

GREAT CLEARANCE SALE

IF YOU READ THIS LIST CAREFULLY YOU WILL CERTAINLY BE ONE OF OUR CUSTOMERS TOMORROW

Men's Suits

The Finest Stock in the City to Select From.
\$35.00 Suits, SALE PRICE.....\$29.85
\$30.00 Suits, SALE PRICE.....\$24.85
\$25.00 Suits, SALE PRICE.....\$19.85
\$20.00 Suits, SALE PRICE.....\$16.85
\$15.00 Suits, SALE PRICE.....\$12.85
 FULL DRESS SUITS and BLACKS and
 BLUES at SPECIAL SALE PRICES.

Youths' Suits and Overcoats

Ages 14 to 20 Years.
\$7.50 Youths' Suits, SALE PRICE.....\$5.98
\$10.00 Youths' Suits, SALE PRICE.....\$8.38
\$15.00 Youths' Suits, SALE PRICE.....\$12.48
\$10.00 Youths' Overcoats, SALE PRICE.....\$7.85
\$15.00 Youths' Overcoats, SALE PRICE.....\$12.38
\$10.00 Youths' Raincoats, SALE PRICE.....\$7.85

1,000 Men's Shirts

Not one less to choose from. This season's best
 styles. Attached and detached cuffs, plain and
 plaited bosoms. Every size 14 to 17½c. The best
 \$1.50 shirt.
SALE PRICE.....\$1.08
BEST \$1.00 SHIRTS.....73¢

Child's Russian Suits

Very Latest Styles.
\$5.00 Suits, SALE PRICE.....\$3.48
\$6.00 Suits, SALE PRICE.....\$4.38
\$7.50 Suits, SALE PRICE.....\$4.98

Men's Overcoats

Every One New This Season.
\$35.00 OVERCOATS.....\$27.85
\$30.00 OVERCOATS.....\$23.85
\$25.00 OVERCOATS.....\$17.85
\$20.00 OVERCOATS.....\$14.85

Raincoats and Topcoats

\$35.00 VALUES.....\$29.85
\$30.00 VALUES.....\$24.85
\$25.00 VALUES.....\$19.85
\$20.00 VALUES.....\$16.85
\$15.00 VALUES.....\$12.85

Boys' Overcoats and Raincoats

\$3.95 OVERCOATS, 4 to 6 years.....\$2.48
\$3.95 OVERCOATS, 8 to 16 years.....\$2.98
\$6.00 OVERCOATS, 8 to 16 years.....\$3.98
\$5.00 RAINCOATS, SALE PRICE.....\$3.98
\$10.00 RAINCOATS, SALE PRICE.....\$7.85

3000 Neckties

Sounds big, but you know I never exaggerate.
 I never owned so many. My furnishing goods man
 got too enthusiastic. I want you to own them.
50c and 75c values.....35¢
Or three for.....\$1.00

Iron-Clad Hose

Double heels and triple knees, all sizes.
SALE PRICE.....18¢

Boys' School Suits

Jackets and Pants. Knickerbocker Pants, or
 plain. Norfolk jackets, or plain. All at one price.
\$2.50 Suits, SALE PRICE.....\$1.78
\$2.95 Suits, SALE PRICE.....\$2.35
\$3.45 Suits, SALE PRICE.....\$2.98
\$3.95 Suits, SALE PRICE.....\$3.38
\$5.00 Suits, SALE PRICE.....\$3.98
\$7.50 Suits, SALE PRICE.....\$5.98
\$10.00 Suits, SALE PRICE.....\$7.98

Boys' Knee Pants

Our Knee Pants are acknowledged the best
 values in the city.

50c Knee Pants, SALE PRICE.....33¢
75c Knee Pants, SALE PRICE.....58¢
\$1.00 Knee Pants, SALE PRICE.....83¢
\$1.50 Knee Pants, SALE PRICE.....\$1.19

Men's Fancy Vests

I am overstocked on these also—your good
 fortune if you take advantage of this sale.

\$1.50 VESTS.....88¢
\$2.00 VESTS.....\$1.25
\$2.50 VESTS.....\$1.50
\$3.00 VESTS.....\$1.98
\$5.00 VESTS.....\$2.98
50c and 75c Sox, SALE PRICE.....35¢
25c Sox.....19¢

Umbrellas

\$1.00 Umbrellas.....78¢
\$1.50 Umbrellas.....\$1.15
\$2.50 Umbrellas.....\$1.50
\$3.00 Umbrellas.....\$2.38
 Some very fine Ladies' Umbrellas at specially
 low prices.

