ON THE ROAD TO FUSION

ONE MORE STEP IN THE SIMON-DEMOCRATIC ALLIANCE.

Meanwhile, the Senator Leaves for Washington City, and Lieutenants Care for His Interests.

Another step toward the desired fusion of the Democratic party and the Simon Republicans under the cloak of a citizens' movement was taken last night, when a committee of 10 Democrats met in the office of Dr. John Welch to discuss ways and means for best attaining the end sought.

While all the offices from top to bottom were discussed, no conclusion was reached with the exception that the Democrats will never agree to fuse with or combine unless they are assured that they will be permitted to name the Mayor and

Senator Simon says "good-bye."

State Senator. A committee of two was appointed to confer with citizens and labor people, as to what plan should be adopted, and the committee is to report as soon as possible, tonight, if it can be accomplished. As to just what citizens are to be met in conference, the committee neglected to state; but it is understood that the Democrats expect the citizens to come to them.

As the Simon Republicans have been the persons who have shown the greatest activity in favoring the putting in the field of a citizens' ticket, it is undoubtedly this same faction that will be on hand bright and early to confer with the committee of two.

It is possibly a coincidence, but none the less significant, that simultaneously with the move for a fusion ticket, Senator Joseph Simon has seen fit to leave for Washington, D. C. It is true that his duties called him to the National capital, but it is also probably true that he saw there would be less friction if he were to leave matters in the hands of his trusted lieutenants and retire to a distant spot, where he could view the battle without at the same time being a disturbing element. While the Democratic party is agreeable to a tie-up with the Simon forces, its leaders desire as much as possible to do away with Simon's personality as a feature of the campaign. They are not even willing to call it fusion, declaring it is an out-and-out citizens' ticket they propose, but through it all is to be seen the handiwork of Simon and his people, pushing their way as far as they dare.

The committee of Democrats called by Dr. John Welch to discuss the plans mentioned consisted of the following: Will Reidt, John Montag, William N. Gatens, Judge Thomas O'Day, Alex Sweek, Harry Gurr, F. H. Curtis, William Munley, W. T. Vaughn and Oglesby Young.

When they gathered last evening in Dr. Welch's office in the Dekum building Judge O'Day was absent, and J. Van Zante had been sustituted for John Montag, who was unable to be present. Dr. Welch and State Chairman Sam White were also in attendance.

Organization was effected by naming Dr. Welch as chairman and Mr. Van Zante as secretary. An informal discussion then followed as to the various offices and what disposition should be made of them, but no plan of distribution was formulated, nor were candidates suggested. It was simply a meeting in the abstract, a feeler as it were, to see what the other fellows want, and give them an opportunity to present their wishes in due form.

One thing was fully settled, and that was that Democrats must be nominated for Mayor and State Senator, else the party will put up a straight ticket and go it alone. And as they hold the good hand in this little game, there is every reason to believe their demands will be complied with.

As to the other offices, there was less of the unwavering demand for their "rights," although the Democrats want half and are willing to give the Republicans and labor men the other half. For example, in discussion of the offices of County Clerk and Sheriff it was agreed that the Democrats should take one and their erstwhile political bedfellows the other, the Democrats taking second choice. So with the offices of County Judge and County Commissioner; and so with Auditor and Assessor.

Coming down to the Legislative ticket, the Democrats propose another almost even split. Their scheme is to nominate four Democrats, three Republicans and five of the union men, or perhaps make it four all. This has not been definitely decided upon.

After a thorough discussion of the situation a committee consisting of Will N. Gatens and William Reidt was appointed to confer with such citizens as desire to put an independent ticket in the field for the city and county election and report to the main body as soon as their work can be finished.

"It has been suggested," stated a member of the committee, "that a mass meeting of citizens be called to name a ticket, and our committee was appointed to confer with the people who are so inclined. We presume these people will come to us and that some plan will be arranged.

