

FIFTH, SIXTH AND WASHINGTON STREETS

THE OLDS, WORTMAN & KING STORE

THE "DIFFERENT STORE"

Every Word in This Printed Announcement Must Be Backed Up by the Goods in the Store—OLDS, WORTMAN & KING

Intensely Interesting Items of Economic Importance to August Buyers in Today's News of Thursday's Extraordinary Semi-Day Sales

EXTRA SPECIAL, 8 A. M. TO 1 P. M.

Forenoon—All Items in This Division are at Special Advertised Prices Only Between the Hours of 8 A. M. and 1 P. M.

8 A. M. TO 1 P. M.

Sensational Clean-Up of Women's Wash Suits

Tomorrow's forenoon sale in the big Second Floor Garment Salons should create an unprecedented buying furor. It's one of those end-of-season selling events which seem bereft of "rhyme or reason"—so out of all proportion to value is the selling price—in your favor. We've "rounded up" all remaining Wash Suits left over from the busy summer's business, hung 'em on a large rack near the center of the Salons—values in the lot covering all points between and inclusive of \$1.75 Dresses up to those that are real bargains today at \$7.50. White and colored—mostly new this season—good styles and materials, which include lawns, percales, dimities, etc. Many are prettily trimmed in laces and embroideries that alone would cost more than we shall ask for the Dresses. The price—during hours named—or until closed will be.....98c

It seems hardly necessary to add—"BETTER BE EARLY."

75c and \$1 Bolts Straw Braid 5c Wire Hat Frames Worth 50c at 5c 8 A. M. TO 1 P. M.

Tomorrow, in the Annex Millinery Salons on Second Floor, we shall close a lot of about 12 dozen bolts of pretty, fancy and plain Straw Braids—12 yards to the bolt—worth from 75c to \$1.00 each, at.....5c As a fitting accompaniment to the above we shall offer our 50c Wire Frames, in good shapes, at.....5c A splendid chance for home milliners to invest their nickels to good advantage.

Women's \$1.75 Juliets Women's Comfort Juliets and Slippers, made in six styles, low and medium heels of leather or rubber, heavy, medium and light weight turn soles, patent and kid tips or perfectly plain toe; values to \$1.75. Special, pair.....\$1.29

Women's \$1.25 Lisle Vests A line of Women's Lisle Vests, white, pink and blue mercerized effect, long sleeves, high neck, neatly trimmed, knee length tights to match; regular value \$1.25. Special, each.....78c

Women's Back Combs, Values to \$1, 19c An assortment of fancy, stone-set Back Combs, in shell, amber and white; values to \$1.00. Special.....19c

5c Toilet Paper 2 1/2c Roll 5c Roll Gem Toilet Paper—Special, roll.....2 1/2c

25c Bar Castile Soap 14c 25c Bar White Floating Castile Soap. Special.....114c

Half Price for Embroidered Shirt-waist Fronts All our Hand-Embroidered Linen Shirtwaist fronts. Special at HALF PRICE!

Spec'l Sale Men's Scriven's Patent Seam Drawers Scriven's Patent Elastic Seam Men's Drawers—Regular 60c value—Special.....45c Regular 85c value—Special.....64c

Dress Nets, Worth to \$2.50, at 98c Fancy White Cotton Dress Nets, 45 inches wide, very stylish for evening waists or fancy dresses; worth \$1.50, \$2.00 and \$2.50. Special, yard.....98c

Women's 75c Belts 25c Women's fine silk-trimmed Kid and Taffeta Belts, in brown, navy and green; regular value 75c. Special.....25c

\$1.25 Hammocks 85c Open and Canvas Weave Hammocks with pillow and wide valance, concealed spreader, full size; regular value \$1.25. Special.....85c

Cups and Saucers 10c Pair Second Floor. Thin White China Cups and Saucers. Special, pair.....10c

\$1.75 Royal Worcester Corsets \$1.39 Royal Worcester Straight Front Corsets, Princess hips, medium high bust, hose supporters at sides and in front, drab and white coutille, sizes from 18 to 30; regular price \$1.75. Special, at, pair.....\$1.39

EXTRA SPECIAL, 1 TO 6 P. M.

Afternoon—Special Items in This Division Sold at Advertised Prices Only During Hours Specified, viz: 1 to 6 P. M.

