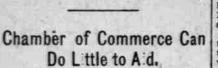
THE MORNING OREGONIAN, WEDNESDAY DECEMBER 10, 1902.



THETRANSPORTBIDS

O. R. &. N. IS AFTER BUSINESS

Railroad Wants Philippine Com merce and Will Try to Bring Government Contracts to Portland -Senator Mitchell Will Help.

The board of directors of the Chamber of Commerce met in their office, on Washington street yesterday morning and listened to the reading of the correspondence that had been sent to and from the Chamber regarding the transport bids. After the members had heard their fill they decided that there was nothing to do about the matter, and the discussion turned to other business.

The first letter read was from Laidlaw & Co. as follows:

You will no doubt, have noticed that there You will, no doubt, have noticed that house has been considerable discussion in Washing-ton, D. C., regarding the proposed abandon-ment of the United States transport service as at present conducted, and the awarding of a contract to carry on similar service to private

ment of the United States transport service as at present conducted, and the awarding of a contract to carry on similar service to private parties. You are, no doubt, aware that we have made bids for the business. We understand that the commercial bodies, both in Sentile and in San Francisco, are making most stremuous efforts to secure this business for their respective cittes. Our bid does not contemplate the transportation of pas-sengers at all, but we offer to carry all cargo and freight and give the Government the op-tion of shipping from Portland, the Sound or San Francisco, as it desires. It is needless to main state to the beachts which would accrue to this city if our offer were accepted by the Government. Our rates are identical with those offered from Puget Sound, and it seems to us that some active effort on your part, through the Oregon delegation in Washington, might secure for Portland at least a part of Government. Our rates are identical with those offered from Puget Sound, and it seems to us that some active effort on your part, through the Oregon delegation in Washington, might secure for Portland at least a part of this business. We have no difficulty in find-ing business for the steamers we represent, outside of this, and we can assure you that if is not as profitable as other business which is effering. We have made our bid, however, and we ask you to use your influence to secure at least a partial seceptance of it. As an illustration of what such business means to this city, we would point out to you

The and interfactors we would point out to you that we have already secured four transporta-tion contracts from the Government, using four steamers, each of which disbursed in the neighborhood of \$7000 in this city. We have wise secured one contract for shipment from factors.

Mitchell Will Help.

A telegram to Senator Mitchell, asking him to intercede in the interest of Porthim to interest in the president Mohler, of the C. R. & N. Co., requesting to know if that company intended to secure any of the transportation trade, were read. In reply Senator Mitchell wired as follows:

Washington, D. C., Dec. 7 .- I have already trequently urged upon the War Department advantages of Portland in respect to forage, lumber, hay, onts and other commodities re-quired by the Government. I cannot under-stand, however, why, when bids are called for, as they were the letter set of Oracle. as they were the latter part of October, but she bid came on from Portland, and that conone one came on from Portland, and that con-fined to freight alone, when the department wishes to contract for both freight and solders, and further, why it is, if lumber is \$1 cheaper per 1000 in Portland than on Puget Sound, and that hay is in price \$150 per ton cheaper in favor of Portland as against Puget Sound, that the only bid sent from Portland in re-sponse to the decartment's call from the field sponse to the department's call, fixes the pric sponse to the department's call, fixes the price for carriage of lumber \$1 per 1000 more than does the bid from Paget Sound, and on freight 25 cents per ton more than Paget Sound. The Waterhouse bid, of Seattle, for care of solitlers from Seattle to Manila is \$25 per man, without subsidence, and \$15 with food. You can rest assured that every effort in my power is being made to aid Portland in the control for Gov-ernment business.

0. R. & N. Wants the Business.

that all were given an equal chance. So it appears to the public, but inquiry among transportation companies and a close investigation of the terms of the **TO AMEND NEW FRANCHISF** bids asked for reveals the source of Mr. Hill's success through his Boston Steam-ship Company. HIPs

"Strange," says the reader, as he no-tices that but two bids were sent in for this coveted contract, "Every one is willing to fight for it, but none would make an offer."