"This committee of two has not the power to make the distribution of offices, but to get in touch with the citizens. The Democrats will claim the right to certain of the offices, and their nominees must be ratified by the mass meeting convention, which will be given the right to fill the vacancies left."

In all probability the Democratic County Convention will meet Thursday, select delegates to the state convention and adjourn. The fusion committee does not expect to be able to submit a report by Thursday, as there are many details to be arranged, and for this reason it would be necessary for the Democratic convention to take an adjournment until some later date.

A week from then, say, the distribution of offices will have been decided upon, and the Democrats will then be at liberty to agree upon the nomination alloted to them and leave the rest to the Simon republicans and labor people to settle among themselves.

Every Simon man is shouting for the Citizens' ticket. Like the Democrats, they deny that this move is fusion, but call it what they may, they are all out for office. They foresee that some of the plums must of necessity fall to the share of the Democrats, and consequently there is a scramble to be in when their apportionment is made known.

Easter in Paris.

NEW YORK, March 31.—Easter Sunday was depressed by wretched weather, says a Paris dispatch to the Herald. The day broke dull and lowering, and at an early hour heavy rain began to fall. Nevertheless the boulevards were crowded all day long. An immense number of English thronged the city. In fact, no such invasion has been seen from the other side of the Channel for many years. All the lines have been running double service for several days. Automobiles starting for Nice experienced the same unpleasant weather, with the result that many did not leave the city.

JURY DECIDES FOR BROKER

Stock Speculator Must Pay, Instead of Receive, Big Sum.

LOUISVILLE, March 31.—After being out 50 minutes, the jury in the suit of St. John Boyle, an attorney, of this city, against J. W. Henning, a New York stockbroker, for $25,000, alleged to be due on account of certain speculative transactions in Northern Pacific stock during May, 1901, returned a verdict in favor of the defendant for $21,000, which Mr. Henning alleged the plaintiff owed him on account of the same transaction.

The case was the result of the dealings in Northern Pacific at the time of the sensational rise in that stock. Mr. Henning held 100 shares of Northern Pacific for Mr. Boyle to sell short at $3. When the rise in Northern Pacific came, Mr. Henning covered the stock in order to fill Mr. Boyle's agreement to sell at $3, up to $500, after receiving a telegram from the latter to make the best settlement possible. Mr. Boyle thereupon repudiated the transactions, alleging recklessness and incompetency on Mr. Henning's part. The latter sued in New York for $41,000, which he alleged he paid out of his own pocket to cover margins on 100 shares of Boyle's stock when it reached $500, and $5000 alleged to be due on other investments. Mr. Boyle brought counter suit in Louisville for $25,000 alleged to be due him on margins and profits on former investments.

RAILROAD NEWS.

Great Northern on Time.

City Ticket Agent Dickinson, of the Great Northern, received a telegram from General Western Passenger Agent Deniston yesterday, stating that advices from St. Paul were to the effect that the Great Northern had not been troubled by the floods; that a slight delay had been caused by snow between Williston and Minot, N. D., but the blockade had been cleared and the trains were moving on schedule time.

Railway Reorganization.

NEW YORK, March 31.—The announcement of the reorganization plan of the Mexican Central Railway is expected in a few days. The directors, it is understood, have not passed final judgment on the scheme to refund the general mortgage 4 per cent and first and second mortgage bonds. Some definite statement dealing with the new interests in Mexican Central is looked for after the return to this city of E. H. Harriman.

Promotion in Northern Pacific.

TACOMA, March 31.—The Ledger tomorrow will say:

"E. J. Pearson, of Tacoma, superintendent of the Pacific division of the Northern Pacific, has been appointed assistant-general superintendent of the Eastern division, with headquarters at St. Paul. Newman Kline, of the Yellowstone division, will succeed Mr. Pearson as superintendent of the Pacific division, with headquarters at Tacoma. The appointments will take effect about April 15."

