OLDS, WORTMAN & KING

CONDENSED LIST OF BARGAINS FROM SUNDAY'S OREGONIAN.

"Royal Worcester" Corsets worth $3.50, $4.00 and $4.50 at.....$2.27 ea
All White Dresses for children of 4 to 14 years, specially reduced.
Ladies' Black Dress Skirts, worth to $12.50, at...$6.57 ea
New Colored Dress Goods, all-wool $1.25 grades, at 92c yd
Odd lines of Fancy Silks to $1.25, to close.....47c yd
Ladies' 75c White Lisle Vests, sleeveless, only.....47c ea

Show Your Colors for July 4th.

Everything wanted for decorating is here and reasonably priced.
Muslin Flags on sticks from 3c to 20c each.
Silk Flags, mounted, from 5c to $1.50 each.
Wool Bunting Flags from $1 to $25.00 each.
Fast color Cotton Flags with stars and stripes cut and sewed. Mounted from 10c to $1.50 each. Unmounted from $1.25 to $3.00 each. COLORS ABSOLUTELY GUARANTEED. SOLD BY US ONLY.

Ladies' Handkerchiefs
About Half Price.
100 dozen of Richardson's pure linen go on sale today.
At 19c, were 30c and 35c
At 25c, were 40c and 50c
All hemstitched with ¾ to 1-inch hems.

Sale of Perfumery
Fine French Make
In all the leading odors, only
10c oz.
Cheap at 25c, our usual price.

Genuine Scotch Ginghams Only 17c yd.
A huge importation of choicest stripes, checks and plain colors; sold everywhere at 25c. Remarkably low at 17c yd.

Colored Satin Cameo Bed-Spreads
Perfectly fast colors, fine $2.75 grade, unequaled for summer use, only, ea $1.98

From a long list of
Ladies' Shoe Bargains
We mention just two $3.50 Oxfords for street or golf; 5 styles including tan Russia calf at, pr... $2.98
$1.50 and $1.75 Oxfords, 4 smart styles, black and tan at, pr..... $1.18

Two Price Wonders in Rugs
AXMINSTER CARPET RUGS noted for durability, $20 grade at, ea... $16.50
ALL-WOOL SMYRNA RUGS, best quality, bureau size; were $3.75, now, each..... $2.85

Gigantic Sale of
Granite Iron, Tinware and Kitchen Furnishings
Two full carloads of equipments for the home and many seaside and outing specialties.
All Sharply Reduced
A few prices:
Granite Iron Wash Basin 9c ea
2-qt Preserving Kettle 28c ea
Pie Plates.....7c ea
No. 8 Tea Kettle.....59c ea
Sea air will not rust them.

Big Clean-up in Street Hats
We need the room of 600 hats worth from 50c to $2.00, so offer them today and tomorrow at
10c each
for quick closing; many styles for ladies and children's outing wear among them. See window.

Today we offer at very great reductions a choice lot of Ladies' White Waists. Don't fail to see them.

A Big Cut in Boys' Waists
Our entire stock white and colored. Best qualities we've ever owned.
Were 25c to $2.00 ea; now 20c to $1.29 ea.
"Mother's Friend" and blouse styles.

Lipman, Wolfe & Co.

GREAT SALE OF LEATHER GOODS

BARGAINS IN
Telescopes
Suit Cases
Hand Satchels
Shawl Straps
Shoulder Straps
Purses, Bags
Valises
Pocket Books
Belts, Etc.

Sale of Embroideries.
Closing-out Sale of Bicycle Sundries.
Sale of Children's Gingham Dresses.
Sale of Millinery.
Sale of Camping Blankets.
Sale of Hammocks.
Our Entire Stock of Ladies' and Misses' Spring Jackets at 1-2 Price.
Sale of Petticoats,

Meier & Frank Co.

From Sunday's Oregonian

Great Sale of Wash Goods for Three Days

Flags of all sizes, silk, wool or cotton, 2c doz. to $19.00 each. Special sale of boys' wash suits.

Parasols at ½ off regular prices. All high class costumes at cost. Bathing suits for ladies and children. Sale of lawn dressing sacks.

Hammocks, trunks, suit cases, picnic baskets, croquet sets, tennis goods, camp stools, etc., etc.

MEIER & FRANK COMPANY

GLAD TO RETURN HOME

THYRA'S SOLDIERS HAD ENOUGH OF PHILIPPINE SERVICE.

