MET THE LAST TIME

"Common" Council Now a Thing of the Past.

BENTLEY ORDINANCE VETOED

Franchise Without Compensation Granted to the Portland Railway for a Line Into Uninhabited Suburbs on East Side.

Vetord by the Mayor-The Bentley ordinance guarding against the peation of frunchises, on the ground that the matter was covered by sec tion 100 of the new charter, sustained. Passed-An ordinance granting the Portland Rallway Company a franchise for 30 years on Alberta street,

sation to the city. Postponed-The consideration of the oil district ordinances until Monday, when the Council will act under the provisions of the new charter. Also the august appropriations and tax

The Common Council held its last meet Ing yesterday afternoon. Monday it will assemble again, and its members will reorganize themselves simply as a Council, omitting the prefix "Common." This is in conformity with the provision of the new charter which distinguishes the Council "Common Council" of past stat-

The last meeting of the Common Coun-ril was as quiet as a gathering of the com-mittee on commerce, landings and wharves. When the Mayor rapped for order, his veto message of the Bentley ordinance was read, as follows:

Bentley Ordinance Vetoed.

herewith return to the Council ordinance 18.146, entitled "An ordinance to forfeit No. 18,146, enritted "An ordinance to forest and declare of no validity such franchises and privileges granted by the City of Portland, and the former cities of Albima and East Portland, as are not in actual use or enjoyment, or which the grantees thereof have not in good faith commenced to exercise," for the reason that section 106 of the new charter, which is now the effect makes all necessary provisions upon in effect, makes all necessary provisions upon this subject, and further provides that the grantees of such charters as have not hereto-fore been in use may have six months in which to commence the exercise or enjoyment of such franchises. This ordinance is in conflict with this provision of the charter, which I consider remonable and just and that said section 100 ible and just, and that said section 106 should be the law to control upon this subject.

In explaining his veto message, the Mayor said that all unused franchises were forfelted by the adoption of the charter last June, excepting in the cases of those who were willing to begin work under the privileges granted them within six months after the passage of the bill

"That was the judgment of the people." said the Mayor, "and their word is law with me. The provision of the charter, section 106, is only just and reasonable. On the other hand, the ordinance is too sweeping, too general and too indefinite. Where a forfeiture should be declared, it should be named in a special ordinance, and it should be brought before the Councii. Every man should have his day in court and be given a hearing. That is not provided for in the charter, but it should

Mayor? Albee, Bentley, Flegel, Rumelin, Sherrett and Zimmerman voted for it, and Cardwell, Foeller, Sharkey and Sigler

Franchise Into New Territory.

Fiegel introduced an ordinance amend-ing the blanket franchise granted to the Portland Railway Company so as to permit that company to construct a line on Alberta street, Upper Albina, from Union avenue one mile east. The ordinance was presented in behalf of W. H. Grindstaff, Joseph and Sam Simon and Ben Selling, who are about to plat 100 acres of land in an undeveloped country, and who wish the line built. They are to pay for the grading, the cost of constructing the streets and sidewalks, and also for the building of the railway. To Fiegel's mind, the only question was as to the compensation to the city, and to get action he moved that Council go into committee of the whole. The motion was carried, and Foeller was called to the chair. The commit-tee was not very successful in its wrestle with the measure. Bentley suggested that as the district was unsettled, no compen-sation be exacted the first 10 years of the life of the franchise, \$100 per car the sec-ond 10 years, and \$300 per car the last 10. Sharkey wanted a certain rate fixed under the new charter. If the line did not pay in the first 10 years, the company might tear up the tracks, as it had done in the same territory once before. Albee demanded no compensation for the first 10 years, \$300 per car for each of the second 16 years, and \$500 for each of the last 10. Rumelin ed that the ordinance be referred back to the Council with the recommendation that no compensation be exacted during the life of the franchise. The committee resolved itself into a Council again, and Rumelin's motion was carried by a vote of seven. Bentley and Sharkey were excused from voting, Zimmerman had been called away, and Merrill was out of the city. The passage of the ordinance was due to the fact that the committee had received information that there was only a single se in the greater part of the district affected, and the construction of the line would be a benefit to the property-owners.