Eton Norfolk

Ages 3 to 9 Years.
\$3.45 and \$3.95 values, SALE PRICE.....\$2.38
\$6.00 and \$6.00 values, SALE PRICE.....\$3.48

Boys' Flannel Blouses

50c Blouses, SALE PRICE.....33¢
75c Blouses, SALE PRICE.....58¢
\$1.00 Blouses, SALE PRICE.....83¢

Suspenders

Our Holiday Suspenders at Great Reductions.
75c Holiday Suspenders.....50¢
\$1.00 Holiday Suspenders.....63¢
\$1.50 Holiday Suspenders.....98¢
\$2.50 Holiday Suspenders.....\$1.48

Suit Cases

A Fine Stock to Select From.
\$5.00 Suitcases.....\$3.98
\$8.00 Suitcases.....\$6.50
\$10.00 Suitcases.....\$8.50
\$15.00 Suitcases.....\$12.50

The public can be assured that the values offered during this sale are UNEQUALED elsewhere. Our prices are marked in PLAIN FIGURES, and you are urged to ask my salesmen to show you the marked prices and reductions made.

LEADING
CLOTHIER

BEN SELLING

LEADING
CLOTHIER

IS RESCUED FROM BONEYARDS

Steamer Olympian, Ten Years
Idle in Portland Harbor,
to Round Horn.

WAS USED ON SOUND
AS EXCURSION BOAT

Was Popular Craft, but Burned Too
Much Coal—Will Be Used as
Pleasure Craft in New York Har-
bor—Hull in Excellent Shape.

For the second time in her eventful
career the steamer Olympian, the old
side-wheeler which has been lying at the
"boneyards" for the past 10 years, will
make the circuit of Cape Horn. She was
purchased this morning from the Oregon
Railroad & Navigation company by C.
L. Demmon of New York and will be
towed around to the Atlantic coast.
She will leave on her long passage in
about two weeks. In the meantime some
changes will be made to the vessel in
order that she may be handled more
easily. It is probable that she will be
encased in a sort of a boxing so that
her wheels will not come in contact
with the rough sea. This method was
adopted when she was brought here
from the Atlantic coast about 10 years
ago.
Recently the new owner of the
Olympian bought a steamer from the
Spreckels company at San Francisco.
The steamer will go to Puget sound and
take on a cargo of coal for the trip.
When she arrives on the return trip off
the mouth of the Columbia river she
will pick up the Portland boat and pro-
ceed on the voyage around the Horn.
On arriving in New York the Olympian
will be rebuilt and placed in commission
as a pleasure boat on Long Island sound.
New boilers already have been built
for her and modern machinery will be
procured.
The price paid for the steamer
is not made known. About six months
ago the O. R. & N. placed her on the
drydock to make an examination of the
bottom of her hull. At the vessel had
been lying idle so long it was feared
that this was in bad shape, but it was

found to be as sound apparently as the
day she was first launched.

The Olympian was built at Wilming-
ton, Delaware, in 1895, and a couple of
years later was brought to Seattle and
placed in service on the sound as an
excursion boat. She had splendid ac-
commodations and soon became the most
popular boat operating in those waters.
Notwithstanding the fact that she car-
ried a large number of passengers she
proved unprofitable, as she was too ex-
pensive to operate. It is said that it
required more coal to keep her running
than three ordinary steamers. The com-
pany finally decided to bring her to
Portland, where for a time she was ex-
perimented with on short runs. After
having given no better satisfaction the
old craft was taken to the "boneyards"
and there she has remained for the last
decade. She has been regarded as a
"white" elephant.

There is scarcely a marine man on
the coast who is not more or less
familiar with the Olympian's history.
Lying at her moorings she has long
been a most conspicuous figure. It was
supposed that she would remain there
the rest of her days.

WANT NO PIERS.

Likely That Northern Pacific Will Have
to Build a Lift-Bridge.