Quarrel With the Commissary Department the Only Incident of the Trip to Portland.

A happy crowd poured off the United States transport Thyra at 6 o'clock yesterday morning, when the inspection of the ship by the customs officers and the other red tape of the Army department had been complied with. The men had been kept in restraint for the 30 days' trip from Manila, and were eager to tread again the solid earth. There were 234 passengers on board, including the officers. Eighty were members of Company B of the Thirty-eighth Infantry, United States Volunteers, and the others were members of miscellaneous companies and discharged regulars and volunteers. In a few minutes after permission to disembark had been given the men scattered all over the city. All day they were seen on the streets, dressed in their picturesque khaki uniforms, with wide-brimmed hats, their faces bronzed from exposure to the tropical sun. The men were well treated, and were, with one or two exceptions, uniformly well behaved. Discipline was well preserved in the ranks of Company B, and at 8:30 A. M. the men were marched to the Union Depot, where the train was taken for San Francisco, which is the mustering-out point of the company. The remainder of the men will leave the ship today. Most of them will be provided with transportation to San Francisco by the United States Quartermaster's department.

While the trip over was uneventful, it was marked with all the discomforts incidental to life for 30 days on one of the Government transports. And the men say that these discomforts were emphasized by the peculiar unfitness of the Thyra for serving as a transport for troops. To the visitors that thronged the ship yesterday, the men told their troubles in voices by no means soft and guarded.

"Look here, ladies and gentlemen," called out one of the discharged soldiers, as if "spieling" for the sideshow of a circus, pointing at the same time down into the hold, where the bunks for the men were visible. "Look down there, ladies and gentlemen; see those bunks built in the horse stalls, and see where Uncle Sam keeps his hired men, his old war horses. Isn't that a pretty place for men to live, crowded in there like a band of cattle? I don't wonder, girls, that you leave in disgust," he shouted after a group of feminine sightseers who had peeped down into the hold and then concluded that their sightseeing trip was at an end.

The usual complaint was made of the quality of food furnished in the messes. One cookhouse on deck furnished all the food for the men. "How was the grub?" repeated a discharged soldier of the Third Infantry of the regular service. "Well, it was the usual order of tough eating that is served on the transports; no better, and if anything, a little worse. Toward the end of the voyage the beef became rotten and unfit to eat, but it was dished up to us every day just the same. What would you think yourself of a meal where the bill of fare consisted solely of evaporated peaches and potatoes stewed with the jackets on. That, with hardtack and the beef, made up the regular subsistence issued on one day of the trip. On the other days it was just about as ample."

A quarrel with the commissary department made up a rather spicy incident of the trip. One of the men in a group who were discussing the trip with an Oregonian reporter said: "You see, because the board was so bad three or four of use used to club together to buy extras from the Quartermaster's department. Canned meats and peaches, hams and other staples and delicacies could be bought to supplement the scanty rations furnished us. Well, there was the usual attempt made to charge us more than the regular price for the goods. There is supposed to be an official price list posted in several places about the ship. This was not done, and we were forced to pay $3 50 for a ham for which the regular price was $1 50. We soon got enough of this. Some of the men knew what the regular price of the goods was, and they carried the matter up to the Captain in charge of the troops and to the Chief Quartermaster. They, of course, were interested in protecting the men. They immediately changed the system, caused the list of prices to be published, and had a notice posted saying that all the men who had been overcharged, according to the official notice, could have the difference refunded. The notice to that effect, signed Edward W. Lang, Quartermaster's clerk, is posted in the quarters of the men below the main deck."

Captain Edwardson, First and Second Mates H. Hovarson and O. Johnson, report that the voyage was without incident in so far as management of the steamer is concerned. The vessel left Manila on June 1 and arrived at Nagasaki, Japan, on June 7 at 7 P. M., and leaving June 8 at 6 P. M. Coming across, the ship went as far north as 52½ degrees, coming in sight of the Andreanowsky group of the Aleutian Islands. The weather was cold and foggy, although the trip was smooth, only two days of rough weather being experienced. The men suffered a great deal from the cold weather, and kept to their bunks and under their blankets most of the time, reading novels, except when they huddled around the smokestacks, shooting craps for amusement. The men kept in good order, and the sight of an unruly soldier in irons was rare. Company B had quarters on the main deck over the coal bunkers, which were considered highly desirable on account of their warmth, although yesterday they seemed exceedingly close and stuffy, the iron sides of the ship being well heated by the sun.

