

The Best \$25.00 Suit Ever Made is Shown in Our Style Salons --- Elsewhere It Would Cost You \$35 or More

Royal Worcester Corsets are always asked for by women who have once worn them. This store has the exclusive Portland agency for this superb make of corsets. Be fitted at once.

Olds, Hartman & King

Skinner's Satin In black and all colors is the best lining on the market. You take no chances when you buy this—it is guaranteed for two seasons' wear. At the low price of **\$1.50** per yard.

All Goods Purchased Wednesday or Thursday Will Be Charged on Your October Account—Note These Savings

Handsome Horse Show Apparel

Beautiful Gowns, Dresses and Wraps in abundance for milady to wear at this gathering of fashion and smartness. The first thought of the really particular woman in Portland, when planning on attending any affair where smart clothes are worn, is to visit the Style Center of the Northwest and view the most fashionable garments, and here, as at no other store in the northwest, are shown the choicest conceits of the season in both American and European fashions. Rich garments originated by the best style artists of the world—the last word in exclusiveness and newness. Do your purchasing here, where it costs so little to dress in perfect taste and style. For next week's dress occasion we are showing New Opera Capes from Paris, New Opera Coats from Paris, New Gowns from Paris, New Three-Piece Costumes from Paris, New Tailored Suits, Dinner Gowns, Wraps and Semi-Dress Costumes from the best producers in America and Europe. Visit the store and inspect the magnificent array.

"Alexandre Made" Kid Gloves



Let us fit you with a pair of these famously good French kid gloves. We have them in all the leading shades. They give universal satisfaction. The name Alexandre on a pair of gloves stands for quality. They are on sale in goodly assortment at our Glove counter at the special low price, the pair, **\$1.50, \$2.00 and \$2.25**

TRIMMINGS—The cream of the world's best trimming productions of the season chosen and gathered here in magnificent assortment. We sought these from among the best importers of New York, the best American manufacturers, and even in European fashion centers where our buyers took particular note of the smartest gowns and selected the trimmings that were used upon them.

Bugle Bead Trimmings, in silver or black gunmetal, old gold and old silver trimmings, silver and old gold cloth or bead trimmings, Venise and Baby Irish allover lace.

Just the Footwear for the Faddish

Women's Evening Shoes and Slippers for Dress Wear have our attention in this announcement. The most complete selection we've ever gathered for evening wear. We especially direct attention to the display in our Washington street windows. Among the new things you will see Satin Slippers with hand-embroidered vamps, also in handsomely ornamented or hand-painted designs; Colored Calf and Kid Slippers in many models and rich beyond description; new and swagging bronze effects in large assortment. You can match an evening gown of any color from the footwear on sale here. These very dressy shoes and slippers are priced from **\$3.50** the pair to **\$7.00**

WOMEN'S WARM FOOTWEAR, Felt Juliets and Slippers, built on new lines. Many decidedly pleasing novelties for fall as well as the reliable staples to choose from—over 75 styles in all. We want you to see them. They are priced at **75¢** to **\$2.50**

New Milliner

Bewilderingly beautiful creations in abundant assortment and variety at every price, from the simple tailored hat for the modest purse to the gorgeous affairs richly bedecked with sweeping plumes. Call and see them.

Visit This Department



A Few Small Things That Help for the Horse Show

EMBROIDERIES in Nain-sook, Swiss or Batiste materials and in edges, allover, insertions, galloons and 27-inch flouncings. Reg. values to \$2.00 yard at **98¢**. Regular values to \$3.25 the yard at **\$1.48**

WOMEN'S KERCHIEFS, cambric or sheer linen, hemstitched border. Regular values to 20¢ each. Special at **10¢**

WOMEN'S HOSE, fast black lisle, in all sizes. Regular values to 60¢. Special at **39¢**

WOMEN'S UNION SUITS in light or medium weight, sizes 4, 5 and 6. Values worth regularly up to \$1.25 each. Special at **69¢**

HAIR BOW RIBBONS, taffetas, in all staple shades. Reg. 35¢ values. Special at **25¢**

You Will Find Many Needs Here Not Mentioned Above



The Women's Walking Boots

Made of dark tan-willow calf in lace style, with good heavy sole, rope-stitched. Made over a short vamp last with a wide round toe, high arch. All the features of comfort and style rarely combined. A boot to be proud of and an extra value at **\$5.00**

Monster Bargains Here

ALL IS READY FOR VISIT OF PRESIDENT

Party Will Arrive Saturday Morning and Parade Will Be Held at 10 o'clock—Review of the School Children.

