

Crowded into the Corner

We must be Content with the Old Corner, 50x100 ft., on First and Yamhill until our New 12-Story Building at 5th and Alder Streets is completed. We give up two-thirds of our floor space with this compromise.

That Tells the Whole Story

To Crowd Three-Thirds Into One-Third the Space Is the Purpose of the Great Removal Sale This Week

We must give possession of the corner of Second and Yamhill, 100x100 feet of floor space, with its three stories and basement on August 1st. On that date the Sanitary Market Company will begin their alterations. In fact, on July 25th we surrender the basement and on July 27th we expect to close out entirely the Clothing Department—so we must do

6 Days of Stupendous, Sensational Selling

in order to make it possible to crowd the remaining stock into the space allotted us by our compromise with the new landlords. To sell the goods we must simply forget original costs and make prices so attractive that the public, in spite of the Summer heat, will come to buy and buy largely. We know we shall do an immense business if we can only induce the people to come and see the goods—see the bargains. We know we are giving values—we want you to know it.

Bargain Breaking Record in Rugs And High-Grade Carpets

Rug racks in the west wing must come down and go into cramped quarters on second floor of east wing of the building. We haven't room to display them all, so—smash goes the price! That'll sell 'em. Just think of it!

\$30.00 Axminster 9x12 ft. Rugs Cut to.. \$15.50

And these are not the cheaply woven florals, but the beautiful, firmly woven Orientals and conventional designs, so highly prized by every family in the land. These splendid \$30.00 Axminsters, 9x12 feet in size, will go this week at only.....\$15.50

\$27.50 Velvet, 9x12 ft. Rugs Go at \$14.95

Beautiful patterns in fine Velvet Rugs; closely woven backs, fast colors; Rugs that look good, wear good and are good. They are in only one size, 9x12 feet. I is hard to beat the wearing qualities of a Velvet Rug. These are the regular \$27.50 quality and you take your choice at.....\$14.95

\$1.40 Velvet Carpets Going at 80c Yd.
Many of the fine hotels of Portland choose this carpet on account of its good wearing qualities. We have this grade in several different shades of brown, tan and green. And we are selling by the yard at.....80c

\$1.60 Axminster Carpets, the Yard 95c
Nine beautiful patterns from which to choose, and they come with and without borders, in rianta and floral patterns of most pleasing character and all in popular colors. Your choice of these \$1.50 grades by the yard at.....95c



STORE LITIGATION IS COMPROMISED

I. Gevurtz & Sons Agree to Surrender Two-Thirds of Their Floor Space to The Market Company.

Furniture Firm Will Remain in Old Stand Till New 12-Story Building at Fifth and Alder Is Completed.

The litigation for possession of the half block at First, Second and Yamhill streets, which occupied the court for some time past, was brought to a close yesterday in a manner satisfactory to both parties. For many years these corners have been occupied by I. Gevurtz & Sons, as a department store largely devoted to furniture, home furnishings, men's and women's apparel, jewelry, etc. This property was leased over their heads by a market company and possession demanded notwithstanding a verbal agreement with the landlord claiming by the furniture house. By the terms of the compromise the firm of I. Gevurtz & Sons surrenders two-thirds of the present floor space, the 100x100-foot corner, three stories, on Second and Yamhill streets on the first day of August to the Sanitary Public Market Company. The furniture house has taken store room and shipping quarters at Second and Taylor streets and will close out the clothing departments and confine their furniture business to the three-story building at corner of First and Alder streets. The litigation in the meantime will be continued until the 15th of October, when the new 12-story building at corner of Fifth and Alder will be completed. In the meantime the clothing-out and removal sale is in progress. They desire to remove only the books and office fixtures—the goods will be sold. The low prices they are making insures that.....

THE SUN

Printed Floor Linoleum

Black, Blue and White Checks

49c Yd.

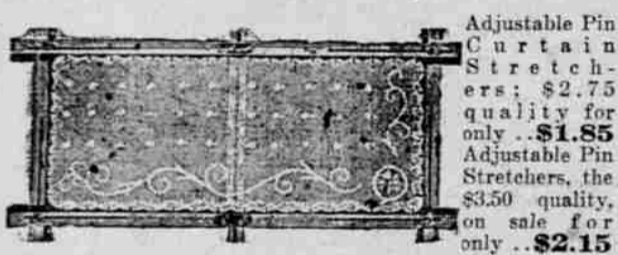
Printed Linoleums, suitable for baths, toilets, kitchens, etc.; blue, black and white checks only; the regular 75c and 80c grade. All you want of t at, per yard.....49c



Lace Curtains, Pr. 79c

Nottingham Lace Curtains, three yards long, 52 inches wide; ecru curtains worth regularly \$1.50; will close the lot out at, the pair.....79c

Adjustable Pin Curtain Stretcher \$1.85



Adjustable Pin Curtain Stretcher; \$2.75 quality for only \$1.85. Adjustable Pin Stretcher, the \$3.50 quality, on sale for only \$2.15.