1 TO 6 P. M.

SALE EXTRAORDINARY! Women's Handsome \$7.50 Plaid Silk Petticoats \$4.65

Wonderful values—these strikingly pretty plaid beauties. The Petticoats are fresh from their makers and in the smartest plaids ever shown here in one collection. The material, fine, beautiful all-silk taffeta, in very latest style effects, including a triple-plaited stitched ruffle at flounce and durable dust ruffle of material. Only one hundred in the lot, secured underprice thro' favor of the manufacturer, from whom we select heavy purchases thro' the year. The skirts are perfect and made in faultless workmanship. A full complement of colors in the line, representing all clans of bonnie Scotland's crags and braes. These fetching Silk Petticoats are among the smartest novelties of the budding autumn season. Splendid value at \$7.50, tomorrow—1 to 6 p. m. only—you may select at.....\$4.65

\$5 Trimmed Hats \$1.49 1 TO 6 P. M.

An opportune time for thrifty, tasty women to select a becoming Hat for early fall wear. We shall offer, tomorrow afternoon, a choice of splendid values in pretty Sailors, chic styles, neatly trimmed with large black or white ribbon bows of rich silk—well worth their regular \$5.00 price—to close.....\$1.49

Pretty Dress Lawns, Yard 3 1/2c A wonderful value—sure to attract throngs of buyers to the Wash Goods Store tomorrow afternoon. 10,000 yards of Fancy Figured Dress Lawns. Special, yard.....3 1/2c

Leather Handbags, Worth to \$3.50 at 98c A broken line of Women's Leather Hand Bags in a variety of shapes, sizes and colors; values from \$1.50 to \$3.50. Special.....98c

Women's Smart \$3.50 Shoes \$2.69 Women's Patent Colt and Kid Leather Lace Shoes, with hand-turned soles, medium Cuban heels, straight vamps—these Shoes have patent tips and dull tops—regular value \$3.50. Special, pair.....\$2.69

Handsome Checked Louisine Suit Silks Yard 31c Checked Louisine Silks in blue and green checks, also 28-inch Silk and Wool Poppins in cream and brown only, and remnants of Crepe de Chine; regular 85c value. Special, yard.....31c

25c Bands and Galloons 9c Point Venise Bands and Galloons, in cream and white; worth to 28c. Special.....9c

Special Sale White Tucked Organdies Beautiful White Tucked Organdies—Reg. \$3.00 val.—Spec'l, yd.....\$1.75 Reg. \$1.25 val.—Spec'l, yd.....75c Reg. \$1.00 val.—Spec'l, yd.....62c

Men's 10c Kerchiefs 5c Men's White Cambric Handkerchiefs, with tape border; regular value 10c. Special.....5c

Women's 35c Side Combs 20c Pair 35c Plain Shell and Amber Side Combs. Special.....20c

50c Box Writing Paper 25c 80c Cabinet Box French Fabric Writing Paper, in white. Special.....25c

Women's \$1.25 Lisle Hosiery 39c Women's Plain Black Cotton and Lisle Hose, all lace or lace boots and embroidered fancy shades; values to \$1.25. Special, pr.....39c

Special Sale of Jardiniere at 23c Third Floor. 7 1/2-Inch Jardiniere, assorted shapes and colors, full glazed. Special.....23c

\$1.50 Summer Blankets at 95c Heavy Fleece Summer Blankets, in fawn color with dainty borders, full size; regular value \$1.50. Special.....95c

Women's 35c Corset Covers 23c Ladies' Fine Cambric Corset Covers, lace trimmed around neck and armholes; regular price 35c. Special, at.....23c

TO CARRY WHEAT BACK TO EUROPE

British Steamer Knight of St. George Receives Charter Immediately Upon Arrival.

HAS CAPACITY FOR ENORMOUS CARGO

Officers' Report Having Encountered Stormy Weather Coming Up the Coast From San Francisco—Steamer Brings Cement.

Kerr, Gifford & Co. chartered the British steamer Knight of St. George yesterday afternoon to carry new-crop wheat from this port to the United Kingdom. She has capacity for about 6,000 tons, and the cargo will be one of the largest of that kind ever set afloat from the Pacific coast for Europe. The Knight of St. George arrived in the harbor this morning and went to Columbia dock No. 1 to discharge 3,500 tons of cement brought from Antwerp. The cement is consigned to Balfour, Guthrie & Co., and is the larger part of a full cargo, 2,500 tons having been discharged at San Francisco.