This trip of the Thyra was unexpected, according to the talk of the officers. The Kintuck had been slated for the trip, but was delayed in quarantine at Nagasaki, and the Thyra was accordingly transferred to the run upon arriving at Manila. When the Thyra reached Nagasaki the Kintuck had still five days to serve of its quarantine.

This is the last trip that the Thyra will make as a Government transport. There is some difference of opinion as to whether the Thyra will go out of commission here or in San Francisco, but it is understood that the vessel will go out of commission here, where the vessel originally went into the service of the Government. According to the officers, it will take at least three weeks to put the ship in the same condition as it was when it was first chartered, the interior arrangements having been greatly altered to provide stalls for horses.

Conditions in the Philippines are quiet, according to all the men and officers who were interviewed. The only excitement was in getting the volunteer regiments ready to return to the United States. "We were all glad to leave Manila," said one of the men. "There was nothing doing there to speak of. The capture of Aguinaldo made a little flurry, and also put a stop to the continual rumors of uprisings in this and that province. Aguinaldo is certainly what we in the Army call a 'warm dog.' He has a commissioned officer chasing around with him all the time. Although he is nominally in captivity, the restraint under which he is kept is not irksome, and the wealth that he has is ample to provide him with all the luxuries and comforts that any man could wish for. Most of the American volunteers are glad to get back to this country. They do not like the climate, and few desire to remain, as there are few opportunities there for a white man, and especially one without capital, who would have to be a laborer."

The officers who returned with the Thyra are: Captain D. F. Allen, Captain Ross A. Nichols, First Lieutenant A. J. Brown, Second Lieutenant A. C. Davis, Thirty-eighth Infantry, United States Volunteers; First Lieutenant S. Friedman, A. A., Surgeon U. S. A.; Captain W. G. Fleischhauer, Thirty-eighth Infantry, United States Volunteers, transport Quartermaster; Edward W. Lang, clerk Quartermaster Department; H. Boardman, electrical engineer; C. Gormie, assistant electrical engineer.

Casual passengers—Clarence E. Long, Regimental Quartermaster Sergeant; G. W. Yolland, Corporal Company G; H. Faulkner, private Company G; J. R. Weatherman, private Company G; C. McMahon, private Company F; O. Parshal, private Company F; J. Hindermeir, private Company H; C. Wallenhauppt, private Company H; Henry J. Klein, private Company C, all of the Thirty-eighth Infantry; William A. Hueston, Frank J. Torch, Charles H. Brown, Harry W. Hutchinson, privates of the Hospital Corps.

The following were deported from Manila for various reasons, most of them being soldiers who have been dishonorably discharged: Smith Collins, William Henderson, L. M. Smith, Edward Brennan, Sam Meyers, James Ready.

There were 80 enlisted men of Company B, Thirty-eighth Infantry, United States Volunteers, and 126 discharged soldiers.

ROUTE OF THE PARADE

STORES AND HOUSES TO BE DECORATED ON THE FOURTH.

Manufacturers, Trades Unions and Civic Organizations Are Preparing Attractive Displays.

The line of march for the Fourth of July parade follows:

Form on First and Madison.
North on First to Morrison.
West on Morrison to Fifth.
North on Fifth to Washington.
East on Washington to Third.
North on Third to Couch.
West on Couch to Sixth.
South on Sixth to Salmon.
West on Salmon to Park.
South on Park to Market.
West on Market to West Park.
North on West Park, passing the reviewing stand opposite the Park-Street School.

The column will then continue far enough on West Park street, so that the divisions may leave the line at the most convenient point without checking the column. The divisions and organizations will then proceed by the most direct route to their quarters.

Mayor Rowe will review the parade.

The Fourth of July parade committee yesterday announced the line of march for the great pageant that is being worked up under its direction. The reason for announcing the route at this time is to give the merchants and citizens, whose places of business and homes are along the route, ample time for the decorations that are an important part of the Fourth of July celebration. The details of the organization of the parade will be completed in a day or two. Organizations have until today to announce their intention of parading, and to inform the parade committee or Grand Marshal Summers. At the meeting of the Fourth of July committee this evening in the Chamber of Commerce building, all the details of the celebration will be considered.

