## EARLY IN THE FIELD

Candidates Out for Leadership of Legislature.

#### FOR PRESIDENT OF THE SENATE

Smith, of Multnomah, and Brownell, of Clackamas, Are Prominent-Eddy, Harris and Davey Want to Be Speaker,

Since the return of Senator John H. Mitchell to Oregon, some days ago, the political pot has had a general stirring up, and many stories concerning the do ings of political wiseacres have been circuisted. Chief among the topics of conversation are the Presidency of the State Senate and Speakership of the House. The Legislature will convene next January and Convene next January and Convene next January and Convene ary, but the candidates are already at ary, but the candidates are already at work, and several prominent Republicans are in the race for the two positions. The Presidency and Speakership are both important offices, folitical as well as legislative, and the men who are elected to fill them will have a great deal to say in the solution of the Senatorial problem and the shaping of legislation. By present system of committee appointments and the referring of important ments and the referring of important matters to various committees, Mr. Presi-dent and Mr. Speaker are by far the most important personages in and around the average State Legislature. Last year C. W. Fulton, of Clatsop

County, was President of the State Sen-ate, but as that gentleman now has high-er aspirations, having openly announced his candidacy for a seat in the United States Senate to succeed Joseph Simon, it is not likely that he will again be a candidate for his former position. Should Mr. Fulton, however, again aspire to the Presidency, and be elected, he would be in a very formidable position to force his election to the Senatorship. Avowed candidates for the Presidency

are few and far between. Dr. Andrew C. Smith, hold-over Senator from Mult-nomah County, has announced his candidacy. Another much talked-of candi-date is George C. Brownell, of Clackamas County, while the names of E. V. Carter, the Ashland banker, and several others have been discussed mildly. Dr. Smith's on the Senatorial question may or may not have much to do with the success or failure of his campaign, and the same may be said of Brownell and the others. Dr. Smith voted for John H. Mitchell last year, and so did Brownell, but nobody knows exactly where either one of these gentlemen stands today. Brownell is reputed to be for Fulton, but he is also reported to be for other candi-dates, and even the wisest ones cannot tell where he will land when the Senatorial band-wagons come rumbling along. Dr. Smith is known to be of friendly terms with the Astorian, but or not he will vote for Mr. Fulton for United States Senator is an altogether different proposition. Just now, the Presidency of the State Senate 's causing several of the state's leading Republicans to think hard, and it is a

very tough nut to crack.
The campaign for Speaker of the Hous is further advanced, as three candidates

-B. L. Eddy, of Tillamook; L. T. Harris,
of Lane, and Frank Davey, of Marionare in the field and laying their wires for final capture of the plum. Eddy and Harris both served in the Legislature last year and both voted for Mitchell when the wind-up came. Both are sound lawyers, fluent speakers and politicians of good judgment. Eddy will probably Lane County and Southern Oregon. Davey is not regarded as so formidable didate as either Harris or Eddy, and the fact that he is from Salem will not be finished early next month. he is in the running, all the same. If Davey chooses to throw his support to either Harris or Eddy, he can virtually name the Speaker, but it is now the gen-eral opinion that the situation will re-solve into a dual contest between the latter men, with the Senatorial situation as a basis. Harris is known to be a Fulton a basis. Harris is known to be a Fulton man, as he voted for the Clatsop County statesman several times at the last ses-sion of the Legislature, and was elected from a county that is overwhelmingly for Fulton. Eddy is commonly regarded as anti-Fulton, but his choice for Senstor has never been publicly expressed. In the recent state convention, Eddy, under durers, seconded the nomination of Henry E. Ankeny for Governor, and d up with the Geer people, although little birds say that such action was based upon Eddy's desire to keep in harmony with the Yambill County delega-tion in order to secure the nomination joint Representative. It is not thought that Bidy is really and seriously a supporter of Governor Geer, in his Senatorial boomlet; neither is it thought that he is for Mr. Fulton, Mr. Harris is fortunate in having the ardent support of Senators Booth and Kuykendall The common opinion is that the battle-ground for the Speakership will be in Eastern Oregon, and that the attitude of the eight Representatives from beyond the Cascades will decide the issue.

#### REFORM AT CREMATORY. Ordinances Regulating Destruction

of Garbage to Be Enforced.

