ECONOMY AND NOT ART IS WANTED

RESIDENTS OF DISTRICT WHERE NEW STEEL BRIDGES OVER SULLIVAN'S GULCH ARE PROPOSED OBJECT TO COSTLY STRUCTURES—SAY FILLS WILL ANSWER.

It is Alleged in the Remonstrance to City Council That a Number of Serviceable Bridges Can Be Built for the Cost of the One Proposed on Union Avenue, With Longer Life Than Structure Contemplated.

Claiming that the proposed plans for the Union avenue bridge spanning Sullivan's gulch was a concession to artistic notions of people who would not have to pay for it, and representing that the method of assessing the cost was unjust, a number of property-owners in the vicinity of the district which will be assessed, filed a protest with the city council yesterday.

In part, the names on this protest were also fixed to the protest against the Grand avenue bridge, in the same section, and against the construction of which there were numerous similar points raised. The protest against the structure at Union avenue is of vital interest to every citizen, inasmuch as several similar bridges are planned in different portions of the city.

The remonstrance cites seven distinct reasons why the improvements should not be carried out. The first is as follows

"First, we are advised that the proposed bridge is not an improvement of the street within the meaning of the charter and ordinances of the city. The provisions for improving a street are applicable in their nature to the building of a bridge, and it must be manifest to ordinary observation that such a bridge cannot specially benefit property like the improvement of an ordinary street."

The second clause objects to the cost on the ground that a fill instead of a steel bridge would be much cheaper and answer all purposes.

The third is in part as follows:

"Much of the property within the district determined by you will not be specially benefited by said improvement. Bridges across gulches like Sullivan's gulch are indeed necessary, and of general benefit to the public who use them, but they do not afford any special or peculiar access to the property in the vicinity. Sometimes such a bridge is a positive detriment to some of the property, which we believe to be the case here. We need hardly call your attention to the law that property cannot be assessed specially for general benefits, but only for special benefits not accruing to the general public, and that these benefits are necessarily confined to abutting property to decide arbitrarily that the benefits are special."

The fourth and fifth objections set forth that a bridge over Grand avenue is also a tremendous expenditure for the district, and that it is unnecessary. Objection to the method of assessment is also mentioned.

"Your discretion in making the assessments not being fixed by any legal rule, is so wide that no property-owner can make even an estimatte of his probable assessment. That the method of assessment undertaken by you leads to a legal absurdity. The contractor must look to a fund created by the assessment for his pay, and makes his bid upon that assumption. Nevertheless, this fund, if the law be followed, is subject to diminution upon a remonstrance of any property-owner. The contractor must lose a part of his fund or the property-owner must be assessed under the special benefits. In either case the method leads to injustice. Such a construction upon the law cannot be right."

The remonstrance states in conclusion that it has been advised upon competent authority that a number of serviceable bridges can be constructed for the cost of the one proposed, and that the total cost of these would extend beyond the life of the structure now under consideration. The signers are:

The Oregon Real Estate company, by C. K. Harbaugh, secretary; C. A. Seycott, W. Irvington, Ellis G. Hughes, owner of about 500 lots in Irvington, and John Irving's First Addition; Isaiah Buckman, property in Lydia Buckman's Addition.

Boston Ladies.

From Boston Transcript.

Mrs. Greene—I knew somebody was coming. I dropped a dishcloth only 10 minutes ago.

Mrs. Gray—Thanks. When I know you are coming to my house I drop everything.

HADN'T HEARD OF NORTHWEST FAIR

NEW YORKERS DIDN'T EVEN KNOW THAT THERE WAS SUCH A THING AS THE COMING LEWIS AND CLARK EXPOSITION, SAYS ALBERT FELDENHEIMER.

Chicago Almost as Much in the Dark About It—Merchants of the Pacific Northwest Have the Reputation of Paying Their Bills—Money Is Tight, But Only for Boomers and Speculators.

