

"From the Sheep's Back to Your Back and No Cotton Added in the Making"

You can trade here exceedingly well by mail. Our new catalog is ready; 'twill pay you to send for a copy

"The Source of Supply"

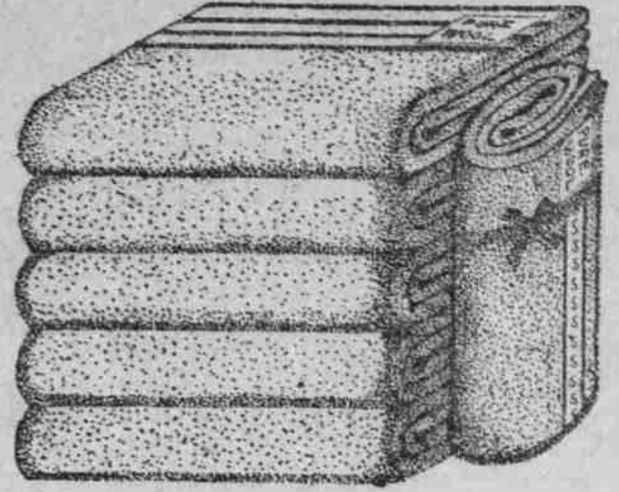


Great Woolen Goods Sale Continues

The response to the initial advertisement of our "Great Woolen Goods Sale" was quick and enthusiastic. It seemed as though hundreds had simply been awaiting the word. This is very gratifying to us because it shows plainly that our efforts in behalf of the public are taken at their true intrinsic worth. It shows that the "Mill-to-Man" method of selling woolens is the correct way. It is the correct way because it is the direct way—all side trips and stops with middlemen being done away with. If you are not already familiar with this store's methods, we invite you to call and become acquainted. Such a trip of investigation will be profitable to you in more ways than one.

"Mill Seconds" of Blankets at Half Price

"Mill seconds" is a term used in describing articles that fall just short of perfection. The imperfections in "mill seconds" in blankets we offer at half price are of a trivial character—a faulty border weave, uneven color; nothing, however, in any instance that would hurt the cold-repelling power. Don't miss this opportunity.



Wool Socks Reduced

You can procure "foot comfort" at a trifling outlay during this sale. Although the prevailing prices are but a faint shadow of their former self, the quality of the socks themselves is of the same sterling goodness as all else in this store. All sorts—fine cashmere, medium weights, and extra heavy ones as thick as a blanket—all cost but little.

- Men's gray wool mixed Socks, these a real 20c value, 2 pairs..... 25c
- Men's fine black cashmere Socks, these a real 25c value, 3 pairs..... 50c
- Men's fine gray cashmere Socks, these a real 25c value, 3 pairs..... 50c
- Men's fine knit yarn Socks, these a real 35c value, per pair..... 25c
- Men's black woolen Socks, these a real 20c value, 2 pairs..... 25c
- Men's extra fine black cashmere Socks, these a real 35c value, per pair..... 25c
- Men's fine tan cashmere Socks, these a real 25c value, 3 pairs..... 50c
- Best grade heavy knit Socks, these real 50c and 75c values, per pair..... 35c

Men's Overcoats and Cravenettes, worth \$22.50 and \$25.00 at

The line of Overcoats and Cravenettes we are offering at \$15 is really a marvel in bargain giving. They would be considered a remarkable bargain at a closing-out sale at the very end of the season. But the "Mill-to-Man" method of selling places these splendid "1908" garments in your reach at the very time you want them—in the beginning of cold weather—at a price that enables you to save from \$7.50 to \$10 on a Coat. If in need of such a garment, don't miss coming here. 'Twill be your misfortune if you don't come.

\$15

Men's and Women's Wool Underwear 95c

\$1.25 Value, at Per Garment

If we could picture the real value of these garments in type, so that you could see them face to face, as it were, not one garment of the several thousand we have would last the day out. Absolutely perfect in every way, shape and finish. Those for men in tan and natural gray—those for women in silver gray.