"Stranger yet," as he notices that but one company-and Hill's Boston Steam-ship Company at that-sent in a bid or carrying passengers. San Francisco did not bid. Portland bid on the freight, but not on the passen-gers. Seattle must be the only port that feels able to handle such a commerce. But the men who have followed the pro-ceedings ask, "Why did not some of the other Seattle commanies hid?"

ceedings ask, "Why did not some of the other Seattle companies bid?" Examination of the terms of the con-tract shows that it is so indefinite that no company can make an intelligent bid from the information contained in it. Each bidder was given less than a month in which to support the start of the second

in which to answer, and therefore had no time to acquire the additional infor-

mation. The answer therefore comes: "Mr. Hill either was possessed of in-formation concerning the bids that was not furnished to the rest, or he made the bids blindly, being willing to lose money in order to get the contract," and the last is credited but little. The communications to the intending

bidders were dated October 24, and gave until November 19 for an answer. Among the conditions given were:

Among the conditions given were: First-Rates quoted must cover the period from now until the close of the present fiscal year, ending June 30, 1903 (less than a year). Second-Bids are desired for the transporta-tion of passengers, animals and freight to and from San Francisco, Cal.; Portland, Or., Sent-tie, Wash.; Tacoma, Wash., and Manlia, P. I. Bids will be received for transportation from one or more or sail of the ports of departure.

ships on hand here to carry on the amount of traffic under present trade conditions, and none knew where they would get the

and none knew where they would get the additional ships, About a mouth ago Hill's ships Korea and Siberia were launched. They are described as being admirably adapted to such work as will be called for in the transport service, but, under the present trade conditions, most of the companles would consider them nothing less than white elephants on their hands. It was generally wondered why they were coming out at this time. It was not long, however, until the matter of the bids for the transport service came up. Who was prepared like Hill to make proposals? It must have been something more than luck

that these conditions came up at the same In conditions 5 and 6 are requirements that could not be answered if the ships were not waiting for just such a proposition. They are:

Fifth-Bidders should state the service to be Fifth-Bidders should state the service to be supplied, the capacity for passengers and freight of each vessel, the facilities for venti-lation, refrigerating, cold storage, distilling, hospital accommodiations, etc., all to be sub-ject to the inspection, approval and accept-ance of a duly authorized agent of the Quar-termaster's Department of the Army, in event of the acceptance of bid. Sixth-Bidders should understand that the Government shall have preference over the

Sixth-midders should understand that the Government shall have preference over the general public in the transportation of passen-gers and freight, where, in the opinion of the officer or agent of the Quartermaster's De-partment, a military exigency exists therefor requiring such preference in the interests and economy of the service.

It is generally considered among men who were expected to bid as an impossi-ble requirement for them to secure the use of ships, if they did not aiready have them on hand, in time to answer this descripti within the 25 days that were given. Or, if they were companies already running ships across the Pacific, it was considered as un-reasonable that they should be expected to give to the Government the preference over customers to whom they had already contracted when it should suit an officer or agent of the Quartermaster's Department to say that a military exigency ex-

OREGON WATER POWER & RAIL-WAY ORDINANCE MEETS A SNAG.

Board of Public Works Suggests Changes Before Grant Will Be Approved.

The Board of Public Works yesterday approved the report of Chairman Mills and Richard Williams, to whom had been referred the question of the investigation of the ordinance granting the Oregon Water Power & Railway Company a franchise on East Water street from Hawthorne avenue to East Burnside. The committee, which had given a great deal of attention to the subject, made a re-port recommending the following amend-

Sec. 3. Said railway track shall be so con-structed as to present the least practical ob-struction to the ordinary public use of the struction to the ordinary public use of the streets, and that it shall, when required, con-form to the established grades of the streets as now or hereafter to be established when such streets are brought to grade; and, further, said railway company shall be subject to all reasonable regulations in construction and use of said railway which may be imposed by ordi-nance.

nance. In the opinion of your committee, the loca-don of this road upon Water street, along the wharves on the east bank of the river, across the streets reaching the river, and at the en-trance to the bridges now crossing the river at Morrison and Madison streets should at all times be subject to control of the Common Council in its construction, maintenance and

use. Section 5 is indefinite in providing that the cars used shall be of approved construction for comfort, convenience and safety, in that it does to approve of these mat-

comfort, convenience and safety, in that it does not provide any one to approve of these mai-ters. It should be definitely stated who should approve of the cars. If it is intended to re-serve the right to control the company in this matter. Bection 12 contains a provision, after stating what the company is required to do concerning the improving and maintaining of the streets, that it shall also pay its proportionate share of the repair or reconstruction of any bridges or any elevated roadways, without defining what that share shall be. This section should be amended so as to fix the share of the com-pany at one-fourth of the expense of such work. work

work. Section 13 should be so amended as to work a forfeiture for failure to perform the spec-ified requirements and impose the duty of so declaring upon the Common Council.⁵ Section 18 should be so amended as to require the company to fill to the established grade that portion of the street 15 feet in width oc-cumied by its tracks.

that portion of the street is feet in with oc-cupied by its tracks. Section 19 should be amended so as to read as follows: "Sec. 19. That the said The Or-gon Water Power & Railway Company shall in no event charge a greater sum than \$2.50 for the switching of each car for which appli-tion is made: and upon application of any cation is made; and upon application of any one and tender of said charge, said company, its successors and assigns, are hereby required to do said switching without delay, preference or discrimination?