"During my recent visit to the Atlantic coast I learned that the people living east of Chicago know very little or nothing about the Lewis and Clark fair, to be held in Portland two years hence," said Albert Feldenheimer, who returned last Monday evening from New York. "While in New York City I talked with a large number of people concerning the coming Portland exposition, and not one of them had ever heard of it before I mentioned the subject. The people of this city should begin to advertise the 1905 fair throughout the Eastern and Southern states.

"In Chicago I met several business men who told me that they had heard that Portland was to have some sort of a fair in 1905, but as to its scope they were as much in the dark as the New Yorkers.

"There is one thing I learned in New York and that is that the merchants of the Pacific Northwest pay up their bills with the Eastern wholesale dealers far more readily than do the shopmen living near the Eastern markets. This proves that the business men of this section of the United States are enjoying a greater degree of prosperity than the Eastern merchants."

Why Money Is Tight.

In speaking of the tightness of the money market, Mr. Feldenheimer said that the Eastern bankers were holding their funds, and when one wished to borrow he must have good security and pay a somewhat stiff interest. The recent slump in the steel securities and the failure of the ship building trust has taught the bankers that all combinations are not the great money makers that some people are wont to believe.

"The great strikes of the past few months have hurt New York City far more than one would imagine," continued the speaker. "I was informed that at least $120,000,000 worth of new buildings that had been planned will not be erected, or even started, for many months, owing to the fact that the contractors fear labor's attitude.

"All of the large jewelery factories are rushed with orders, although the recent failures caused by the slumping of stocks has made the retail trade in the Eastern cities to drop off very much. People who formerly spent a great deal of money for jewels, and gold and silverware are beginning to hold onto their money, not knowing at what time the stocks they now own will be sliding down the incline.

"But with all the labor troubles and the flurries in Wall street, legitimate business is in good condition all over the country. It is the boomer and the speculator that are suffering by the recent worries in the money markets. If a man has a good business proposition, he can secure all the money he needs. There is plenty of cash in the banks, but it is not being handed out right and left for just any old kind of a venture as it was a year or so ago."

MASONS OF NEW MEXICO.

(Journal Special Service.)

Albuquerque, Oct. 19.—This is Masonic week for Albuquerque and the capital will overflow with prominent members of the various Masonic societies from all parts of the territory. During the week, besides the meeting of the grand lodge of Free Masons, there will be meetings of all the various subordinate and affiliated bodies, including the grand chapter of Royal Arch Masons, the grand commandery of Knights Templars and the grand chapter of the order of the Eastern Star.

VISITORS TO PORTLAND.

Should See the Beauties of the Matchless Columbia River.

Leaving Portland daily at 9:20 a. m., by the Oregon Railroad & Navigation Company's "Portland - Chicago Special," the beauties of the Upper Columbia River are seen by daylight, arriving at Cascade Locks at 11:05 a. m., and The Dalles at 12:35 noon. Returning, the train leaves The Dalles at 1:20 p. m, Cascade Locks at 2:45 p. m., arriving at Portland at 4:30 p. m. If desired, return can be made by river steamer from Cascade Locks on the way up, arriving Cascade Locks, arriving at Portland about 7 p. m. Return can also be made from The Dalles by boat.

ECONOMY IS SLOGAN OF RAILROADS

O. R. & N. COMPANY JOINS THE RANK AND FILE OF THE PRINCIPAL RAILROADS AND CUTS DOWN SALARIES IN FEAR OF FUTURE TROUBLE.

Western Roads Especially Strong at This Time, Because of Healthy Condition of Coast—Harriman Lines' Expenditure for Betterment Has Been $104,000,000, or as Much as Panama Canal Will Cost.

A general officer of the O. R. & N. Co. today made for The Journal a comprehensive statement of the conditions that have operated to induce the issuance of a general order from the New York headquarters to inaugurate a regime of unusual economy in all departments. He asserts that the present movement is not merely the customary clearing up of administrative items preparatory to ending the year, but is of the nature of anticipitating general disturbances in the Eastern financial centers, especially in Wall street. He expressed the belief that the curtailment of expenditures would not be an unmixed evil, because, as he stated it, "preparation frequently prevents" in such matters.

