

MAIL ORDERS Filled as carefully as if you were here yourself to select. Your money back for anything not satisfactory.

TOPCOATS

Now's your chance if you want one. The eager and nipping air of these evenings suggest a Top Coat. Get one, the prices are tempting and we are overstocked.

\$6.50 Buys a Top Coat good enough for any man; a Top Coat that the great Colorado Clothing company sold for \$12.50 to \$16.50; covert, overplaid, whipcord; splendidly lined.

\$12.50 Takes any Top Coat in Strain's, silk and satin lined, made of finest imported materials, this season's swellest styles; \$25.00 to \$40.00 values.

FALL AND WINTER OVERCOATS

The climate of Colorado was a good one for Overcoats. The mountains necessitated good heavy ones. We have 742 Fall and Winter Overcoats that must be sold now, and we will sell them at a price that is less than the cost of the lining, because we bought 'em at 19 cents on the \$1.00 and we need the money.

\$7.50 For the Colorado \$15.00 and \$20.00 Overcoats, handsomely lined, mostly custom tailored garments, in medium and heavy weights, long and knee lengths.

\$10.00 Buys Overcoats that are worth \$25.00, \$35.00 and \$40.00, in all the styles that will be stylish this fall.

COATS AND VESTS

\$5.00 For a big lot of odd Coats and Vests from \$20.00, \$25.00 and \$30.00 suits, all sizes.

\$3.50 Buys odd Coats from \$25.00 Suits, all sizes.

VESTS

95c Buys all sizes in Men's All-Wool Vests.

PANTS

\$1.99 For a swell lot of fine Wool Pants, that would be cheap at \$3.50; all sizes.

\$2.99 For Men's Finest Wool Pants, hand-tailored; \$3.75 to \$5.50 values.

\$3.99 For Men's Pants, that the Colorado company sold for \$7.50 a pair.

FANCY VESTS

50c For a lot of soiled \$2.50 to \$5.00 Fancy and White Vests.

\$1.95 For the Colorado company's \$2.50 and \$4.00 Fancy Vests; nobby designs.

\$2.95 For the Colorado company's \$4.50 to \$8.50 Fancy Vests; new styles.

THE MAN WHO BROKE THE CLOTHING RING



50 Salesmen Wanted 50

WILL START A CLEARANCE SALE SATURDAY

That will outshine for value-giving anything of its kind ever attempted in this city. The cream of the vast stock we purchased from bankrupt Colorado merchants at 19¢ ON THE DOLLAR is in this grand effort. The sacrifice is so tremendous as to seem incredible were it not for the well known fact that we bought the goods so cheap that, no matter how small a price we ask you, we still make a fair profit. And that is all we ever ask. THE GREATER THE BARGAIN WE GET THE GREATER THE BARGAIN OUR CUSTOMERS GET. That's why we do business when every other store in town is complaining. OLD JOHNNIE-ON-THE-SPOT, Paul Strain, is crowded with customers, because he advertises big bargains and gives the people just what he advertises.

Men's Suits

Our stock consists of 5,884 Custom Tailor-Made Suits that are without a peer in this city. They were the pride of Colorado before I bought 'em for less than the cost of cloth. Now I am proud of 'em, for I have the finest stock of Men's High Art Tailor-Made Clothing on my second floor that was ever shown under one roof in America.



Sack Suits

\$6.95 For a swell line of the Colorado Clothing company's Single Breasted Sack Suits, in a big range of styles and colors, in weights to suit any season; values up to \$15.00.

\$9.99 For all the Colorado \$17.50 to \$25.00 Spring Suits; also 860 Misfit Tailor-Made Suits just received from the Royal Tailors, suits that had deposits paid on 'em and were made to order for \$25.00 to \$30.00; variety unequalled, styles perfect.

\$14.95 For your unlimited choice of any suit in that emporium of high art clothing—Strain's—where the best only finds a home. Suits in the finest texture of materials; suits cut by cutters, not by machines; suits sewed with silk by journeymen tailors.

Suits that fit well and hold the shape; suits that are made by hand from start to finish; suits that don't flop around you like a limp rag the second time you put 'em on; suits that are perfect in every particular; suits that look well, that wear well; suits that are worth in any shop in America from \$25.00 to \$50.00, will be sold by me, Paul Strain, during this sale \$14.95 for...