To most a solution of the constant supervised of the solution of the board will observe the solution of the board in the discharge of any obvious duty. Too much care cannot be bestowed upon laws granting important rights to private corporations in the public streets of the city. On motion a copy of the report was

ordered sent to the Common Council. James Reilly, contractor for the improvement of East Sixteenth street, from Belmont to Taylor, demanded the ac-ceptance of the improvement, which he

ceptance of the improvement, which he apparently thought was being held up. "Are you going to hold this up all year?" he asked the board. "If you are I will block up the street until I get something out of it, There is traffic on the street, and I do not want to see it worn out. Fil-block it up tomorrow." "We will lay the matter over for an-other week," said Chairman Mills, "Til block the street tomorrow," de-clared Reilly.

clared Reilly. "You may do it," said Mills. "Til do it." said Reilly determinedly. "If the city doesn't want the street it

can't use II.

casily, the yeast is fresh. In the final test a spoonful of sugar is added to the yeast, which, if it is fresh, then becomes lique-fied."

fied." Miss Voorhees mixes her bread with a free, easy shoulder movement which she says is of great physical benefit, and it not at all tiring. It really seems as if the making of sweet, wholesome bread is the noblest part of housekeeping. The sunny spirit of one home breadmaker was beautifully shown in a letter from Mrs. Garfield to her husband, President Garfield, in which she wrote: she wrote

"I read something like this the other "I read something like this the other day: There is no healthy Thought with-out labor, and thought makes the labor happy.' Perhaps this is the way I have been able to climb up higher. It came to me one morning when I was making bread. I said to myself: 'Here I am com-pelled by inevitable necessity to make our bread this Summer. Why not consider it a pleasant occupation, and make it so by trying to see what perfect bread I can trying to see what perfect bread I can make? It seemed like an inspiration, and the whole of life grew brighter. The very sunshine seemed flowing down through my spirit into the white loaves; and now I

elieve my table is furnished with better bread than ever before. And this truth, old as creation, has just now become fully mine, that I need not be the shirking slave of toil, but its regal master, making what-ever I do yield me its best fruits."

TO HELP OPPRESSED JEWS order of B'nni B'rith Makes Radical

Change in Policy.

"A complete change is being made in the policy of the Independent Order of B'nai B'rith," said J. J. Ascheim, of San Fran-cisco, secretary of the grand lodge, when seen last night. "Instead of making the idea of insurance and sick benefits the leading principles of the order we intend to return to the original ideas upon which the lodge was founded, that of trying to help the oppressed Jews of other parts of the world.

the world." The B'nai B'rith is a Jewish fraternal order, and the grand officers of the Pa-cific Coast jurisdiction, known as district No. 4, are making their annual official visits. A joint meeting of the four lodges of the city was held at the Selling-Hirsch building last night for the purpose of re-ceiving them, and this is the idea that the grand lodge officers are trying to instill into the members. The grand officers who were present at the meeting were: J. J. were present at the meeting were: J. J. Ascheim, of San Francisco, grand secre-tary; Rev. M. S. Levy, of San Francisco, grand orator; and S. Julius Meler, of Portland, second grand vice-president. Marcus Rosenthall, grand president of the order, was unavoidably absent. The past grand orator, Rabbi Jacob Voorsanger, who by chance was in the city at the time of the meeting, wis present and delivered an address: The main point that was an adureas: The main point that was spoken of by all was the new turn that the order is taking. In past years the in-surance part of the order has been the primary principle. It is the intention of the members, however, to make this a secondary consideration in the future, and provisions have been made of late to reprovisions have been made of late to re-ceive nonbeneficiary members. The lodge now wishes to make a vigorous protest against the persecution of the Jews in certain sections of the world, and to this end they wish to enlist the support of the Israelites generally. The insurance phase of the lodge has kept many out who either did not wish to carry the insurance or could not come up to the requirements as to age and health. The offer of nonbeneficiary membership will act as a stimulus to increase the membership to a great ex-tent. Already there has been more or less work done along the lines that the lodge wishes to take up. "The note from Secretary Hay, protest-