The policy of retrenchment applies to all Harriman lines, and orders of like character have been sent out from the New York offices of most of the railway systems of the United States, upon some of which already the retrenchment has begun.

"Economical operating will sustain the values of securities and keep safe the interests of the roads and the country they serve in every respect," was the assuring assertion made by the O. R. & N. general officer who was making the statement.

He regards the West as strong and able to offset in a measure any depression that might come to the country at large.

$104,000,000 for Betterments.

"The Harriman lines," said the general officer, "has expended enormous amounts—full $104,000,000—during the past few years, for betterment of way, changing lines and new equipment. The O. R. & N. Co. has expended a very large portion of this total, amounting to many millions. These betterments have been in progress since the financial depression a few years ago, and have been known to the public as results of a policy that proposed to place the system in a condition to do business according to modern methods and in compliance with established laws of railway economy, calling for reduction in the cost of hauling freight and passengers, by reducing grades, straightening curves, filling under trestles and making it possible to transport a given quantity of tonnage a given distance for less than it formerly cost. This work of improvement has been carried on constantly, with the result that the expenditure of the millions of dollars has wrought a complete change in the conditions of the company's lines.

Labor and Material Cost More.

The excessive advance of the cost of materials and labor in all departments have made it necessary, in view of the financial conditions, to safeguard for the future. Before every presidential year, I think, without exception, the circulation of the currency of the country has been greatly restricted, and many times without good reason.

"The manufacturing districts have reached their maximum under present conditions and population in the East. The resources of the Pacific Coast are still at the minimum. The East is thickly settled and all available areas are occupied. Our Western conditions are reversed. However, the general conditions there will reflect themselves on the West. The country is exceedingly strong, and, in many localities, the impression exists that restriction in the financial centers of the East will not have any direct bearing upon the West, which I hope is true. But, in older countries in Europe, financial trouble in Berlin, Vienna, Paris or London or other centers extends always in some measure to all parts of the empires or countries.

Not an Unmixed Evil.

"However, the policy of retrenchment that has been determined upon is not an unmixed evil. Often, preparation for these things operates to prevent, and, if we can prevent a repetition of the depression of 1894, it will be desirable here and everywhere throughout the entire country.

It will be seen that the retrenchment policy, therefore, is wise so far as concerns the railroad and the territory served by it.

"The influence of the Lewis and Clark Fair will be to stimulate business in this territory; in other words, will make conditions better, rather than worse, even though there be trouble elsewhere.

Western Roads in Good Condition.

"The Harriman lines in expending $104,000,000 have put out a sum of money that may best be realized when I say that it approximates the cost of the proposed Panama canal. This sum si exclusive of regular operating expenses, being for betterments, equipment and change in line.

"The retrenchment policy applies to all departments, and will be worked out in a manner to conserve the interests of the territory through which we run, as well as for the safety of the company.

TRANSFERRED INTO AN OIL CARRIER

Mechanics Have Begun Work to Make An Oil Carrier of Barge Bonanza, Which Will be Used to Supply Oregon City Mills.

The barge Bonanza, belonging to the Oregon Round Lumber company, has been pulled alongside the Cough street dock for the purpose of being transformed into an oil carrier. A large force of mechanics were put to work on her and will complete the job as quickly as possible.

The Bonanza will be used for transferring oil from the Linnton tank to the woolen mills at Oregon City, which are having oil-burning plants installed. It is expected that the vessel will be ready for service by the middle of next month. The steamer Glenola, operated by the same company, will be used as a towboat for the barge. A tank having a 2,000-barrel capacity will be built on the barge. It will be divided into 20 compartments. Steam pipes will also be installed in order to keep the liquid fuel at an even temperature while being discharged.

The oil supply will arrive shortly from San Francisco. It is to be sent by the National Oil company.

TO CURE A COLD IN ONE DAY.
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

MOVING FEDERAL OFFICES TODAY

UNITED STATES COURT, ATTORNEY AND MARSHAL ARE IN TEMPORARY QUARTERS IN SNELL, HEITSHU BUILDING AND POSTAL DEPARTMENT NEXT WEEK.

