

PLAN A BIG MERGER

Local Street Railways May Be United.

SYNDICATE TO MAKE AN OFFER

Baltimore Capitalists, Who Took Over San Francisco Lines, Want to Operate in Portland.

Negotiations are now said to be pending for the consolidation of the Portland Railway Company, the City & Suburban Railway Company and the various electric and gas companies of this city into one large organization. A number of Baltimore capitalists are back of the scheme, and they propose that the new company shall have a capitalization of about \$10,000,000, and will bear some such name as the United Railroad & Electric Company of Portland.

In 1899 these same capitalists consolidated the electric and street railway interests of Baltimore, forming a company known as the United Railways & Electric Company of Baltimore, with a capital of \$25,000,000. Early in the present year the various cable and electric companies of San Francisco were consolidated under the name of the United Railroads of San Francisco. This company has a capital of \$40,000,000, and is controlled and owned by the owners of the Baltimore company. It has 230 miles of car lines and about 1400 cars in service.

The next move of the Baltimore people was to come north to Portland. Here they have been soundly rebuffed by the local companies on the consolidation proposition, but thus far nothing definite has been done toward the merger.

The Portland Railway Company has about 35 miles of road and about 100 cars in service. The stock of the company is controlled by D. O. Mills of New York. The City & Suburban Company has nearly 70 miles of road and over 100 cars on the various lines, and the stock is now locally. If the Oregon Water Power & Electric Company is to be included in the estimate of lines and cars it will swell up the total mileage to 150, and the number of cars to 250. A local railroad man said last night:

"A combination such as is proposed would mean much to this city. Increased transfer facilities, combined with better connections and suburban lines, would induce many to ride where they now walk to their work. The sum of \$10,000,000 invested in Portland would also be productive of beneficial results. For the street-car companies, there would be a smaller expense account, for one force of men could be used where several are now required in building and equipping new cars and bettering the condition of the road beds and tracks."

All the local railroad men decline to talk. They say that no specific offer has been made, nor price named by them; but they admit that advances have been made on the part of the Baltimore syndicate, and they have no doubt that the consolidation plan will be soon specifically put in form; then it will be up to them to accept or decline.

None of the representatives of the Baltimore syndicate is now in the city.

OLD MAN HANGS HIMSELF

Unknown Supposed to Be "Cap" Hill or Scott Takes His Life.

An unknown man, supposed from the police records to be "Cap" Hill or Scott, about 60 years old, committed suicide by hanging himself to a tree early yesterday morning, in Corbett's grove, South Portland. One of the "trustees" at the City Jail is positive that the dead man was the person who was recently arrested by the police for drunkenness, but is not sure what name the prisoner gave at the time he was sentenced to pay a fine of \$5 at the Municipal Court. There was nothing found in the dead man's pockets to lead to his identification except this entry made on the last page of his note book: "Vernon G. Patterson, 1235 Commercial, Capitol Hill, Ore." It is thought that the entry referred to may relate to Capitol Hill, Washington, D. C.

People living in the vicinity of Corbett's grove state that they saw a man resembling the man who ended his life walking about the grove carrying a rope in his right hand, Sunday night, but they dismissed the matter from their minds at the time, as they thought the man was looking for a cow that might have strayed. Yesterday morning passengers on cars passing over the Southern Pacific railroad track, on looking out of the windows, were startled to see the body of the suicide dangling from the tree where he had ended his life.

About 5 o'clock yesterday morning, two boys named W. D. McDonald, 24 Hood street, and Sammie Goddard, 1818 Commercial, were walking over the field east of Corbett's grove looking for one of the Elks' balloons which was reported to have fallen in that section. But just then the boys were startled to see the body of the old man hanging to the tree. The police were communicated with, and Jailer Patton took the body to the coroner's undertaking rooms. The suicide had taken care that his plans to take his life were complete. He took a fence rail and placed it crosswise from a partially burned stump to the limb of a tree about four feet distant. This made a rude scaffold, and from the fence rail he adjusted the noose to a stout branch above him and swung himself to his death. There were the ashes of a recently made fire, close by. In the man's pockets in addition to the notebook were a jackknife, a tobacco pipe, and a vial containing a white powder. He wore a blue flannel shirt, overalls, and a dark coat and vest.

