

Have Lunch in Our New Restaurant, 7th Floor—Portland Agents for "Skinner's" Lining Silks, "Nemo" Corsets, "Trefousse" Gloves

View the Magnificent New Displays Women's Fall and Winter Apparel Millinery, Cloaks, Suits, Furs, Etc.

We invite inspection of our complete and mammoth displays of new Fall and Winter Ready-to-Wear Apparel for Women, Misses, Children, Men and Boys—Never before has Portland seen such wonderful assortments, such attractive garments, such superior values in all lines of high-grade outer garments—Particular attention is directed to the superb showing of new tailored suits, costumes, dresses, capes, wraps, furs, waists, misses' and children's apparel—The entire second floor in the main building is given over to this important branch of the business—Handsome and exclusive garments for all occasions—Every new fashion, every new material is represented in matchless variety and at prices to fit every purse—Merchandise is here to be shown and it's no trouble to show you—2d Floor



Millinery

Our splendid new Millinery Dept., Second Floor Annex, Portland's largest and best fitted Millinery Salon, beautiful new headgear—Paris and New York creations—Tailored hats, street hats, evening and theater hats—The latest shapes and effects, the newest trimmings—A showing so large and varied that everyone can be quickly pleased in both style and price—School and dress millinery for misses' and children—The best display, prettiest styles and greatest values we ever offered—Also an entire new line of bonnets for the little tots, new ostrich plumes, new wings and fancy feathers, new millinery trimmings and ornaments of all kinds at attractive prices—New Fall and Winter models in men's and boys' hats now ready—New Winter furs, coats, scarfs, sets, muffs; all the latest styles for women, misses and children and at the lowest prices—New Fall and Winter footwear for women, men and children, new laces, hosiery, gloves, leather goods, etc.

Seven Elevators

New Fall-Winter Apparel Men, Young Men and Boys

The Men's and Boys' Clothing Departments—Third floor—invite inspection of the new Fall and Winter apparel of all kinds. All the very latest fashions and materials in all grades. Suits for business, dress and school wear. Overcoats and Rain Coats, Opera Coats, Auto Coats—every variety, all prices. New line of Men's Fancy Vests; all prices. New Blouses and Shirts for boys; third floor. New Smoking Jackets and Bath Robes; all prices. New line of Dress Suits for men and young men. New college clothes for young men.

Seven Elevators

New Corsets, Muslin Underwear, Infants' Wear, Knit Goods, Etc.

Our new Corset Department is prepared to supply you with the new Fall models in the celebrated "Nemo," Mme. Irene, Gossard "Lace Front," "Estelle" and "Binner" Corsets. A model for every figure and expert fitters to fit you. Call and inspect the stock. Take advantage of this wonderful Corset offering. American and French Undermuslins; new garments in endless variety. Exquisite Combination Garments, Corset Covers, Gowns, Petticoats, Drawers, etc. The largest and best showing in the city. Entire new line of "Baby Things." The most complete showing for women, misses and children. On the 2d floor.

150 PER CENT IS TRAINS' INCREASE

General Manager O'Brien, Responding to Complaint, Tells of Enhanced Service.

CHANGES IN SIX MONTHS

Low Rates to A.-Y.-P. Force Big Admittance—Judge Lowell, Compelled to Wait at Condon, Tells Commission—Figures Follow.

That the passenger train service on the O. R. & N. has increased 150 per cent in the last six months is one of the points made by J. P. O'Brien, vice-president and general manager of the railroad, in replying to the complaint made by Judge Stephen A. Lowell, of Pendleton, to the Railroad Commission concerning the service.

Judge Lowell's complaint was based on the fact that No. 11, the local train, was late between one and two hours at Condon, September 12, and that while waiting for the local the limited train stopped at Condon, but the people at the station were denied admittance.

The order confining the Chicago-Portland special to through traffic in Oregon was made necessary several weeks ago because of the heavy traffic caused by the low rates to the Seattle Exposition," said Mr. O'Brien yesterday.

"This is an electric-lighted train, and as such is limited in number of cars. It carries but two coaches, and because of so many persons bound for The Dalles, Pendleton and other way points patronizing that train, through passengers found the coaches crowded and it became impossible for us to maintain the fast schedule.