Are Leaving Government Building on Fifth Between Yamhill and Morrison in Order that Extensive Improvements May Be Made—Expect to Be at Sixth and Ankeny for 21 Months—Places Where Mail May Be Obtained.

Another week will see the postoffice in temporary quarters in the Snell, Heitshu building between Ankeny and Burnside streets, on Sixth, for a stay of 21 months while the federal building is undergoing extensive improvements. All offices except the postoffice department proper have been moved and Postmaster F. A. Bancroft said this morning that he did not hope to get started before next Saturday.

It will take two days' rapid work to convey the postal department to the Snell, Heitshu building but the transfer will be so conducted that it will not interfere but little with the working of the office. Work on the mailing room will begin at 8 o'clock Saturday morning, that is, if the repairs at the new quarters are completed and the other federal offices fitted up. Then the registry department will be changed and in the afternoon, after the carriers are through, the city department.

"I suppose we will have to transact a little business at both places," said the postmaster, "until we get moved. I am determined not to let a week day pass without doing business, but I will make no deliveries on Sunday. Two days, I think, will see us so placed that the regular routine work of the office may be carried out. The transfer will be by piecemeal but we will have sufficient men and conveyances to expedite the work."

Departments Moved.

The departments already moved are the United States marshal's office, the United States district attorney's office, the federal court, chief clerk of railway mail service and United States marine corps recruiting office. The first three floors of the Snell, Heitshu building are being used. A great deal more room is to be had and while the finishings are not elaborate the structure itself is a substantial one of stone and well adapted for its present purpose.

The city department, the stamp and registry windows and the general delivery department will occupy the ground floor. The office of Chief Clerk F. E. Whitney of the railway mail service, is in the southwest corner of the second floor. The postmaster will occupy the rooms in the southeast corner. The money order department will be situated at the head of the stairs.

United States Attorney John H. Hall will occupy the north part of the second floor. The north portion of the third floor is being fitted up as the district court room and judge's chambers. The United States marshal will be in the southeast part of the third floor and the recruiting office will be in the southwest corner.

All the departments are still badly torn up and it will take several days before things are systematically arranged.

The postoffice building in Fifth street between Morrison and Yamhill, was erected in 1875. It is of sandstone and is well preserved. The improvements are to consist of two wings extending out to Sixth street on the west side. An appropriation of $140,000 has been made to cover the extension work. The wings are to be constructed of sandstone to match the rest of the building.

The first postoffice established in Portland was on November 8, 1849. The building was constructed of hewed logs and was situated at the southwest corner of Front and Washington streets. From 1869 to 1870 the postoffice was at 99 First street. Then it was moved to 106 First street, where it remained until 1873. That year it was established in the Masonic temple at Third and Alder, a building just completed. The postal department was maintained at that place until the present building was ready for occupancy.

Where to Get Your Mail.

Substations where one may obtain mail as from the regular postoffice in the city of Portland are as follows: Station B, Albina; station C, Sunnyside; station D, 579 Milwaukie avenue; station Montavilla, station Mount Tabor and station Sellwood. All down town residents whose mail is not delivered by carrier must go to the Snell, Heitshu building after next week. All substations designated by number merely handle money orders and stamps. They receive no mail.

Stations recently established or transferred are station D in Milwaukie avenue, with two carriers; station No. 11, established at Meyer & Frank's department store, Fifth and Morrison streets; No. 4, transferred from Seventeenth and Irving streets to R. E. L. Simmons' drug store at Mississippi avenue and Russell street; No. 7, transferred from Twenty-first and Powell streets to E. A. Laue's drug store, Third and Yamhill streets. All these stations are in operation. Other stamp and money order offices in Portland are:

No. 1, B. F. Jones, 801 Front street; No. 2, F. A. Byerly, 400 Jefferson street; No. 3, Woodard & Clarke's drug store, Fourth and Washington streets; No. 5, R. A. Preston, 756 Savier street; No. 6, M. F. Jackson, 215 North Twenty-third; No. 8, F. F. Jancke, 280 Grand avenue; No. 9, J. W. Singletary, 131 Grand avenue; No. 10, William S. Love, 393 East Burnside street.

