

CITIZENS LAUNCH CIVIC MOVEMENT

East Side Improvement Association Is Reorganized for Results.

WORKING FOR BETTERMENT

Membership of 375 United to Secure Depot Facilities, Through Street-Car Service and Replace Trestles With Earth Fills.

WHAT ASSOCIATION WILL WORK FOR.

A general passenger and freight depot on the East Side. The members claim that the franchise of the O. R. & N. requires that such a depot be established. There are more than 52 firms in the district handling 800 cars of freight per annum.

Filling up of all streets in district bounded by the Washington street, Hawthorne and Union avenue and the river where trestles are used. The association will request the O. R. & N. to fill up Second street.

A transfer depot on the street railway at the intersection of Grand and Hawthorne avenues, and a through car line on the East Side.

The East Side Improvement Association, which was started October 12, 1901, with a membership of 275, was reorganized last night at a well-attended meeting in the East Side courtroom. W. L. Boise, vice-president, called the meeting to order and presided. Mr. Boise announced that the meeting had been called to reorganize the association and place it on an active basis for work for civic improvement. He called attention to the extraordinary growth of the city, remarking that the East Side now contains the greater number of residents and that the time is ripe to work for general betterments, among which the most important are a passenger and freight depot and for filling up of all streets in the district. Mr. Boise also called attention to the need of an all-East Side through car service by which passengers may board cars at the Southern Pacific and ride through Willamette without being compelled to cross the river twice. "The East Side High School," he said, "will make this through line a necessity, besides the population which its establishment at once will bring to the filling of the streets in the warehouse district and closing asked that all citizens put their shoulders to the wheel and push."

Association Reorganized. Councilman Sharkey spoke strongly along the lines suggested by the chairman and declared that the association in the past had been a great power. Election of officers took place, resulting as follows: President, Whitney L. Boise; vice-president, Joseph Buchtel; secretary, L. H. Wells; treasurer, H. H. Newhall. The several committees will be appointed by the president before the next meeting. On the membership roll there are 375 members, twenty representative citizens and property-owners.

Joseph Buchtel related what had been done toward securing a passenger and freight depot for the East Side, stating that the management of the Southern Pacific Railway had rather discouraged the proposition, although not absolutely refusing to grant the petition. Judge John E. Mager, who had examined the ordinances granting the O. R. & N. Co. its franchise, said that, according to ordinance 225, passed by the East Portland Council, the company must maintain a general passenger and freight depot on the East Side. He also spoke of the great need of a depot, with the great growth of population on the East Side. Judge Mager thought that the company could be required to comply with its franchise and provide the depot facilities required.

George C. Flanders, of the Standard Oil Company, who started the movement for a freight depot on the East Side a year ago, said that he had ascertained that there are more than 52 firms handling over 800 carloads of freight in the district annually. He had been surprised himself over the statistics, and Manager O'Brien also was surprised. Mr. Flanders said he was not aware that there was such a provision in the franchise of the O. R. & N. Co. as quoted, and he did not think that the present management was aware of it. He said that, in his judgment, the management of the Harriman lines would grant the passenger and freight depot when informed of this provision. He had gone to business with the company, and the officials had always been ready to do the right thing.

On motion, the following committee was appointed to wait on O'Brien: Mr. Flanders, G. C. Flanders, Joseph Buchtel and John P. Sharkey.

To Fill All Streets. Mr. President Boise announced that, in connection with Councilman Sharkey and Kellar, he had secured lists of names of all property-owners in the district between East Washington street and Hawthorne avenue and Union avenue and the river. With the assistance of the Mayor and Executive Board, the City Engineer has been instructed to make a survey to ascertain how much material it would require to fill up all these streets. As soon as these figures are obtained an effort will be made to get the consent of the property-owners to go ahead with the filling. It would be a great improvement in this central district, increasing its warehouse facilities, increasing the value of the ground and decreasing the present high rates of insurance. It is a big undertaking, and Mr. Boise asked the association to appoint a committee to assist in the work. George C. Flanders, Dr. S. E. Joseph and Samuel Woodard were appointed such committee. On suggestion of the president, this committee also will ascertain if the O. R. & N. Co. will not fill up East Second street, which is now occupied with a trestle, so that it will be in the general movement to fill up all the streets in the low-ground district.