0il Ordinance Referred. The four oil ordinances and the accompanying remonstrances were taken up again, and Flegel moved that those relat-ing to the storage of crude petroleum be referred to the committee of the whole and disposed of. Sharkey moved as an amendment that they be referred to a select committee, consisting of the Mayor. the Chief of the Fire Department and three members of the Council. The Mayor, having the vetoing power, declined to serve, and Sharkey offered a second amendment, that the committee consist of three members of the Council. The amendment and the motion were carried. and the Mayor will probably announce the committee today.

Street Matters.

Ordinances introduced were as follows:
Appropriating \$345 for the payment of
the assessment for the improvement of
Fourth street in front of public property:

Lovejoy; passed.

Central Albina; passed.

Authorizing the Oregon & California Railroad Company to construct a side-track on Fourth street near Hoy; pussed with the substitution of the names of the Gabrilowitsch appears here at the Marquam tonight, under the management of company and the city for the words Miss Lois Steers, Frohman's representa-"grantee" and "grantor," and making it effective after the approval by the Mayor instead of the Mayor and the Board of

ishing the grade of East Couch street from East Eighteenth to East

and brush between sidewalks and curbs (the Albee ordinance), and naming the City Engineer as the executive officer under

the law; passed.
Vacating East Water street from East
Ankeny to East Ash, and East Ankeny
from East First to the river, for manu-

facturing purposes; passed.

Petitions were received as follows: For the improvement of Whiteaker street from Hood to First; granted. For a sewer in Fifth street; sewer committee. For a liquor license by R. W. Patterson; liquor

The report of the viewers on the ex tension of Clinton street was adopted. The remonstrance of Ellis G. Hughes against the extension of this street was referred to the street committee. A resolution was adopted extending the leave of absence of Councilman Merrill, who is now in the East, 30 days.

Tax Levy Scheduled for Monday. The time for making the tax levy and the annual appropriations was set for Monday afternoon at 2 o'clock, and a spe-cial meeting of the Council has been called for that hour. The levy under the new charter cannot exceed 7½ mills, in-cluding the sinking fund, but it is not

NEW BOARD NOT YET CALLED. Mayor Williams Delays Announce-

probable that it will reach that amount.

ment of Appointments. As the city charter was not approved by Governor Chamberlain yesterday, Mayor Williams was unable to call a meeting of the Executive Board or to an-nounce the removals and appointments in the Police and Fire Departments. When again asked about the possible changes yesterday, the Mayor maintained his charcteristic reticence.

"The names will be ready for publica-tion when the board meets," was all he would say. Of rumors of changes he de-clined to speak. In the Water Board there is no prob-

ability of a change. Frank T. Dodge, who has filled the office of secretary for 13 years, is slated for retention, as is also D. D. Clarke, the engineer of the board. So far as known, there have been no ap-plications for either position, for neither

was considered open.

There is likely to be a struggle for the outtion of license collector, for which rovision will have to be made by the council, as the office is not mentioned in the charter. Among the candidates for the place are M. A. McEachern, the in-cumbent, and Fred Buchtel, a brother of

ASSAULT WITH VENGEANCE House of Lancaster and Its Owner Receive Rough Treatment.

The row between the Lancasters and their neighbors of Cloverdale has grown from a quarrel among the children until Walt Lancaster and George Easterby have each entered a charge of assault and battery against the other, and Easterby is further charged with a threat to kill. The story of their trouble differs materially, according to who is telling it. Both agree that trouble has been going on for some

insultingly to his 17-year-old son, and that the boy talked back to him, but has already been completed and turned avoided having any trouble. The evening over to the Northern Pacific. Northern after the trouble Easterby came to the Lancaster residence under the influence of liquor, smashed in the door, and, entering, began to lay waste everything he had in the house. There must have been a wild scene for a time, for Lancaster says that chairs, tables, windows and other household fixtures too numerous to men-tion fell a victim to his destructive mood. After he seemed to think he had done enough damage, his eye fell upon the proprietor, and, remembering what he had really come for, he assaulted Lancaster. There was an interesting tussle, which ended in Easterby giving his promise to Lancaster that he would kill him as soon as an opportunity offered.