Here Are the Prices That Are Absolutely Unmatchable:

Extra Special! \$5.00 For your pick of 288 Frock Suits, that were made to measure for \$20.00 to \$30.00; sizes 34 to 50. We don't alter these suits at this price. Buy 'em and take 'em along, they're the biggest bargain you'll ever get from your friend, Strain.

ONE MORE YEAR OF WORK ON THE JETTY

(Continued from Page One.)

outward and northward, lying like a great crescent athwart the channel, one point buried in the shoals south of the jetty and the other in the sands of Cape Disappointment on the north shore of the river. The westward curve of the bar lies on the verge of a sharp declivity where the ocean bed suddenly drops off from a depth of 20 or 22 feet to 80 or 100.

Ocean Currents Shift Sand. Were it not for the ocean currents, laden with sand, there would be no obstruction at the mouth of the Columbia, for the "accour" of the rapid river would be sufficient to keep the channel open. The great source of trouble is the currents flowing up the coast from the south. North of the jetty, where there is protection from these currents, there is ample depth of water for the largest craft. Not until the channel passes out well beyond the shelter of the jetty does it begin to shoal. Evidently, therefore, when the jetty has been extended far enough to shut off the invading sand which sweeps up from the south, the essential problem will have been solved.

Therefore the Columbia river, a mighty dredge than the Chinook, will gouge out the channel and sweep it clear of all obstructions. The plans of the government engineers contemplate the possible construction of another jetty, extending from the north side of the Columbia's

mouth, its purpose being to still further confine the channel within fixed limits. It is hoped, however, that the north jetty will not be found necessary.

Work Faster than Ever. Work upon the south jetty is progressing more rapidly this season than ever before in its history. Since the resumption of work in the middle of April, more than 100,000 tons of rock have been delivered and placed upon the jetty, and the double track which runs along its top has been extended seaward 4,374 feet. The daily deliveries of rock are from 2,500 to 2,600 tons, and even this figure is probably to be increased before the season ends.

Immense quantities of lumber and hundreds of huge timbers, 35 feet in length, to be used as piles, are unloaded upon the wharf at Fort Stevens. A force of 225 men is now at work upon the jetty and 11 engines and 100 cars are employed in hauling out the rock and dumping it into place. Though only five miles in length, it would be hard to find a busier bit of railroad than the double track system which runs out to the jetty. All day long the rock trains are going and coming and 60 trainloads of rock are daily carried out to the outer terminus of the jetty and dumped into the sea. Every precaution is taken to prevent accident or interruption of the work. Track walkers are constantly patrolling the line, semaphores are at every switch and the railroad boasts of being the only one on the Pacific coast where the block system is in use.

Driving the Piles. At the outer end of the jetty towers the huge movable pile driver, over 60 tons in weight. Flatcars carry the pile, 55 feet long, out to the pile driver which picks them up as easily as 60 man. Killing wood. The powerful machine picks up one of these timbers, swings it out over the water to the proper position and then drives it down 28 or 30 feet into the ocean bed. Only three and a half minutes are required for the operation. There are four parallel rows of piles, running lengthwise with the jetty and 10 or 12 feet apart. The piles in each row are separated by intervals of 15 feet. Crossbeams and connecting timbers, firmly bolted in place, give the structure rigidity, and longitudinal stringers are laid upon the tops of the piles. Upon the stringers are laid the ties and the double tracked railroad, 31 1/2 feet above low water level. All of this is but the superstructure erected for the purpose of carrying out the rock, of which the jetty is to be built.

As fast as a few feet of track are completed the pile driver is moved out upon it to resume its work. Close upon the heels of the big machine come the rock trains, which dump their cargo into the sea between the rows of piles, where it forms the bulwark that is to withstand the assaults of the ocean waves. The work of construction is being pressed forward with extraordinary speed and at times as much as 144 feet of track have been laid in a single day. Expects to Extend 7,000 Feet. The total length of the jetty at the end of last season was four and one quarter miles. This still left two and one half miles to be built. Major W. C. Langfitt, the government engineer in

charge of the work, expects to build about 7,000 feet of trestle this season and to put in place rock enough to enable the structure to withstand the storms of next winter. "We cannot completely enclose all of this new work this season," said Major Langfitt, "but we shall put in enough to raise the embankment to a height of from 15 to 20 feet above the sea bottom. That will probably be enough to hold the trestle in place until next year, when we shall put in as much more rock as is required."