AT THE HOTELS.

THE PORTLAND.

G F Wentworth, Tacoma
W G Davis, Spokane
D B Hansen, Seattle
G N Whitely, Seattle
J J Williams, Seattle
N C Richards & wf, Sumpter
W O'Donnell, Baker C
F W Basche, do
John L Rand, do
F W Waite, San Fr
Frank L Moore & wf, San Francisco
C S Jackson, Pendleton
Geo K Burton, San Fr
S A Andrews, Tacoma
E E Wilson, Louisville, Ky
M B Strathzeman, SF
C E Soule, Mass
Geo S Dillman, S F
E O McCoy, Dallas
Grant Mays, Dalles
W A Howe, Carlton
J C Hayter, Dallas, Or
W R Spinney, N Y
Fred L Goddard, Boston
E C Kirkpatrick, Dallas
R E Williams, Dallas
R E Hibler, Scio
Frank H Brown, N Y
G C Fulton & wf, Astoria
C R McWilliams, Syracuse
Ira Ray, St Helen's Hall
W M Welch
Geo H Graves, S F
Mrs J B Carraway, Philadelphia
F L Parker, Astoria
Dr J A Fulton, Astoria
Dr C W Towne, Marshfield, Or
J W Finigan, San Fr
Jake Bias, Salem
W H Barker, Astoria
Albert Dunbar, do
F H Shepard, Rockford
Frank Hiscock & wf, Syracuse
I K Levy & wf, S F
F Cavalli, San Fran
H Singer, San Fran
A Adelsdorf, N Y
E M O'Brien, Chicago
R G Brier, Columbus
J H Masterson, San Fr
J A Kiley, Chicago
M J Grammont, S F
F W Lohn, N Y
E B Savage, Minnpls
J T Goodwin, Salt Lk
H W Wahl, San Fran
O V Dodge, Kansas Cy
L F Goodman, Rochester
S R Davidson, Seattle
Frank P Blair & wf, St Paul
Geo E Black, Seattle
F Thibault, Wash

THE PERKINS.

J W Bartholomew, SF
John McPherson, Denver, Colo
W R Metcalf, Oreg C
F E Kline, Palouse
W H Colwell, Arlingtn
Mrs Colwell, do
M O Reed, Colfax
R J Ginn, Moro, Or
E E Eollis, Lewiston
S S Butler, Starbuck
W W Hart, Wallace
W S Dunlway, city
Dr J F Calbreath, Salem
F F Adams, Seattle
Mrs Adams, Seattle
T W Burns, LaCrosse
E D Cranford, Roseburg
A M Cranford, do
Loyola O'Conner, N Y
A D Butt, Blackwell, O
Augsta Titlo, Salt Lk
W H Moore, Moro
H Haynes, Forest Gr
Mrs Haynes, do
Mrs J H Hutchinson, Union
C A Johnson, Ione
J Allen, Salem
B L Lucas, Roseburg
L L Lawson, U S A
Rose Hibler, Scio
Mrs Hibler, Scio
J A Little, N Yakima
W R Ellis, Pendleton
T W Ayers, Pendleton
Hiram E Mitchell, U S Army
T J Kirk, Athena
L M Watrous, Adams
B H Moore, Morrow
J E Bean, Pendleton
J M Ferguson, do
R T Langrell, Bak C
T G Montgomery, Pendleton
A H Huntington, do
J D Lee, Salem
E A Erick, Memphis
M F Hardesty, Astoria
A E Cogwin, Kelso
W H Erwin, M D, Union
H C Bell, St Paul
Kathler Mills, Silvertn
J C Booth, Lebanon
R A McCully, Arlington
P H Tynan, city
S A D Gurley, Arlington
E R Hemlock, M D, Spray
H S Wilson, Dallas
C H Reed, Dufur
J L Amos, Rufus
J D Wilcox, Sherman
H Walker, Heilx
J P Tamiesie, Hillsboro
E H Baldwin, Waldport
U S Grant, Siletz, Or
G S Wright, McMinn
D W Dobbins, Mijwk
J P Anderson, Tacoma
J Herman Reeves, Salem

THE IMPERIAL.