Easterby understands the misunder-

have been."

The question was, Shall the ordinance pass notwithstanding the veto of the standing differently. It is his opinion that the boy was entirely too rude, and he says that he went down to Lancaster's the standing differently. It is his opinion that the boy was entirely too rude, and he says that he went down to Lancaster's the standing differently. house to tell him that he must reprimand Columbia River. Engineer Sweet was very the boy and have him treat his neighbors reticent as to the operations of his party, Egainst it. As a vote of two-thirds of the with a greater degree of respect. There whole Council was necessary to carry, the motion was lost and the veto was sustwo men's description of the scene that followed, nor in their action after the row Mabton on the main line of the Northern was over. Both repaired to the police station to tell their troubles to a policeman and to swear out a warrant for the other's reservation and follow the river up as far arrest. Both will have an equal show be-fore the Judge, except that one will have "There to answer to two charges.

The last time this Cloverdale community had a case in court it was thrown out as

a trivial matter. They are bound to stir up somethin, worth going to court about," one of the court officials yesterday, as he read the complaint.

INSPECT THE RIVER.

Captain Langfitt and Engineer Ogden View Upper Willamette.

Captain Langfitt, United States Engipeers, and Assistant Engineer D. B. Og-den returned yesterday from a tour of examination of the Upper Willamette. They went up to Corvallis Monday and commenced operations there by making an examination of the long revetment above that town, to see how it had passed through the first heavy freshet of the year, and found that it had come out in good shape. This revetment is about a mile and a half in length. It was completed a number of years ago, and has teen damaged by freshets several times. Last year extensive repairs and extensions were made, and the object of the examination was to see how they had withstood the flood. The object of this revetment is to prevent the river from cutting a new channel across one loop of an "S" bend, and so leaving Corvallis

From Corvallis they went down by boat to Salem, making an inspection of the work done in the revetment being built above that town to prevent it from being cut off from the river channel. From In-dependence to Salem soundings were taken, and a general examination of the river made, which showed that the chan-

nel is in very fair condition.

Captain Langfitt ordered the snagboat which has been working about Albany and Independence to start in at Salem and work along up to Corvallia, remov-ing all snags, and clearing away trees which overhang the banks and which are likely to interfere with the smokestacks of passing steamers, or to fall into the river and become dangerous snags. These trees will be cut down and cut up, so that they cannot become snags, and particudangerous ones will be blown out with dynamite.

LION OF PARIS SALONS.

Gabrilowitsch Comes Today, Fresh From European Triumphs.

Gabrilowitsch, the Russlan pianist comes to Portland today fresh from Euro-pean and American triumphs that are alassed.

Appropriating \$817 to improve streets in all before him. After his first appearfront of public property; passed.

Authorizing M. Selier & Co. to erect a tained for several months by appearances raised walk on Thirteenth street near in the most exclusive social circles of that gay capital and world art center. He was, Adopting the report of the viewers for during all of last Winter, the social flor of the most brilliant salons of France ech street to the north line of which distinction was won solely by his

BUSINESS ITEMS.

If Baby Is Cutting Teeth freet from East Eighteenth to East
Fwenty-second; passed.

Providing for the cutting of grass, weeds

Be sure and use that old and well-tried remedy,
Mrs. Winnion's Scothing Syrup, for children
teething. It soothers the child, softens the gums,
allays all pain, cures wind colic and diarrhoea.

Northern Pacific on North Bank of Columbia.

BETWEEN VANCOUVER AND LYLE

Another Crew Reports Having Completed Survey Between Kelso and Mouth of River-Immediate Construction Expected.

On December 15 The Oregonian published the first news that the Northern Pacific Railroad Company was operating in the direction of building a line down the north bank of the Columbia from Ainsworth to the mouth of the stream, with the idea of handling all the grain of the Columbia Valley on the water level route to the sea. This news went over Associated Press wires to all the papers, but those of Puget Sound trimmed it down to suit them and the next day the Post-Intelligencer locally said the report was "probably the most trashy and nonsensical rumor that has ever been seriously put forward from that quarter and yesterday was the cause of many smiles among railroad men." Then it proceeded to quote some fanciful railroad man to the effect that it was impos-sible for the Northern Pacific to be thinking of any such thing because it already had access to the most superior port in the world, Puget Sound.