Shipping men are of the opinion that
the war department will not permit the
Northern Pacific Railroad company to
span the Willamette with a draw-bridge
on this side of St. Johns as now con-
templated by the corporation. That it
must either be sufficiently high to allow
ships to go under it or be a lift-bridge
is the contention of those who are in-
terested directly in navigation affairs.
Members of the Port of Portland com-
mission had an informal talk over the
matter yesterday afternoon with Major
S. W. Roessler of the corps of United
States engineers. The major said this
morning that nothing of a definite na-
ture was accomplished, as his callers
merely expressed their views. Practi-
cally all of them were in favor of a lift-
bridge. The committee from the Port
of Portland was composed of Commis-
sioners Driscoll, Almsworth, Adams and
Pease.

It is explained that a draw-bridge at
the proposed site would be far more of
an obstruction to navigation than the
bridges now in the harbor, as every
vessel coming to the portland necessarily
would have to pass through the draw.
Many of the ships coming here do not
have to go above any of the bridges
in use and few of the grain carriers
come further than the steel bridge. It
is contended that about the only vessels
that go above any of the bridges are
those which are chartered to load lumber
at the Portland and Inman-Poulsen
docks.

It is pointed out that a lift-bridge
would be acceptable, as no draw rests
then would have to be built out in the
middle of the channel, and it would be
possible to operate it more quickly than
a bridge of the old style.

JOINS FRENCH ARMY.

W. Johansen, American Sailor, Now Is
Anxious to Get Out Again.
W. Johansen, an American sailor, who
shipped three months ago from Port-
land on the schooner Churchill, which
cleared with a lumber cargo for Hong-
kong, has been meeting with all sorts
of adventures. Arriving in the Orient,
he joined the French army and soon be-
came sick of the bargain. P. Rosen-
stein, a local business man, received a
letter from the seaman this morning
saying that he had been forwarded to him at
once. Johansen explained that he is
anxious to desert from the army and to

MAKES QUICK TRIP.

Schooner Virginia Sails From San Fran-
cisco in Seven Days.

After a passage of only seven days,
the schooner Virginia reached Astoria
yesterday from San Francisco, sailing in
over the bar. It is one of the quickest
trips made this year by a sailing ves-
sel. During the most of the time a
strong gale was blowing from the south
which carried her along at a lively rate.
The barkentine Arago, which left San
Francisco on the same day for Portland,
is expected to put in an appearance
soon.

The Virginia is one of the most regu-
lar in completing her passages of the
sailing craft in commission on the coast.
Even when she has to contend with con-
trary winds she manages to reach port
not far behind time. She is also about
the only craft of her description that
does not have to be towed across the
Columbia river bar. She has never been
known to wait for either a tugboat or
pilot—she immediately proceeds to cross
in the moment she arrives. It is said
that she has sailed into the river when
it would have been dangerous for some
of the steamers to have made the at-
tempt, and she has never met with an
accident.

E. A. ABBOTT DEAD.

Well-Known Steamboat Man Passes
Away at St. Vincent's Hospital.

E. A. Abbott, well-known on the Pa-
cific coast, died at St. Vincent's hospi-
tal Saturday night. Arrangements are
not completed for the funeral.
Mr. Abbott was freight and passen-
ger agent of the Wainwright Transpor-
tation company, owner of the steamer
F. A. Kilburn. He came here from San
Francisco about a month ago to in-
quire into the freight situation for his firm
and a few days later fell ill and was
taken to the hospital. It is said that
he was suffering from a complication
of diseases.

He was among the best-known steam-
boat men on the coast, having been con-
nected with various lines. For a num-
ber of years he was in the employ of
the California & Oregon Coast Steam-
ship company, filling the position of
superintendent of the alliance. He was also
on the Oregon Railroad & Navigation
company's steamers in various capaci-
ties. His father is one of the prominent
Methodist ministers of Chicago.

MUST BUILD SHIPS.

Otherwise Seattle and San Francisco
Will Get Government Business.

Until Portland men become suffi-
ciently interested in commerce to build and
operate deep water craft of their own
it is probable and in fact almost cer-
tain, say those who have given any
thought to the question, that the ap-
parent discriminations against this port
will continue to be made by the gov-
ernment when army shipments are made
to the Philippines.