C. W. Knowles, Manager.

B W Warner, Kan Cy
E E Little, Baker City
Jas M Kyle, Salem
D P Cameron, San Fr
A S Hammond, Medford
H E Ankeny, Jacksonville, Or
J P Irving, McMinnvl
W W Irving, St Paul
F W Benson, Roseburg
J T Bridges, Roseburg
A M Crawford, do
F B Hamlin, do
W W Steiwer, Fossil
R N Donnelly, Richmnd
A C Hawley, Minnpls
Ed C Allen, Pendleton
E F McKinney, Turner
W H Dolman, St Hlns
Mrs Dolman, do
L M Moorehouse, Pendleton
John J Balleray, do
E W Doris, Union
Ed Kiddle, Island City
Dan Lavery, Agency
C E Macomber, Pendleton
J W Scriber, La Grnd
J H Pease, La Grande
C D Goodnough, do
C L Mellquist, do
J B Thurson, Elgin
B D Hendricks, Elgin
Jos Sewell, Hilgard
H A Bodner, Hilgard
Jas A Fee, Pendleton
G N Richey, La Grnd
Alex Gilbert, Astoria
W J Lorhner, Baker C
Mrs Lorhner, do
E P Cranston, Bak Cy
R Alexander, Pendlin
J A Best, M D, Weston
Geo Williams, Weston
G A Peebles, Weston
J D Casey, Hilgard
J F Alden, Hilgard
Clarence Johnson, John Day
Mrs Johnson, do
C E Roosevelt, Pendleton
A Elliott, Sumpter
Thos W McEwan, do
J H Clark, Burke
N H Witter, Eagle Cliff
M C G Huston, do
N C Evans, Hood Rivr
W C Rupert, Dalles
Dr Sturdevant, Dalles
Grant Mays, Dalles
J L Kelly, Dalles
F H Wakefields, Dalles
W A Baker, McMinnvl
J N Hart, Dallas
G W Denman, Corvallis
Mrs Denman, Corvallis
John D Daly, Corvallis
W E Yates, Corvallis
Ed Williams, do
J L Cooper, Indp
O V Hunt, Corvallis
Misses Bradle, Woodburn
I L Patterson, Salem
L R Stinson, Salem
M E Pogue, Salem
R S Booth, Eugene
M Kuykendahl, do
J M Hansbrough, Roseburg
G F Hall, Roseburg
Mrs Hall, Roseburg
Dr J N Smith, Salem
Geo H Kelly, Eugene
Emma B Lee, Olympia
Mrs J A Vinass, Winlock
Marie Viness, Winlock
A S Kingston, Winlock
F W Benson, Roseburg

Hotel Brunswick, Seattle.
European plan. Popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.
European plan. Rates 50c and up.

FOR A PORTAGE ROAD

BOARD OF TRADE FAVORS PROJECT AT THE DALLES.

Operation of Railroad and Steamboat Would Result in Annual Saving of $300,000.

The necessity of the portage railroad at The Dalles being started with all possible speed, by private and not National enterprise, was the subject of a report read on this question last night at a meeting of the Board of Trade. The report was read by Judge Joseph Gaston, for the Board of Trade's committee on railroads, and was a comprehensive review of the subject. After showing how haulage in the upper branches of the Columbia River is practically at the mercy of the railroads, the Judge, speaking for the committee, of which he, William McMaster and J. K. Gill are members, said part:

"The economic advantages of a portage railroad at The Dalles are such that it can survive competition with the railroads, either under a rate war continued for its destruction, or under any possible reduction of rail rates, resulting gradually either from the absolute cheapening of rail rates from improved methods of operation or from relative reductions upon largely increased production. The cost of such a railway upon the north side of the dalles is now easily within the resources of the producers and shippers of the Upper Columbia, and the interested business men of this city, or of either of these classes. We are told by enemies of the portage railroad that the cost of breaking bulk and portage transfer, added to the steamboat haul, is prohibitory, and that the railroads will temporarily lower their rates to a point which will make it impossible for a boat and portage line to survive, thus driving it into bankruptcy. We are also told that the railroad people will themselves again place boats on the river, re-establish a portage on the Oregon side, and wage a war of opposition.