The members of the parade committee appeal to representative citizens for assistance and co-operation in getting a large and well-decorated turn-out of traps for the floral division. This will be an attractive feature of the parade if those having traps will co-operate with the committee. The manufacturers and the trades unions are urged by the committee to make suitable displays. Another feature that the parade committee is desirous of obtaining is a company of riders of the Portland Hunt Club.

Following are the details of the formation of the column: The marshal's headquarters will be at Madison and First streets. With his staff he will be at this point at 1:30 P. M., sharp. General C. U. Gantenbein has been appointed chief of staff, and all aids will report to him at 1:30. I. N. Fleischner will have full charge of the bands, and will order them to report at designated points in the column. L. D. Cole has in charge the appointing of the committee on awards, and will make all the arrangements so that the committee will have ample opportunity to judge of the merits of all the displays in the parade.

The first military division will be under Colonel Everett and staff. The Third Regiment, O. N. G., with its band, will form on Madison, west of First, right resting on the west line of First.

The Naval Reserve, under Commander R. E. Davis, will form on Madison street, east of First, right resting on the east line of First.

Battery A, O. N. G., under Captain J. U. Welch, will form on Main street, east of First street, with right resting on east line of First.

The second, or floral division, under R. W. Hoyt, division commander, and staff, with Caprivi's band, will form on Main street, west of First, with right resting on west line of First. In this division will be all the floral floats, traps, both single and double, pony carts and children's displays.

Third, or civic division, will be under E. House, division commander, and aids, with Mount Tabor band. This division will consist of civic organizations, together with all floats and displays. It will form on Salmon street, west of First street, with right resting on the west line of First street.

Fourth division, under Hon. R. D. Inman and staff, with Brown's military band, will have all the manufactures' and trades' displays. It will form on Taylor street, west of First, with the right resting on the west line of First.

Fifth division, with Manual Training School's fife and drum corps, will consist of the Swiss societies, together with handsome floats and other features, emblematic of their nationality, showing the dairy industry of our city and state. The Italian colony, representing very largely the gardening industry of Portland, will parade with splendid floats.

This outline of the formation of the parade is subject to correction, as the Chinese are making elaborate preparations for displays. The Painters' and Decorators' Union is also planning to take part. The Order of Lions has a beautiful float, which will be seen in the line of march. There are many other attractions which will be enumerated in detail in the final announcement of the parade's formation.

TRIP TO PACIFIC OCEAN

RIVERS AND HARBORS COMMITTEE WILL SEE THE COLUMBIA.

Members May Go to Puget Sound From Goble and Not Return to Portland Tonight.

The members of the Congressional rivers and harbors committee spent a quiet, restful day yesterday, preparing for their excursion this morning down the Columbia to the jetty. Many old-time friends of the Congressional party called at the Portland Hotel yesterday to renew acquaintance formed in the East, and the Congressmen were delighted to meet former constituents of theirs prospering in the far West. Rev. Dr. Hill, of the First Presbyterian Church, knew several of the party in Illinois, and several of them went to hear him preach. Other members of the party went to various places of worship, and those who remained at the hotel spent the morning reading and writing.

In the afternoon carriages were placed at the disposal of the party and drives were enjoyed around the city. The view from Portland Heights drew forth many exclamations of delight. In the evening several of the guests attended private dinner parties, given by newly-found friends, but the greater number of the party remained in the hotel, resting or listening to the excellent concert by the band in the courtyard.

This morning carriages will convey the guests from the Portland Hotel to Ash-street dock, and at 9 o'clock they will leave on the steamer T. J. Potter, tendered by the O. R. & N. Co., for Astoria, arriving at that place about 2:15 o'clock. The United States lighthouse tender Columbine will be taken for Fort Stevens, and the party, with the Astoria guests, will be taken on cars to the jetty, extending several miles out to sea. At 5 o'clock, on return to Astoria, the party will re-embark on the Columbine to view the jetty on the seaward side, and will then return to Flavel, where dinner will be served at 6:30 o'clock by the citizens of Astoria. At 7:30 the party will leave Flavel for Astoria, but whether they will return to Portland is not yet settled. They may come to Goble and then go on the Northern Pacific to Tacoma, and thence to Alaska, or they make take the cars direct to this city and leave for Tacoma late this evening or early tomorrow morning. The programme after Astoria is visited is not yet decided.

OREGON A TOURIST PARADE

California is by No Means All the Pacific Coast.