Through Car Line. It was decided to ask the O. W. P. & Ry. Company and Portland Cons. United Railway Company to make Grand and Hawthorne avenues a transfer point. Joseph Buchtel said that President Harriman is willing to have transfers issued at that point, but the Portland Consolidated has refused. This matter was considered highly important. It was moved that a special committee be appointed to take up the matters of transfers at Hawthorne and Grand avenues and the through car line on the East Side. J. E. Mager, H. H. Newhall and M. B. McCall were appointed.

It was decided that the association shall

hold meetings every Tuesday evening at 7:30 in the East Side courtroom for the present, as there are a number of important public matters to be considered.

DRAGGED UNDER WHEELS

Millionaire Clyde Killed as Wife Passes on Train.

PHILADELPHIA, Oct. 24.—Losing his balance as he was about to board a west-bound train which was approaching the Fifty-second street station of the Pennsylvania Railroad, B. Frank Clyde, president of the William Clyde Steamship Company, and millionaire clubman, was dragged under the wheels of the locomotive and instantly killed. His body was terribly mangled and his face was crushed beyond recognition. Identification being made by means of a tailor's label on the clothing bearing Mr. Clyde's name.

While his body was being extricated from the forward trucks of the car under which it had been wedged, Mrs. Clyde, unaware of the tragic ending of her husband's life, passed the scene of the accident on a train coming to the city from Bryn Mawr, where Mr. Clyde was bound when he met his death.

Mr. Clyde maintained a city residence, but spent most of his time at his country house. He was 53 years of age and married only three months ago to Mrs. Bloomfield McVane. He was well known in business, society and club circles, and

TWIN BROTHERS MEET FOR FIRST TIME IN 30 YEARS



W. C. STRAHRON, OF PORTLAND, AND J. G. STRAHRON, OF SIOUX FALLS, S. D.

An unusually pleasant reunion of long-separated relatives was that of the two sons of Mrs. Ben Strahorn, who are now visiting her at her home, 182 Twelfth street. W. C. Strahorn and J. G. Strahorn are twin brothers, and until meeting at the home of their mother this week had not seen each other since parting in Ackley, Ia., 30 years ago. They are Pennsylvanians by birth, but both have resided from the state of their nativity. On leaving Ackley in 1875, W. C. came west, going first to California, then to Southern Oregon. He has been a resident of the coast since then, and now Alaska. He is now making Portland his home. The other brother settled in Sioux Falls, S. D., his present home.

was a director of the Central, National & Delaware Insurance Company.

William P. Clyde, his brother, will arrive tomorrow in San Francisco on the steamer Oceanic from Liverpool.

Notice to Mariners.

The following affects the list of lights, buoys and daymarks, Pacific Coast, 1905:

OREGON AND WASHINGTON.

Columbia River—Knappton Channel Buoy, No. 4, a red, second-class spar, found adrift September 25, was replaced the same day.

Channel East Side Buoy, No. 95, a red first-class spar, found adrift, September 23, was replaced the same day.

Cottonwood Island Shoal, No. 1, a black first-class spar, found out of position October 4, was replaced the same day.

Reeder Crossing Buoy, Nos. 4 (red), 5 (red) and 1 (black), each a first-class buoy, found adrift October 4, were replaced the same day.

OREGON.

Willamette River—Nigger Tom Island Buoy, No. 1, a black, second-class spar, was established October 4, in 14 feet of water, as a guide in the channel. Willamette River Lightship, No. 5, a 120-ton schooner, right tangent, on S. Coon Island, right tangent, N. by W. 20 degrees E., 1/2 mile S. of E. Gray's Harbor entrance—Gray's Harbor, outside bar, whistling buoy, red, marked "Gray's Harbor," in black, was moved September 25, to water, 1/2 mile S. E. of its former position, and was established in 15 feet of water, to mark the entrance to the North Channel over the bar. Willapa Bay Lightship, No. 6, a 120-ton schooner, right tangent, E. 1/2 N., north edge of trees on Leadville Point, ENE 1/2 E.

Gray's Harbor entrance—Gray's Harbor, outside bar, whistling buoy, red, marked "Gray's Harbor," in black, was moved September 25, to water, 1/2 mile S. E. of its former position, and was established in 15 feet of water, to mark the entrance to the North Channel over the bar. Willapa Bay Lightship, No. 6, a 120-ton schooner, right tangent, E. 1/2 N., north edge of trees on Leadville Point, ENE 1/2 E.

