

PORTLAND, OREGON, FRIDAY EVENING, DECEMBER 29, 1905.

# 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.....\$20.85  
 \$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 17 1/2. 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  
 \$2.85 Suits, SALE PRICE.....\$2.38  
 \$3.45 Suits, SALE PRICE.....\$2.98  
 \$3.85 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.....98¢  
 \$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 Norfolks

Ages 8 to 9 Years.

\$3.48 and \$3.98 values, SALE PRICE.....\$2.38  
 \$5.00 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.....83¢  
 \$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

## PANAMA CANAL COMMISSION REPORTS THE WORK IT HAS ACCOMPLISHED

Washington, D. C., Dec. 23.—The Isthmian canal commission today made public its report for the year ending December 1. It says:

While much preparatory work has been in progress very little has been done in the way of actual excavation. Eleven steam shovels have been at different times in operation, however, in the Culebra cut, which is the largest single factor in the construction of the canal, and approximately 1,500,000 cubic yards of material have been removed. By this work two things are being accomplished. First, the levels of the cut are being put in proper condition for the installation of the largest number of machines which can be effectively operated, and second, data is being gathered which will be useful in future estimates of the cost of canal construction.

In the Culebra work 250 men are now employed. Railway tracks and yards have been built and dredging has been done at both ends of the canal so far as advisable until the question of type of canal is decided. It should be understood that all the work done is applicable to any type of canal.

At the Colon end of the canal surveys were made with a view to the construction of an outer harbor, a direct entrance to the canal, an inner harbor and the completion of the Gatun dike.

One of the old French dredges was fitted up and placed on the work of deepening the entrance to Cristobal Harbor. This dredge has a capacity of from 20 to 25 cubic yards per hour. The material excavated is towed to sea in barges.

Examinations were made at Gatun during the year 1904 to determine the practicability of building a dam across the Chagres valley in that vicinity. Within the last three months these examinations and surveys have been extended with a view to furnishing additional data to the board of consulting engineers.

Surveys were also made of the Tigris Hill cutoff, whereby the length of the canal could be somewhat shortened. The result shows that the change in location would not be advantageous.

At Bohio, where the commission of 1902-1903 had recommended the construction of a dam, additional examinations and borings were made with a view of determining the full depth of the geological valley.

For a sea-level canal, the construction of a dam at Gamboa, to impound the fresher waters of the upper Chagres is essential in most of the plans which have been considered. The examinations and borings made by the French company were supplemented by others more extensive, under the direction of the commission, which establish the fact that a dam here is practicable. In connection with these examinations at the dam-site, topographic surveys were extended over the valley of the upper Chagres to determine the area of the lake which would be formed by the dam and also the feasibility of discharging the surplus waters of the river into the Atlantic or Pacific ocean.

At the Pacific end of the canal work was delayed by the quarantine establishment at La Brea against the bubonic plague. Surveys to locate the line of canal, soundings in the harbor, tidal observations and borings were made.

One of the old French bridges has been kept at work constantly in enlarging and maintaining the channel leading to and in front of the steel pier, where a heavy shoaling has taken place since it was excavated.

The gaugings of the Chagres river have been continued at several points, and self-recording rain gauges have been established. Pluviograph stations have been put in order, and the sismograph has been repaired and is now in service.

Borings have been made along the line of the canal at frequent intervals, from one end to the other, to determine the character of the material to be removed for any type of canal that may be adopted.

The question of water supply for Panama, Colon, and the camps along the line of the canal received early attention. The dam across the Rio Grande was raised so as to create a reservoir from which the city of Panama derives an ample supply. Water was turned into the pipe lines June 24. Up to September 30 more than half of the entire work of laying the mains and making house connections in the city of Panama had been completed.

For supplying Colon, a temporary dam was built across Brasos brook, creating a reservoir to serve until the permanent one is completed. Reservoirs and distributing systems were built at Arce, La Boca, Cuatral, and other points along the line of the canal.

**Sewerage System Improved.**

The sewerage system of Panama is now well advanced, nearly two thirds of the total amount of work having been completed, the material for the remainder being on the ground.

Considerable work has also been done on the roads leading into Panama, and although no actual paving has been done in this city as contemplated, some grading has been done and preparations made to receive brick and other material which are arriving on the Isthmus. The cost of the water supply and sewerage systems for the cities of Panama and Colon will, under the terms of the treaty, ultimately be paid back to the United States by the republic of Panama.

The work in the Culebra cut was gradually expanded, until in June 13

More Than \$16,000,000 Required to Carry the Work to Next June  
 —Much Progress Made in the Sanitation of the Isthmus  
 —Upward of 17,000 Men Are Employed.

steam shovels were in operation. The material, as shown by actual work performed, and by numerous borings and test pits, is of a mixed character, varying in degrees of hardness from that of ordinary earth to hard trap rock, irregularly disposed, but nearly all of it requiring blasting to be economically handled. The cost of removing this material varied in different months from 43 cents to \$1.53 per cubic yard.