The people of Clinton and vicinity who are going to the Pacific Coast on the Epworth League excursion will be interested in any information which will lead to their being the better able to enjoy the trip and see as much as possible of the gradeur of that famed and almost fabled country. The writer, who is thoroughly familiar with the northwestern country, therefore, would make a few suggestions.

The great mistake that many tourists make is to consider California all there is of it, and they return without visiting the north coast, says the Clinton, Iowa, Herald. The extra expense of Leaguers will be a small matter and the country is well worth seeing. Aside from the magnificent mountain and canyon scenery of the Denver & Rio Grande route from Denver to Salt Lake, there is nothing in the United States to compare with the Shasta Route from San Francisco to Portland, and the city of Portland itself and vicinity. There are choice spots, of course, like the Yosemite Valley and the Yellowstone Park, where nature seems to have outdid herself. But we speak now of a regular line of travel.

Going north the traveler leaves San Francisco in the evening, and at daylight comes in sight of the grandest old mountain on the American continent, Mt. Shasta, snow-capped the year around, and magnificent from any and every point of view. All day the train winds around and over this king of snow-capped peaks and on a hot day it is like getting a new lease of life to be fanned by the breezes which have been cooled and freshened by the snow of the summit, and to have the lungs filled with ozone of wintry vigor and refreshing. Early in the evening, the train has dropped down into the beautiful Rogue River Valley in Southern Oregon, one of the richest horticultural, agricultural and mineral valleys of the West.

In the early morning of the next day the tourist finds himself in the far-famed Willamette Valley of Oregon. This valley has been celebrated in history and in story. It is one of the oldest settled countries of the great West. The Americans had settlements here before the hardy Hudson's Bay Company's traders came down from British Columbia and attempted to take the land, and indeed did occupy it for a while, immediately following the war of 1812.

From the regular route of travel through this valley no less than seven magnificent snow-capped mountains are to be seen. The three sisters, Mt. Jefferson, Mt. Adams, Mt. St. Helens and the grandest of them all—the pride of Oregon—Mt. Hood. A mountain which although at no time nearer than 60 miles seems to be only a little way beyond the nearby surrounding hills. Mt. Hood of itself is worth the entire trip. Residents of Oregon love it as they do their homes, almost as they do their families. More tears have been shed by those who have had, for various reasons, to leave the Willamette Valley and seek homes elsewhere, over the loss of "dear old Mt. Hood" than because of all other losses put together.

Mt. Hood has been a comforter in all kinds of distress to the Oregonian. She, the queen of mountains, seems to look down in sympathy upon struggling and burdened humanity. She never looks twice just alike—yet always the same. She seems to take on the mood of the beholder. She "laughs with those who laugh, and weeps with those who weep."

J. C. Weston, of this city, who, although a pioneer Oregonian, "of the days of '49," had never visited the Willamette Valley and Portland until this last Spring, said to the writer: "I do not blame you for being in love with that country. I am sorry I did not stay in Portland longer."

NEW CHRISTIAN CHURCH.

First Contribution of $250 to the Fund Pledged.

Over $250 in five annual payments was pledged by the congregation of the First Christian Church at the service yesterday morning towards a fund for a new church. The service was attended by Dr. George W. Muckley, National secretary of the Board of Church Extension, and Dr. William F. Cowden, superintendent of missions in the Northwest. Dr. Cowden preached in the evening on the work of the Christian Missionary Society. He used a large map, showing the number of churches helped in the United States and the places calling for help. This board has for its specific work the employment of pastors and evangelists. It is now turning its attention to city evangelization and the new fields—Manila and Porto Rico. It understands the importance of Portland as a religious center and will come with its help to aid the first church during the building period.

Dr. Muckley preached in the morning from Psalms lxvii:7: "God shall bless us, and all the ends of the earth shall fear him." He said in part:

"Where the blessing of God is not, there is degradation, want and despair. The Palestine of today is not the Palestine of David, with its fruitful fields and happy peoples; nor that of Solomon, where the temple arose a habitation to our God. Righteousness exalteth a nation, but sin is a reproach, yea, the destruction of any people. This is demonstrated on every hand and we must get ready for the implanting of the truth which makes for righteousness. The evangelist is on the very front line of battle winning victories, and we must be ready to garrison the places taken. No church is fully prepared to do this without a building adequate to the local demands. I have been all over Oregon, and in nearly all the towns and cities we have good buildings. Here we are in Portland without a building suited to your needs, but you are soon to remedy this, and our board comes to aid you. I am profoundly impressed with your resources in this mighty empire, and coming multitudes of people will occupy these beautiful valleys, and we owe much to these people, and must pay the debt. Our boast is not in a great people, but in a great cause. 'In the cross of Christ I glory.' We are determined to know nothing but Jesus Christ and him crucified. The mighty host, increasing with unparalleled rapidity in every part of this great land of ours, is coming to us with three times more appeals for aid than we can grant. As a thank offering, for what our board is doing for this church, we ask you to pledge something today for this work."