Owing to the fact that Governor Benson deems it unwise to suspend business through the state Saturday, October 2, on the occasion of President Taft's visit to Portland, he will not declare a holiday and it may be that Mayor Simon will not proclaim the day a holiday in this city although the governor thinks it would be appropriate for this locality.

At the meeting of the citizens' committee for the reception of the president yesterday afternoon, the matter was left to the mayor who will announce later what he will do. But it is not probable that he will proclaim a holiday.

All the details for the president's entertainment as arranged by the sub-committee and announced in yesterday's Journal were approved by the general committee. The presidential party will be met at the union depot on its arrival from Seattle at 7 o'clock Saturday morning and escorted by the reception committee to the Portland hotel where breakfast will be served. Senators Chamberlain and Bourne have been added to the personnel of the reception committee.

Parade in Morning.

After breakfast the street parade will be formed at the hotel about 10 o'clock, and the party will be taken through the principal business streets to the Multnomah field, where the president will review the children of the public schools. The feature of the parade will be a drill by 450 children under the direction of Physical Director Robert Krohn. This drill will be given at 10:30.

Following the visit to Multnomah field the presidential party will be given a motor ride about the city, re-

turning to the Portland in time for luncheon at 1 o'clock. Owing to the limited capacity of the dining room, covers will be laid for only 35 guests besides the members of the committee.

Mayor Simon requests all those who have been invited to attend the luncheon to notify him whether or not they intend to be present so that he can arrange the seating schedule. The tables will be numbered and each guest will be told the number of the table to which he is to be assigned. Guests are requested to wear dark business suits and to take their places a little before 1 o'clock. All will, of course, remain standing until the president is seated.

No Handshaking.

Fred W. Carpenter, secretary to the president, has informed the mayor that handshaking functions of all kinds have been strictly tabooed by the United States secret service. Chief Wilkie has personally issued orders to this effect. The president will, in all probability, be allowed to make an exception in the case of the reception committee with whom he will probably shake hands at the depot, but this will be the only exception that will be made. Mayor Simon will ask the guest of honor to say a few words at the luncheon, although his secretary has limited the president to one speech to be made at the Army at 6 o'clock in the evening.

Mayor Simon and the committee will walk with the president from the hotel to the Army and the route will be patrolled by National Guardsmen. On the speaker's platform at the Army with President Taft will be the members of the committee and 15 additional guests, including those invited from out of town points.

Front Seats for Veterans.

Suits on the floor of the Army have been provided for 200 people. The 60 A. R. veterans will be accorded the front seats as a token of respect to the vanishing battle-battle. The general public will be admitted to the stands through the west entrance and the east end of the building. The members of the committee will be seated in the center of the building. The regimental band of the National Guard will provide music for the parade and possibly at the Army before the president's arrival there in the evening.

After the luncheon in the afternoon the citizens' reception committee will leave the hotel and proceed to the union depot to act as an escort to and from the Army and during the president's stay there.

The only other public appearance to be made by the president will be when he is off duty at the laying of the cornerstone of the Universalist church Sunday afternoon. The visitors will leave for California on their special train at 1 o'clock Sunday evening.

Motor Cars in Parade.

The route of the parade to Multnomah field was published in yesterday's Journal. Following in the parade, which the motor cars will line up for the parade and names of those who will ride in each car.

Car No. 1—The president, Captain Archibald W. Butt, U. S. A., aide de camp, president, James Sloan, Mayor Simon.

Car No. 2—Charles Wagner, Joseph Murphy, U. S. secret service.