Outer buoy, a PS first-class can, was moved September 9 about 1/4 miles SE. E. of its former position, and was established in 47 feet of water. Lone Tree Point Buoy, NNE 1/2 E., jetty wharf, inside the bay, NNE 1/2 E.; Gray's Harbor Lightship, ENE 1/2 E.

Inner buoy, a PS first-class can, was discontinued September 12.

Trustee Spit Buoy, No. A, a red first-class nun, was discontinued September 12.

North Channel buoy, a PS first-class nun, marked "S. C." in white, was discontinued September 12.

Trustee Spit Buoy, No. 2, a red first-class nun, was discontinued September 12.

Point Buoy, NNE 1/2 E., jetty wharf, inside the bay, ENE 1/2 E.; Gray's Harbor Lightship, ENE 1/2 E.

Point Brown Spit Buoy, No. O, a black first-class nun, was established September 12 in 40 feet of water, to mark the south- ory edge of Point Brown Spit. Lone Tree Point Buoy, N by E 1/2 E.; jetty wharf, inside the bay, ENE 1/2 E.; Gray's Harbor Lightship, SE by E 1/2 E.

ALASKA.

Clarence Strait—Lyman Rock Buoy, No. 1, a red second-class iron spar, was established September 21 in 24 feet of water, to mark Lyman Rock on the westerly side of Lyman anchorage, and about 1/2 mile from the rock. Vessels should give the buoy a berth of at least 100 feet.

Lyman Point Lightship, NNE 1/2 E., Sawmill Point Lightship, NE 1/2 E., Sawmill Point Lightship, NW 1/2 W.

Wrangell Strait—Wrangell North Flat Buoy, No. 125, a red first-class spar, was established September 29, in 20 feet of water, to mark the narrow channel between Rock Point, tangent SE, by Finger Point, tangent SE, Green Point, tangent SE, by Finger Point, tangent SE.

By order of the Lightship Board, L. C. HELLSNER, Commander, U. S. N., Lightship Inspector.

Lockwood Damage Suit.

VANCOUVER, Wash., Oct. 24.—(Special.)—A jury was empaneled for the Superior Court yesterday and the regular Fall session of court began. After securing a jury, the rest of the day yesterday was given to the damage suit of Mrs. Lockwood against the Washington & Oregon Lumber Company. The case was continued today, and the jury was called for an argument for a verdict, which was denied. The case will continue during a night session.

Mrs. Eye Remedy Cures Eyes; Makes Weak Eyes Strong. Soothes Eye Pain; Doesn't Stain.

LUMBER SHIPMENTS HEAVY

OCTOBER WILL AVERAGE WITH PRECEDING MONTHS.

Orders at Mills Exceed Tonnage Available—Several Ships Loading, Others En Route.

This month's domestic water shipments of lumber will be an average with the other high months of the year and will go far towards making this a record-breaking season. The clearances for the month so far show 8,841,000 feet of lumber shipped to California ports and the vessels now in port and on the river will put the total up to at least the 11,000,000 mark. The foreign shipments will fall far behind those of last month, no cargoes having gone out to date, although several vessels are loading. The German ship Arthur Fitger will sail within a day or two for Port Pirie with 1,500,000 feet. The largest vessel in the harbor is the Volga, which will take out 3,500,000 feet for Colma. The Northland finished taking on 800,000 feet at Inman, Poulsen & Co.'s mill yesterday and will leave for San Francisco today. The schooner Buelah is now loading 450,000 feet at these

Ernest Reyer Strikes Diamond Head, but Is Saved.

HONOLULU, Oct. 24.—The French ship Ernest Reyer, which arrived last night from Newcastle, Australia, with a cargo of coal, went ashore on Diamond Head, at the entrance of this harbor. The officers of the ship tried to save the vessel without outside aid, but finally assistance was accepted, and the vessel of two steamers and one tug succeeded in pulling the ship off the reef without serious damage. The tug Fearless and five other steamers had been working on the vessel, but at the time she was floated only the Spruce-kut tug Fearless and the tug-boat steamer W. G. Hall and the private steamer Lehua had lines out and were engaged in the work of tugging. Two other vessels had been hauling during the morning. The claims for salvage probably will be very large, and may be complicated. The ship is believed to have sustained little, if any, damage.