"The Columbia is navigable all the year from The Dalles to Priest Rapids, and, in favorable stages of water, between Priest Rapids and the Wenatchee River, and navigable all the year from Wenatchee River to the Okanogan River. The improvements of both the Upper Columbia and Snake Rivers are inexpensive, and will be rapidly done as soon as a portage road at The Dalles opens the river again. And, when once made, the upper river improvements will be finished for all time, for, being merely the removal of rocky ledges, the channels will never fill up again with sand as on the Lower Columbia. A portage road and steamboat line on the river, costing $500,000, can be operated for 92 cents per ton for an average haul of 300 miles, the portage and transfers costing about 24 cents per ton, or a total of $1 16 per ton, actual cost. Or, placing the proposition in another shape, the portage road and steamboats could earn on their legitimate share of freight $191,840 per annum net, on a rail rate which represented the bare cost of operating their roads and paying the interest on their bonded debt.

"The cost of a portage railroad at The Dalles is easily within the resources of the parties most interested—the producers, shippers and business men of Portland and inland towns. What, then, would be saved to producers this year? A reduction on the river of 25 per cent on rail rates would affect the price of 12,000,000 bushels of wheat and would aggregate a saving of more than $300,000. That is more than is required to open the river by a portage railroad. Too many people think of no other plan to get an open river and cheap water transportation above The Dalles than by waiting and praying for the Government to construct a canal and locks. Possibly such an improvement will be undertaken by the Government somewhere about the year A. D. 2000, completed and opened for the use of our great-grandchildren. But the distribution of the annual Congressional appropriations, under the river and harbor acts, among the different states, is proportionate to the political importance of the section to be benefited.

"The States of Oregon, Washington and Idaho, which would be benefited by the opening of the Columbia and Snake Rivers, contain about 1½ per cent of the total population of the United States, which increases at the rate of about one-half per cent in each decade. Congress will not grant relief by a portage railroad or a boat railroad. It is useless to waste more time waiting for a Government canal. The only speedy and effective way of opening the Upper Columbia and Snake Rivers to our trade is to take immediate steps to secure a portage railroad at The Dalles, in the interest of the commerce of this city. To secure this relief it is useless to hope for any aid from the Legislatures of Oregon and Washington. Efforts have been tried in that direction, and have failed."

In closing, Mr. Gaston referred to the portage road at The Dalles, known as "Moir'e road," a road, he said, which possesses 10 miles of first-class track all ready for rolling stock, and which might be in operation in 30 days, were the liens discharged.

It was decided that the committee's report be accepted and published in pamphlet form. Another motion was passed that the matter of the portage railway be referred to the committee on railroads of the board, with instructions to consult with the presidents of the Boards of Trade at Lewiston and other towns along the Upper Columbia River. On the motion of Samuel Connell it was decided that the Senators and Representatives in Congress from Oregon be asked to take such steps as shall be necessary to use the $200,000 now in the Treasury of the United States for the removal of the obstructions in Three-Mile rapids, which now hinder navigation.

A letter was read from James B. Metkle, secretary of the Seattle Chamber of Commerce, stating that the rates in Seattle for telephone service are $5 per month for business telephones, unlimited; $4 per month, for residences on single lines; $3 50 for two-party lines; $3 for 10-party lines; and also a rate of $5 for business telephones on the limited plan, which includes 100 connections, additional calls being at the rate of 2 cents each.