SCOW CONTRACTS LET.

Port of Portland to Pay \$7250 for Two-Delay at River's Mouth.

The Port of Portland Commission met yesterday afternoon at 4 o'clock. All the members were present except Reilly and Hughes. The contract for two scows was let to the Portland Shipbuilding Company for \$7250. The other bids were from Farris & Seward, \$7300; Joseph Supply, \$5000, and Joseph Paquet, \$5500.

Captain Pope attended the meeting by invitation to explain the delay at the mouth of the river in the case of the ships Euphrosyne and Brambletye. He stated that the ships were stalled at the mouth because he and Captain Patterson had gone with the other pilots to sound the bell. The dredge had pushed some silt ahead of her, and on this the Brambletye touched. The dredge quickly dug her out, but in the meantime the pilots had left and the ships could not move without them. The commission felt that the port had been unjustly blamed in the matter. Though the necessity of sounding by the pilots was fully recognized, it was objected that such

delay threw unnecessary odium on the port.

The discussion took up considerable time, and it was late when the superintendent reported upon the dredging of Montgomery dock No. 2. The commission thought that this would favor expense, as they did not feel justified in doing this work at the same rate as in other places, owing to the refractory nature of the river bottom. Besides, it was objected, the dredge was needed down the river for at least two months longer. A meeting will be held today at 4 P. M.

OFF FOR HOPFIELDS.

No Scarcity of Pickers This Year—Size of the Crop.

Between 5000 and 6000 people are moving toward the hopfields. This is the statement of an officer of a river transportation company, and a glance about the wharves at the piles of the camper cuttings and the smiling pickers in charge of their luggage gave a notion of what this movement means.

The growers are beating up their crews, and in front of all the town hotels the man who owns the hops may be seen surrounded by a good-natured gang of men and boys who are anxious to pick. One grower, evidently famous for his last year's crop, was holding a reception, and man after man came up, shook hands and swore by his boot tops that he was going to send up his wife and the children for a two weeks' outing. The grower responded to each greeting, assured the old acquaintance that he would miss him dreadfully, and vowed his wife and babes should want for nothing. "They're all old pickers," the owner explained, "and we have some of the old crowd every year. I've been in the business for pretty near 20 years, and there are some coming up this season who were with me when I started."

While there is a rumor that pickers are scarce this year, no one could be found to admit it. I have more offering than I want," said one man, "and if there is any scarcity it must be with men of a bad reputation."

The price paid this year will be 40 cents a box, or in some gardens 1 cent a pound. The campers "find themselves" though many growers supply fresh vegetables. The picker always inquires as to this before he engages himself, and many a warm discussion ensues as to whether fresh vegetables means simply potatoes or a full variety of garden truck. Usually all this is more a matter of form than of necessity, for all growers have a steady reputation, which they live up to, and by this reputation they are known."

The Oregon crop for this year is estimated unanimously at from \$5,000 to \$6,000 bales of 150 pounds each. The quality is looked upon as very fair indeed. W. J. Bishop, a dealer from New York, stated that the crop in New York State was very poor. "I estimate it at about one-half the crop of the Oregon," he said. "The hops were beginning to grow and it froze the branches right off. The farmers there are getting discouraged, and there is a good deal of plowing up. The English crop, I would estimate at about 200,000 hundredweight. There is a short crop in England, and I received advice this morning from there that the crop was looking very bad. The German crop, I think, will be an average one. As to prices, Mr. Bishop said: 'The ruling price seems to be 25 cents. I have heard of a contract at 25 cents, but I would hardly say the report is true. One-third of the Oregon crop is contracted for, but most of this is only temporarily tied up, and will be in the market again. The hops this year are of a fine color. No, I have been observing and they are very fine, and the latter are killed by the warm weather.'"

H. W. Gray, a grower, said in regard to new methods of curing: "The best thing I have heard of is the report that the hop is to be dried in the sun. I have heard of one-third of the Oregon crop is contracted for, but most of this is only temporarily tied up, and will be in the market again. The hops this year are of a fine color. No, I have been observing and they are very fine, and the latter are killed by the warm weather.""