OBSERVE PEGGY STEWART DAY.

(Journal Special Service.)

Baltimore, Oct. 19.—Peggy Stewart day was observed today by the Daughters of the American Revolution and other patriotic societies of Maryland. The day is the anniversary of the burning of the English tea ship Peggy Stewart in Annapolis harbor October 19, 1774. On July 22 of the same year a convention was held in Annapolis and it was resolved to cease trading with England, due to the aversion to the stamp tax.

The Peggy Stewart was owned by Alexander Stewart. She arrived in Annapolis harbor October 15, 1774, and contained, besides other merchandise, 17 chests of tea. The arrival of the tea caused much excitement, with the result that a general meeting of citizens was called, and it was decided to burn the tea.

NEW PLAYHOUSE FOR GOTHAM.

(Journal Special Service.)

New York, Oct. 19.—The Hudson theatre, the latest to be added to the fast-growing list of Gotham playhouses, opens tonight. The new theatre is located in West Forty-fourth street, just off Broadway, and is one of the handsomest theatres in the metropolis. The opening attraction is Miss Ethel Barrymore in "Cousin Kate."

"Buy it now—you'll have to, anyway, sooner or later."

Tonight is the Night, Don't Delay

Our Removal Sale is nearly over and with it the greatest piano opportunity Portland has ever seen. Come in tonight.

Allen & Gilbert-Ramaker Co.
OLDEST, LARGEST, STRONGEST.
209-211 First St.

WATER ROUTE TO ASTORIA CHEAPER

RAILWAY SCIENTISTS FIGURE THAT RAILROADS CAN NEVER COMPETE WITH SHIPS IF THE RIVER BE PUT IN THE PROPER CONDITION.

Scientific findings by masters of transportation throw light upon the problem of the transportation of freight from the inland empire or the Willamette valley to the seaboard via Portland. They prove that the interests of this city and of the tributary territory will be conserved by such improvements in the Columbia river below Portland as will assure minimum cost of taking ships to and from the sea.

The conclusion at which one arrives, from the extensive inquiry instituted by The Journal and opinions of railroad experts, is that under no conditions now conceivable will it ever be profitable to abandon the present method of transporting export wheat and resort to loading wheat at seaboard which has been hauled there from here via rail.

So irresistible are the conclusions that it appears to be almost absurd to contemplate altering the existing status, excepting that the improvement of the Columbia river to its mouth is the prime desideratum.

It is obvious, too, that Portland's continued prosperity and its gaining absolute supremacy as the coast wheat-shipping port depends upon such improvements to the river as are here indicated.

Railroad Science Applied Locally.

From a course of investigation extending to numerous points situated like Portland, and from specific inquiry made among railroad and steamship experts located here, the figures are obtained as follows:

With river improvements such as are planned by the federal government, the actual cost of transporting wheat in ships from Portland to Astoria will be 10 cents a ton. Even now often the cost is no more than 12 cents a ton, and from that it runs up to 14.

At 10 cents a ton the cost is 1 mill per ton per mile, and at present the 12 to 14 cents a ton makes the cost 1.20 to 1.25 mills per ton per mile.

It appears to be conceded that no railroad could operate at such a rate of freight and live. Only with a dense population and a very large tonnage can a railroad carry wheat from Portland to Astoria at 2½ mills per ton per mile, the river cost under proper conditions being 1 mill per ton per mile.

Larger Ships, Cheaper Rates.

"The larger the ships the cheaper the rate, and the more water the larger the ships," said one of the most eminent railroad authorities on the Pacific Coast. "Therefore, improvement of the Columbia river is the one great need of Portland and the state of Oregon. When the river and the bar have been put into proper condition Portland will hold incomparable advantages over any other grain point on the coast.

"The rate from Astoria is the same from Portland, so that there is no offsetting rebate by reason of lower charters for grain that might be shipped from that port.

"This law of transportation appears to be universal wherever commercial centers are located similar to Portland. And some of the greatest, if not the very greatest, grain centers of the world are inland."