It was decided that the board join with with Mayor Rowe and Governor Geer in extending an invitation to Governor Yates, of Illinois, to visit Portland and Oregon during the forthcoming sessions of the National Association of State Dairy and Food Departments. It was also decided that steps be taken to communicate with the street-car companies to try to secure half rates for children using the trolley cars to get to school. A letter was read from William Edge, Brooklyn, N. Y., as to the establishment here of a factory for the manufacture of cans which contain no solder or acids. A special committee reported in favor of the proposition made by the Commercial Pacific Cable Company for the establishment of a Pacific cable from San Francisco via Honolulu to some point on the coast of China and extending to the Philippine Islands.

A meeting of the advertising committee will be held at 2 o'clock this afternoon at Rountree & Diamond's office, Second and Stark streets, to make arrangements as to asking business firms in this city to print announcements on letterheads, etc., as to the date of the Lewis and Clark Centennial. The board adjourned to meet again April 14.

DON'T FOOL YOURSELF into thinking that because your hat costs more than the GORDON it's any better.

The GORDON couldn't be better, but nothing is charged for the name.

Our Sale of Drummers' Samples

Has been successfully LAUNCHED and thousands of Portland's people have already paid HOMAGE to the values that exist in every section of the store! Every sentiment in vogue and every trait in human nature—should tend to deem your presence here important—as no establishment in existence is as liberal as the O. M. Co. Rules of PROGRESSION and ADVANCEMENT demand that we share profits with you and when our New York buyers save thousands of dollars we turn the LION'S share over to our patrons! This store must ever be a determined foe and wage an aggressive warfare against old-time methods and high profits—it's essential to our success—Remember that.

SAMPLE LINES IN CLOTHING, SHOES

Hats and Caps, Curtains, Gloves, Hosiery and Ready-to-Wear Garments—all so greatly underpriced as to force the question—"How can you sell them?"—IT'S THE O. M. CO. WAY OF DOING BUSINESS. Canadian money taken at par. Read on:

EXTRA SPECIAL

Values in men's clothing. Prices like these are a "striking" innovation for Portland—but we came here to lower prices—and you'll acknowledge we've done it.

MAGNET BRAND RELIABLE BOYS CLOTHING

Boy' two-piece suits, latest styles, all sizes, worth $1.00, for 50c

Boys' two-piece suits, neat patterns, fine material, worth $2.00, for . . . 1.00

Young men's three-piece suits, in cheviots, worsteds and serge; over 750 patterns to choose from, worth $10.00 and $12.00, for $5.85 and 4.90

Men's fancy worsted and cheviot suits, very latest patterns and styles, finely finished, worth from $12.50 to $15.00, for 8.00

Men's gray and brown mixed cheviot suits; 312 suits in the lot; every suit worth from $10 to $12, for 5.00

Men's Fine Black Clay Worsted Suits

Worth $12.50 for . . . $ 6.50
Worth $15 for 8.00
Worth $20 for 10.00
Worth $25 for 12.50

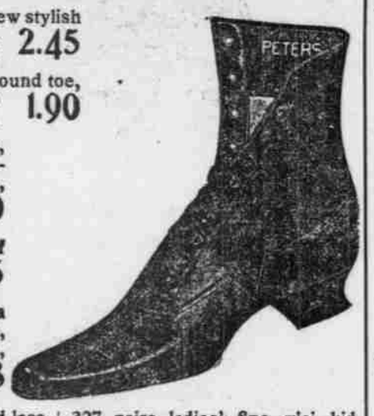
Men's extra good quality blue serge suits, worth $20; latest style for . 10.00

785 pair men's $2.50 and $3.00 all-wool pants for 1.50

A glance at the garments themselves will prove to you that they are the greatest clothing bargains ever offered.