ing against the persecution of the Rou-manian Jews, that was sent to the signatory powers of the Berlin Council, was instigated by the leaders of this order," said Mr. Ascheim, last night, as he was speaking of the work that has been done. "Not only do we use our influence to have the persecution stopped," he continued, "but we take the unfortunate members of our race in charge when they come to this country, and help them along. We find them employment, help them to educate their children, or help them to get homecan't use it. The matter was laid over, and if the contractor keeps his word one block on East Sixteenth street will not be open for their children, of help tack to be a set of the lodge it has a good record as far as beneficiary the steads and become good citizens. Al-



President Mohler replied that J. C. Stubbs had charge of the business for the rallroad, and that he was in Washington attending to the matter. A telegram received from Mr. Stubbs read as follows:

O.R. & N. is in field for the Philippine business. Will do what it can to obtain recogni-tion. Since question is not one of prices for supplies, cannot think of any assistance you could reader, but I will be glad to avail my-self of your profilered co-operation if I find it will be helpigi.

A number of other messages were read and talked over, and the members of the board all told what should have been done. As it stood, however, they could do nothing, and the matter was dropped. A report was received from the commit-

tee on fireboat, composed of E. M. Bran-nick, L. H. Ramson and J. Flanders, which was adopted, as follows:

An act to authorize the City of Portland to evy a special tax for the purpose of acquiring is it enacted by the Legislative Ansembly of

the State of Oregon: Section 1. The Council of the City of Port-

Section 1. The Council of the City of Port-land is hereby authorized and empowered in its discretion to assess, levy and collect a special fax not exceeding 1/2 mills on each dollar of valuation, upon all property, both real' and personal, within the City of Portland, and not exempt from execution. Such special tax shalls only be levied for the facal year of said city ending December 31, 1903, and the proceeds of said tax shall be placed in a separate fund fund, and shall be expended only for the pur-poses of constructing or purchasing a fireboar, under the provisions of section 100 of the char-ter of said City of Portland.

The mining committee reported in favor of the Grosvenor bill before Congress, which provided that a certain percentage of the money received from the sale of public lands should be devoted to estabishing mining schools throughout the Western States. A letter was received from the Oregon

delegates to the National livestock convention requesting that the Chamber appoint some one of the delegates to represent it at the convention and urge that the next meeting in 1904 be held in Port-land. After this letter was received it was decided to comply with its request. Then the board drifted aimlessly back into the discussion of the transport business again until they were brought up with a round turn by the request that they take action on the matter of the appointment of John Barrett as Minister to Japan.

"I shouldn't care to make my observations in public," said Mr. Burns, "I move that we hold an executive session."

The reporters slowly filed from the room and after the directors had said what they thought about Mr. Barrett, they resolved that when his name was sent before Cor gress the Oregon delegation be instructed to give it their hearty support.

JAMES J. HILL'S LITTLE GAME.

How He Profited by the Government's Vague Call for Bids.

The struggle for control of the Army The struggie for control of the Army transportation business across the Pa-cific is reachings its height. J. J. Hill, president of the Great Northern, who is managing the fight for Seattle, seems to have used his close relationship to the Government's officials in a way that may prove of great advantage to his side. The fight is generally spoken of as between Seattle and San Francisco. Portland, which possesses advantages for bandling which possesses advantages for handling such a trade, is left out of the question. It seems that Hill's plans have been so cumingly laid that if radical measures are not taken at once Scattle will be the are not taken at once Seattle will be the only contestant. Business men here now see plainly the game he has been work-ing, and declare that the only hope is for San Francisco and Portland to com-bine and demand readvertisement of the bids. To this Seattle objects and argues that the first bide were sent to all, and

G. E. WAGGONER RESIGNS Chief Clerk of Surveyor-General to

Enter Business Life.

isted.

Mr. George E. Waggoner, chief clerk of the Surveyor-General's office, has resigned his position to enter into business with a land and mining investment company soon to be organized in this city. As chief clerk of the Surveyor-General's office for six years, Mr. Waggoner has made a large acquaintance with the busi-ness men and public men of the state. Patrons of the office regard him as one of the most obliging and efficient men in that department of the Government each

is \$1800 per annum, with an annual leave of 30 days on pay. This is one of the best week. clerical positions in the state. Were the

appointment to come from political ma-neuvering. Mr. Waggoner's resignation would give rise to a lively contest. But as the appointment comes from competi-tive examination and proved ability, the struggle for preferment will not come be fore the public.