"Furthermore, we found that while the coaches of the limited train were crowded in Oregon we frequently were carrying empty cars beyond Pendleton and Huntington because the through passengers had been unable to secure accommodations.

"The local train is put on to serve local business. When a schedule is made up for a normal train of seven cars on a basis of 25 miles an hour and five-minute stops, and the heavy traffic makes it necessary to increase the cars to 10 or 11 in number, and then the fruit-shipping season comes on top of that, you will see how difficult it is to maintain the schedule.

"If we do not put on extra express cars and stop at the fruit stations a sufficient length of time for loading, naturally there is a complaint from that quarter. The local train on the day of which Judge Lowell complained was delayed by the loading of fruit shipments.

"The passenger traffic on the railroad has been increased far beyond normal by the low rates granted on account of the Alaska-Yukon-Pacific Exposition, followed by the inauguration of colonists' rates. We are hauling passengers at 1 cent a mile, which does not more than pay operating expenses. The railroads are making nothing out of the increased traffic, and the necessity for putting on more trains is interfering seriously with our freight service.

"Our road had to make a fight to secure the colonist rates, and they were offered, not for the purpose of making money out of the persons who take ad-

vantage of them, but to aid in the rebuilding of the state at large. By November 1 the low rates will end, and it is probable that we shall then be able to care for local traffic on the limited train. It seems to me that under all the circumstances the patrons of the road should bear with the situation until that time.

"Our passenger train service has been increased 150 per cent in the last six months. Six months ago we were operating two trains between Portland and Huntington. Now we are operating five each way daily, instead of two trains daily east of Pendleton there are now six."

STRIKE RUMOR DISCOUNTED

Harriman Officials Do Not Even Know Machinists' Demands.

Rumors contained in dispatches from La Grande of an impending strike of machinists on the O. R. & N. and Short Line are discounted in the general offices of the O. R. & N. in Portland.

Vice-President O'Brien said yesterday that there had been no formal demand for an increase in pay or for shorter hours on general subjects, including wages and hours of employment, and Mr. Graham replied that he would meet the agent at the latter's convenience.

This meeting has not taken place. The agent is now in Salt Lake engaged in a conference there and it is not known when he will be here.

Inasmuch as the exact desires of the machinists have not been presented, and it is not known whether the demands will be granted or denied, talk of a strike is considered premature.

The rumors appear to have emanated wholly from La Grande, where only a small force of machinists is employed.

NO DELAY, SAYS MAYOR

PROMPT ACTION PROMISED ON BROADWAY BRIDGE.

Delegation Visits City Hall to Urge That Proposed Span Be Rushed to Completion.

A delegation headed by M. G. Manly and consisting of a large number of prominent East Side citizens called on Mayor Joseph Simon yesterday afternoon at his office in the City Hall relative to the Broadway bridge. The delegation requested that the matter of building the bridge be expedited and the work rushed through as rapidly as possible.

Mayor Simon was able to assure the members of the committee that this would be done, and showed them what had already been done in a preliminary way, such as securing the approaches. Just a few days ago condemnation proceedings were ordered started by Mayor Simon against Albers Bros. property at the west end of the location. Just when actual construction work would be taken up, and several members of the committee were anxious that Ralph Modjeski, the renowned engineer who has already drawn a bridge plan, be chosen, while others favored the choice of the engineers for the Madison-street bridge, now under construction. The matter of engineering was taken up in detail, but no definite conclusions were reached.

Harris Trunk Co. for trunks and bags.

SHOW TRAIN TO GO

Demonstration Coaches to Visit Three Counties.

EXHIBIT TRIP PLANNED

Police Chief Denies Warning the Valley Cafe.

Sherman, Gilliam and Morrow Objective Points of O. R. & N. Special—Subjects of Lectures Announced—Stops Arranged.

The seventh demonstration train to be sent out by the Oregon Railway & Navigation Company, in two years will take the field in the latter part of October and visit Sherman, Gilliam and Morrow Counties.

This train, it is probable, will not be equipped with soil and crop exhibits, at least so fully as past trains sent into the farming communities by the railroad company, as it is believed as much good can be accomplished on the tour planned by instructive lectures.

The object of sending out the train is to aid the farmers of the counties to be visited in scientific tilling of the soil and in improving their condition with respect to crops and agricultural pursuits.