BURMAH'S CREW IS MUTINOUS

Sailors Locked in Forecabin and Taken to Sea.

SAN FRANCISCO, Oct. 24.—The British steamer Burma, Captain Jones, chartered to load a general cargo at Victoria, was towed outside this morning with her crew in mutiny and locked up in the forecabin.

When the men were ordered to weigh anchor a deputation from before the mast told the captain that they had not shipped for Victoria, and did not propose to make the trip there at this season of the year. They claimed that they had been deceived as to the ship's destination, and delivered the ultimatum that would force a change of destination.

After the spokesmen returned to the forecabin the captain ordered the exits from the men's quarters barricaded and signaled for a tug to come alongside. The ship's officers got up the anchor and the tug took the vessel down the bay and out side the heads.

Licenses May Be Revoked.

A lot of dealers in cheap jewelry are going to get themselves disliked by the committee of the City Council, the first thing they know, and will have to do it this morning and find themselves without authority to continue in business unless they change their tactics very materially. The committee is going to get after the whole outfit with a red-hot poker in short order.

The license department of the city government has had a great deal of trouble with the committee for the past few months, and they are only a short time ago three of them were brought up with a round turn by the committee for swindling countrymen in transactions where they peddled their worthless wares at inflated prices. Upon that occasion they were severely reprimanded by the committee, and it is thought the next batch of offenders will receive a severe penalty.

Homer Warns Unknown Schooner.

ASTORIA, Oct. 24.—(Special.)—Captain Donaldson of the steamer Homer, which arrived in this afternoon, reports sighting a three-masted schooner this morning off Tillamook close in shore and toward the city. The schooner, which on account of the thick weather could not be seen, Captain Donaldson hoisted warning signals, and, on seeing them, the schooner put off shore. The name of the schooner is not known.

Two New Oriental Liners.

SAN FRANCISCO, Oct. 24.—M. Shiranishi, general manager of the Toyo Kisen Kaisha Steamship Line, which arrived on the Siberia from the Orient yesterday, says the sailing of two new general liners for the Toyo Kisen Kaisha Steamship Company to ply between this port and the Orient is to be commenced next month at Nagasaki. The two vessels are to be of 12,500 tons burden.

Lightship Coming to Portland.

In the event of favorable weather and tide conditions, lightship No. 59 will be brought out of Baker's Bay into the channel on October 25. The tug Melville and Mendell, the latter belonging to the Government, will be used to tow the lightship from her present berth and one of them will bring her to Portland.

Igorrotes Sail for Los Angeles.

Last night's steamer sailings were the Alliance for Eureka and way ports, and the Ronako. The latter took out a cargo of wheat and oats. A large proportion of her passengers were from the Trail of the Lonesome Pine, among which were the Igorrotes, now en route to Los Angeles.

Carries Valuable Cargo.

The Russian bark Pennia cleared yesterday with 187,281 bushels of wheat valued at \$29,890, for the United Kingdom. She will be taken down the river this morning.

Investigating Wreck of Alameda.

SAN FRANCISCO, Oct. 24.—The Pilot Commissioners began today an investigation of the charge that Pilot Johnston was blame for the running ashore of the steamship Alameda. The investigation is being held behind closed doors.

To Inspect Surveys.

Major Roessler and Captain Fries, of the local United States Engineer Corps, left yesterday for Umatilla to inspect the survey work being done on the Upper Columbia.

Marine Notes.

The Oregon will move from the stream

DRUDGE IN NEED OF REPAIRS

Port of Portland Commission Will Meet Tomorrow to Hear Report.

A special meeting of the Port of Portland Commission was called for Thursday afternoon at 6 o'clock, at which time will be considered the

report of J. E. C. Lockwood, consulting engineer, covering his examination of the Portland dredge.

The Portland had been badly in need of repairs for some time, and particularly to her hull, which is in poor condition. Mr. Lockwood, under direction of the Commission, has made a complete examination of the dredge and will present a report showing what repairs and improvements are necessary and their probable cost. The matter of increasing the length of the dredge is also under consideration. At present she cuts a channel of 150 feet, but it is planned to increase her length so as to add at least 50 feet to her swing. The Portland is working opposite Vancouver at present.