REPARING THE TRAMWAY.

Government Getting Ready for Work on Columbia River Jetty.

Captain Langfitt, United States Engineers, has a force of 60 to 70 men repairing the tramway on the jetty at the mouth of the Columbia and getting things in readiness for extending the jetty next season. Some sections of the tramway are still standing, and need a little overhauling, while in places it has been washed away by Winter storms. In such places piles are being driven and a new tramway will be constructed, connecting with the old portions and forming a continuous line to the present end of the jetty. As the original project for the jetty as approved called for the expenditure of $3,710,000, and as the appropriations made amounted to something less than $2,000,000 in the aggregate, there is not likely to be any difficulty in securing an appropriation for the proposed extension; in fact, by providing $350,000 for preliminary work in connection with this extension, Congress has shown what its intentions are.

Persons whose occupation gives but little exercise are victims of torpid liver and constipation. Carter's Little Liver Pills will relieve you.

BIG DEMAND FOR LABOR

MEN NEEDED IN THE HARVEST FIELD AND IN THE INDUSTRIES.

Portland Supplying Workers for Railroad Construction in Idaho and Southern California.

A number of laboring men are being sent from Portland these days to work on the railroads in Idaho and in Southern California. This city has long been the laboring man's headquarters for the Northwest, but it is only recently that Southern California has begun to reach this far north for hands.

Men employed in the mines, logging camps, quarries, farms and on railroad construction in the Pacific States are as a rule migratory. When work becomes slack at one point they take advantage of the lull by heading for Portland when a week or two may be spent in having a good time resting up, and then there is usually a chance to go to work again in some other direction, even in the Winter. Employers in the interior have long since learned to look to the agents here to fill their ranks with workers, when the busy season starts, and so the established employment offices do a fair business the year around.

"Free passes to the work have been abolished recently, as many men would take advantage of the free ride, and then hunt up some other work when they reached the scene," an employment agent said yesterday. "We now arrange to send the men at the reduced rate of 1 cent a mile, and we use our own judgment in looking a man over before putting his name on the list. If the applicant has the appearance of an industrious man, we engage him, on payment of the low mileage rate. Dudes and hobos are put under the ban, and refused, no matter how they talk of their ability. We are, in a measure, responsible for the kind of men we engage, and if we sent every one who applies, irrespective of appearance, we would soon be called to account.

"There is a very urgent demand for laboring men in Oregon. Farmers need help to take care of their hay; loggers need men to cut timber and raft logs; men are needed on jetty work, in quarries; smelter hands are needed, at good wages, in Eastern Washington, and bridge hands are in demand for trestle work on railroads in the Columbia Basin. We could give 200 men work today, at good wages, in the region tributary to Portland, if they were willing to go."

There appears to be quite a number of idle men in town, judging from the way they stand around the "want" bulletin boards, but they are in no hurry to go to work until after the Fourth. Several logging camps down the Columbia have temporarily shut down within the past week. Female help is unusually scarce, according to agents who make a specialty of supplying domestics. Wages have gone up considerably in recent years, but girls choose employment in stores or restaurants in preference to housework, though the wages of the former are lower. The hours in stores and eating-houses are not so long, nor does the work carry the appelation of "servant" with it. An employment agent said yesterday: "We have lots of calls for help but no takers. Times would be good with us, were the girls to be had, but as the business is all onesided, times might be dead so far as we are concerned. Good wages make no difference when the help is not to be had, and we lose our fees, no matter what people are willing to pay for help."

SIX-ROOM FLATS POPULAR.

Two Rows of Eight Buildings Each Under Construction.

The growing popularity of six-room flats is evidenced by the construction of two rows of buildings, each now approaching completion, within walking distance of the business district on the West side. One is being built by James Steel, on the west end of the half block on Madison street, between Sixth and Seventh. These flats will have all the modern conveniences of lighting, heating and plumbing, nad will cost $10,000. They have already been engaged by desirable tenants, the rent ranging from $30 to $35 per month.

