

FIRE SALE! - FIRE SALE!

Sensation Follows Sensation

Thousands of dollars worth of goods still to go and all day Tomorrow the sacrifice will be merciless in order to sell out with a rush lots of new goods that the adjusters have just turned over to me from the big fire of a week ago Tuesday night. Makes no difference if I only do get 10c and 20c on the dollar. The orders are to sell, and if any of you attended my sale last Saturday you remember how I cut prices—you never can forget it. Well that wasn't a drop in the bucket compared with the way I'm going to make things hum tomorrow. I'm going to show 'em up—THE SHAMELESS IMITATORS—who try to copy my methods, and I'm going to make them bury their heads in the sand. Every small store on North Sixth street has a big fire sale sign, but mine is the Only Real Fire Sale, and there is only one entrance. It is on Everett street off of Sixth. Look for the signs. Lee Bertillion, Manager for THE UNITED MERCHANTS FIRE SALE.

THE UNITED MERCHANTS FIRE SALE

\$12,000 Worth of the finest and newest Men's Suits, Pants, Hats, Shoes, Underwear, Shirts, Sox, Suspenders, Etc., on forced sacrificed sale at

10 to 25 Per Cent of Value

SALESMEN WANTED—APPLY AT ONCE

600==MEN'S FINEST SUITS==600

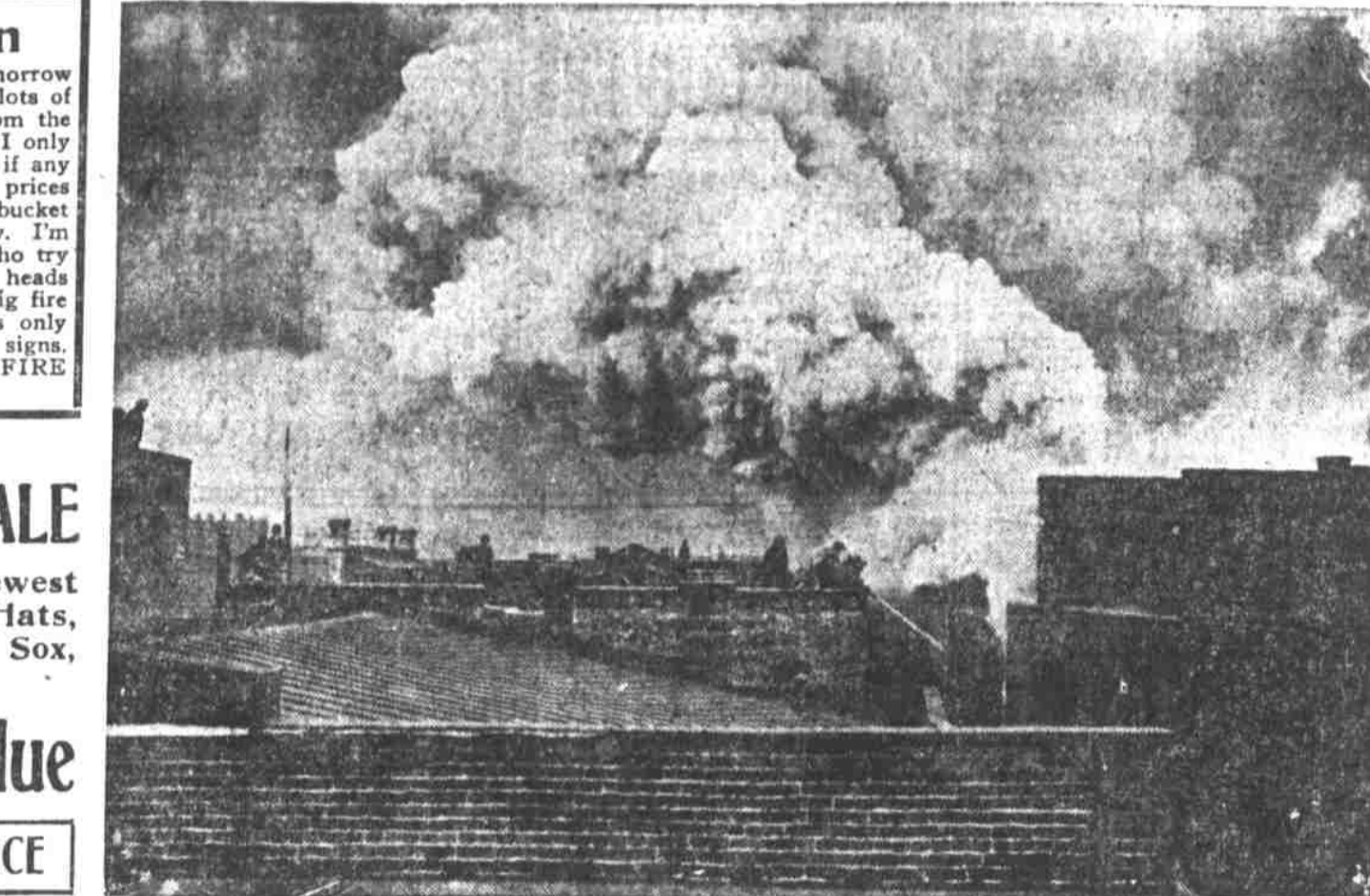
Consisting of the best known and highest standards. Hart, Schaffner & Marx, Fleisher Bros. & Rosenthal's, Rochester, special makes, saved from Tuesday night's big fire; all in perfect condition. They must be sold and the prices quoted below are what will make you buy them:

\$1.85 For choice of about 50 Suits worth \$10 to \$12; splendid styles and all sizes from 34 to 38.

\$2.50 For choice of over a hundred Suits, all colors and styles, worth to \$15. A few blue and black Suits in this lot.

\$3.85 For choice of Suits worth up to \$20, dark and medium colors; all sizes, 34 to 42.

\$5.00 For big lot of high-grade Suits, about 200 in the lot, finest imported goods, full hand-tailored, worth and sell today at regular clothing stores up to \$25.



Located one block south of the big fire of Tuesday night, in the Pullman Auto Company's big building. Look for signs. Entrance only on Everett

MOST DESPERATE SACRIFICE of FINE WEARING APPAREL EVER HELD UNDER AMERICAN SKIES

These goods on sale were saved from Tuesday night's big and disastrous conflagration of a week ago. The goods must be sold in 10 days and I have paid no attention to original cost. The loss falls on the insurance companies. Owing to the fact that no one merchant saved enough goods from his store to justify him holding a sale, they were turned over to me by the insurance companies, and I must dispose of five combined stocks, and I have only a few days in which to do it. Read the list below. No other fire sale can compete with my prices. (Signed)

LEE A. BERTILLION,

Manager for the United Merchants and Insurance Company (formerly Manager Chicago Clothing Company.)

SALESMEN WANTED—APPLY AT ONCE

800==PAIRS ODD PANTS==800

The highest grade lot of Pants ever sold on bona fide fire sale in America; sizes to fit everybody. **85c** for all-wool \$2.50 Pants.

\$1.45 All styles, tailor-made, worth up to \$6.00.

\$2.50 For choice of best in the land, worth up to \$10.

5c for men's and boys' 50c Caps.

10c for genuine President Suspenders, sold the world over for 50c a pair.

SOCKS—8 Cases of Them

1c a pair for regular 10c Socks.

3c for best 15c black and tan Sox.

10c a pair for regular 25c to 50c black and fancy silk mixed kinds.

\$1.00 for men's \$3, \$4 and \$5 Hats, all styles.

25c for \$1 black sateen Shirts.

1c for regular 10c white Linen Handkerchiefs.

10c for regular 50c Summer Underwear, fancy striped or plain Balbriggan; all sizes.

5c for 50c silk Armbands.

Boston Garters will go at **5c** a pair. You know what they are.

\$6.85 The best in the land, finest silk, satin or double-warp serge and Italian cloth linings; the latest and most fashionable goods that the world offers, worth to \$35.

\$1.85 and **\$2.65**

Abington Building Fire 600 PAIRS SHOES

Were in this fire. They are the Hamilton Brown American Gentleman Shoes. I bought them from the insurance adjusters. They are \$4.00 and \$5.00 Shoes. They go on sale with the balance of this big stock at

\$1.85 and \$2.65

The greatest opportunity of the year to buy fine Shoes

350 Young Men's Suits

\$10 to \$20 values, all colors, all styles, in perfect condition, choice

\$3.85

50c UNDERWEAR **10c**
25c NECKTIES **1c**

This Sale will start tomorrow and continue until goods are sold. Don't get my advertisement confused with other fire sales. It will more than pay you to come a little out of your way to attend this sale.

LEE BERTILLION, MANAGER UNITED MERCHANTS FIRE SALE

SIXTH AND EVERETT STREETS

RAILWAY TITANS LOCK HORNS FOR BIG PRIZE

Those of Canada Determined to Checkmate Plans for Invasion by United States Roads to Secure Middle Northwest Traffic.

(United Press Leased Wire.)

Chicago, Aug. 7.—This fall and winter will witness the beginning of an international railroad race between the United States and Canada with the commercial dominance over Manitoba, Saskatchewan and Alberta as the prize. Word has just been received here that Canadian railroads, alarmed at the possibility of the great wheat crop of the western provinces being diverted by American lines through the states to the great ports, have determined to provide facilities at any cost to move this increasing huge crop eastward through Ontario and the St. Lawrence River.