The damage sustained by the dredge Columbia has been temporarily repaired, and she will continue working until the Government through the larger part of her return cargo will be taken on at the Eastern & Western Mills.

The American barkentine, Mary Winkelman, under charter to the Portland Lumber Company, is reported as sailing from Hilo, October 15, for Portland.

The French bark General de Souta, 170 tons, was chartered on the Sound yesterday to load for the United Kingdom. The rate is announced as 25¢ for wheat with an extra for barley.

The German ship Arthur Fitger finished her lumber cargo at the North Pacific Lumber Company's mill yesterday and will sail tomorrow. She has loaded 1,300,000 feet for Port Pirie, Australia.

The coasting steamer Daisy, Mitchell, from San Francisco, arrived up at Linton last night for a lumber cargo. While coming up the river she stopped at St. Helena and took on 800 railroad ties.

Strong southeast gales caused the Weather Bureau yesterday to order storm warnings hoisted at all stations north of the Columbia River. It is not expected that the present storm will attain much severity.

The Oceano shifted from the dolphins to Montgomery dock No. 1 yesterday. She will make another move today, and the Alcoa will come from the floating mills to Montgomery No. 1. Under present plans the Alcoa should sail by Friday.

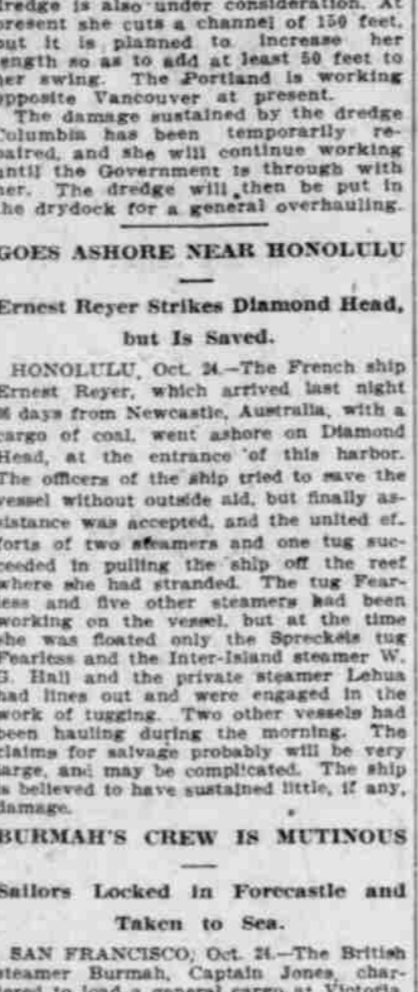
The British steamer Knight Errant will leave down the river this morning at 6 o'clock and will go to Tacoma to complete her cargo for Japan. She has taken on 700 tons of grain and flour in Portland, and will add 400 tons to this in Tacoma.

In private advice received at Portland last night from J. H. Roberts, who is raising the wrecked Manzanita, it was stated that his barges, trusses and chains were now all in place and the actual raising and moving of the vessel would begin today.

Nothing definite has been done yet by the Alcoa's agents towards sending her to the Sound for additional cargo. Should anything be offered her there before October 27 she will go to Seattle or Tacoma, but falling such offer she will sail on that date direct from Portland to the Orient.

EXCLUSIVE STYLES

EXCLUSIVE MATERIALS One Coat Only of Each



Today in two of our eight large display windows we will show another lot of these—single garment—one of a kind only. There is no firm in Portland but who has the facilities to do this, for, remember, we own and operate a factory right here in Portland enabling us to turn out the very latest novelties far in advance of those who have to run away to New York and hunt for similar garments we have on display here. These are facts—they who dispute it are black in the face with untruths. These exclusive garments are made from our gentlemen's merchant tailor stock—made of such goods as your husband or brother pays \$30.00 to \$50.00 a suit for. Now can't you understand why you should give this your attention. Give attention to a firm who has the nerve—let alone the ability, to start and maintain a manufacturing plant here in your city.

212 Feet Lineal Foot Measure

Is the extent of the racks on which today every 3 1/2 inches hangs a lady's coat. A line of coats over a built long. We guess this is "some coats." This does not include suit and skirt racks.

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Mail orders describing as near as possible the style of garment wanted will have prompt attention—No samples sent.