Persons who reside in the neighborhood of the city crematory have been very much annoyed lately by the manner in which the work at the place is carried on. The employes are very negligent with the garbage and other material that is brought to be consumed, and at times odors from the crematory are very stopped, the health officers have decided to enforce the existing city ordinances bearing on the matter, and all who violate them will be arrested and prosecuted. Ordinance 6440 is as follows:

An ordinance to regulate the delivery of gar-lage and waste matter to ecovengers: The City of Porsland does ordain as follows: Section 1. That it shall be unlawful for any section 1. That it small co-uniawing for any person or persons to mix or place in the same vessel or receptocle the cans, glass, crockery or any other materials or ashes, with any swill, vegetable or animal matter or other fifth or garbage intended for delivery to scavengers for the purpose of being hauled or carted away from any house or premises within

carted away from any nouse or premises within the limits of the city. Sec. 2. It shall be the dufy of every hotel-keeper, hourding-house-keeper and the pro-prietor of every household, and every person having slope, swill, kitchen refuse, decaying having slops, swill, kitchen refuse, decaying animal or vegetable matter, garlage, askes, the caus, crockery, glassware, noted, or other substance intended for delivery to scavengers or to be transported by a scavenger away from the premises, to keep all askes, the caus, crockery, glassware and other metals separate and apart from and in come recognizate other and apart from and in come recognizate other with the seine netted nine tons, about the seine netted nine tons, about and apart from and in some receptacie other than that in which any other garbage, filth or other matter or substance littended for delivery to scavengers or to be hauled or carted away from the premises, is placed, and such substances shall not be placed together in one ceptacle, and no souvenger shall mix said

serticles together.

Sec. 3. No scavenger or other person shall hand or cart away for hire from any house, place or premises, any mixture of swill or nith mixed with either ashes, the cans, crockery, gurbages, glassware and metal whatever, but such makes, tin cans, crockery, glassware but such ashes, tin caus, crockery, glassware and metal shall, when so hauled or carted away, from any premises in the city, be kept entirely sepurate from all other substances, and shall be so kept when the same shall be dumped or unloaded.

ordinance shall, upon conviction thereof be-fore the Police Judge, be punished by a fine of not less than five dollars (\$5) nor more than fifty dollars (\$50), or imprisonment in the City Jall not exceeding 25 days, or by both such fine and imprisonment, at the dis-cretion of the Police Judge.

Sections of other ordinances hearing on the matter are: the matter are:

Section SR, ordinance SSSS. If any person or persons shall remove, transfer or transport any swill or garbage through any public street of the City of Portland, except between the hours of 8 o'clock, evening, and 8 o'clock, forenoon following, during the months of April, May, June, July, August and September, and between the bours of 7 o'clock, evening, and 9 o'clock, forenoon, following, during the months of October, November, December, January, February and March, they shall be deemed guilty of a misdemeaned, and on conviction before the Police Court E, ill be punished by a fine of not less than 15 nor more than 150.

Section 15, ordinance 718. No person shall

Section 15, ordinance 718. No person shall throw or cause to be thrown into or deposited throw or cause to be thrown into or appointed upon any public street, highway or grounds, or upon any private premises or anywhere except at such places as may be designated by the Superintendent of Streets, any askes, paper, manure, glass, metal, nails, broken ware, firt. manure, guass, metal, name, deed animals or other hay, rubbish, garbage, dead animals or other filth; and no person shall carry upon any side walk, exposed so as to be offensive to pedes-trians, any rubblish, garbage or filth or any baskets, boxes or wares suspended from poles

#### WORK OF CITY DREDGE.

Superintendent Kelly Reports an Obstacle Encountered.

The regular monthly meeting of the Port of Portland Commission occurred yesterday afternoon, with Commissioners Banneld, Adams, McCraken and Swigert in attendance. Routine matter occupied a good portion of the time, the chief item of interest being the monthly re-port of Superintendent J. G. Kelly, of the dredge Portland, which reads as fol-

I report the following operations of the dredge Portland for the mouth of July, 1902: During the mouth the dredge has been engaged in excevating a channel along the front of Oceanic dock and depositing the material ashore back of a bulkhead under the Oceanic

The excavated material consists of clay, The excavated material consists of casy, gravel, sand, with numerous mags, roots, sticks, large chunks of coal, ballast rock, wire rope, shovels, tin caus and pieces of scrap iron, iron rods, etc., imbedded in the same. The above conditions of material were such that no hydraulic dredge could expect to make

that no hydraulic dredge could expect to make much headway in dredging.