On the same day the Tacoma News printed locally exactly the same story that was used by the Seattle paper, word for word the same and purporting to be the sentiments of a Tacoma railroad man, From time to time The Oregonian has had news of the progress of movements on the north bank of the Columbia and now even Puget Sound is waking to the cumbent, and Fred Buchtel, a brother of the late Frank Buchtel, who served two years as license collector. from Tacoma Monday night told this

> A. C. Murdock, with a corps of Northern Pacific surveyors, is now camped at Kelso. They are just completing the survey of the line down the north bank of the Columbia River and have been in the field for the past eight months. The country through which the lines travel is very rough, and the crew has had many hardships to contend with. There are 16 men with Mr. Murdock and the fact that much time has been spent on the route and the substantial character of the work leads to the belief that a line will be built down the Columbia and that work will be commenced in the near future That pertains to the line on the Lower , below Kalama or Kelso. tween Kalama and Vancouver a railroad

Pacific engineers have surveyed across from Satus, in the Yakima Valley, Goldendale and the mouth of the Klickitat at Lyle and they have also been running lines in the upper part of the Goldendale Valley and along the Columbia in the vicinity of the Paul Mohr portage railroad, which now belongs to Northern Pacific interests. Between Lyle and Vancouver is a gap that has been left open but the following special to The Orego-nian last night shows it is not to remain

Survey Between Lyle and Vancouver, "Vancouver, Wash., Jan. 21.-(Special.)-A party of Northern Pacific surveyors under the charge of Engineer Sweet, the company, has arrived here and will start from this city tomorrow, on a pre-liminary survey up the north bank of the reticent as to the operations of his party, and would give out no information. He is the engineer who run the preliminary sur-vey from Lyle, on the Columbia River, to

"There has been considerable talk here of late regarding the line of the river, several persons 'who claim to know' having asserted that grading work will nce within 60 days."

Thus gradually the Northern Pacific is increasing its forces in that field and no one will be surprised to learn of grading contracts for about 300 miles of new railroad on the north bank of the Columbia The engineers, who were for several months engaged at putting everything in readiness for construction of a line up the Shake to Lewiston, have all been called in and there is every prospect that that project has been abandoned through fallure of the Union Pacific and Northern Pacific to agree on the details. This makes it probable that the Northern Pacific will soon have a line of its own down the Co-lumbia to the mouth and that both it and the O. R. & N. will deliver Columbia Valley grain to ships within sight of the ocean. No more grain for export will then

REASONS FOR PORTAGE ROAD. What the Producers Would Save-

Comparative Rates. The people of Eastern Oregon, who favor an appropriation of \$150,000 by the state for a portage railroad past the dalles of the Columbia, have compiled the following statement to show how the enterprise would benefit the interior pro-

"First-The railroad merger has been fighting, and will continue to fight the opening of the river by locks or boat

"Second-A state portage will solve the

"Third-It will save the producers \$1.

500,000 annually. "Fourth-It will increase the population of the state more than any one thing, not excepting the Lewis and Clark Fair. "Fifth-The country effected by an open river produces, according to carefully pre-pared statistics, 40,000,000 bushels of grain, 86,000 head of cattle and horses, 521,330 head of sheep and hogs, 3600 cars fruit, 16,000,000 pounds of wool, 2,405,000 pounds of hides, 367,000 tons of hay, all valued at \$30,000,000. In the above country there are

11,900,000 acres of tillable land and but 3,500,000 acres now under cultivation. "Sixth-An open river will save to the producer on above tonnage \$1,500,000, and in five years, double that amount.