Car No. 3—Dr. J. J. Richardson, Wendell M. Mischler, assistant secretary, Senator G. E. Chamberlain, D. S. Cohen, Archbishop Christie.

Car No. 4—Robert Small, Robert H. Hazard, T. B. Wilcox, F. W. Mulkey, Senator Jonathan Bourne Jr.

Car No. 5—E. A. Fowler, William Hostler, ex-Senator C. W. Fulton, J. C. Alsworth, Dr. J. Whitcomb, Brogher.

Car No. 6—Sherman P. Allen, Harry S. Dunlap, B. S. Josselyn, A. L. Mills, Dr. Benjamin.

Car No. 7—Gerrit Fort, assistant to vice president, New York Central Railroad company, Dr. J. R. Wetherbee, Dr. E. E. Joseph, H. S. Rowe.

Car No. 8—General Beebe, Hugh Hume, J. D. Lee.

Car No. 9—John M. Geary, H. W. Coe, W. McMaster, W. B. Mackay.

Mayor Simon, Secretary Richardson of the commercial chamber of commerce, Glitter of the chamber of commerce unite in urging the business houses along the line of march of the parade to decorate their buildings as elaborately as possible. J. C. Alsworth, who saw the decorations in other cities visited by the president on his tour, says that American flags are simple and effective for decorative purposes.

Americans Wed in Paris.

Paris, Sept. 28.—A fashionable assemblage filled the American church today at the wedding of Miss Elizabeth Wiglow, daughter of Edward J. Wiglow, United States consul general at Chicago, and Benjamin L. Winchell Jr. of Chicago. Following a wedding tour on the continent the couple will return to Chicago to reside.

EARTH'S SHAPE MAY SOON BE ELIPTICAL

(United Press Special Wire.)
Home, Sept. 28.—M. Barnum, the noted astronomer, today predicted violent seismic disturbances for this week and expressed his belief that the spot on the sun, the largest ever seen, was responsible for the electrical phenomena which interrupted telegraphic communication last Saturday and Sunday. Barnum said he expects more violent manifestations.

Barnum's statement follows that of

Frank A. Pogrow, assistant director of the Royal observatory on Mont Ventoux, who says that the positions of the sun, moon, Mars, Saturn and Jupiter are such that they produce a terrible strain on the earth and may change its shape from spherical to elliptical. Permitting Messing and as a result of these predictions the people of southern Italy are badly frightened, fearing a repetition of the Calabrian disaster.

mercy by shipment to Portland in the name of the dealer, and then of intrastate classification by the dealer billing it out of Portland again to his patron in the interior, is another question, which we need not decide.

When State Fixes Rate.

"It remains clear that whenever the commodity parishes the characteristic of interstate commerce, the state has the right to fix the rates of tariff for its transportation wholly within the state. Take the case of wool shipped to Portland, if it be sent by that shipped to a buyer in Portland, why is it not interstate commerce? That same wool, after being thus shipped to Portland, if it be sent by buyer subsequently sells to a buyer in Boston and ships to him at that place, would be interstate commerce because that would partake of the character of interstate commerce.

Baker City Situation.

The Baker City situation is relied upon as a demonstration that the interstate or intrastate commerce, the state regulation, or rather will, disturb the situation as it now stands. That city is engaged in a jobbing business, and is importing merchandise from points east of the Missouri river and in California. With it sells to customers within a certain radius of territory in job lots. Under tariff U. P. I. C. C. No. 1678 and No. 1-625 the Baker City jobbers pay a freight rate from point of origin to the east or California generally equal to the railroad rate to Portland plus the railroad rate from Portland to Baker City, and are required to pay the less than railroad rate from Baker City to points of distribution. Now, the Portland jobbers are required to pay the railroad rate from point of origin in the east and in California to Portland, plus the less than railroad rate from Portland to point of distribution. So it is, says the complainant, that the profit of the Baker City jobber and his ability to sell merchandise depend upon the difference between the railroad rate out of Portland and the less than railroad rate from Portland to the point of distribution. It is further claimed that the rates established by the commission's order in comparison with those fixed by L-125 greatly decrease the difference between the railroad rates and the less than railroad rates from Portland, so that intrastate traffic originating in the east and in California, and so in the past distributed from Portland and from Baker City, respectively, can only be distributed advantageously, and with profit, from Portland to all points in eastern Oregon, and therefore that the commission's order attempts to regulate the movement of, as well as the rate charged upon intrastate commerce.