Footstools \$1.45



These Little Footstools are made of oak, wax and weathered finish, 12x12 inch tops covered with Spanish leather. Special.....\$1.45

All-Wool Ingrain Carpets Go at 60c Yard

This is the All-Wool Ingrain, in many fancy patterns, all colors; regular \$1.00 and \$1.10 quality. 75c FIBER MATTING, 50c; 50c QUALITY, 25c. This is the washable Matting; is far superior to straw or Japanese Matting.

All Couch Covers Reduced 40 Per Cent



Here are two extra specials for Monday: Tapestry Couch Covers, 2 1/2 yards long, 48 inches wide, Roman stripes; regular \$1.75 values 95c are priced at.....Fancy all-wool Tapestry Couch Covers, two patterns, brown and green, and red; \$3.00 values for.....\$1.75

Half Wool, Half Cotton Carpet, 39c Yard

75c Cardaman Carpets Go at 40c Yard
50c Floor Burlaps Go at 30c Yard

The "Alaska" The Old Reliable Refrigerator

Known everywhere for the past 35 years. It does the work to perfection and consumes little ice.

Family 'Alaska' \$11.25

Will hold 35 pounds of ice and is as perfect as one cost ten times the price. Easy terms.



Instantaneous "New Method" Hot Water Coils, \$16 and \$18



New Method Copper Coil Instantaneous Water Heater and Cooker. Cook on top while heating water; self-supporting, or can be attached to any New Method Range. Prices, connected.....\$16 and \$18

GEWURTZ

First and Yamhill—Second and Yamhill

RAILROADS NEED ENCOURAGEMENT INSTEAD OF DIRECT OPPOSITION

Eight Billion, Five Hundred Million Dollars Is Estimated Cost of Additions to Railway Equipment in the United States Within Five Years—Capital Must Have Adequate Returns.

WARNING was given by Howard Elliott, president of the Northern Pacific Railway, in a recent address made at St. Paul, against the prevalent attitude towards the railroads. He urged that public opinion be created along the right lines. His address in full was as follows: "What shall we have for our breakfast?" This is rather a curious question to ask after the beautiful dinner given by the Town Crier's Club to their many friends and admirers. But in spite of having had a good dinner we must all confront the fact that in another 12 hours we must eat again. "What shall we have for our breakfast?" seems a simple question when asked by one individual; but when you consider that an answer must be given 258 days for more than 90,000,000 people or 32,530,000,000 times a year, the question assumes more importance. Battles have been won because troops were well fed and have lost because they were not; and a well-organized commissary is an important and necessary part of every great army. This great Nation of ours cannot achieve all that it should unless we supply the necessary food and the facilities for preparing it so as to answer this simple question about breakfast \$2,570,000,000 times a year, and for the three meals a day, 100,000,000,000 times—a number that cannot be measured by the human mind. If our people are fed well they will have greater power to use for good the wonderful resources of this country, and particularly of the country west and north of St. Paul, in which we are all so much interested—a veritable "Land of Fortune." So this simple question—"What shall we have for our breakfast?"—if of National importance, and to answer it properly means that many complex agencies

must work on a large scale and in harmony. When one of us sits down in St. Paul to breakfast and begins with a grapefruit or a baked apple, we do not analyze the fact that some one in Florida, California, Washington or Oregon has, by patient care for the past 10 years, helped a tree to produce the grapefruit or apple, and that a railroad has brought the fruit thousands of miles in good condition ready for breakfast. Transportation Feature Present. After the fruit, some tea or coffee comes, and again some one in far-off Asia or South America has worked patiently and gathered the coffee bean and the tea leaf, and the transportation agency in the form of ship and railroad places it within the reach of nearly every one at a moderate price. Then one comes to the cereal—wheat or barley or oats or corn—grown out in some of the fertile valleys of Minnesota, North Dakota, Montana, Washington, Idaho, Oregon, Iowa or Nebraska and transported by railroad half way across the continent to some mill, where it is prepared and brought back again by the railroad and laid down in St. Paul for the use of our citizens. And so with the sugar—perhaps brought from Cuba or Hawaii, or made from beets grown in the irrigated valleys of the Northwest; so with the bacon or steak, from hogs or cattle which have been hauled hundreds of miles to some great packing-house, there prepared for use and transported to market; and the same with eggs and butter, and coal, and glass, and china, and linen, and knives, and all the other things that enter into making the answer of the question possible. It is not a simple question, if one does not consider all the steps that must be taken before the answer can be made. So if, at breakfast, we stop to