The work at this place was so severs that there was considerable loss of time in repairing machinery, clearing the auction pipe, discharge pipe and centrifugal pump of obstacles that would get lodged in them. There was also loss of time in shifting the pipeline, and miscellaneous stops for various causes.

On July 9, two blades of the fiver of the centrifugal pump were broken off near the hub by contact with scrap iron and pleoes of wood too large to pass through the pump.

From July 8 to July 13, inclusive, the dredge was undergoing repairs in installing a new fiver to the centrifugal pump in place of the

broken one.

From July 14 to the end of the month the dredge required the services of a submarine liver in constant attendance to remove any obstacles encountered while dredging. The nature of the dredging done at this place shows that the dredge is well capable of excavating any class of material that can be dredged with a hydraulic dredge.

Distribution of working time for the month:

	ligging time.			λ20
Shifting	pipe line		91	L18
Deneigh	g machinery		17	241
Chartma	guotion		91	40
Chetting	dredge			0.84
Builting	granke		41	3.44
prinocimi	seous stope .	***********		
A manual ?	working ti	ma .	504	1.50
Length :	of channel d	redged, fest		(000)
	e channel de	marred fout		534
Width of				
Width of	channel dre	dged feet		11
Width of	channel dre	dged, feet	Di	2.1
Width of Depth of Total bu	channel dre	dged, feet		400 400
Width of Depth of Total no Pinished	channel dre mber of cub depth of c	dged, feet dg yards hannel at l	ow water.	400
Depth of Total no Pinished feet	channel dre mber of cub depth of c	dged, feet ic yards hannel at l	ow water.	400

A petition from the J. B. Montgomery cetate, asking that some 4000 cubic yards be removed from the river bed in front of Montgomery dock No. 2, was referred receive the almost united support of the to Superintendent Kelly for consideration Multnomah County delegation, while The river, in front of the dock, has Multnomah County delegation, while The river, in front of the dock, has Harris will muster strong support from filled up considerably during recent years. and large ships cannot load there in

The new dredge Columbia will probably

#### DR. W. S. HALPRUNER. An Oregon Pioncer Visits Portland After Many Years' Absence,

Dr. W. S. Halpruner will be remembered by many Portland residents whose re-membrance of the present great city on the Willamette antedates Stephen May-bell's classic, "We'll have a bridge; we'll have it yet; a bridge across the Willam-ette." Since leaving Portland, some 25 years ago, Dr. Halpruner has studied medicine, he has assumed the air of a man of the world, as the result of his studious effort and varied experience, and he has attained prominence as president of the Halpruner Medical Company, of San Francisco. He has not, however, during his entire sojourn in parts remote from Oregon wavered in his love for Portland, that was the scene of his

early struggles. Dr. Halpruner first crossed the "plains" to Oregon in 1852. His family resided at different times in Portland and in Clackamas County. He tells many ren of his early life in the village of Portland He was once a newsboy in the service of The Oregonian, at a time when the smallest coin in circulation here was a "quarter," and when the regular selling price of The Oregonian on the streets was 25 cents. In those days he never expected to live to see Portland assume the metroolitan proportions it has now attained. As his eye swept heavenward yesterday toward the summit of the tower of The Oregonian building, and later as he viewed wide panorama of the city as it unfolded from the top of The Oregonian

afforded here for the upbuilding of one of the greatest cities of the West.

Dr. Halpçuner will remain in Portland for the next two weeks. He is stopping with his sister, Mrs. Mary W. Stitzel, at Irvington. The doctor has large timber interests in the Lower Columbia River district, and with the growing importance of Oregon's lumber industry, he regards his holdings of Oregon timber land as among his most available and most valu-

## BIG CATCH OF FISH.

#### Over 25 Tons of Salmon Taken in Single Day.

The large run of salmon which has been in the lower river the past week has now commenced ascending the Columbia and is rapidly seeking spawning streams on the upper river. The ren appeared above Harrington Point on Monday, when 1200 fish. The lower river fishern ratisfied with the result of the hatcheries, and the large catches made this year will probably result in several new canneries being erected next season. During every run the fishermen have been placed on a

limit, which increased facilities for canning will make unnecessary.