The demonstration trains of the O. R. & N. Company have had a popular reception wherever they have been sent in the past. At some stations as many as 200 persons gathered to inspect the trains and listen to the lectures. Farmers have come 25 and 30 miles, and it is known that great good has been accomplished.

"The crops in the Columbia River country," said R. B. Miller, general freight agent of the railroad, yesterday, "have been below normal. This has been due to several circumstances, but it is hoped that with an improved and different method of cultivation a material change for the better will be brought about."

"The train will carry members of the faculty of the Oregon Agricultural College and Experiment Station. Lectures will be delivered under the direction of Dr. James Withycombe, director of the Experiment Station, on "Soil Tillage," "Conservation of Moisture," "Moss and Better Livestock," "Horticulture," "Dairying," and "Poultry Raising."

"Stops of three hours will be made, affording sufficient opportunity for a full discussion and exchange of ideas on all subjects of interest to the farmer. The exact hours the lectures will be given and the full itinerary will be made known in a few days. The train is to be operated for the benefit of the farmers in Sherman, Gilliam and Morrow Counties and it will be in the field October 25, 27, 28 and 29."

The demonstration trains of the O. R. & N. are run special and in the past some of them have consisted of as many as seven cars. It is probable that on this occasion a representative of the Union Stockyards will accompany the train and address the farmers on stockraising, informing them of the advantages given for obtaining better prices by the establishment of the new stockyards in Portland. Hograising will be urged particularly as a profitable field of endeavor.

Case Over Fees Postponed.

Because Edward Mendenhall made affidavit that his domestic difficulties, culminating in his wife's divorce suit, have rendered him so extremely nervous that he has been unable to take care of his law practice, Circuit Judge

BOXCARS GO FIRST

Freight Trains to Quit Fourth Street by End of Year.

O'BRIEN TELLS HIS PLANS

Southern Pacific Will Vacate Thoroughfare When Oswego Bridge is Finished—Electric Line May Replace the Steam Road.

"The freight trains will be removed from Fourth street by the first of the year if we do not experience undue high water before that time," stated Manager O'Brien, of the Southern Pacific lines, yesterday. "Chief Engineer Boscche has the work of constructing the bridge at Oswego for the Beaver River line well under way now. We will do something with the Fourth street line as soon as we can get the piers in shape and swing the bridge at Oswego.

"This, of course, depends much on weather conditions. The bridge has to be put in on false work and we can take no chances of high water coming along and sweeping it into the river. But if the conditions are good and we do not have unexpected high water, we will be able in all probability to have the work completed by the first of the year."

There are two points of view as to the operation of the Southern Pacific trains over Fourth street. One is that the road is allowed to operate on surface, as on May 12, 1907, an ordinance was passed prohibiting steam locomotives or freight cars from being operated on Fourth street at any date later than 18 months after the passage of the ordinance. This time limit expired November 18, 1907, but the Southern Pacific continued to operate trains over the line. At one time an amendment was passed by the Council extending the time limit to December 30, 1909, but this

WOOPER WANTS RING BACK

But Girl Declares Band Is Hers, as She's Not Engaged.

Theodore Wachsmuth, a streetcar employe, and Miss Hattie Stapleton, who lives with her mother at 11 East Thirtieth street North, are the principals in a suit filed in the Justice Court for the possession of a diamond ring. The ring was given to Miss Stapleton several months ago as a token of love by Wachsmuth. This regard has since cooled into disdain, it is said, and now the once ardent wooer of the young woman, having failed to get back the present by verbal request, has resorted to the law to recover it.

According to the story of the affair told by the young woman, the ring was not an engagement ring, but merely a present which carried no obligations with it. In her version of how she came into possession of the ring, valued at \$150, it seems that before Wachsmuth became a steady caller at the Stapleton household another young man had been constantly receiving there. This young man had also given Miss Stapleton a ring. One day they quarreled and the young woman took the "golden band" off her finger and cast it into the face of the first admirer.

News of this having reached Wachsmuth, says Miss Stapleton, he rushed to her with the consoling assurance that he would supply a ring in place of the one so unpleasantly lost. She considers that she really and truly owns the ring and ought not to return it. She has been given seven days in which to file an answer to the suit.