Blankets Reduced

Nowhere in the store is the advantage of buying woolen goods more apparent than in our blanket section. It is only by going direct to the fountain head—the woolen mill—that we are able to give values like these:

- Fine gray and mottled Blankets, full double size, regular \$4.50 value..... SALE PRICE \$3.25
- Fine gray and mottled Blankets, full double size, regular \$6.50 value..... SALE PRICE \$3.85
- Fine gray and mottled Blankets, full double size, regular \$6.50 value..... SALE PRICE \$4.50
- Pure lambswool white Blankets, full double size, regular \$8.00 value..... SALE PRICE \$5.50
- Pure lambswool white Blankets, full double size, regular \$9.50 value..... SALE PRICE \$6.50
- Pure lambswool white Blankets, full double size, regular \$12.50 value..... SALE PRICE \$8.50

Third and Stark Streets

Brownsville Woolen Mill Store

Portland Oregon

"From the Sheep's Back to Your Back and No Cotton Added in the Making"

LANE ON RATE LAW

Commissioner Discusses Loss of Oriental Trade.

RAILROADS FEAR PUBLICITY

Attorney for Chamber of Commerce Quotes Letter to Spokane Club to Show Publication of Tariffs is Avoided.

PORTLAND, Oct. 6.—(To the Editor.)—In this morning's issue of the Oregonian, there was an editorial headed "Killing Trans-Pacific Trade." The substance of the editorial is to the effect that the refusal on the part of the Interstate Commerce Commission to permit transcontinental railroads to make a lower rate on through freight to the Orient than is made on freight distributed in this country, is demoralizing the trans-Pacific freight out of Oregon, Washington and California ports. The editorial is based on a misconception of the facts and of the law. The transportation committee of the Chamber of Commerce, which has taken up this matter with the Interstate Commerce Commission, feel that it is but right that the public should understand the facts, and justice be done the commission. No better answer or explanation could be made than that contained in a letter written by Mr. Franklin K. Lane, one of the commissioners, to the Tacoma Chamber of Commerce and Board of Trade on this subject, a copy of which is herewith enclosed, and which was sent to the transportation committee by Commissioner Lane.

As a matter of fact, the sole question under the law is whether or not the railroads shall publish their tariffs, not that the commission shall control the rates. The railroads are reluctant to publish these tariffs because their proportion thereof is so much lower than is charged on domestic traffic that they fear the effect of this on shippers in this country. The criticism, therefore, should not be directed at the commission for following the law, but at the law which requires the publication of rates. The proper method, therefore, of correcting the evil, if it exists, is not to condemn the commission for making a ruling it never made, or one under the law they were compelled to make, but to have the law amended if it is in the interest of the public to do so.

Yours truly,
J. N. TEAL,
Attorney for Transportation Committee of Chamber of Commerce.

September 25, 1908.
Tacoma Chamber of Commerce and Board of Trade, Tacoma, Wash.—Gentlemen: Your favor of August 27, regarding information with respect to the Commission's ruling regarding the railroads to publish the inland freights of their coast and import rates, is hereby acknowledged. Such a general misunderstanding exists as to the action of the Interstate Commerce Commission in this matter that it seems worth pointing out that the Commission's ruling was not that the railroads should publish their inland freights, but that they should publish their coast and import rates. The Commission's ruling is based on the fact that the Commission has no authority to control the rates of the railroads, but only to require them to publish them. The Commission's ruling is based on the fact that the Commission has no authority to control the rates of the railroads, but only to require them to publish them.

line of steamships plying between Philadelphia and different ports of Northern Europe. In its complaint preferred before the Commission it alleged that the Hawaiian Steamship Co., the Wilson Lines and the Seaside Navigation Co., North American Steamship Co., the "1908" whereby all traffic originating in the United States, whether on the seaboard or in the interior, and destined to the north of Europe, was divided among themselves in certain designated proportions. The complaint asked that this "Baltic pool" be declared illegal because in contravention of the anti-trust provision of the interstate commerce act.

Problem Before Commission.
The Commission was thus confronted with the question of its jurisdiction over ocean steamship lines plying between the American seaboard and a foreign country non-adjacent. This question had been raised frequently before the Commission, but never been finally determined. After careful consideration the Commission ruled that the "Baltic pool" was a violation of the interstate commerce act and that the Commission had no authority over these foreign steamship lines. The complaint was therefore dismissed.