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All of these strangers are favorably impressed with Portland, and not a few of them have expressed a desire to take up residence in the city. The big hotels have been overrun with guests, and the hotels recall the times when political conventions have brought swarms of busy delegates to the city. Usually, August is a dull month with tavernkeepers, but rooms in the leading hotels of the city are in demand throughout the entire summer, particularly since August 1. Next week, when the Elks' Carnival begins, the crowds will be larger than ever, and while hotelkeepers will reap large profits, the police, clerks and bell-boys will have ample cause for profanity, for their patience and endurance will be taxed to the utmost.

HOLD-UP ON THIRD STREET

Three Footpads Arrested as They Attack Victim.

Smart work on the part of Policemen Bailey and Gibson, at Third and Couch streets, about 11:30 o'clock last night, frustrated an attempt to rob an elderly man named William Cunningham. Bailey and Gibson saw three men, J. King, Chester Harvey and James Hughes, acting suspiciously on Third street, and retired to a doorway to watch their movements. Cunningham came along, and the trio were upon him in an instant, going through his pockets, when the policemen suddenly appeared in sight and placed King, Harvey and Hughes under arrest. One of the prisoners had \$1 in his possession belonging to Cunningham when the arrest took place. The trio were locked up at the police station. Cunningham states he was robbed of about \$1.

THROUGH THE COLUMBIA RIVER

A delightful trip a few hours will take you through the famous "Columbia River Gorge," the greatest combination of river and scenery anywhere.

The O. R. & N. train leaves Portland daily at 9 A. M. Return can be made by steamer from Clatsop Lookout. Special rates for this trip. Get particulars at O. R. & N. ticket office, Third and Washington.

E. W. Grove. This name must appear on every box of the genuine Laxative Bromo-Quinine Tablets, the remedy that cures a cold in one day. 25 cents.

NEW MEN ON BRIDGES

COUNTY COMMISSIONERS MAKE APPOINTMENTS.

Captain Henry Van Auker Will Succeed Captain W. H. Foster on the Albina Free Ferry.

The County Commissioners are not disposed to make public at once the names of men whom they have appointed to positions on the bridges. The board some time ago adopted a rule that men will first be placed on trial as to their fitness without compensation, and afterwards receive permanent employment if they prove worthy.

Recently a number of men have received appointments, and the indications are that they will remain. Captain Henry Van Auker, for many years master of the old Stark-street ferry, will relieve Captain W. H. Foster on the Albina free ferry. Martin Johnson, once a hackdriver, formerly known as "Dutchy" Martin, has secured a place on the Burnside-street bridge, to fill a vacancy caused by a resignation of a bridge-tender some time ago. Joe Ruconich, an old resident, well and familiarly known, has been appointed to a position on the Morrison-street bridge. James Kelly, ex-deputy Sheriff, will relieve Bob Austin on the Madison-street bridge.

Last week H. C. Stuart, said to be a relative of County Commissioner Showers, resigned a position on one of the bridges, having obtained another job. This is said to denote that Commissioner Showers is playing a lone hand with the other members of the board.

All men appointed report to the bridge foremen for duty, and one of the first questions asked of them is if they are addicted to the use of intoxicants. They are made to understand that only sober, reliable men will succeed on the bridges. None of the foremen will be removed, for the present at least, and perhaps not at all. They are all tried and experienced men, and it is very necessary to have a competent man in control of each bridge.

H. P. Emery, the Courthouse carpenter, has tendered his resignation, to take effect September 1. It is understood the place will be left vacant.

CRIMINAL COURT OPENS.

Three Men Charged With Murder in First Degree Are Arraigned.

Judge Sears held a session of the State Circuit Court yesterday, which was called to order by Sheriff Storey in person. A deputy Sheriff usually performs this service, but Mr. Storey desired to have the honor of so doing once, at least.

Two young men were arraigned for criminal offenses, including three charged with murder in the first degree. George Smith, who murdered his white wife, Annie Smith, was arraigned and granted \$5000 bail, September 8, to plead. Smith acted coolly, and bowed to several acquaintances in the courtroom, who did not return his salutation.

"Have you an attorney?" asked the court.

"I would like to have Charles A. Petrain act for me," responded Smith, pointing to Mr. Petrain, who was present.

