which he lined the horses and started them in that run.

C. A. Willis acted as presiding judge, and C. F. Harper and E. W. Spencer were his associates. Ivan Humason was substituted in the place of Mr. Spencer in the 2:40 trot on account of Mr. Spencer owning Claymont, who had been entered for that race. The timers were Frank Hoburgh and Frank Sechtem. Driver Stetson and Driver Castro, of Ben Bolt and Mack, respectively, were fined $5 each for scoring ahead of the pole horse, Scappoose, in the third heat of the 2:18 pace. The first race was called promptly at 2 P. M., which the spectators appreciated. Weather favored the sport in the highest sense. No better day could be had under any sky. While the air was clear, the temperature was not either cold or hot, and all enjoyed it to the utmost.

After a short delay occasioned by the checkrein of Scappoose breaking, they were sent away to an excellent start for the first heat in the 2:18 pace. Scappoose broke on the first turn. At the quarter the positions were: Al Me first by half a length; Ben Bolt second by three lengths; others strung out. At the half Ben Bolt led by 10 lengths; Mack was second by five; Al Me third, and Scappoose fourth, the last two being close together. Barnacle was away in the distance. At the third quarter there was no change, and Ben Bolt won easily by three lengths. Mack was two lengths ahead of Scappoose, who was third. Al Me and Barnacle were distanced. Time 2:18.

The second heat started on the second score. Ben Bolt led to the stretch, being closely pressed by Mack. Scappoose, who was then eight lengths away, came very fast, and won easily from Mack, who led Ben Bolt by a head. Time, 2:16½.

Scappoose again caused delay in the third heat by breaking a second checkrein. After numerous scores the horses were sent to an excellent start, Scappoose leading all the way and winning easily from Mack, who was four lengths ahead of Ben Bolt. Castro, driver of Mack, and Stetson, driver of Ben Bolt, were each fined $5 for scoring ahead of the pole horse, Scappoose, in this heat. Time, 2:20.

Continual breaking of Ben Bolt caused a short delay in starting the fourth heat. The word was finally given to a perfect start. Scappoose having the heat practically to himself, winning by 15 lengths from Ben Bolt, who was a length in the lead of Mack. Time 2:25.

The 2:40 Trot.

After three breakaways the word was given to a fair start in the first heat of the 2:40 trot. Arkita was first at all quarters, winning easily by two lengths from Mount Hood. Claymont was third, Altena fourth and Twilight, who broke at the start, received the flag. Time, 2:23¾.

In the second heat Arkita again led from start to finish, winning by three lengths from Altena; Mount Hood third, Claymont fourth, and Mack Mack just saving distance. Time 2:21¼.

Arkita broke just after the word in the third heat. Altena took the lead and held it to the wire, winning easily by three lengths from Arkita, who led Claymont by the same distance. Time, 2:21½.

The fourth heat started at the first score, Altena taking the lead, holding it all the way and winning easily from Arkita, Mount Hood third; Claymont was fourth, 10 lengths away, and Mack Mack got the flag. Time, 2:24¼.

But four horses remained to come up for the word in the fifth heat. The judges changed drivers on Arkita, putting Stetson up in place of Grocut. This proved to be very beneficial, Arkita receiving the decision from the judges, although Altena was under the wire first, but both were breaking. The judges set Altena back for gaining and swerving on break. Mount Hood was third, Claymont fourth. Time, 2:23½.

Special Pace.

The third race, the special pace, was almost a walk-over for Alta Norte, who had little trouble in winning three straight heats from Prince Tom, Little Billy being third.

Half-Mile Run.

The half-mile run was the last on the programme. Starter White gave them a perfect go. Brownell was first to show in front of Give-to-Me. At the quarter the positions were: Brownell by two lengths; Give-to-Me half a length in front of Grace W. Brownell won easily by three lengths from Give-to-Me, who was five lengths ahead of Grace W. Summaries:

First race—2:18 pace, Brewers' stake:

Barnacle (Grocut)	dis.			
Mack (S. Castro)	2	2	2	3
Al Me (W. G. Tryon)	dis.			
Scappoose (Moosier)	3	1	1	1
Ben Bolt (Stetson)	1	3	3	2

Time of heats: 2:18, 2:16½, 2:20, 2:25.

Second race—2:40 trot:

Arkita (Grocut)	1	1	2	2	1
Mount Hood (Hellar)	2	3	4	3	3
Claymont (Castro)	3	4	3	4	4
Alteno (Irwin)	4	2	1	1	2
Mack Mack (Simpson)	5	5	5	dis.	
Twilight (Thomas)	dis.				