But this does not mean that the Commission is altogether without authority over the foreign commerce of the United States. The Commission has authority to regulate the transportation of property shipped from one place in the United States to another place in the United States, or to a foreign country, and carried from such place to a port of transshipment in the United States and carried to such place from a port of transshipment in the United States or an adjacent foreign country. If this authority is not exercised, the Commission has no authority over the foreign commerce of the United States while moving between the seaboard and interior points of the United States and necessarily follows that the rate for the inland movement of goods between these points is not subject to the jurisdiction of the Commission. The Commission has no authority to regulate the inland movement of goods between these points. The Commission has no authority to regulate the inland movement of goods between these points.

Hill and Harrison Quoted.
The Commission's ruling is based on the fact that the Commission has no authority to control the rates of the railroads, but only to require them to publish them. The Commission's ruling is based on the fact that the Commission has no authority to control the rates of the railroads, but only to require them to publish them. The Commission's ruling is based on the fact that the Commission has no authority to control the rates of the railroads, but only to require them to publish them.

Japanese After Carrying Trade.
For some time the Pacific trade has been in difficulty. Ever-increasing competition on the part of the Japanese steamship lines, heavily subsidized and economically operated, has crowded our American vessels hard. Reports that the Pacific trade was becoming unprofitable have been by no means rare in recent years. It is a matter of general knowledge on the Pacific Coast that when the immigration of Chinese coolies was ended some years ago, the then existing steamship lines out of Pacific ports to China openly declared that they would be compelled to withdraw from all Oriental trade, as their chief source of revenue came from this class of immigrant travel. They found before long that the Japanese coolies could be substituted for Chinese, and it was not long before the immigration of Japanese was checked by the action of our Government, which would lead to the withdrawal of the most important of the Pacific lines from Japanese-Chinese business, unless a Government subsidy were granted as an offset. So that whatever the distress of the American steamship lines on the Pacific, their embarrassment was long since charged to other causes than the act of the interstate commerce or any decision of this Commission.

It is not the function of this Commission to make law, but to declare law and to enforce it. The power has not been given to the Commission to abrogate the statute, but such discretionary power as is vested in us as already mentioned in favor of the Pacific steamship lines, the Commission now declares illegal because in contravention of the interstate commerce act. The Commission has no authority to regulate the inland movement of goods between these points.

SUE TO DEFEND COPYRIGHT
Receiver Howard Alleges Duplication of Defunct Bank's Map.

R. S. Howard, Jr., receiver for the Title Guarantee & Trust Company, yesterday through Attorneys W. C. Bristol and S. B. Lithium appeared before Judge Wolverton and applied for a restraining order to be issued against Theodore Rowland and Walter S. Fortner, two civil engineers, to prevent them from putting on the market a map of Portland upon which the Title Guarantee & Trust Company had the protection of a copyright. Judge Wolverton heard the application for the injunction and has set the case for hearing for this afternoon.

The papers filed in the case by Attorneys Bristol and Lithium charge that Rowland was employed by J. Thorburn Ross, who was at that time at the head of the Title company, as draftsman. The copyright title was in Mr. Ross' name, but when the company failed the copyright title, like the other assets of the concern, were turned over to Receiver Mears and subsequently to Receiver Howard. It seems that in order to get out the map it was necessary for Rowland to employ several other draftsmen, but all were paid for their services by the Title company. Now, according to the application for an injunction, Rowland and Fortner are getting out a map of Portland of their own, and it is alleged that it is in the hands of Bushong & Co. for publication.

Suburb Wants Fire Engine.
At the meeting of the Kenilworth Improvement Club Monday night, E. F. Moedenbauer announced that a lot for a fire engine-house, suitable in every way, could be secured for a reasonable sum. This site has received the sanction of Chief Campbell for the reason it is on elevated ground, and an engine stationed there would be able to cover a wide territory. It was decided by the club to urge the city to purchase this site. In order to secure the co-operation of the citizens of the community in securing fire protection and other improvements, it is desired that all interested in the growth of that suburb join the club and membership cards are now being circulated in the community.

PROBE FOR PRISON

County Court Will Investigate Kelly Butte.

TAKES GRAND JURY'S HINT

Judge Webster Scouts Possibility of Finding Anything Wrong and Thinks Talesmen Prejudiced Against Superintendent.