"Have you any money to employ counsel?" inquired Judge Sears.

"Not just now," answered the prisoner. Petrain was appointed to defend the case. A. T. Gladstone and Ed Johnson, colored, charged with the murder of Louis Barga, pleaded not guilty, and the trial is set for September 15. Their attorneys, O. A. Neal and R. B. Sinnott, were granted permission by the court, with the consent of the District Attorney, to interview Andrew Jackson, a colored witness, who is detained in the County Jail, to insure his presence at the trial. The counsel also asked permission to take a camera in the jail and photograph the witness, urging as a reason that they desired to identify him, and that there are so many negroes named after the former great statesman.

District Attorney Chamberlain objected to the photograph being taken, but said he would consent to the witness being interviewed. Justice Sears said he thought the request was a novel one, and that he would deny it. William Lockington, who stabbed his wife, was arraigned, and granted until September 5 to enter his plea. Olegieby Young appeared as his attorney.

John Hall and Henry Jones, charged with assault with intent to rob W. A. Hilliard on July 2, were granted until September 5 to plead, by request of their attorneys, Murphy, Sweet and Watts. Frank Reynolds, John Johns, alias Eugene Miller, and George White, charged with assault with intent to rob W. A. Hilliard on July 2, were granted until September 5 to plead, by request of their attorneys, Murphy, Sweet and Watts. George McCray pleaded not guilty to a charge of obtaining money under false pretenses, and his trial was set for September 8.

ERRORS IN LAW DOCUMENTS.

Inspection of Courtroom Papers Reveals Curious Mistakes.

Hardly a day passes but what some legal document containing a glaring error is found in some of the offices at the Courthouse. Deeds and mortgages containing wrong descriptions are common, and amounts in reports in probate cases are frequently wrong. A report was filed several days ago in the County Court showing that the administrator had received \$500, when, from an inspection of the account in detail, it appeared as a matter of fact that the administrator had only collected about \$500 in money, and that the value of all property handled by him, real and personal, did not aggregate \$500.

Yesterday in an adoption case the petition stated that the child in question was born in 1891, and that her mother died in 1893, or two years before the birth of the child, who, it would seem, like today, "never had any father or any mother, but just grown up." Many lawyers are evidently so careless that they never read over any of their papers before filing them, and if they do everything else in the same lax manner it is probably the reason that they have more time than money.

GOOD PASSENGER RECORD.

More Than Million and Half Carried and None Killed.

In the last two fiscal years the O. R. & N. carried on its rail and water lines 1,400,000 passengers, and not one was killed. This is regarded as an exceptionally good showing for any transportation company. It is due to high efficiency on the part of engineers, trainmen and superintendents, and it is a source of much gratification to the officials of the company.

Big Demand for Railroad Laborers.

TACOMA, Aug. 25.—It is announced that between 1000 and 3000 laborers will be wanted this fall to fill out the construction gangs on the Villedale Railroad, work on which will be started at once. Plans are under consideration for sending north several hundred Japanese in order to hurry the work on the first 15-mile section, which it is intended to have in operation next summer. Most of the Japanese will be taken from the Northwest where they have been employed by railroads as section hands.

Killed by Street-Car.

ST. LOUIS, Aug. 25.—Marie Antoinette Hopkins, widow of the late Edward A. Hopkins, former United States Minister

to Argentina, was instantly killed by stepping in front of a street-car going 30 miles an hour.

Mrs. Hopkins was born in Paris, France, in 1839. She was a Marchioness by birth. In 1860 she married Baron von Renzel. Later she married Edward A. Hopkins, who died in 1894.

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against Edward Clayton was dismissed by Judge Sears yesterday on motion of plaintiff's attorney.

The inventory and appraisal of the estate of Clinton Bonser, deceased, was filed in the County Court yesterday, showing property valued at \$124.

Albert Nibbel has commenced suit in the State Circuit Court against Myrtis E. Reed and W. H. H. Reed, to foreclose a mortgage for \$1640 on a tract of land in section 26, township 1 north, range 4 east.