The limit is highly unsatisfactory to both fishermen and cannerymen, and they hope to do away with it next year.

PORTLAND-CHICAGO Seventy hours and thirty minutes (70%) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

## TO FOLLOW OLD LINE

Route of Northern Pacific Across Peninsula.

**TUNNEL TO BE ABOUT 3000 FEET** 

Bridge Across Willamette Will Cross Upper End of Swan Island-Kalama Ferry Overworked.

The Northern Pacific road from Van ouver to Portland will cross the peninsula practically on the line surveyed by the old Portland & Puget Sound Company. There will be a tunnel about 3000 feet long through the backbone of the peninsula and the new track will emerge from the tunnel on what is known as the Mock Bottom, there crossing the O. R. & N. St. Johns line and entering a bridge that will span the Williamette River at the head of Swan Island. It is expected that the center pier of the bridge will rest on the upper end of the island. This bridge will land trains on the narrow strip between Guild's Lake and the river, where connection will easily be made with the present Northern Pacific track entering the terminal yard of Portland.

The reason for a tunnel is said to that a cut of the depth that would be necessary there would swallow so much private property that the right of way would be made unreasonably expensive. For the entire distance of 3000 feet the cut would need to be 60 to 100 feet deep. The sloping sides would carry the top of the banks much beyond the limits of the ordinary right of way. Where streets and roads cross there would be considerable expense for bridges. Inasmuch as the backbone of the peninsula is rock that will stand tunneling, it is deemed best to make a tunnel, which will in no wise interfere with surface traffic and not disturb land beyond the ordinary right-of-way limits.

But it will be necessary to get per-mission of Congress for a bridge across the Willamette River, and this matter, it is understood, will be arranged the coming Winter. By that time, it is said, everything will be in readiness to proceed with the construction. Right to build the bridge at Vancouver has already been obtained. It is not regarded as probable that the Northern Pacific will be able to run trains into Portland over its Willamette bridge next year, though it may do so early in 1904. It pected that the bridge over the Col at Vancouver wil be well along towards completion by the time the preliminaries to the construction of the Willamette bridge shall be out of the way, so the same bridge crews may be used on both structures. The building of the tunnel will not be a great feet of anginering. will not be a great feat of engineering.
The transfer beat Tacoma, used to
ferry Northern Pacific trains across the
Columbia at Kalama, has been in constant service for 19 years, and officials of
the company feel that there is pressing necessity for relieving it. It has about reached the life limit of such craft, and in its old age is called upon for the most severe service of its busy career. Any accident that should disable the ferry would be a serious matter for the North would be a serious matter for the Northern Pacific, for its line between Portland and Puget Sound would be broken beyond possibility of joining by the ordinary makeshift transfer, and the distance by way of Wallula would be a grievous burden on business. Therefore the Northern Pacific will hegiest no step necessary to get an unbroken track into Portland at the earliest possible moment. Crossing the Willamette River at Swan Island will not call for any considerable purchases on either bank of the stream. Small tracts for bridge landings will be necessary; beyond this the ordinary right of way will suffice. This move will have no bearing on the terminal needs of the company and will not make it any more or less desirable to have such

THE PROSPEROUS PALOUSE.

Large Increase of Hogs and Cattle · Improvement General.

Industrial Agent Judson, of the O. R. & N., has returned from an inspection & N., has returned from an inspection of the Palouse country to note the advancement made in diversified agricul-ture. He is quite enthusiastic over what he found there. Of course, the Palouse is a great wheat country, but it is much

"I found that in Colfax alone this year there has been sold to farmers seven car-loads of wire netting, or hog-fence," said the industrial agent. "This will provide fencing for thousands of hogs, and it in-dicates to what extent the wheatgrowers are going into the hog business. The number of cattle in the Palouse Valley has increased about 100 per cent in the past year, and the character of the ani-mals has also greatly improved. Some recent sales of pure-bred stock in Whit-a simple calculation that by a reduction man County have inspired the farmers to greater effort for the improvement of their herds, and I look for very notable advancement in that line. The farmers to a total of \$750,000 would be saved, while advancement in that line. The farmers have the money this year to buy good animals, and I find a quite decided disposition to study for the most profitable method of marketing the farm productswhether it be to turn off the raw crops or to make manufactured products by the use of livestock.

tolled in glowing terms the greatness of modern Portland, and the opportunities afforded here for the unbuilding of the progress in the town of Colfax than in any other town I know of and the collection of the unbuilding of the collection of the a fine class of structures. The city is putting its streets in first-class condition. Public and private improvements show general comfort and prosperity, and it does one good to see what progress the country is making."