HENRY YOST MISSING.

Sinetcen-Year-Old Boy, Wanders Away From His Home.

Henry Yost, 19 years old, a son of Peter Yost, 827 Union avenue, left his home Sat-urday morning at 7 o'clock and has not been seen or heard of since. His parents are much alarmed and worried over the occurrence, and are using every effort to ascertain what has become of their child. They state that he has always been treated well at home, and had no occasion to run away. He is not as bright as some young then, and it is thought that he may have wandered away while his mind was in an unbalanced state. The matter has here

unbalanced state. The matter has been reported at the police station, and Chief McLauchian has notified the officers to be on the lookout. The young man was employed last post-ing bills, and worked the day previous to his disappearance. He is 6 feet in height, slender build, light complexion, and wore blue overalls and a rain coat. Any infor-

mation regarding him will be thankfully received by his parents. BIG SALE, MEN'S SOCKS

At Half the Regular Price.

Those 300 dozen wool socks knit from pure wool yarn which we have been telling our customers about are now in our store. They are too late for the regular trade, so we are going to surprise ourselves and sell them in three days' time. at the following prices: All 50-cent socks now 25 cents. All 25-cent socks not 20 cents.

nue. The bid for this improvement ex-ceeded by 30 per cent the estimate of the City Engineer, and it was rejected and the improvement ordered re-advertised. Henry Weinhard, through Attorney Henry Wagner, asked for an extension of Henry miny wagner, asked for an extension of time in which to construct a cement side-walk on the Fifth-street side of the building which he is now constructing on Oak street, running from Fourth to Fifth. The contractors were agreeable to the de-

lay, and the request was granted. A complaint was received from the Al-bina Improvement Association about the arc electric lights in that section of the city. The lights seldom burned, and when they did burn they were behind time-in other words, West Portland received the benefit of the electric current before the East Side. The association declared that

East side. The associated lights were not turned on until an hour or an hour and a half after the West Side had been liuminated. The complaint was referred to the light committee. report was expected from the city

market committee, consisting of J. P. Mann, L. Therkolson and Thomas Rich-ardson, but none was presented. This committee, which was appointed by Chair-man Mills, has been inspecting the old Mechanics' Pavilion, with a view to its adautability for market nurrows and is adaptability for market purposes, and it will probably have a report ready by next

CHANCE FOR OREGON GIRL Fastidious Brooklyn Young Man

Wants to Wed. Governor-elect Chamberlain thinks that

the duties of his position are more than he bargained for. He is, however, willing to undertake them and do the best that he can. The request in a letter received from a young man in Brooklyn, N. Y., imposes upon him a duty that he did not

know was incumbent upon the Governor. He would like to please the young man, however, and says that if there are any ladies who think they can answer the qualifications stated, that they call at his office. The following letter was directed to him as Governor of the State of Ore-

Dear Sir: I am a young man, 25 years of age, of good character, education and appear-ance. Not finding among my limited acquaint-ance of the fair sex in this city one who suits my taste, I thought perhaps you might know of some comely young lady, under 25, of good character and education, who would be willing to correspond with me, and thus become acquainted.

BEAUTIFUL BREAD.

Lecture at the Cooking School Makes People Hungry.

The rich, warm fragrance of baking bread filled the cooking school yesterday during Miss Voorhees' demonstration lec-

ture. The subject of the afternoon includ-ed the baking of white and whole-wheat bread, rolls and delicious crisp "sticks," to be served with soups and salads. Miss Voorhees laid much stress on the importance of testing the yeast in bread.

importance of testing the yeast in bread-making. "Yeast is a plant," she said, "and should be treated just as you treat your house plants. You must neither freeze it nor scald it. The simplest test is to drop a little on your hand. If the yeast is of the right temperature it will be as warm as your hand. Few people realize what 'lukewarm' means, and al-most invariably make 'lukewarm' hot, "There are several ways of testing the yeastcake before mixing. If the foil fits closely and the cake is brittle and breaks-

ments which were opened at the last meeting were let to the lowest bidder, ex-cepting as to the award on Denver ave-nue. The bid for this improvement Jewish Hospital in New Orleans, the Hos-pital for Consumptives at Denver, Colo.; the Technical Free School at Philadelphia, the Jewish Night School at Chicago, the Mai Monlades Library at New York, and the B'nai B'rith Library at Sau Fran-cisco are all kept up by this order. "The lodge also indirectly supports the

free religious schools in San Francisco and gave the impetus to the movement which started the Orphans' Asylum and the Old Folks' Home in San Francisco."