The act approved June 28, 1903, pledged for the construction of the canal \$145,000,000, of which it appropriated \$10,000,000, this total being practically the estimated cost of the project submitted by the Isthmian Canal commission of 1899-1901. That appropriation was made under conditions and circumstances almost identical to those that are followed for river and harbor works, and leaves no doubt that the project adopted by congress was the one submitted by that commission, and all construction work done thus far has been under and in accordance with that project.

**What Commission Has Done.**

The commission appointed in March, 1904, had under consideration at the time it was disbanded, in March, 1905, a project for a sea-level canal. As a sea-level canal, however, could not be built for the amount authorized by law, and inasmuch as there seemed to be a difference of opinion among engineers as to the best type of canal, the president, by executive order, ordered a board of consulting engineers to convene in the city of Washington for the purpose of considering the types of canal to be constructed through the Isthmus of Panama.

The Isthmian Canal commission by that order was directed to have all proposed plans in detailed form, with maps and surveys and other documents sufficient to enable the consulting engineers to decide the questions presented to them. This was done, and the board met on the first of September, visited the Isthmus during October, and has been giving the subject careful study since. It is expected that the report of this board will be made to the commission in a short time.

The work on the Culebra cut was undertaken with the idea that the excavation done would be useful in any plan or any type of canal that might be adopted. This is only true to a limited extent. No systematic organization for attacking this cut can be effected until it is known how much material is to be removed and the depth to which the cut is to be excavated. If 130,000,000 cubic yards are to be removed, it must be at- tacked in an entirely different manner from what it would be if only 40,000,000 or 50,000,000 cubic yards were to be removed. If the sea-level type be adopted about one eighth of the total in these cut will be rock under water, whereas in the case of a lock-level canal with a summit not less than 60 feet above tide there will be none. It is therefore of the utmost importance that the type of canal be decided upon with the least possible delay.

**Purchases for Plans.**

While the necessary work of sanitating the Isthmus and providing for the health and welfare of the employees was in progress, the task of purchasing, forwarding and distributing the enormous quantity of material and supplies of all kinds was receiving constant and most careful attention. The purchases included not only the items entering into the permanent plant, but also those required for the preliminary work. The approximate total of these purchases was about \$2,000,000, and a list of the more important of them is appended:

Ocean steamships.....	2
Steam shovels.....	51
Locomotives.....	120
Flat cars.....	1,300
Dump cars.....	324
Rapid unloaders.....	12
Earth spreaders.....	22
Dipper dredges.....	2
Steel barges.....	11
Stone crushing plants.....	2
Crane hoists.....	2
Benches for same, tons.....	6,000
Split stands.....	300
Switches.....	500
Rigid frogs.....	200
Cross-ties.....	125,000
Pieces of piping.....	12,000
Lumber, feet.....	25,000,000
Paving brick.....	7,000,000
Building brick.....	2,500,000
Roofing tile, square feet.....	500,000
Cement, barrels.....	35,000
Doors and sash.....	35,000
Sewer pipe and necessary fittings, feet.....	160,000
Iron pipe and necessary fittings, tons.....	14,500
Wire screening, square yards.....	137,000
Corrugated iron roofing, square feet.....	653,000
Steel water tanks and towers.....	2
Standpipes.....	14

**Air-compressing machines.....** 14  
**Cranes.....** 132  
**Portable deep-drilling machines.....** 30  
**Hoisting engines.....** 33  
**Blasting powder, lbs.....** 646,000  
**Dynamite, lbs.....** 517,000  
**Dump wagons and other vehicles.....** 125  
**Mules.....** 280

**Monetary System.**

By agreement between the secretary of war and the republic of Panama, the currency of the republic of Panama is similar to that of the Philippine islands. The Panama peso is declared equal in value to 50 cents gold, and is maintained at that value by the government of Panama, with the assistance of the United States authorities.

Since April 1, to meet the embarrassing monetary situation due to the scarcity of silver coin, the republic of Panama has been authorized to issue an additional 1,000,000 pesos in accordance with the terms of the monetary agreement, thereby placing in circulation 1,600,000 pesos Panama currency.

Further, in order to secure a reliable supply of Panama silver currency for their respective wants and to maintain a ratio between Panama silver and United States gold, the commission, the Panama railroad and the republic of Panama entered on April 29, into an agreement with four local banks by which the latter undertook for a term of one year to furnish on ten days' written notice, such silver currency, in exchange for drafts on New York, at the uniform rate of 3 silver pesos for \$1 in United States gold. The bankers also agreed to sell drafts on the United States to the commission, the railroad and the republic at the uniform rate of \$1 United States gold for 2 silver pesos and 1 cent Panama currency, and to sell such drafts on New York to the general public at a rate not to exceed 2 silver pesos and 3 cents for each dollar United States currency.