Captain D. R. Stephens reports that coming up from San Francisco the steamer ran into one of the fiercest gales ever encountered, and for hours the powerful machinery was barely able to keep the big hull up against the tremendous seas that came rolling and tearing from the north. It took five days to make the run, or a couple of days longer than the ordinary steambot time, and the officers say it was more exciting than the entire voyage from Antwerp to San Francisco. By going through the Straits of Magellan the severe storms off Cape Horn were avoided, but coming out on the Pacific side of the promontory the steamer ran into a blow that kept her heaved to for 20 hours. She was then much deeper in the water—than now, and the seas turned the broad decks into bilious swimming-tanks. None of the crew received injuries, although some of them were knocked about in a dangerous manner. The craft with the long name is a heavy vessel measuring 47.8 feet from rail to rail. She measures 41.6 feet in length, and occupies the whole length

of one dock and overlaps another. Her rough voyage from San Francisco left its marks in the shape of rust and sand in parts exposed to the weather, but a few days will soon turn her into as neat a merchantman as any in the harbor.

The Knight of St. George will gain the distinction of being the first steamer to clear this season with wheat for Europe, and several other large carriers are expected to follow close upon her heels. Two are already under charter for grain to Europe, these being the steamers Sheik and Imogen, the former taken by Balfour, Guthrie & Co., and the latter by Kerr, Gifford & Co.

WAS NEAR THE WRECK.

Captain Werlich Says Parts of Steamer Valencia Are Still Visible. Captain R. J. Werlich, of the light-house department of this district, was in the vicinity of the Valencia wreck a few days ago searching for a whistling buoy that had gone adrift several months ago and drifted on the beach near Cape Beals. Captain Werlich found the buoy, as stated in yesterday's Journal, but saw nothing that would shed any light upon some of the mysteries of the terrible Valencia disaster. "We stood close to shore for several hours," said Captain Werlich this morning, "but it was very foggy and we could barely see the coast line, which, by the way, is very poorly defined on the charts. We found the wreck near the scene of the Valencia wreck and some of my men said they could see part of the boilers of the wreck protruding from the water. "According to the report from Victoria concerning the finding of one of the lifeboats in a cavern, the boat must have drifted a long distance from the ship before running into the shelter. Carnamah is about 70 miles from Cape Beals and nearly that far from the spot where the Valencia went down. Our presence in the vicinity of the Valencia wreck led to the spreading of a report on Puget sound to the effect that we were searching for the bodies of the missing Valencia victims, but the report was entirely without foundation. We were searching for the whistling buoy, found it and brought it back on the Heather."

HILONIAN SAILS TONIGHT.

Holonian Buyers Will Start for Home After Appointing Agents Here. The Matson Navigation company's steamer Hilonian, Captain Johnson, sails at 5 o'clock tonight for Honolulu, carrying about 2,000 tons of freight and several passengers. This is her second trip for Honolulu direct, and the business shows a great deal of improvement, with indications of a steady increase. The steamer will return in five weeks. Thomas J. King, president of the California Feet company of Honolulu, will be one of the passengers on the Hilonian

He came here on the steamer ostensibly for the purpose of buying large quantities of hay and made some purchases, but the merchants here were caught unaware and were not ready to fill the orders at once to the entire satisfaction of Mr. King. The gentleman from Honolulu has appointed a buyer here, however, so that in the future large shipments of hay will go forward on the Hilonian.

MAY TRY DARK PAINT.

Steamboat Owners Find It Impossible to Keep White Craft Clean. River steamboatmen are talking of changing the color of their boats from white to bottle green or some darker shade in order to keep them neater looking than is possible now because of the oil that adheres to the hulls as they plow through the harbor. They say it is almost impossible to keep them clean without painting them at least once a month. "Somehow or other it seems impossible to prevent oil from seeping into the river from various sources," said one of the river steamboatmen today, "and there is no way of preventing it from sticking to the boats. Most of the steamers now plying on the river are covered with oil near the water line, and they certainly present an unpleasant appearance. We get the deckhands to work scrubbing occasionally, but it does little good, for after another run the oil is there again. The only remedy that I can see is to paint the hulls a darker color so that the oil won't show much, even if it is there."

IS NOW AT SEATTLE.

Norwegian Steamer Norman Isles Will Be Here to Load Soon. The Norwegian steamer Norman Isles is expected to reach Portland by the end of this week. She has gone to Seattle from San Francisco and is now discharging some cement brought out from London, the greater part of the cargo having been delivered at San Francisco. The Norman Isles comes here under charter to the Pacific Export Lumber company to load lumber for the orient. She will carry about 3,500,000 feet. The Norwegian steamer Thyra will finish loading lumber for Port Pirie at the mills of the Portland Lumber company some time this week.

DREDGE GOES TO WORK.

Channel to the Sea Will Be Deepened by the Columbia. After having been given an overhaul the dredge Columbia left yesterday afternoon for Knapp's bar, about six miles below the mouth of the Willamette, where she will commence deepening the channel to 35 feet at low water. The dredge will continue working down the river until the channel to the sea

is again in perfect condition. It is estimated that the job can be completed in four months' actual working time. The expense of deepening the channel will be borne by the government, a contract for the lease of the dredge from the Port of Portland having been made between Colonel S. W. Roessler, United States engineer, on behalf of the government, and the present and secretary of the Port of Portland, the contract having been forwarded to Washington for the approval of the department.