Lansing, Mich.—What is probably a record number of children in one family was located Monday through the receipt of a birthday certificate at the Secretary of State's office, showing that Joseph Tatro, 25 years old, living in Pinconning township, Bay County, has a father of 23 children and the stepfather of 12 others, making a total of 35 living children in the family.

COMMITTEE SURPRISES COX

Police Chief Denies Warning the Valley Cafe.

"I have been under the impression all the time that I was working hand in hand with the various committees of the city administration in relation to that kind of jurisdiction, but it is my purpose to do so, and if the word of G. D. Miller, of the Valley Cafe, who was up before the license committee for violating its regulations, was taken before I was given a hearing and judgment pronounced against me, I have been wronged. I believe it was unintentional."

This statement was made by Chief of Police Cox last night in reply to a statement that he was censured by members of the license committee for his manner of handling the restaurant liquor-selling problem. It was said that Chief Cox and Sergeant Riley had ordered the Valley Cafe to place curtains over its windows if it intended to continue selling liquor in violation of the regulations, without meals. Chief Cox denies he ever gave any authority for such a statement.

"I am confident," said Chief Cox, "that the reported censure of me was exaggerated. I would have been only too glad to have been present at the meeting of the committee, but was out of my office on other business at the time. I have only the highest regard for every member of the committee and know it wants to do the fair thing by me."

FRANK SEARS VICTIM OF SHOCKING ACCIDENT AT WOODBURN.

WOODBURN, Or., Sept. 21.—(Special.)—Frank Sears, of this city, is in a critical condition on account of an accident while engaged in grading on Corbin street.

He was riding a scraper when a handle penetrated his body and punctured his abdomen.

CARD OF THANKS.

With heartfelt feeling I wish to thank my many friends for their sympathies and beautiful floral offerings in my sad bereavement.

MRS. CARL JONES.

ROAD SCRAPER MANGLES

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SUIT BROUGHT BY JAPANESE.

Supplemental proceedings in the suit of Y. Arisue and M. Imura against Mary E. Clay, in which the latter is charged with contempt of court, have been filed in the Circuit Court. She is to appear before Judge Gatens today to show cause

why she should not be punished. An injunction restraining her from removing a frame annex to a Japanese store at 29 North Third street was issued September 11. Arisue alleges that Mrs. Clay has again interfered with his work.

SMITH

The man who is "fighting the Beef Trust" asks the patronage of every family in Portland.

Prime Rib Roast of Beef	10c-12c	Rump Corned Beef	8c
Pot Roast Beef	8c	Brisket Corned Beef	6c
Rump Roast of Beef	8c-10c	Fresh Brisket Beef	6c
Rib and Lion Roasts of Mutton and Lamb	15c	Hamburg Steak	10c
Legs of Lamb	15c	Round Steak	8c
Legs of Mutton	12c	Sirloin Steak	10c-12c
Shoulder Roasts of Pork	12c-15c	Tenderloin Steak	12c
Necks of Beef	5c	Shoulder Pork Chops	15c
Plate of Beef to Boil	5c-6c	Hams	18c
Beef for Stew	5c-6c	Bacon	20c
Beef for Spice	5c-6c	Lard, 5-lb. pail	75c
Plate Corned Beef	6c	Salmon	10c
		Halibut	10c
		Fresh Oregon Eggs	35c
		Oregon Creamery Butter	75c

Frank L. Smith Meat Co

"FIGHTING THE BEEF TRUST."

While you're getting get the best.

Gordon Hat \$3

The Gordon De Luxe \$4.00

October 4th Last Excursion of the Season October 4th

\$72.50 CHICAGO and RETURN \$72.50

Tickets on sale at THE GREAT NORTHERN CITY OFFICE, allow ten days for going passage and good for return until November 30th. Good going via THE GREAT NORTHERN, returning same route or via any other direct line. Choice of routes going either via Seattle or via THE NORTH BANK ROAD.

3 TRAINS DAILY THE ORIENTAL LIMITED THE FAST MAIL THE SOUTHEASTERN EXPRESS

For tickets and sleeping-car reservations call on or address H. DICKSON, C. P. & T. A., 122 Third St., Portland, Or. Phone—Main 650, A 2280.