"Seventh-The Mississippi River handles wheat a distance of 700 miles for 10 cents per hundred pounds, while the Illinois Central charges 20 cents for the same

between The Dalles and Porusand and The Dailes and Arlington, and see if you need Wheat-Arlington to The Dalles, 54

Eighth-Compare the following rates

miles, 11% cents per hundred pounds. The Dailes to Portland, 88 miles, 7% cents per hundred pounds.
"Wool-Arlington to The Dalles, 54

miles, \$1 % per hundred pounds. The Dalles to Portland, 88 miles, 25 cents per hundred pounds. Portland to Boston. Mass., 5500 miles, \$1 per hundred pounds, "Cattle, hogs and sheep—Arlington to The Dalles, 54 miles, \$24 per car. The Dalles to Portland, 88 miles, \$38 per car.

The four class rates are: "Arlington to The Dalles, 54 miles, 53 cents, 48% cents, 42 cents, 38 cents. "The Dalles to Portland, 85 miles, 25 cents, 30 cents, 18 cents and 15 cents re-

hare in the prosperity incidental to the opening of the great stream, the exports will treble, and instead of 14,000,000 bushels of wheat, Portland will have 40.

00,000 to 50,000,000 bushels for export. "The amount necessary to construct this portage is a mere trifle compared with the savings, and the state owning and operating the same will get its money back in a very few years. The state portage arounds the obstruction at Cascade Locks will corroborate the above.
"This is not legislation for the benefit

of any particular class or section. Every dollar saved to the products of the soil of Oregon is distributel equally to its entire population. Every dollar saved in the transportation of Oregon's products, extends the boundaries of its developed

"Is this opportunity to be passed by, allowing the railroads to divert the busi-ness to another state?

"The opening to navigation of the eight miles of the Columbia River, between Big Eddy and Cellio, would therefore give an inbroken length of about 549 miles of the Columbia and Snake Rivers that could be navigated, and thus provide water com-munication with ridewater and furnish transportation facilities in regions that now have practically none."

QUITS TOWNSITE BUSINESS.

Kinney, of Great Central, Hereafter to Stick to Railroad Deal.

ROSEBURG, Or., Jan. 21 .- The trans r of the Great Central townsite addition Roseburg from Major L. D. Kinney to the Roseburg Lumber Company has just been completed. Building work is now to be reopened. Water mains will be laid and telephone and electric light wires put in place throughout the tract. The new owners, in connection with the Pacific Timber Company, will establish an extensive lumber yard here at once to supply materials for the large amount of building which will be commenced as soon as Spring opens. Major Kinney will now devote his entire attention to the Great Central Rallway movement, and the outok is now very favorable for beginning enstruction work as soon as the weather is favorable.

No Advance, Says One.

WASHINGTON, Jan. 21,-The Southern Railway has filed with the Interstate Commerce Commission an answer to the request for its reasons for advancing freight on grains, dressed meats and other commodities. Fourth Vice-President Culp says that the figures are not advances above the standard rates, and explains this statement by showing the competitive relations between the trunk lines and

The Chesapeake & Ohio Railway, in its answer, says increased cost of transporta-tion is the reason for an advance in rates.

McMinnville Wants Consideration.

M'MINNVILLE, Or., Jan. 21.—(Special.)
-Today W. S. Wade, R. Jacobson, John Wortman, M. B. Hendrick, O. O. Hodson and F. S. Harding, a Board of Trade committee, went to Portland to see Southern Pacific officials with reference to the pro-posed change of the Yamhill division from La Fayette to McMinnville. Mr. Koehler promised the committee that he would in-vestigate the matter and lay it before the other officials.

Large Trolley-Line Enterprise.

FLORENCE, Colo., Jan. 21.—The Florence Electric Street Railway Company totay recorded in the office of the County Clerk a trust deed for \$2,700,000. The Eastern Trust Company, of New York, is the trustee. The purpose is to build 125 miles lowns in this portion of the Arkansas Val-

Railroad Brevities.

W. B. Jerome, of Chicago, general Western passenger agent of the New York Central lines, is spending a few days n Portland.

Major L. D. Kinney, of the Great Central Railroad enterprise, is up from Rose-burg for a few days. He has disposed of his townsite property in Roseburg, and will hereafter confine his attention to the Great Central Rallroad enterprise,

The Southern Pacific has published its ew tariff offering reduced rates on purebred livestock for breeding purposes. This in less than carload lots. The redu is not horizontal, but applies in varying degrees to the different weights. The O. R. & N., the Northern Pacific, the Great Northern and the Oregon Short Line will put in the same rate in a few days, apply-ing to all points in Oregon, Washington, Idaho and Montana. The object is to encourage the introduction of pure-bred stock in the Northwest,

KEPT HIS WIFE LOCKED UP Mrs. Martin V. Lensie Charges Husband With Beating Her.