Remember, we own, operate and maintain a manufacturing plant for the making of Ladies' Garments, and have the real manufacturers to fit you. The garments you purchase in our store will be handled in an expert manner. You will find no such equipment elsewhere as we maintain at our store. We have a splendid line of Silk Petticoats, Dress Skirts, etc., etc.

THE J. M. ACHESON CO.

FIFTH AND ALDER STREETS

to Montgomery No. 2 today to complete her cargo.

The Clan McFarlane left down yesterday.

The Homer will arrive from San Francisco early this morning.

The Kiburn sailed from San Francisco yesterday for Portland.

The Northland laden with 900,000 feet of lumber from Inman, Poulsen & Company's mills, will leave for San Francisco this afternoon.

The Oriental liner Argonia, which arrived in the harbor Monday night, shifted from Montgomery No. 1 to Alaska dock yesterday afternoon.

The American ship Chas. E. Moody was moved yesterday into the berth vacated by the Fennia at Irving dock. The Moody will begin loading today.

The steamer W. H. Kruger arrived at Greenwood at 11 o'clock yesterday. The larger part of her return cargo will be taken on at the Eastern & Western Mills.

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Head Hit a Low Bridge.

SALEM, Or., Oct. 24.—(Special.)—In attempting to steal a ride over the road from Oregon City to Myrtle Point, Fred Heffner arose to roll a cigarette on the top of a box-car, and was struck on the head by the bridge over Fugate River, near Aurora, and instantly killed. His neck was broken. Two comrades saved the body from falling beneath the wheels. The body was taken off at Woodburn, where an inquest will be held.

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THE J. M. ACHESON CO.

FIFTH AND ALDER STREETS



You cannot snare a wearer of Crossett shoes with fairy tales. It's the downright ease, the free fun of walking, that makes "once a Crossett always a Crossett" with men everywhere.

CROSSETT SHOE

\$3.50 **SHOE** \$4.00

"MAKES LIFE'S WALK EASY"

(TRADE MARK)

If your dealer does not keep them, we will send any style on receipt of price with 25c. additional to pay forwarding charge.

LEWIS A. CROSSETT, Inc., NORTH ABINGTON, MASS.

Drunkenness

Physicians pronounce drunkenness a disease of the nervous system. No "will power" can heal the stomach membranes which have been burned and scared by alcohol.

ORRINE

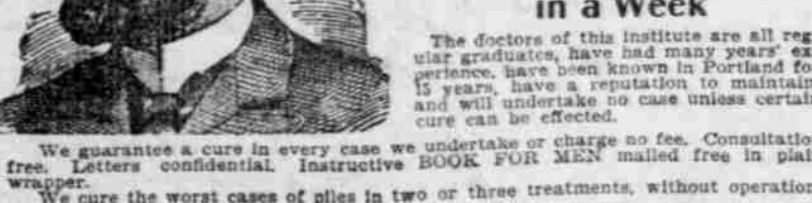
Cures Whiskey and Beer Habit

ORRINE removes the craving for liquor by acting directly on the affected nerves, restoring the stomach and digestive organs to normal condition, improving the appetite and restoring the health. No salubrious treatment or publicity.

To cure without patient's knowledge, buy ORRINE No. 1 for voluntary treatment, buy ORRINE No. 2. Price \$1 per box.

Cure Effected or Money Refunded

A guaranteed guarantee in each box. Book on "Drunkenness" (sealed) mailed free on request. All correspondence confidential. ORRINE (sealed) on receipt of price by the ORRINE CO., Inc., Washington, D. C., or sold by



We Cure Gonorrhoea in a Week

The doctors of this institute are all regular graduates, have had many years' experience, have been known in Portland for 15 years, have a reputation to maintain, and will undertake to cure unless certain cure can be effected.

We guarantee a cure in every case we undertake on charge no fee. Consultation free. Letters confidential. Instructive BOOK FOR MEN mailed free in plain wrapper.

We cure the worst cases of piles in two or three treatments, without operation. If you cannot call at office, write for question blank. Home treatment successful.

Office hours, 9 to 5 and 7 to 8; Sundays and holidays, 10 to 12.

DR. W. NORTON DAVIS & CO.

Offices in Van-Noy Hotel, 674 Third st., Cor. Pine, Portland, Or.