The present rate of progress seems fully to justify Major Langfitt's expectations. Since the resumption of work three months ago the jetty has been extended 4,374 feet and the greater part of the rock work has been done for this distance. Four months remain before operations will again be interrupted by the winter storms, so there can be no reasonable doubt that the work planned for this season will be carried to successful completion.

More Money Needed Next Year. "There remains of the last appropriation to carry on the work this year. If it is to be resumed next spring another appropriation must be made by congress this winter, but no serious opposition is anticipated either in the senate or the house." "The government is committed to the jetty project," said Senator Fulton, in discussing the project, "and the funds for the completion of the work will undoubtedly be provided. The jetty has received the approval of the board of engineers and of the war department, and the rivers and harbors committee is strongly in favor of it. I am sure the necessary appropriation will be made."

The estimated cost of the extension of the south jetty is \$2,500,000 and the north jetty would add \$1,200,000, a total for the entire project of \$3,700,000. Congress will probably be asked to appropriate next winter about \$1,500,000, which will provide for the completion of the south jetty. It is not likely that any effort will be made at the coming session to secure an appropriation for the north jetty, as the necessity for its construction is still under question. The south jetty should increase the depth of water on the bar to 24 or 25 feet, as is expected, there will be no need of another jetty on the north.

The present contracts for supplying rock will be exhausted at the end of this season. Two contracts are in force, one with the Northwest Construction company which draws its supply from the quarry at Bugby and is to furnish 200,000 tons, and the other with the Columbia Construction company, which is to furnish 240,000 tons, from Fisher's landing. The Bugby rock is being delivered by rail, at the rate of about 1,000 tons per day. In general character, size and appearance the output of the Bugby quarry is about the same as last year.

Rock Satisfactory. The rock from Fisher's landing is brought down the river in immense barges, one barge arriving daily with a cargo of from 1,600 to 1,700 tons. The quality of this rock is said by the engineers to be entirely satisfactory. The amount of rock received at the jetty during June, from both quarries, was 55,164 tons. The total amount received since the season opened in April, up to last Saturday, was 103,816. Deliveries are expected to increase during the remaining months of this season. About 1,000 feet of lumber will be used this year on the jetty, for stringers, ties, etc., and 1,700 86-foot piles will be required for the construction of the 7,000 feet of trestle which is to be built. It is estimated that next year, when another 6,000 feet will be added to the trestle and when the embankment will be completed, from 700,

600 to 800,000 tons of rock will be required.

The work of the dredge, Chinook will undoubtedly play a large part in the final removal of the Columbia river bar, though there is some difference of opinion as to the effectiveness of the work she is now doing. By some it has been contended that she can make no permanent impression on the bar until the jetty has been extended, and that in the meantime any excavation which she makes will fill in again immediately. This is not the view, however, of the board of government engineers, and they are keeping the Chinook at work at a monthly expenditure of \$10,000. On account of her deep draft the Chinook can work only a few hours a day upon the bar. During May and June, when the weather was unusually favorable, she worked on an average only 5 hours and 20 minutes a day. Nevertheless she removed from the bar during those two months 141,464 yards of sand. Among the pilots at the mouth of the river the opinion is expressed that the channel has already been noticeably improved by the Chinook's operations.

TO WAR ON CONSUMPTION.

(Journal Special Service.) Baltimore, Md., July 15.—The faculty of Johns Hopkins University hospital has completed plans for a systematic and scientific fight against tuberculosis. It will be aided materially in carrying out its purpose by a gift of \$20,000 from Henry Phipps, of Pittsburgh. Of this amount \$10,000 will be used in building a dispensary. The other \$10,000 will be used as a maintenance fund. The buildings will include a dispensary and apartments for scientific work. Guinea pigs, which are very susceptible to tuberculosis, will be kept for inoculation.

The Store That Saves You Money SATURDAY NIGHT SPECIAL Extra! Extra! BISSSELL Carpet Sweeper Formerly sold for \$2.50—here Saturday night \$1.79 Only one to a customer. No telephone orders filled. No order delivered. Powers Furniture Co. 130 FIRST STREET.

RETURNS FROM ORIENTAL TOUR

ATTORNEY HUME IS BACK FROM TWO MONTHS' TRIP TO FAR EAST—SAYS AMERICAN COURT WILL BE ESTABLISHED AT SEANGHAI.