The foregoing is important in its bearing upon rumors that have been afloat concerning the future of the grain trade of this region. Reports have been circulated and assertions made that were based upon conditions and laws radically at variance from those here stated. According to the most reliable transportation experts available for the purposes of such an inquiry, it would not be possible to operate a rail line that could compete against the water route, were the river and bar made ideal for shipping.

The necessity for early completion of the government work at the bar of the Columbia, therefore, bears distinctly upon the fortunes of producers throughout the interior as well as upon those of Portland. The improvement of the river between here and Astoria also is a prime essential.

GIVES UP SEARCH FOR HIS CHILD

After searching for his child in Portland for a week J. J. Murchison of Summerville, Or., returned to his home Saturday. Mr. Murchison is a rancher. His wife eloped with "Nigger Tom" Johnson, a character of Portland's bad lands, two weeks ago. She brought her 3-year-old daughter with her, but left behind a little son. Mr. Murchison, by a peculiar chance, spent the first night in this city in the same room occupied the night before by his wife and her companion. But the couple sought a place of safety and the husband was unable to find them. He does not wish to take his wife home, but only to get the little girl. He is somewhat indignant that the police did not notify him that the couple had been located, as was requested by the La Grande police.

REMNANT SALE

SHORT ENDS OF FINE CARPETS, LINOLEUMS AND MATTINGS AT TEMPTING PRICES

At this time of the year we always have a large number of short ends of goods in our Carpet Department. There are countless pieces to select from in the best grades of matting and fibre carpets, domestic and imported linoleums, and Ingrain, Brussels and Axminster Carpets. We used to make them up into rugs and sell them off gradually. This year we are too busy to handle them that way, so we give you a chance to buy useful remnants at very low prices.

CARPET REMNANTS, 48 in. long, 50c to $1.50

LINOLEUM SQUARES, suitable for stove mats, 3 ft. square to 6 ft. square, 35c to $1.50

MATTING AND FIBRE CARPET, 48 inches long..... 10c to 15c

TULL & GIBBS
MORRISON AND SECOND STREETS.

SPECIAL NOTICE!

On account of our being unable to wait on all the people who were desirous of getting their dental work done for cost of material, we have decided to do all dental work for about cost of material until November 15.

THE BOSTON IS THE LARGEST DENTAL CONCERN IN THE WORLD.

EXTRACTING FREE

Silver fillings	35c
Gold fillings	75c
Gold crowns	$3.50
Full set teeth	$3.50
Bridge work	$3.50

All work guaranteed for ten years. The Boston Made My Nice Teeth

By our late botanical discovery applied to the gums we extract, fill and apply gold or porcelain crowns, undetectable from the natural teeth, without pain.

Come early and avoid waiting. Lady attendant always present.

Boston Dental Parlors

Fifth and Morrison Streets, opp. Meier & Frank and Postoffice. Entrance on Morrison Street. Hours—8:30 a. m. to 8 p. m. Sunday till 1 o'clock.

YOU CAN SEE SUN SPOTS NOW

WITH A BIT OF SMOKED GLASS THE DISTURBANCES NEAR THE UPPER EDGE OF THE BIG DISC ARE PLAIN WITHOUT A TELESCOPE.

With a piece of smoked glass you can look just now and observe one of the most wonderful "sun spots" noted in recent years.

Take the smoked glass and if your vision is ordinarily good the phenomenon will be quite apparent. The wonderful activity on the solar surface is situated near the upper edge of the disc and just now is of great interest in the world of astronomy.

This zone of eruption, as it may be termed, extends something like 178,000 miles in length and 80,000 miles in width and the entire earth, dumped into the space would almost be lost from view.

There have been many of these "sun spots" in the past few decades, but none of such magnitude as that now visible. It is, in fact, composed of several "spots," but they are gradually merging and will soon become one.

There are many explanations for the appearance of these unusual spots on the sun, but at that globe is something like 93,000,000 miles distant the most powerful telescopes leave much to the imagination.