The other row is under way on North Sixteenth, between Washington and Couch on the north half of a plat 50x100 feet recently bought by L. J. Shell for $11,000. The cost of the site is estimated at $10,000.

A property owner, in speaking of flats, said yesterday: "Portland people formerly preferred to live in suburban cottages, but now they seem to take more to the flats within 10 or 15 blocks of down town. They are obliged to pay more rent in these houses, but they save this in carfare, and besides, always find it convenient to attend whatever is going on down town. I look for more flats to be built in the West Side residence district. They will pay fair interest on the cost of ground and construction, while, at the same time, the rent will not be considered high by the tenants.

MORE LOW RATES.

Portland to Cincinnati and return, $78 50. Tickets on sale July 1, 2 and 3, good for return until September 1; stop-overs en route. City ticket office, Third and Washington.

THE FIREWORKS DISPLAY.

Plenty of Room for Spectators on the East Side.

PORTLAND, June 28.—(To the Editor.)—In Tuesday's Oregonian the public was informed that one of the members of the Fourth of July committee made what appeals to an ordinary mind the reasonable suggestion that the high hill west of the city known as the Seventh-street terraces, be selected from which to set off the fireworks, but that Mr. Kennedy favored the East Side, and as a consequence the low country in the neighborhood of Holladay avenue had been selected. While this particular piece of ground might be slightly higher than any in its immediate vicinity, it is low country, especially when compared to the many beautiful hills which surround the city on the west.

It would be most interesting, and possibly instructing to not a few citizens to have heard what appears to have been conclusive reasons advanced by Mr. Kennedy, why this low country should be selected for a fireworks display, rather than one of the aforesaid hills.

However, as the pooling of these select intellects resulted in the selection of this low ground, it is possible that it is the height of wisdom to have the fireworks set off there; but if low ground for this purpose is desired, and that out of sight of most of the country around, what is the matter with Sullivan's Gulch? It is pointed out that all the car lines reach this location. Is it essential to the enjoyment of a fireworks display that people contribute to the maintenance of a street-car company and take a ride in a crowded street-car first, and, after arriving there in the street-car, only those on the inner circle can see anything but the sky-rocketa?

It might be that the members of the committee who favored the low location thought simply to leave the hills free of incumbrance so that by climbing them and looking down at the fireworks a birds-eye view of them could be had. Certainly a birdseye view of a skyrocket coming toward one would be a novel sight.

Notwithstanding all this, it is modestly submitted that any one of the high and sightly hills west of the city would have been a most sensible place for the display. In that event it would not be necessary to take a car, for every person on both the East and West Sides of the river would have a splendid view, and many without having to move out of their own yards, while those preferring to take a boat ride on the river and at the same time see the display would have an unobstructed view. Of course, with the display on one of the hills, the street-car companies might not take in quite so many nickels, but that consideration would certainly not be taken notice of by the committee. CITIZEN.

This communication has been shown to several members of the Fourth of July committee. They say that on the East Side, where the fireworks will be set off, there is a large vacant space, about 10 blocks, where thousands of people can congregate to see the display. This space feature the committee believes to be very desirable, and to constitute a strong reason why the fireworks should be given at the place indicated.

ILWACO AND THE BEACH.

The T. J. Potter will leave Ash-street dock Tuesday, July 2, at 9 A. M. for Astoria, Ilwaco and beach points, and at the same time each day this week, except Saturday, the 6th, when she is scheduled to leave at 12:15 noon. For particulars regarding rates, etc., to the many Summer resorts in this vicinity, call at O. R. & N. ticket office, Third and Washington.

CANADIAN PACIFIC.

Special Rate Notice.

To Detroit and return, $81.25; tickets on sale July 1, 2 and 3, final limit August 31. Cincinnati and return, $78.50; tickets on sale July 1, 2 and 3, final limit September 1. Our "Imperial Limited" service was inaugurated on the 10th. You are only four days crossing the continent. For further particulars call on or address H. H. Abbott, 142 Third street.

NEW RATES.

For National Educational Conventon at Detroit, July 8-12, the O. R. & N. has made a round-trip rate from Portland of $81 25. Tickets on sale July 2 and 3; return limit, August 31. Call at city ticket office, Third and Washington, for other details.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer's today. 10c.

Before warm weather prostrates you, take Hood's Sarsaparilla. It will do you good.