BACK FROM BRISTOL BAY.

Tag North Star Arrives at Astoria and Windjammers Will Soon Follow. The arrival of the tug North Star at Astoria this morning means that before long the salmon ships Berlin, St. Nicholas and others that went north last spring will soon put in their appearance off the Columbia river. The North Star has been to Bristol Bay as a tender to the salmon fleet and is supposed to have started south after towing the vessels to sea. The Berlin and St. Nicholas will probably come to Portland to discharge the pack which is ready to go east by rail. The fishermen who went along for the season will probably also be paid off here. In view of the demand for lumber carriers on the coast there is little likelihood of the sailing vessels tying up for the winter as heretofore, for they will undoubtedly be converted into lumber drougers as soon as they can be rid of their cargo.

FAVOR OPEN RIVER.

Assistant Engineer Ogden Interviews Commercial Men of Arlington. David B. Ogden, assistant United States engineer, returned from Arlington this morning, where he went a few days ago to confer with the commercial body there concerning the gathering of data pertaining to commerce for use in the report to be forwarded by the engineers to the department soon. Mr. Ogden says the merchants and people in general of Arlington are anxious to have the upper Columbia river made navigable, for they believe it will be of great help to their community. Tomorrow morning Colonel S. W. Roessler, United States engineer, and Mr. Ogden leave on their monthly tour of inspection along the upper Willamette river.

SNAKE RIVER IS LOW.

Steamers Spokane and Lewiston Are Laid Off Temporarily. Owing to the low water in the Snake river, the O. R. & N. boats Spokane and Lewiston, plying between Riparia and Lewiston, have been laid off temporarily. The long, dry spell has lowered the water so much that even by lining the boats could not get over the bars

in the river. This is the usual occurrence, however, during the dry season and the officers and crews of the boats are taking their annual vacation. The first heavy rain will swell the river again so that navigation may be resumed, and it is hoped by the farmers and fruitgrowers of the country contingent to the route that this will occur early in the fall so that they may bring their crops into the market without too much delay.

ALONG THE WATERFRONT.

The French bark Laennee shifted to the foot of Pine street this morning. Where she will discharge the remainder of her cargo of cement. The oriental liner Numantia will shift to the flour mills this afternoon to begin loading flour. One gang of longshoremen worked all night discharging cargo and during the early morning hours the hold was fumigated in accordance with recent rules laid down by the quarantine service. The steam schooner Yosemite commenced loading lumber at Vancouver this morning, a gang of longshoremen going over there from the local headquarters. The steamer Alliance is due to arrive from Eureka and Coos bay this week. Couch street dock is already crowded with freight awaiting her departure. The Harriman liner Barracouta left San Francisco at midnight for Portland and the Costa Rica is expected to sail today or tomorrow. The steamer Jim Butler, which arrived at Astoria this morning in tow of a tug from Grays Harbor, comes here to have her machinery installed by the Willamette Iron Works. She is expected to be towed up the river this afternoon.

MARINE NOTES.

Astoria, Aug. 22.—Arrived at 7 a. m., steamer Jim Butler in tow of tug from Grays Harbor. Arrived at 9 a. m., tug North Star from Alaska. Arrived, schooner Monterey in tow of tug Defiance from Monterey. San Francisco, Aug. 22.—Sailed, schooner Oliver J. Olsen for Portland. Sailed at midnight, steamer Barracouta for Portland. Astoria, Aug. 21.—Sailed at 2:30 p. m., schooner Virginia for San Francisco. Arrived at noon, schooner Bender Bros. from Unalaska. San Francisco, Aug. 21.—Sailed, barkentine Georgiana for Columbia river. Holyhead, Aug. 31.—Arrived, British bark Miltonburn from Portland. St. Johns, Aug. 22.—Passed at 7:40 a. m., British steamer Knight of St. George. Astoria, Aug. 22.—Condition of the bar at 8 a. m., smooth; wind southeast, light; weather cloudy. Preferred Steam Canned Goods. Altes & Lewis' Best Brand.

Advertisement for MARX & BLOCH diamond dealers. Features a large diamond illustration and text: 'Put Your Savings Into DIAMONDS', 'Your Money Back', 'Largest Diamond Dealers in Oregon', '74 THIRD STREET. NEAR OAK'.

Small text at the bottom of the page, including 'In Fifth Ohio District' and 'Fifth Ohio district here today'.