Because his wife had sued for a divorce for striking her. The evidence showed that he had probably used violence to-ward her, but, as she had applied for a divorce, Municipal Judge Horne sald that he would postpone his sentence until the divorce case was settled.

"He kept me locked up in the house." said Mrs. Leasie, "so that I could not get out, and when he came home he would "Was not the house locked up at your request?" asked the attorney for the de-

"No, sir," she replied with feeling.
"Is it not on account of your mother's coming to Portland that you have en-tered this suit?"

"No. sir.' "Who made the complaint?" "My mother."

"You say this assault took place over month ago. Why did you not have your husband arrested before?" At this question there was a general smile among the court listeners, and they thought the attorney had succeeded in fixing the blame

on the mother.
"Because," she answered, her face flushing with indignation, "I was locked up in the house and could not get away to re-port it."

"When your mother came, how did she "When your mother came, now did sale get in the house?"

"She couldn't get in," said the witness quickly. "I told her through a crack in the door how I was being treated, and she

went at once to the station and made the At this revelation the Judge became interested and questioned the witness. "Was there any one that saw him strike

ou except yourself? "No," she replied, "unless my two little bables could talk." "Do you live with your husband now?"
"No," said she, "I have applied for a

'She will not get it, either," echoed the attorney for the defense, and the Judge rapped for order. As the case developed only the husband's testimony against his wife's, it was decided to let it stand until the divorce case was heard from

HOPS MAY SOAR HIGH. That Is the Opinion of Captain

George Pope.

Captain George Pope, formerly Lloyd's surveyor for Oregon and Washington, was in the city yesterday from his country residence on Elliotts Prairie, Clackamas Speaking of the hop situation, Captain

Pope says he is confident that there will be an advance in prices. He says the re-mainder of the hops held in Oregon, which amounts to about 9000 bales, controls the markets of the world. It is now definitely known that neither England nor America can produce the amount of beer needed to supply the demand for this season with-out drawing on the hops held in Oregon; spectively, showing 150 per cent more for an equal distance.

"The saving to the farmer is beyond they cannot be bought without an inMeier & Frank Company "Shopping Center of the Northwest."

Meier & Frank Company "Shopping Center of the Northwest."

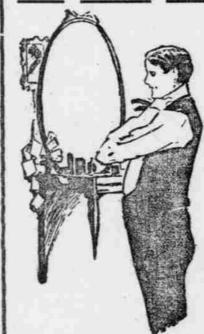
The "Willamette" Sewing Machines are fully guaranteed for 10 years-\$20, \$21, \$22.25, \$23.00. Picture Framing to your order-Largest and best line of moldings-Low prices. We've made great reductions on all sizes of Oriental Rugs-Superb pieces-Third Floor.

Clearance Sale News

More facts about Clearance Sale attractions which bring everything in the way of wearing apparel for man, woman or child, as well as everything in housekeeping necessities to you at nearly one-third below value---Silks to Carpets---Pins to Stoves---Every article at a saving you'll appreciate---Only nine days more---Don't delay buying.

"Peninsular" Stoves and Ranges—All models at greatly reduced prices—Basement. Trunks, Traveling Bags, Suit Cases, at clearance sale prices-Third Floor. Brass and Iron Beds, Mattresses, Springs, Pillows, Blankets, etc., at very low prices.

In the Men's Department



There are hundreds of chances for economy on just the things men need every day in the year-You have variety to choose from and the lowest notch in prices-A few items of particular importance include:

Men's Linen Collars, slightly soiled, good styles and sizes, great values at, each

(Per dozen 50 cents) Linen Cuffs, Per pair.....