UNUSUAL "FLURRY"

In shoes—Our New York buyers bought better than they knew—Thousands of people are now permanent customers at our shoe counters. The reasons are so plain—and the values so great that your patronage is a natural consequence.



Men's fine black vici kid, new stylish last, regular value $5.00, for 2.45

Men's black vici kid, new round toe, lace, medium sole, $3.50 value 1.90

Men's black box calf shoes, new Amazon toe, neat pattern, a strong, stylish shoe, worth $3.50, for 2.20

Men's $2.50 black calf shoes, lace, new shapes 1.35

193 pair ladies' fine dongola lace shoes, new shapes, wide and medium coin toes, worth $2.50, for 1.98

682 pairs ladies' fine vici kid lace shoes, in turn and welted soles, new toe shapes, all sizes and widths, worth $4.00, for 2.95

Misses' Dongola lace shoes, new toe, light and heavy soles, worth $1.75 for 1.33

Boys' school shoes, worth $1.75, for . . 1.35

327 pairs ladies' fine vici kid shoes, lace and button, new coin toe sh'p's, neat, durable, fine fitting, worth $3 . 2.45

Children's fine dongola shoes, flexible soles, worth 60c, for 39c

Children's dongola and kangaroo shoes, in lace and button, worth $1.00, at 63c

VALUES ARE GREATEST

Here in every department—a perusal of ALL our store news will convince you that there is a great difference between our prices and others.

HANDKERCHIEFS

Good school handkerchiefs, fancy colored border . . . . 3c and 1c
Fancy hemstitched, with lace border, 5c
Lily-white grass-bleached, hemstitched, with broad or narrow hem . . . . . 10c to 5c
Fine lace handkerchiefs, with embroidered corners 10c
Plain hemstitched and embroidered handkerchiefs 13c
Fancy scalloped embroidered handkerchiefs 15c
Hemstitched linen cambric handkerchiefs 17c
Swiss embroidered handkercniefs, 20c
Hemstitched linen handkerchiefs, 23c

We also have a complete assortment of FANCY LACE and EMBROIDERED HANDKERCHIEFS; also some very PRETTY IDEAS IN POINT LACE, prices range from 25c to $1.23.

DRESS GOODS

30 DRESS PATTERNS, 6½ yds., whipcord, 44 inches wide, in black, blue, green, slate and tan, $4.98.

VENETIANS, 6½ yds., 44 inches wide, for suit, $7.39.

NEWEST SHADES, broadcloth in all colors, 6 yards, 53 inches wide, extra value, $7.39.

DRESS COODS, in black and gray serge, 45 inches wide, 75c and 80c.

Just arrived—new line of CASHMERES and ALBATROSS in all light shades, regular 75c; special, 50c.

SPECIAL SALES ON DRESS LININGS—satin silesia, in all shades, regular 30c; special, 20½c.

Full line MERCERIZED PERCALINE, assorted colors, good value 15c; special, 9c.

CAMBRIC, in all shades, 6¼c grade, 4c.

SATEENS, plain and fancy, in all colors, regular 16⅔c; now 12½c.

HOSIERY.

Boys' heavy ribbed extra elastic hose, double heel and sole, 19c and 35c.

Ladies' fast black cotton hose, extra high spliced heel and double sole, 20c.

Ladies' fast black cotton hose, full fashioned front, extra elastic top, 2 for 25c.

Ladies' fine ribbed hose, spliced heel and double toe, real Maco, 25c.

Ladies' fast black white-foot hose, the regular 35c kind, 23c.

Misses' fine ribbed hose, high spliced heel and double sole, 23c.

Misses' drop-stitch hose, lisle thread, high spliced heel and double soles. 20c.

Infants' fine ribbed cashmere hose, silk heel and toe, 25c.

Infants' fine ribbed lisle thread hose, full fashioned foot, 20c.

Infants' fine ribbed cotton hose, high spliced heel and double sole, 15c.