think a little we will realize that the answer to the question depends on the proper encouragement, development and balance of the great occupations of agriculture, mining, manufacturing and transportation, and without proper balance between these, the feeding of the people is not easy. Agricultural Movement Growing. There is an increasing effort on the part of thoughtful men to encourage the interest in agriculture and the cumulative effect of that effort is showing a little result and will show more. For years there has been great encouragement given to manufacturing. At one time there was great encouragement given to transportation, but of late the tendency is to repress it, and there is grave danger that the people, in an effort to correct what they think are improperities in finance and management, have gone too far. The railroads of the country are great "beasts of burden" to handle the products of the farm, the factory and the mine. Like the patient ox or the strong draft horse, they cannot haul their load unless they are well nourished. There is a story about a shoemaker who had a horse and who conceived the idea that if he mixed shoe pegs with oats the horse would get along all right, and he would not have to buy so many oats. So little by little he increased the proportion of shoe pegs to oats and the horse seemed to thrive. Finally he had changed the proportions of shoe pegs and oats to such an extent that the horse was eating practically nothing but shoe pegs and the shoemaker was very happy over his economy. Suddenly, however, the horse died! There is danger in this country that a diet of shoe pegs is being fed to the railroads in constantly increasing proportions and that these great "beasts of burden" will not be

able to serve the country as satisfactorily as they should. So, again, while we are eating our breakfast, we can think of some of these things and consider whether we are doing all that we can to produce a "Home Product," consisting of good, common sense views of some of the great questions of the day. Daniel Webster, in 1832, in a speech, said: "There are persons who constantly clamor. They complain of oppression, speculation and the pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitals become united in order to produce more important and beneficial results. They carry on mad hostility against all established institutions. They choke the fountain of industry and dry all the streams. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where property is more evenly divided than anywhere else they rend the air shouting agrarian doctrines. In a country where wages of labor are high beyond parallel they would teach the laborer that he is but an oppressed slave." Some Preach Against Progress. We all know that since 1823 the conditions of the poor and rich in the United States have improved in every way, and yet there are people going about the country now preaching the doctrine that things are all wrong and discouraging energetic, active men in their efforts to make progress. The great majority of people are honest and high-minded and it sometimes seems as though we had lost our heads and were condemning everyone because there may be a very small proportion of people who are not honest and high-minded. Most people are law-abiding, love their homes and believe in property, but a spirit of suspicion has developed so that all doors are locked upon at times as wrong-doers and to too great an extent government, among some, has come to be looked upon as a guard to stand over everybody and see that he does not do some wrong. As a result the best work cannot be done by our strong and virile people, and at breakfast we might consider whether we have done our full duty when we tacitly sit by and let our statute books become deluged with laws, many of which are of doubtful wisdom. As a result of this suspicion and extreme lawmaking, there is danger that

the transportation part of our breakfast problem will get out of balance with the rest. When we are sick we try to get a doctor who has had experience; when we build a factory we try to get a builder who understands construction; when we lay out our garden we try to get a gardener who knows; but when we approach the large, complicated question of transportation, we throw to one side the knowledge and views of men who have made that a life study and turn to people who, while they may be sincere, have not had the experience that comes from actual work on the problem under discussion. Chamber of Commerce Report. Samuel W. Fairchild, chairman of the committee on internal trade and improvements of the New York Chamber of Commerce, recently presented a luminous report about the railroad situation. He says: "It is estimated that it will require in the next five years, to maintain railroad facilities equal to the enormous traffic of the country, the immense sum of \$8,200,000,000. Some idea of the magnitude of this sum may be had from the fact that it is eight times the National debt, it is more than two and a half times the amount of money in circulation, it is equal to all the deposits in the National and State banks, and nearly equal to the entire money value of all the farm products of the country in one year. It is over three times the annual gross revenue of the railroads, and it amounts to nearly one-half of the existing railway capital resources by stock and bonds. The question of obtaining the \$8,200,000,000 necessary to make railroad facilities equal to the expanding traffic of the country during the next five years therefore constitutes the most important problem now confronting business men. He then asks how it is to be obtained and calls attention to the report of the Railway Securities Commission, appointed by President Taft, which says: "Neither the rate of return actually received on the par value of American railroad bonds and stocks today, nor the security which can be offered for additional railroad investments in the future, will make it easy to raise the needed amount of money. The ratio of interest and dividends to outstanding bonds and stocks of American railroads is not quite 4 1/2 per cent in each rate. The average ratio of dividends to the capital of National banks is between 10 and 11 per cent. There is a widespread belief, based on imperfect examination of the evidence, that the amount of capital needed for the future development of our railroad system is small in proportion to that which has been required in the past; that the profits on such added investments of capital are reasonably well assured; and that we can therefore fix attention predominantly, if not ex-