#### REDUCED GRAIN RATES TODAY. In Effect in All Columbia Basin East of Cascades.

The 10 per cent reduction in grain rates from the Interior Columbia Valley to the seaboard will go into effect today. The Interstate Commerce Commission has been notified by telegraph, and the rate sheets showing the changes will be issued today. The O. R. & N. will apply the reduced rates to all stations beginning at Ariling-ton and reaching eastward to Huntington and Spekane, including Spake River points to Lewiston. The Northern Pacific and the Great Northern will apply the rates to all their territory in the Columbia Vailey east of the Cascade Mountains. In all cases the reduction is 10 per cent, or as near that as it is practicable to make

FRANCHISE IN OREGON CITY. New Railway Company Applies for

the only Remaining Street. OREGON CITY, Aug. 14.—(Special.)— Last night the members of the City Coun-ciy and C, D. Latourette, president of the Oregon City & Suburban Railway Com-pany, held an extended conference in the City Hall to discuss the terms of the fran-chise asked by Mr. Latourette for his company at the last regular meeting. An company at the last regular meeting. An adjourned meeting was scheduled, but the Council resolved itself into a committee of the whole and went over the ordinance presented by Mr. Latourette section by section. After a critical review of the ordinance, and many alterations, the Council directed City Attorney Dresser to

The ordinance will be drawn up to specify that the company may construct, maintain and operate a reliway, telephone and telegraph line on Water street, between Third and Sixteenth streets, beginning at the intersection of Third and Water streets; thence northeasterly down Water street to the intersection of Water with Sixteenth street; thence southerly along Sixteenth to Washington street; thence northeasterly to the eastern boundary of the city. The track shall be single or double, laid, graded and located under the direction and subject to the approval of the committee on streets and public property and the City Engineer. The road must be in operation before January 1, 1905, and the franchise will expire at the end of 25 years after the road shall The ordinance will be drawn up to spec at the end of 25 years after the road shall be completed. Work must begin in two years from date and must be insisted in five years from date. The license shall be 4300 per year after July 1, 1909, for five years, and after July 1, 1914, the amount shall be named by the Council.

shall be named by the Council.

There is a great deal of speculation among the business men of the city, many of whom were present at last night's meeting, as to whether or not Mr. Latourette really intends to build the road, and there is a question as to the probability of the Council passing the ordinance even after it shall be drawn in accordance with directions. It is asserted that Mr. Laourette would endeavor to sell the franchise, if he obtained it, as it is stated that in less than a week after receiving a franchise to run his line along the County franchise to run his line along the County road between Oswego and Redland, he went to Portland and tried to effect a sale of the franchise to the Southern Pacific, but without success. The story goes that he organised the Oregon City & Southern Rallway, built a track from Oregon City to Canemah, and sold the whole thing to the Portland City & Oregon Rallway Company, now the Oregon Water Power & Rallway Company, for \$10,000.

## Captain Steyn's Testimony in the

Peter Power Case. NEW YORK, Aug. 14.—Walter Content, of the Stock Exchange firm of H. Content & Co., was the first witness called today at the Power-Northern Pacific hearing. Mr. Content declined, unless ordered by the court, to produce the books of the firm or sworn copies of the correspondence relating to the business relations of Camillo Weidenfeld and Captain Henry Steyn. After some questioning by Mr. Guthrie, counsel for the defense. Mr. Content was excused and Captain Steyn was

Captain Steyn described himself as a consulting engineer. He had deskroom in the office of H. Content & Co., but had no further business connection with that firm. He had known Mr. Weldenfeld in a casual way for some years, and had had business dealings with him. He also knew both Mr. Lamb and Peter Power, and had first spoken with Mr. Lamb about the Power suit in December last. He had never talked with Power about the suit, as he had no personal interest in it. As to his relations with Weidenfeld, the witness said Mr. Weidenfeld came to him and told him about the suit Lamb was bringing to stop the merger. Witness said Mr. Weidenfeld told him that Lamb had gone to Minnesota to see the state author-ties, who, it was expected, would assist them in preventing the merger; that if this aid should be obtained, and if he (Weldenfeld) should be assisted with the situation, he would contribute to the expenses of the suit. Captain Steyn said that at that time he was not aware and Weidenfeld had never told him that it was desired to find a nominal plaintiff. Lemb might have said to him that a re-

sponsible plaintiff was desired.