It is pointed out that a law passed
at the last session of congress makes it
imperative for government shipments to be
carried by American bottoms. Steam-

ships flying the American flag are
owned at both Seattle and San Fran-
cisco and that is the sole reason, it is
explained, that those ports get and will
continue to receive most of the govern-
ment business. They have the ships
and are in a position to handle it when
the government does not care to bother
with transports.

Portland is the only city on the coast
that is not the home port of a seagoing
craft. Even the little town of Eureka
has them. It has been made clear that
Quartermaster-General Humphrey is
not using his influence to have ship-
ments for Manila sent by way of either
the sound or San Francisco. The
freight has to be sent in American bot-
toms and it is argued that it is about
time for Portland capitalists to wake
up and build ships if they are desirous
of having this become a great com-
mercial center.

It is declared there is no better place
to build ships than right here. Nearly
all of the material for building vessels
turned out at San Francisco is procured
at Portland.

ALONG THE WATERFRONT.

Beginning this morning the steamer
Gazelle, Captain McLean, was placed in
service between Portland and St. Johns.
She will make two round trips a day,
stopping at the drydock and the ships
in the lower harbor.

With a full cargo of miscellaneous
freight the steamer Senator will sail
tonight for San Francisco.

The steamer North King was launched
this morning from the ways of the
Spreckels shipyard. She has been at the
yard since last summer and has prac-
tically been rebuilt. While bound for
Nushagak river, Alaska, last spring she
was badly damaged by a storm. The
craft belong to the Warren Packing
company of this city and will be sent
north again next spring.

The lighthouse tender Columbine ar-
rived this morning from the mouth of
the river. She brought a number of gas
buoys to be refilled.

The schooner Forest Home, which
reached port a few days ago, moved
to the Eastern & Western mill yester-

day afternoon to receive a cargo of lum-
ber for San Francisco. The schooner
Beulah, which accompanied her from the
Bay city, will be supplied with a cargo
at the Inman-Poulsen mill.

Major Roessler reports that a number
of brace piles at the jetty were torn out
by the storm yesterday, but no serious
damage resulted.

Laden with a cargo of flour and grain
the steamer F. A. Kilburn sailed last
night for San Francisco and way ports.

The French bark La Rochellequin was
lowered from the drydock this morning.
This afternoon her berth will be occu-
pied by the British ship Blythwood,
which will be cleaned and painted.

This afternoon the French bark
Emma Laurans will complete a cargo of
grain for the United Kingdom.

MARINE NOTES.

Astoria, Dec. 27.—Left up at 6:30 a.
m., schooner Monterey in tow of the tug
Defiance; arrived down at midnight.
schooner Prosper; arrived down at 9

a. m., barkentine John C. Meyer; left
up at 10:30 a. m., schooner Virginia;
arrived down at 10:30 a. m., steamer
F. A. Kilburn.

San Francisco, Dec. 26.—Sailed at 6
p. m., steamer Cascade for Portland.
Manila, Dec. 26.—Sailed, American
bark Koko Hoad, for Portland.

Redondo, Dec. 24.—Arrived, schooner
W. F. Jewett, from Columbia river.
San Francisco, Dec. 26.—Arrived at 3
p. m., steamer Jeanie, from Portland;
sailed at 3 p. m., steamer Costa Rica,
for Portland.

Astoria, Dec. 27.—No bar report; capa-
line down.

Sentenced in the Salem Court.
(Special Dispatch to The Journal.)

Salem, Or., Dec. 27.—Pleading guilty
to the charge of larceny from a dwell-
ing and waiving time of sentence, An-
drew Lenhardt was yesterday sentenced
by Judge Burnett to serve two months
in the county jail. Lenhardt is the man
who a few weeks ago entered a resi-
dence at Hubbard and stole a woman's
watch.

How Women's Private Letters Are Sold

An astounding story, showing how
the most private confidences that
women write in letters are violated,
and sold for a half-a-cent apiece. A re-
markable article, frankly written, in

THE JANUARY

LADIES' HOME JOURNAL

Last Month's Issue of A Million and Three Hundred
Thousand Copies was Completely Sold Out

15 Cents on Every News-Stand

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA



Scrofula

Makes its presence known
by many signs,—glandular
tumors, bums in the neck,
cutaneous eruptions, in-
flamed eyelids, sore ears,
catarrh and wasting diseases.
Hood's Sarsaparilla
Effects permanent cures.