Theodore Anderson has filed suit in the State Circuit Court against Minnie Burns, formerly Minnie Fortune, and Mrs. W. Sharp, to foreclose a chattel mortgage for \$200 on certain articles of furniture contained in a dwelling-house at 153 West Park street.

TO KEEP OUT SMALLPOX.

Quarantine Is Declared Against Woodland.

A quarantine has been declared against the Woodland district, and yesterday City Physician Zan notified the various transportation companies that they must not take passengers at either Woodland or Caples' Landing, the two points from which the people from that community take the boat to Portland. Mail will be taken, provided it is thoroughly disinfected, and it is put in the hands of the State. This action, while it will not absolutely prevent people from the upper Lewis River from coming to Portland, will prove a great help toward keeping the smallpox which infects that vicinity from being brought to the city. Woodland seems to be the center of infection, and there are a number of smallpox cases there as well as in the country near by. There are two ways by which the people from Woodland can come to Portland. They can go to Caples' Landing on the Columbia River, at which point they can take any of the boats that run to Astoria, or they can take the boat that runs up the Lewis River and stops near Woodland. If they wish to come to the city they can go to some other point on the Columbia and there will be no way to identify them as citizens of Woodland, but the action taken by the Health Department will greatly lessen the number of people that come here and will probably induce those who have been directly exposed to smallpox to stay away.

"I thought at first that I would quarantine all of the upper Lewis River," said Dr. Zan, "but I do not wish to be too hasty in the matter. I am sure that this will have the desired effect. If, however, another case should appear that could in any way be traced to that district I shall declare the whole section of the upper Lewis River under quarantine."

With the exception of one company, the business of which comes mostly from the upper Lewis River, there was no complaint of smallpox in the city. The Health Department that business interests are not to be considered when the health of the entire population of the city is at stake. "I have looked into the matter thoroughly," said Dr. Zan, "and I am convinced that the people want the place quarantined. I am sure that there is smallpox there and that it has been so poorly handled that it is dangerous for us to allow the Woodland people to come here. I would not feel that I had done my duty if I did not take the matter up."

Inquiries were made yesterday as to the sphere of action of the state quarantine officers, but it was found that they only have power to quarantine inbound vessels that they may judge to be infected. In cases like the one at Woodland they have no power to act. In 1899, there was a bill passed providing for a state quarantine officer to be stationed at Astoria, who should have power to inspect any inbound vessel and if he deemed it necessary to place it under quarantine. In 1899 during the cholera scare another bill was passed providing for three more state officers, one to be placed at Coos Bay, one at Gardiner, near the mouth of the Umpqua River, and the other at Astoria. These were to have the same power as the one at Astoria.

"This is another instance that shows the necessity of having a Health Board," said Dr. C. H. Wheeler yesterday. "The state is paying a salary to these officers, yet they are of no practical value to the state. The United States Marine and Hospital Service inspectors are stationed at these points and inspect all inbound vessels. The state officers are simply doing their work after them, while there is no one to attend to them."

OUTLOOK FOR STATE FAIR

Railroad Men Say Exhibitors Are Taking Great Interest.

General Freight and Passenger Agent Coman, of the Southern Pacific, says the people along his line are manifesting more interest in the State Fair this year than ever before. Traveling Agents Jones and Lockwood, who have been in the Northwest recently, report that a large number of the farmers are making preparations for taking exhibits to the State Fair, and that the displays will be specially interesting. President Wehrung and Secretary Wisdom have been out among the agriculturists and inspired them with positive enthusiasm for the fair.

Mr. Coman is of the opinion that more practical good will result from a creditable fair this year than ever before. The settlers' rates from the East will go into effect September 1, and by the middle of the month, when the fair will open, there will be a great many newcomers in this country. The railroads will make low rates for them to attend the State Fair, and it is expected that a great many of them will go there to see what the country is good for, and will there make up their estimate of it. Therefore, it is more than ever worth while for Oregon to make a good showing at the fair, and the producers are actively interested in making it a record breaker.

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Handsomeness new Velour Silks in plaids and Roman stripes—Very latest.

Meier & Frank Company

New silk and velvet Monte Carlo Coats—Beautiful styles—(2d floor.)

The new Fall styles and designs in all kinds of Lace Curtains. Felt and Mohair Walking Hats for early Fall—