Men's fine grade \$1.50 Golf Shirts, in the very best patterns and colorings, all sizes at Men's all-wool underwear, natural shirts or drawers, 87c

all sizes, regular \$1.00 garments at, each. Men's Fancy Half Hose in good patterns and color-

Special bargains in men's Derby and Fedora Hats. Neckwear, Suspenders, Handkerchiefs, Night Shirts, reduced. Big reductions in men's genuine Priestley's "Cravenettes."

Raincoats in the very best styles and colors: \$12.50 Cravenette \$10.85 \$20.00 Cravenette Raincoat \$17.85 \$25.00 Cravenette Raincoat \$22.50 \$17.50 Cravenette \$14.95

Men's Suits

Best styles, best materials, every suit at clearance sale prices. \$10.00 Suits are now\$8.65 \$12.50 Suits are now \$9.85 \$15.00 Suits are now\$13.35 \$21.00 Suits are now \$16.65 \$25.00 Suits are now \$21.85

Boys' Clothing

Boys' Suits, Overcoats, Pants, Waists-Every garment at a sacrifice-Largest and best variety of boys' clothes in the town-Our prices will delight economical parents-Young men's Suits and Overcoats at very

\$1.00, \$1.75 Batiste 57c

500 yards of embroidered figured and striped batiste for waists, neat effects in hemstitching, solid colors and combinations-Regular \$1.00 and \$1.75 values, 20 patterns.

57c per yard Come early if you want to share



Fifth-street window-display shows you thousands of yards of the finest quality liberty satin Ribbon in a variety of about 30 colorings-All the newest and most desirable one can find on the shade card, 31 and 4 inches wide-Regular 35c ribbon

25c yard

89c Gloves

500 pairs more of the good "Lamure" Glace Kid Gloves on sale today-White, black, tan, red and other good shades-2 and 3-clasp-All sizes-Not a pair in the lot worth less than \$1.25 a pair-These 500 pairs while they last at

89c per pair

Bed Linen

Pillow Cases, 200 dozen, good material, torn and ironed, size 45x36 inches.

8%c, 12c, 14c ea.

Sheets, exceptional values. Sheetings all reduced.

Bedspreads at greatly reduced prices.

The great "White Sale" is the time to buy fine Undermuslins at a saving. Don't fail to look at the new 1903 White Goods on your next store visit.

Meier & Frank Company

Meier & Frank Company

Meier & Frank Company

were shipped from Hubbard on January 20, Captain Pope says, by Gilbertson, which cost the brewer who purchased them 30 cents per pound, free on board the cars. He also says that Oregon hops are selling in New York at 30 to 32 cents ound, and in London at from is 10s to is les per hundredweight, and there is every reason to believe that the price will go to 40 cents per pound in the near fu-

Captain Pope is busy these days looking after his holdings of hops, and at the same time endeavoring to perfect arrangements for securing a good road from Monitor to Hubbard. His suggestion is that every farmer along the nine miles of oad between Monitor and Hubbard shall put in five days' work with a team each year for five years, hauling gravel to imrove the road 60 feet wide, and that the County Court of Clackamas County shall duplicate the work done by the farmers out of the county tax fund. By this means he hopes to have, within five years. road between Monitor and Hubbard which will be equal to any in the state. He hopes that other districts in the county will imitate this example, as in this way only can good county roads be se-cured. The necessary surveying for the work will be contributed gratituously by Captain Pope, who is much interested in this scheme for securing good roads.

WEDDING WISITING CARDS W. G. SMITH & CO. WASHINGTON BUILDING OVER LITT'S

Monthly, which has just been issued, Herdman, a professor in Portland Acad shows perhaps the most radical changes and improvements that have yet been made in this live and energetic publication. By the increase of 32 pages of reading matter the Pacific Monthly takes a and profusely illustrated. Two pages place abreast with the leading monthly devoted to some magnificent views of t source of pride and gratification to Port-land that such a splendid magazine is published here. The January number is a mine of interest and pleasure. It contains an elaborately illustrated article on Puget

place abreast with the leading publications in the West, and it is a source of pride and gratification to Portsource of pride and gratification to Portsource of pride and gratification and tasteful cover adds much to the at the publication, which has Captain Pope, who is much interested in Sound by the great naturalist, John Muir. Sound by the great naturalist, J