Captain Steyn next explained his business relations with Mr. Lamb, the previous witnesses, including Mr. Wendenfeld, having shown that Captain Steyn had acted as Mr. Weidenfeld's agent in paying money to Mr. Lamb, Captain Steyn said:

"My connection came in this way: Lamb's clerk told me Lamb's bank ac-count had been attached and money was needed. I so informed Weidenfeld, and he authorized me to pay money to Lamb up to \$550. This. I understood, repre-sented his contribution to the suit or suits templation."

Captain Steyn said he had also understood that Weidenfeld was also behind the Chapman suit against the Great North-

Witness identified the original stock cer tificates of 100 shares of Northern Pacific as the same he had taken to Chicago. It was taken there, he understood, because Weldenfeld was to intervene in any ac-tion and the stock was therefore for that ourpose. It was always in his (witness')

"Then, when Mr. Lamb swore you gave him the stock, and he in turn handed it to Power, who carried it to Minneapolis, he testified to what was not true?" said Mr. Guthrie.
"Absolutely."

At the conclusion of Captain Steyn's exmination the hearing was adjourned until tomorrow.

Reducing Grain Rates.

ST. PAUL. Aug. 14.—The meeting of the Northwestern and transcontinental lines at the Great Northern building to discuss the proposed reduction in grain rates to-day resulted in a partial agreement which may be fully concluded within a few days. Within a week it is expected the lines interested will announce the exact reductions. Some of the reductions in rates will amount to 1½ and 2 cents per 190 pounds. the total on all grains is expected to be \$1,250,000. The proposed reductions will go into effect prior to the movement of the

Pushing Mexican Central North. LAREDO, Tex., Aug. 14.-A Monterey ecial says:

Work on the construction of the Mexican Central short line to the United States is about to be commenced. The survey between Paredon and Lampasson has been completed, engineers are at work north of Lampassos, and next week engineers will be put in the field across the border at El Pan, with instructions to locate a line to San An-

Rush Orders for Cars. TOPEKA, Kan., Aug. 14.—The Santa Fe Company made a rush order today for 200 flat-cars of 80,000 pounds capacity, and 300 oil-tank cars of 9500 gallons' capacity.

Railroad Notes. Herman Bamberger, a capitalist and railroad man of Salt Lake City, is spend-

ing a few days in Portland. John H. Watson, who has been master John M. Watson, who has been master mechanic of the Columbia Southern Railroad for the past year, has resigned his position at Shaniko to become foreman of the roundhouse for the Great Northern at Spokane. Mr. Watson's successor on the Columbia Southern has not yet been appointed. been appointed.

The Four Track News, the New York Central's magazine, is filed with inter-esting descriptions and attractive illus-trations of Northeastern scenery and industry. Life in Mexico, the birds and flora of the Adirondacks, Dr. Brooks and his family of comets are subjects of miscellaneous articles of special interest. Copies of these magazines may be ob-tained of W. C. Seachrest, agent of the New York Central lines, in the Sherlock

Sunset for August has % timely com-ment on and estimate of Bret Harte, with a fine portrait and a fac-simile print of Mr. Harte's "Dickens in Camp."

By express-High-class novelties is Dress Skirts-Newest Greeian effects-\$35 and \$45

# Meier & Frank Company

Hoppickers' Gloves-Women's, boys' and men's styles-Two grades-25e and 50c

Picture Framing to your order-Best Mouldings and satisfactory workmanship. Custom Shade Work a specialty-Orders promptly executed-(Third Floor.)

Just received-New things in ladies' Silk Belts and Neckwear.

# Friday Surprise Sale

See Fifth-Street Window Display.