**Personnel of Staff.**

The force employed on the Isthmus on November 15, 1905, was as follows:

In November, 1904, the commission's employees on the Isthmus numbered 1,509. In November, 1905, they numbered approximately 17,000. Of these, 11,900 were under the department of construction and engineering, 3,600 under the bureau of material and supplies and 1,500 under the department of government and sanitation. There were in

the local auditor's office 48 men and in the office of the disbursing officer 21.

Of the 17,000 employees, about 2,700 were on the gold rolls and 14,250 on the silver rolls.

The number of white Americans on the Isthmus is estimated at 1,600. The Panama Railroad company employs about 3,500 men, who are not included in the total of 17,000. The payroll amounts to approximately \$600,000 per month.

**Estimated Expenses.**

The report of estimated expenses to the end of the fiscal year, June 30, 1906, showed the following: Estimated liabilities to December 1, 1905, covering material ordered and in transit, \$4,000,000; equipment purchased or contracted for delivery not later than June 30, 1905, \$3,350,000; estimated miscellaneous material purchases in the United States from December 1, 1905, to June 30, 1906, \$2,800,000; estimated miscellaneous materials on the Isthmus and miscellaneous expenditures from December 1, 1905, to June 30, 1906, consisting of hotel and hospital and other supplies, transportation of laborers from the West Indies, etc., \$500,000; estimated amount due the Panama Railroad company December 1, 1905, for material and services, covering fuel and other supplies, work done, constructing sidings and second main track, installation of telegraph and telephone lines, constructing new docks and wharves, etc., \$600,000; estimated amount due the Panama Railroad company December 1, 1905, to June 30, 1906, for material and services, including the construction of the second main track, \$500,000; estimated Isthmus payrolls from December 1, 1905, to June 30, 1906, based on estimated payroll for November, with increase of 25 per cent from January 1, 1906, on gold rolls and 10 per cent on silver rolls, \$4,575,000; salaries, including expenses, rent, etc., in the United States from December 1, 1905, to June 30, 1906, covering Washington offices, including commission, offices of assistant purchasing agents at New York, New Orleans, San Francisco and Tacoma, cable and telephone service, estimated at \$25,000 per month, \$175,000; total estimated requirements for the balance of the fiscal year ending June 30, 1906, \$16,500,000.

**Fever in Canal Zone.**

From the history of the Isthmus in the past and the experience of the French canal company, it was considered probable that the elimination of yellow fever would present difficulties in the construction of the canal no less than those encountered by the engineers. The Isthmian Canal commission, however, has had one great advantage over the French and others who have employed large bodies of nonimmune laborers on the Isthmus in that recent medical discoveries have made clear the source of yellow fever infection and indicated the manner in which it can be successfully combated.

During the first 20 months of Amer-

ican occupation (from July 1, 1904, to April 30, 1905) there was no alarming outbreak. In the zone and the cities of Colon and Panama there were during the period but 54 cases of yellow fever, and among the employees of the commission only eight deaths. During April, however, the administration building in Panama, in which some 300 nonimmune employees were at work, became infected. Nine cases of yellow fever were reported during the month, and there were two deaths. Conditions became worse in May, there being 33 cases and eight deaths, of which 21 cases and two deaths were among the employees of the commission. A feeling of alarm, almost amounting to panic, spread among the Americans on the Isthmus. Many resigned their positions to return to the United States, while those who remained became possessed with a feeling of lethargy or fatalism resulting from a conviction that no remedy existed for the peril. There was disposition to partly ignore or openly condemn and abandon all preventive measures.

**Results of Sanitary Work.**

The mortality and hospital statistics bear witness to the success of the work of the health department during the year. The constant insouciance from all diseases among the laborers centered along the canal has at no time been as high as 30 per 1,000. The death rate on the Isthmus for the year has been about 57.75 per 1,000, but among the employees of the commission the rate of mortality has been only 34.30 per 1,000, which is probably as low as might be reasonably expected among an equal number of men engaged in similar work in any climate.

Comparisons with the records of the French are the best indication of what has been accomplished. In October, 1884, when the French company had on the Isthmus a force of 10,234, it lost 161 men. In October, 1905, the Isthmian canal commission and the Panama Railroad company, employing 15,676 men, lost only 55.

The largest number of deaths during the year attributed to any one disease was due to malarial fever, which

(Continued on Page Sixteen.)

**Coughing Spell Caused Death.**

Harry Duckwell, aged 25 years, choked to death early yesterday morning at his home in the presence of his wife and child. He contracted a slight cold a few days ago and paid but little attention to it. Yesterday morning he was seized with a fit of coughing which continued for some time. His wife sent for a physician, but before he could arrive another coughing spell came on and Duckwell died from suffocation. Dr. Louis Glase, Democrat, 1200 1/2 St. Helens, has been called to the scene. He says that the man had a cold and a cough, but that he was not seriously ill. He says that the man died of a heart attack, and that the coughing spell was the result of a sudden strain on the heart.

**CASTORIA**  
 For Infants and Children.  
 The Kind You Have Always Bought  
 Bears the Signature of *Wm. D. Gifford*