Time of heats: 2:23¾, 2:24¼, 2:21½, 2:24½, 2:23½.

Fourth race—One-half mile, running:
J. Brownell, 119 pounds (Byrne).....1
Give To Me, 113 (J. Moran).....2
Grace W., 85 (David).....3
Jimmie G. and Red J. also ran. Time, 0:49½.

Third race—Special pace:

Alta Norte (Chris Simpson)	1	1	1
Prince Tom (C. P. Webb)	2	2	2
Little Billee (A. Lance)	3	3	3

Time of heats: 2:18, 2:24, 2:27.

There will be some fine racing at the track today, included in the programme being the 2:20 trot, Hotel stakes, value, $700. Some of the best horses of the Northwest are entered for this event, and every heat will be a horse race worth seeing. The entries are as follows:

First race, 2:20 trotting, Hotel stake, $700—W. G. Eaton's Road Boy, A. Erickson's Claymont, J. Bradley's Oveta, Springer Ormsby's Lady Alfred, C. W. Kahler's Volo, E. B. Tongue's Lovelace, S. Elmore's Vinmont, L. Lindsley's Kittle Caution.

Second race, 2:40 pace, $700—Diodem, Attecora, Arab, Santiam.

Third race, ¾ mile running—Entries close today at 10 o'clock.

BRIDGE REMOVED.

Menace to Bicycle Riders Using the Oregon City Park.

Fred S. Kingswood, chief engineer of the steamer Salem, narrowly escaped serious injury while riding toward Portland on the Oregon City bicycle path yesterday afternoon. He was wheeling along at a rapid pace to a point where a 10-foot bridge had spanned a little gully, and did not notice in time that the bridge had been removed. His wheel plunged into the ditch, and bringing up against the opposite bank, was smashed beyond hope of repair, while Mr. Kingswood was badly jarred, but fortunately no bones were broken.

The little bridge in question had been removed once before, and placed across the track of the East Side Railway by some malicious persons, but was discovered in time to prevent accident. The scenes is three miles north of Oregon City, and the path belongs to Clackamas County.

Mr. Kingswood is one of those wheelmen who believed in the bicycle tax and who is sorry the law has been annulled in regard to its collection. He says the parks of Clackamas County are now going to ruin, and in a short time will be unfit for travel, unless some fund is provided for their repair. He hopes to see a tax law, with some modifications, enacted at the next session of the Legislature.

A DAY'S OUTING.

Those desiring to spend Sunday in comfort should take the O. R. & N. train to Bonneville Sunday and enjoy the magnificent scenery and cool breezes to be had under the pine trees at Bonneville. Train leaves Union depot at 9 A. M. Returning, train reaches Portland at 4:30 P. M. The very low rate of 50 cents for the round trip is still in effect. This rate is good on Sundays only.

Return of All Pastors Requested.

Dr. L. E. Rockwell, of Centenary Church, is pleased with the request of the official board for his return to that charge for another year. He says: "I cannot say that I will accept, but the final disposition will be made by the bishop presiding at the Oregon conference, which convenes next week."

The last official meeting of the Board of Trustees of the Sunnyside Methodist Church will take place tomorrow evening. It is expected that a request will be made for the return of Dr. Elworthy to that charge for the ensuing year. He has been there for about two months. All the prominent East Side Methodist churches, through their official boards, have requested the return of the present pastors by the coming conference.

RACES!

High-Class Racing.

Trotting, pacing and running, Irvington Park, today.

The action of Carter's Little Liver Pills is pleasant, mild and natural. They gently stimulate the liver and regulate the bowels, but do not purge.

THE GALVESTON RELIEF FUND

Indorsement of Mayor Rowe and President Taylor.

Referring to the call of Archbishop Christie for funds to relieve Galveston and vicinity, Texas, we heartily concur in the same and strongly urge not only the people of Portland, but of the entire State of Oregon, to respond to the utmost of their ability. All banks of Portland will act as recipients of funds, as will also His Grace Archbishop Christie, Assistant Secretary E. C. Masten, of the Chamber of Commerce, and the undersigned. The funds collected will be delivered to a treasurer selected by the Archbishop and ourselves; to be sent to the proper authorities in Texas. Receipt of contributions will be acknowledged through the columns of The Oregonian.

H. S. ROWE, Mayor of Portland.
GEORGE TAYLOR, Jr., President of Chamber of Commerce.

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