Today, the 677th Friday Surprise Sale -A great surprise sale for the cook-8000 pieces of the highest grade Royal Graniteware, comprising such desirable pieces as Dish Pans, Berlin Sauce Pans, Tea Kettles, Pudding Pans and Berlin Kettles. The prices remarkably low considering that all lines of Graniteware have advanced two fold in the past twelve months. Every housekeeper, every hotel man, every boarding house keeper should anticipate future wants at the following tempting prices:

2000 14-quart Dish Pans, the best grade, 55c each 1000 No. 4 Berlin Sauce Pans, with cover, 35c each 1000 No. 8 Granite Tea Kettles, best grade, 63c each 3000 3-quart Pudding Pans, best grade, 18c each 1000 Berlin Kettles, the very best grade, 43c each

## Bed Departm't

The most complete Bed Store in town-Larger variety, better and newer styles and everyone rightly priced. Beds of every style and description from the cheapest white enamel at \$3.50 to the highest grade all-brass at \$65.00 Twin Beds, Cots, Single Beds - Then you'll find here Mattresses, Springs, Blankets, Comforters, Pillows, etc., in immense variety and lowest prices.

Estimates cheerfully given on completely furnishing homes, hotels or boarding houses.

Parquet Flooring in beautiful styles, laid in correct manner, very desirable for dining rooms, reception halls or office. (Third Floor.)

# Picture Departm't

2000 12-in. circles, matted, great variety of subjects, exceedingly big value at

9c each

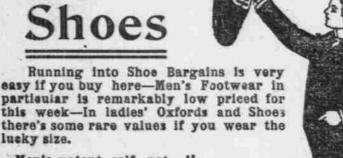
100 fellow Field-Hunt Pictures, colored, framed with passepartout binding, 6 new subjects, \$1.50 value at

69c each

Cabinet Photo Frames,

8x10, passepartout binding, red or brown mats, 25c-New lot of hanging Brass Frames, all sizes and prices.

# Men's Shoes



there's some rare values if you wear the lucky size. Men's patent calf, patent horse hide and velour calf Oxfords, all the latest style toes, heavy or light soles, blucher and lace

and \$4.00 values at \$2.95 Pair

styles, the regular \$3.50

French, Shriner & Urner Oxfords for men, the best shoe made in the land, patent calf, patent kid and Russia calf, heavy or light soles, all sizes, all the \$5.00 styles for

\$4.25 Pair

All our men's Tan Shoes, odds and ends in good

for, pair \$1.65 All the \$3.50 \$2.15 Cleaning up odd lot of

ladies' Shoes and Oxfords at ridiculously low prices. Odd lots of children's

Shoes being cleaned up at prices far below cost.

August Linen Sale continues through

# Men's Wear

The gents' Furnishing Goods store is always full of astonishing bargains -Today and tomorrow are no excep-Men's fancy balbriggan Underwear,

shirts and drawers, all sizes, the regular 50c grade for .... 35c Men's fine grade Golf Shirts, best patterns and colorings, all sizes, many of the season's best styles, \$1.23

each ..... Men's silk or satin fancy Tecks and Four-in-Hands, good variety of patterns and colorings at, 

Meier & Frank Company

Meier & Frank Company

Eunumum Ameurumum II

quite beyond anything expected of rail-road literature. It is a credit to the Southern Pacific.

COMMUTATION TICKETS TO THE The O. R. & N. Co. has made a 115 rate for individual five-ride, round-trip commutation tickets. Portland to North Beach and Clatsop Beach points. These tickets will be good any time from date of sale up to October 15, 1907, and will be honored in either direction between Portland and Astoria on the boats of the Oregon Raliroad & Navigation Company, the White Collar Line, the Vancouver Transportation Company and on trains of the A. & C. R. R. Tickets now on sale at U. R. & N. office, Third and Washington,

LOW EXCURSION RATES.

Portland to St. Paul and Return, \$52.

On August 14 and 15 the Great Northern Rallway will sell round-trip first-class tickets, Portland to St. Paul and return, for \$52. Tickets good @ days. For full information regarding this trip, call at city ticket office, 122 Third stret, Portland. Thousands of people praise the medicinal merits of Hood's Sarsaparilla to their

CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Chat H. Tathers.

## Olds, Wortman & King

See Our Advertisement of Sale of Colored Shirtwaists === PAGE THREE ====

Also Friday and Saturday Specials

Lepman Wolfer Co

**EXCEPTIONAL REDUCTIONS** 

IN SEASONABLE GOODS ADVERTISEMENT—Daily (excepting Sunday) will appear on THIRD PAGE. Sunday advertisement on Page 9

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