No Monopoly for Railroads.

"This is only an illustration of how rate making may destroy and build up jobbing centers, considering the facts stated to be true, and the deduction legitimate. But it is not a monopoly because it does not have, nor can they longer claim a monopoly upon rate making. Suppose, however, that the state was able to supply from home production all the different kinds of merchandise that the different kinds of merchandise that the state for the transportation of the merchandise to Baker City and interior points would be perfectly legitimate. If that rate enabled Portland through its home produced merchandise to displace the jobbers of the interior in Baker City dealing in like merchandise imported from other states, how could it be said that the movement of, as well as the rate charged upon intrastate commerce, was not regulated by the state? The state rate does not apply to interstate commerce, nor was it designed so to apply. But if the Portland jobber imports his goods and then jobs them from Portland, the state will be the same as if he were dealing in home products, because the importations will have become domesticated. I am not speaking now of goods

Commission Upheld

(Continued From Page One.)

present time. We are dealing with the distinct question of the supposed conflict between the regulation of interstate and intrastate commerce.

Gives Illustration.

"Let us take a commodity, for instance, manufactured in Portland. Let it be agricultural implements. The state has a perfect and undoubted right to regulate the tariff of transportation of such commodity by Portland any part of the state from Portland, so that the tariff be reasonable; and I may say to any point on continental lines, within the state, east of the Dalles. If that regulation interferes with present tariffs for interstate transportation from the Mississippi or Missouri river to the Dalles, who can say any more?"

"But to go a step further: The same commodity may be shipped to Portland from without the state, and put in common stock when the commodity thus comes to rest in the state and is sold by the dealer for transportation from Portland to some other point within the state it is as much intrastate commerce as the case just put, and the state may, with equal authority, regulate the freight tariff.

Draws Close Distinction.

"This is a condition of which complaint is made least it be that dealers will take advantage of the local rate, and, selling to customers within the state, ship to Portland at the transcontinental rate, and thence out to the interior at local rate. A shipment from the east, via Portland, to the interior of the state, would be interstate commerce, but whether such a shipment made to the interior of the state is interstate commerce, the classification of interstate commerce is a question of fact.

Don't Neglect Your Kidneys and Bladder

Symptoms Such as These Almost Surely Mean Kidney and Bladder Disease.

Painful, lame and aching back, rheumatic twinges and shooting, knife-like pains in the back and groin, dull dragging weariness, and weakness, inability to lift anything, nausea, faint spells, heart palpitation and weakness, sedition in urine, scanty and burning, and all these are due to the uric acid and all these are due to the uric acid and all these are due to the uric acid.

When you observe any of these symptoms, as above, you may rest assured that you are very dangerous to neglect them. So dangerous, in fact, are diseases of the kidneys and bladder, that they frequently terminate in death with little warning to the victim.

The extremely fatal character of these malaises is due to the uric acid and all these are due to the uric acid and all these are due to the uric acid.

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In regard to the point raised by the complainant contending that the penalties fixed by the commission act for violation thereof in numerous particulars are so drastic as to inhibit the railroad company from contesting its validity, the court held against them. Many less important points were

brought out, but the main points upon which the case rested, were those questioning the legality of the commission act, its constitutionality and the penalty.

The complainant was given 30 days in which to file an amended bill or take further action.

Charles Ross on Deathbed.

(Special Dispatch to The Journal.)
Colfax, Wash., Sept. 28.—Word was received here today that Charles Ross, former county clerk of Whitman county,

ty, was near to death in St. Luke's hospital in Spokane, and his wife left for his bedside on the evening train.

Mr. Ross was recently stricken with paralysis and the attending physicians say his death is only a matter of a few hours.

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