CORSETS

American Lady, extra quality, satin finish, regular $1.75, now $1.25.

American Lady Girdle, all colors, regular $1.25, now $1.00.

Straight Front, medium length, in gray and black, sizes to No. 25, regular 75c, today, 45c.

Straight Front Summer Corsets, medium length, in white only, sizes up to No. 25, regular 75c, today 45c.

Nazareth Waists, for boys or girls ranging from 4 to 12 years, regular 25c, today, 19c.

LITTLE THINGS

Clothespins, per dozen 1c
Market Baskets.. 25c, 20c, 15c, 8c, 5c, 3c
Century Playing Cards 11c
Bicycle Playing Cards 20c
The Bee Playing Cards 13c
Steamboat Playing Cards 10c
Envelopes, per package....3c, 4c and 5c
Box Writing Paper.....12c, 25c and 35c
Ink, Thomas' black, per bottle..... 4c
Lead Pencils . . . . . 1c, 2c 3c and 4c
Shelf Paper, colored 3 sheets for....10c
Shelf Oilcloth, per yard 3c
Note Books 5c
Monthly Time Books 5c
Pen and holder 3c
Pens, per dozen 8c
Pencil Erasers . . . . . 1c and 2c

SPECIAL MENTION

Imported "De Auche" French Satin, elegant patterns, worth 50c, at per yard

39¢

Percales, large assortment, worth 12½c; at per yard

8¢

From 9 to 10 A. M.

1257 yards of standard prints, worth 6¼c, per yard

2¢

SPECIALS IN NOTIONS

The Peerless Ne Plus Ultra Pins, per paper 4c
Kid Curlers, 1 dozen in a bunch..... 3c
The Victoria Safety Pins, all sizes..... 4c
Agate Buttons, 4 dozen to a card, per card 12c
The Seamless Stockinet Dress Shield....10c
The Black Enameled Stocking Darner.. 5c
Clark's Darning Cotton, 45-yard spools.. 2c

OUR EXTRA HOSIERY VALUE

Children's double-ribbed, fast-black, double knee and sole, a regular 20c hose, Tuesday 10c

TOWELS—EXTRA VALUES

Bleached Turkish Towels 5c
Cotton Towels, extra size 4c
Bleached Turkish Towels, extra large size 10c
Unbleached Turkish Towels, extra large size 9c
Unbleached Turkish Towels, extra large size 12½c
Huck Towels 5c
Bleached and Unbleached Crash Toweling 4½c

DIMITIES

2800 yards Extra Fine Dimity, special patterns, and exceptional value as 7c, for 3 1-3c
1643 yards of Dimity, regular value 15c, for 3 1-3c
Just arrived, a new line of Imported Printed Satins, in the latest designs and colors, extra value at 60c, special.39c
Also a special line of Corded Wash Silks in stripes, suitable for waists, in all colors, at 45c
Waistings in blue, red, old rose, green and black, 27 inches wide, regular 16 2-3c 12½c

Special values in Walking Skirts, nicely tailored: Walking Skirts in browns and blues, with flounce and strap trimmings; value, $7.00, now....$3.74
In oxford, gray and blue Pedestrian Skirts, neatly tailored, with tucked flounce and stitched trimming; value $7.50, now $3.50
Beautifully stitched Walking Skirts, with graduated flounce, in blues and blacks; value, $8.00, now.....$4.00
Chalk Lines in blues and blacks, with graduated flounce; value, $8.50, now..$4.00

MILLINERY

Our prices are always lowest, but we have lowered our ruling quotations on many items. This refers especially to hats for women folk. To see them is to purchase.

We Are Selling More

Because we are selling cheaper, and we are selling cheaper because we are selling more.

Location:

Seventh Street Between Alder and Morrison

O.M.C.

Prices Are Lower

Here now than when we first started, and the more you buy the cheaper we can sell.

Location:

Seventh Street Between Alder and Morrison