clusively, on the needs of the shipper without interfering with the necessary supply of new money from the investors. The commission goes on further and says: "A reasonable return is one which, under honest and responsible management of railroad facilities, if rates are set to be reduced whenever dividends exceed current rates of interest, investors will seek other fields where the hazard is less or the opportunity greater. To quote again from the Railway Securities Commission: "The necessary development of railroad facilities is now endangered by the reluctance of investors to purchase new issues of railroad securities in the amounts required. This reluctance is likely to continue until the American public understands the essential community of interest between shipper and investor, and the folly of attempting to protect the one by taking away the rewards of good management from the other. Mr. Fairchild also points out: the time has arrived when there should be some support of the railroads, and it would certainly seem as though he were correct. "What shall we have for our breakfast?"—on the larger scale that is necessary, requires great instruments of trade and the following editorial from the Cedar Rapids Daily Republican of April 7, is interesting: "We are indeed a funny people. It used to be that we were anxious to have business grow big. But nowadays we pass 10 laws to regulate business, and we pass one to encourage business. All our lawmakers seem to be anxious to distinguish themselves as hamperers and crushers of business. Instead of helping and promoting of business, they are engaged in stupendous tasks to destroy railroads and business. And the dear common people in whose interests these things are alleged to be done are really the sufferers and laborers, under most of all. It would seem that the time has come for the encouragement rather than the discouragement of business. We want to go ahead, not to stand still. We can go ahead and we will go ahead if the politicians will let us alone for a while. This is not from a paper in a great city but from one in a prairie state, and this editor is voicing a sentiment which has undoubtedly begun to take root in the minds of many who are engaged in the work of preparing the National breakfast. And the following extract from an editorial in the Chicago Inter Ocean, April 8, is interesting: "Under the pressure of the political forces now operating all railroads are headed for the bankruptcy court. There will be a difference

in the time when they arrive there, but they will arrive—that is, unless the present forces cease or change. Bad, inefficient, arrogant or corrupt management will quicken their pace along the road. Good, efficient, considerate and honest management will retard the rate of progress downward. But the change in the power and direction of the forces now controlling railroads is essential, or wrong. We do not here discuss the question of their injury or benefit to the general public welfare. We merely record their peger and their direction. Let Us Be Thankful. So each one at breakfast can meditate and give thanks that he lives in as fine a city as St. Paul and in as wonderful a country as the great Northwest, and congratulate himself upon the many good "Home Products" of a material kind that are here. But each of us can also try to produce a "Home Product" of a high grade of citizenship and a public opinion that will have its effect now and with increasing force in the future to make this city, this state and the Northwest, a place where good men and good women will make their homes and help to solve the ever present question: "What shall we have for breakfast?" along the right lines. To permit this great Northwest to develop as it should, the people of St. Paul, the capital city of Minnesota, have a great opportunity for helping to create a public opinion that will direct the forces now working for or against the sensible progress in such a way that the best will be accomplished for all. This city has a wonderful location in that it is near a region which will support a constantly increasing number of people who live near to the soil and near to nature—freeholders, who, in the long run, will save our institutions from complications that arise in congested cities where living conditions become harder each year. By a proper adjustment of the great agricultural and transportation possibilities of this Northwestern empire, we will postpone the day in this country which Oliver Goldsmith described as follows: "I'll fare the land to hastening ill a prey, Where wealth accumulates and men decay; Princes and lords may flourish or may fade; A breath can make them as a breath has made." But a bold peasantry, their country's pride, When once destroyed can never be supplied.