American citizens at Shanghai, China, are endeavoring to secure the establishment of an American court at that place. The English, Germans, French and other nationalities have separate courts, but all litigation in which Americans are interested must be submitted to the consul. Attorney Wilson T. Hume, who has just returned from an oriental trip, tells the wants of American citizens of the Chinese port.

The matter has been recommended by the American consul at that place, according to Mr. Hume, and assurances have been given that the court will be established. Mr. Hume was compelled to take the trip on account of his health and visited Hawaii, China, Japan and the Philippine Islands. Two months were devoted to the trip. "Under present conditions the consul is compelled to attend to all litigation and hasn't the time to do it," and Mr. Hume. "He is fully occupied with the duties of the port and has plenty to do aside from listening to any legal wrangles American citizens may have. "We stopped at Honolulu on the outward trip. Outside the coral reefs the sharks are busy, but they can't go inside. So when ships go inside a number of natives swim out and around the vessel. Passengers usually toss a small piece of money overboard and watch the natives dive for it. They dive like fishes and catch it before it reaches the bottom.

"The legislature was in session when I was in Honolulu and it was interesting to watch the proceedings. They seemed anxious to raise funds to pay the necessary expenses and that was about the only thing that troubled them. "The museum at that place is certainly one of the most remarkable collections of exhibits I ever saw. It is worth the trip just to see that alone. It contains relics of great historical interest representative of the various stages of civilization of the islands. "Then we stopped at Guam, which is now a cable station. It was there that American warships appeared, shortly after the outbreak of the war with Spain and opened fire on the little fort. They fired volley after volley and the big guns boomed for hours. Finally the commandant of the fort, who, of course, was a Spaniard and had not been notified of the beginning of hostilities, sent a small boat out to the ship. He sent word to the officers that he was pleased and gratified at the salute they had given him but regretted very much his inability to reply. "He couldn't reply, he explained, for the reason that he was out of powder. He was informed that the ships hadn't been saluting him, and that he had better surrender at once. He did so, but was greatly surprised. There is an old man who remains on the island who refused to take the oath of allegiance. He is the only one on the island who has done so, but he persists. In consequence he is not permitted to leave the island. "In Manila I met a number of people

A POOR MOUTH Spills many a pretty face. If your teeth are poor, let us help you to save and preserve them. If they must be extracted, we'll do it without pain to you. Our system of crown and bridge work is simple, quick and painless. Established in Portland 17 years. Dr. F. A. Blackmore will have charge of our Oregon office every Saturday. The doctor is a graduate and registered dentist and we feel confident that he will treat the people right. DR. T. P. WISE. DR. W. A. WISE. WISE BROS., Dentists 205-213 FAILING BLDG. Open evenings till 9. Sundays, from 9 to 12. Corner THIRD AND WASHINGTON. Phone, Main 2915.

PORTLAND CLUB CAFE 130 Fifth Street, Between Washington and Alder HERMITAGE WHISKEY SCHLITZ BEER All Leading Brands of Cigars. Lunch at 9 p. m.

Imperial Hotel Co. PORTLAND, ORE. EUROPEAN PLAN ONLY. Rates from \$1 to \$2.50 per day. Seventh and Washington Streets.

Recent Purchasers of Underwood Typewriters. The Oregon Daily Journal, Ladd Metals company, two, Order of Washington, Carnegie Steel company, three, Charles F. Beebe & Co., James Wanner & Co., S. Morton Cohn, Pacific Mutual Life Insurance company, Pacific Electric company, Oregon Furniture Manufacturing company, U. S. Lighthouse engineer, Many other prominent Portland people. Agency at 65 Front street.

David Harum By Edward Noyes Westcott New Edition Just Out 75c J. R. EWING BOOKS and STATIONERY 177 Fourth St. T. M. O. A. Building.

Grand Auction Sale Silverfield's 283-285 Morrison St. We move on July 20, and to clear our shelves and counters of all our high-grade CLOAKS, SUITS, JACKETS, WAISTS, LADIES' NECKWEAR, will sell them at AUCTION Daily and evening sales at 2:30 and 7:30 p. m. Come early. Don't let your neighbors get the pick of this fine stock. The store is crowded daily. IT MUST BE SOLD And without light or reserve. We move without a garment of the present stock. Our buyers now in the east are securing the big stock with which we intend to open our new quarters. A. E. LOWENSTEIN, Auctioneer.