Near the edges of the disc the light falls off very rapidly and certain peculiar formations look much like the flecks of foam which mark the surface of a stream below a waterfall. Not unfrequently they are from 5,000 to 25,000 miles in length, covering areas immensely larger than any terrestrial continent.

One peculiarity connected with the appearance of spots on the sun is the fact that they generally show the greatest disturbance about once in every 11 years. There is a following disturbance on the earth. Thus in the North and at high altitudes the disturbance is apparent in wonderful display of northern lights, or aurora borealis.

Local men of a scientific turn of mind are greatly interested in the passing phenomenon, but as there is no observatory existing in this city the field of research is limited.

It would be interesting for anyone to try the experiment of looking through the smoked glass. The disturbance may not be visible at first, but with a little patience and by the aid of the right shade it can easily be seen.

ADA REHAN RETURNS TO STAGE

(Journal Special Service.)

New York, Oct. 19.—After an absence of more than two years from the stage, during which time she has been recuperating from a long and severe illness, Miss Ada Rehan is to make her reappearance tonight at Atlantic City. Her plans for the season call for a tour of the South and West under the management of Liebler & Co. She will not be seen in any new plays for the present, but will confine herself to her old successes in "The School for Scandal," "The Merchant of Venice" and "The Taming of the Shrew."

THE FOLLOWING PRICES

EMPHATICALLY DEMONSTRATE OUR ABILITY TO UNDERSELL OUR COMPETITORS AND OFFER SUFFICIENT REASON FOR YOUR CALLING HERE IF YOU WISH TO OBTAIN GENUINE BARGAINS.

THE WISE WOMEN OF PORTLAND HAVE LEARNED TO APPRECIATE THE VALUES OFFERED AND ARE QUICK TO RESPOND TO THE ANNOUNCEMENT.

WOMEN'S UNDERWEAR

Vests of good domestic yarn, 1x1 derby knit, shaped waist, ecru or gray color, elastic knit catchstitch bosom and cuffs, union overlock seams and pearl buttons, pants to match..... 25c

Women's domestic wool yarn vests, fine soft finished inside fleece ribbed jersey knit, waist shaped to body, light gray color, neck heavy crochet pattern with silk ribbon drawn through, union overlock, catch-stitched seams and pearl buttons, pants to match..... 50c

Women's union suits, of fine domestic yarn, 1x1 elastic derby knit, elastic shape waist, one inch silk floss tipped crochet pattern, tape drawn, bosom crochet edged, elastic knit cuffs and ankles, union overlock seams; sizes, 3 to 6..... 50c

WRAPPERS

Superior quality domestic fleece back flannelette cloth. Popular assortment of dark designs on black, blue and red grounds, fast colors, perfect fitting. Inside waist with three buttons, full flounce bottom, Bishop style cuffs with double row of braid, perfect fitting band, collar trimmed to match shoulder ruffle, front and back yoke with double rows of braid, full gathered back and double belt. This week..... $1.00

WAISTS

Of mercerized silk, finished sateen waists. Front double braided in fancy applique designs, Pintucked back, double folded Bishop stock collar and Bishop cuffs to button, full puffed sleeve, perfect fitting and double stitched through, very special, for..... 98c

Waists of all-wool dark flannel, assorted colors including black, navy, red, etc., four tucks on front and Bishop cuffs. A bargain for..... $1.25

High-grade all-wool French flannel waist, in a tailor-made effect. Box plaited front, each plait finished with several rows of stitching. Fly front, back to match, cuffs to button with full puffed sleeves, fancy stitched detachable pointed stock collar, button cuffs. A good $2.50 waist, for..... $1.85

Come here for your laces, ribbons, corsets, hosiery, gloves, handkerchiefs, belts, skirts, blankets, ladies' and gents' furnishings. You will have something to show for your $ $ $ you spend in our store.

SIMMONS BROS.' 432 Washington Street Between 11th and 12th

NO DANDRUFF GERM

Can live an instant after

Werner's Hair Tonic

has been applied. It stops the itching at once, makes the scalp clean and healthy and the hair to grow.

The Proof of the Tonic is a Trial Thereof.

50c A BOTTLE AT DRUGGISTS