LABOR MOVEMENT GROWS

Membership of Oregon Unions Shows Marvellous Increase.

An official report of the progress of the labor movement in the State of Oregon from January 1 to November 1 was recently sent to President Gompers, of the American Federation of Labor. President G. Y. Harry, of the State Federation of Labor, was careful in his figures and reports that there has been an increase of at least 10,000 members in that time. His report was as follows:

"On January 1 there were unions in six towns, outside of Portland, having an aggregate membership of 950. Portland unions had an aggregate membership of 5000 "On November 1 there were unlone in 23

towns outside of Portland having an ag-gregate membership of 5875. Portland unions had an aggregate membership of 10066

This makes an aggregate membership of This makes an aggregate membership of the Oregon unions something over 15,000, and President Harry in his report did not include some 4000 members of Railway Em-ployes' Unions in the state.

"There has also been a marked increase in the membership of the unions since November 1," said Mr. Harry, in speak-ing of the report. "I think it is safe to say that there are 20,000 union men in the state."

When asked for an explanation for this sudden advance in the movement he did not hesitate to say that it was due to the influence of the State Federation of Labor. "Until the formation of the State Federa-tion of Labor, there was little or no effort outside of Portland to organize unione. In Portland the work was conducted in a disconnected way, and the results were not good. The organization of the State Federation gave a system to the work, and the figures show what the result has

been." The reason of the estimate that Presithe reason of the estimate that Presi-dent Harry has made was a letter from President Gompens, of the American Fed-eration of Labor. President Gompens is the editor of the official paper of the American Federation and in his next issue wants to publish an account taken from the various states in the Union, showing what the growth has been. Portland unionists are proud of the growth that has been made in Oregon and feel that there are few if any states that will be able to oast of as large a comparative growth.

Italian's Money Saved.

With \$290 in money in his inside pocket, D. Costano, an Italian, was found in a





On the Third Floor-The most complete gathering of toys, games, dolls, and Holiday wares ever assembled in the far West-Nine months back we commenced to prepare for this eventful day-Not a thing worth buying was overlooked -Such an extensive stock you never before selected from and we are safe in saying that your choosing ground is second to none in the land-Toys purchased now will be carefully packed away and delivered at any time you may desire-Elevators-Third Floor.

Handkerchiefs



Lace and spangled robes in magnificent styles greatly reduced in price. Christmas Cards and 1903 Calendars-Thousands of them at very low prices.

ing goin -Entire fabrics : \$1.00 1.25 1.50 1.75 2.00 2.25 2.50 3.00 Great silks, 49 Plain black or colored dres some "Priestley" black goods, ladies for Christmas-Newest thing included. \$1.00 3.00 Some state of the state	arkable dress goods and silk sell- ing on here for middle December e stock of plain and fancy colored at these reductions: grade, yard \$.87 grade, yard 1.09 grade, yard 1.33 grade, yard 1.47 grade, yard 1.67 grade, yard 2.19 grade, yard 2.53 t bargains in black silks, fancy bc, 61c, 79c, 97c. Challies reduced s fabrics, including all our hand- very desirable for giving elderly weaves-Best qualities-Every- 2.00 qualities, yard 1.67	Are here in endless variety -Axminster rugs, Moquette rugs, Smyrna rugs, Orient- al rugs, magnificent designs and colorings in all sizes- Specials in Smyrna rugs- Floral and Oriental designs. 26x54 at \$1.35 each 30x60 at \$1.65 each 36x72 at \$2.17 each Lace Irishpoints, Brussels Curtains and Point De Luxe, 1, 2, 3 pair lots at 25 to 50 per cent below regular prices. Bamboo portieres at 73c each
1.25 qualities, yard 1.09 1.50 qualities, yard 1.33 1.75 qualities, yard 1.53	2.50 qualities, yard 2.19	
Meier & Frank Company	Meier & Frank Company	Meier & Frank Company

a piercing howl in his cell, and called out: "I don't know where I am, and I've been robbed of over 200. Po-lice? Pol---" Thinking the man was ill, Johnson hurried to his cell, and when

Portland-St. Louis. you know about the new tourist between Portland and St. Louis emphis? Call up O. R. & N. ticket

bread boards, steins, pipe racks, irays, book racks, paper knives, inbourot, many other novelties and all to burn. Artists' material department SANBORN, VAIL & CO., 170 1st St.