"The County Commissioners will in a few days make a thorough investigation of Kelly Butte affairs," said Judge Webster yesterday, "and if there is any ground for the Grand Jury's charges that Mr. Briggs is not competent to act as superintendent of the Butte quarry, he will be discharged. Heretofore when charges have been made against him we have found upon a thorough investigation that there was no ground for them. They have usually been made either by dope feeds or by guards who were discharged from the Butte for their incompetency, and who therefore complain."

THE SLEEPING SICKNESS WHICH MEANS DEATH

How many readers have heard of this terrible disease? It prevails in that far-away country—Africa—especially the Congo district. It is caused by the bite of the tsetse fly. When it bites a person, the sleeping symptoms begin and finally the sufferer sleeps until death occurs.

Contrast this with the peaceful, balmy sleep of health. Is there anything more wearing than to lie awake at night, tossing about, nervous, with cold feet, hot head and mercy knows what else? Short of letting the tsetse fly bite us we would do almost anything for relief. How can we prevent it? Mr. George Hayes, of Union City, Pa., writes: "I had lost my appetite, was all run-down, could not sleep nights. I had tried everything without relief. Vinol was recommended, and to my surprise, it helped me at once; gave me a splendid appetite, and now I sleep soundly."

What Vinol did for Mr. Hayes, it will do for every run-down, nervous and overworked person who cannot sleep. Woodard, Clarke & Co., Druggists, Portland.

recommended that pots and kettles be provided for Sheriff Stevens' use in feeding the prisoners.

"Now, we do not propose to pay any of the county's money to the Sheriff for the feeding of the prisoners. The law passed by the voters last June gives him 12 1/2 cents a meal for every meal furnished to prisoners. It is his duty to furnish his own utensils as well as raw materials. Further than this, he has sent us a bill for \$250 for the board of the jailer and matron. We do not expect to pay that any more than we intend to pay the rent of the District Attorney's office. In the first place Mr. Cameron is a district fiddler and should not look to the county for the rent. I would not object to giving him and his deputies a room in the county building if there were one vacant. But all available space is filled now."

"Regarding the use of opium at the Butte, I do not think any has ever been admitted, unless it was smuggled in, and relative to the implied accusation of the grand jury that Mr. Briggs has, for a consideration, permitted certain prisoners to have opium and liquor, I have never been able to find any evidence to that effect. In case such evidence of a reliable character were found any man countenancing such a thing would be summarily discharged."

Superintendent Briggs was asked yesterday in regard to the charges made against him in conducting Kelly Butte. He admitted that two trustees escaped from custody, but said in the case of the other three men, one McIntyre was

pardoned by the Governor, while Brown and Johnson are at the County Hospital.

Relative to the statement which has been made to the effect that when the men escaped he did not notify the Sheriff's office at once, that he might capture the fleeing men before they were beyond reach, Briggs said yesterday he phoned to the County Court at once, and then drove to town and talked the matter over with Judge Webster. He said he was told to inform Sheriff Stevens what had happened, which he did.

Declares Wife is Scold.

That his wife is a common scold, with an ugly temper which she makes no attempt to govern, is the allegation made by James Peterson, a contractor and builder. In his answer to the divorce suit of Kate E. Peterson, the husband says that their troubles began in 1892. In the summer of 1906, he says, she loudly scolded him in the presence of the workmen on a house he was building. In the fall of the next year his wife refused to get his breakfast, telling him that she had no more love for him. Last May accusa-

tions of infidelity were made, Mrs. Kate Olney being named as co-respondent.

China is very particular that the quality of the foreign goods it buys shall be fully up to sample, but pays very promptly for what it does buy. A Chinese merchant's word is as good as his bond.

Golf All Winter at
DEL MONTE CALIFORNIA
The Paradise of the Pacific.
125 miles south of San Francisco.
Affords every facility for golf, tennis, riding, driving, motoring, and all other sports, under ideal conditions. Superb climate; beautiful scenery. Every luxury and convenience of the best city hotels. Stopover privileges on all through railroad tickets.
Illustrated literature on request.
Chester W. Kelley, special Northwestern representative, Savoy Hotel, Seattle, until October 20. Rates and reservations made.
H. R. WARNER, Manager.

You say one oyster tastes much like another?
Try one with Oysterettes—
Then eat one without!
You will be astonished how the natural flavor of the oyster is brought out by

Oysterettes

The oyster cracker with a taste to it.
5c In moisture proof packages
NATIONAL BISCUIT COMPANY