The completion of the Canadian Northern railroad's new line from Toronto to Sudbury, Ontario, it appears is only the first step in a complete plan which may call for counter action on the part of our big western roads. Reports that the wheat crop of the western provinces will be 12,000,000 bushels or the largest in their history, has helped to precipitate matters.

Shipping Work.
This determination by the Canadian railways explains why the Canadian Pacific is rushing the double-tracking of its line from Winnipeg to Fort William—which is the "bottle neck" through which nearly all the grain from the "empire of wheat" to the north and northeast must pass. Most of this double-tracking now is completed. From Fort William and Port Arthur, the twin cities of Thunder Bay, most of the grain is poured out into the Great Lakes. From these ports, the Canadian Northern has built at Port Arthur the greatest grain elevator in the world, one of a capacity of 2,000,000 bushels.
The first hint of Canada's new intention was given in a speech by an officer of the Canadian Northern at Sudbury when the line was completed to that point only this month. The speech was not reported at the time but since then it has been brought to the attention of railroad men in this city, who consider it of great significance.
The speaker in his remarks by saying that they had now proceeded more than one-third of the distance on their march to connect Port Arthur with the eastern lines of the Canadian Northern system, and that they would soon be running into Port Arthur over their own rails or over borrowed rails, thus giving to western Canada a new outlet

for her wheat. He then took occasion to warn Canadians generally that year by year the west was becoming more important to the east than the east to the west and said additional railroads could prevent the natural community of interest of the western provinces and the western states from breaking up Canadian national unity. James J. Hill with five railway lines," he continued, "is tapping at the door of western Canada. If western Canada is not given sufficient outlet through the east for her wheat, Mr. Hill will be admitted and the wheat will go south to salvation instead of east to Montreal. Once it is allowed to cross the international boundary lines en route to the European markets through the Galveston gateway, Montreal will cease to be the gateway for our west."

Fully Alive.
That the other Canadian railroads are fully alive to this situation was brought out by Sir Thomas G. Shaughnessy, the president and controlling force of the Canadian Pacific railway. In a recent speech at Toronto, "We must establish such relations between the merchants and manufacturers of the east and the merchants and consumers of western Canada, as will make the trend of traffic and social intercourse in Canada east and west, said Sir Thomas. "To do this we must rely upon two things, first, a strong and well thought out transportation policy. By this I do not mean that we should deny the people the right to build rail ways north and south. That would create dissatisfaction and we do not want that. Let who will build railroads from the international boundary northward into the western provinces or westward through them if they wish them. But let the men in charge of the transportation interests of Canada devote themselves to such an improvement of their properties as will enable them to carry traffic more cheaply, if possible, than it can be carried in any other country."
"We must endeavor to shorten the distance between the Georgian bay and the seaboard, and improve the routes so as to make the cheaper. Year by year the requisite work should be done without an attempt at unwise economy, but efficiently and intelligently, so that we may bring to our own country and commercial centers all the business of the west that belongs to us, and send back our merchandise, over the same routes, and handle through our own national terminal all the imports and exports of this country."
Already Canada has set a pace in

railroad building that has left the United States behind. The Canadian Pacific began the record of completing its lines in five years from the time the undertaking was commenced and in half the time allowed under the contract with the government. Its great competitor in the west, the Canadian Northern, has a unique record of having extended at the rate of a mile a day for 11 years. Canada now has more railroad mileage per capita than any other country on the globe. In spite of the activity in the United States, only 5,874 miles of new road were added to the total mileage of 72,232 during the last year, or an increase of 2.56 per cent. In Canada the total mileage of 21,351 was increased by 1,429 or 6.9 per cent. The ratio to population is still more striking. Mexico has a population twice as great as that of Canada, but only 26 miles of railroad were laid in Mexico in 1907, or one mile to every 38,218 persons or her 22,000,000. Canada, with only 6,442,581 inhabitants, constructed a railroad mile for every 4,880.

It is this record which Canada proposes to break in the next few years. Engineering plans and estimates have been made by the three largest railroads and work is already in progress or will be undertaken in a dozen different directions. The Grand Trunk Pacific is pushing its line past Saskatoon towards Edmonton and Regina and will add new branches and feeders all the way from eastern Canada to Vancouver. The Canadian Northern will complete its link between Toronto and Port Arthur. Recently it has built two large bridges, one over the Rainy river, Fort Frances, on the direct line from Winnipeg to Duluth, the other over the North Saskatchewan at Prince Albert, where a short line is to extend to Hafford. Meanwhile railroad men here are awakening to the fact that every day is linking eastern and western Canada more closely together and only an exceptional display of activity on their part will be able to divert the enormous wheat crop of western Canada toward the states by the Gulf and West Coast routes. Saskatchewan and Alberta are withdrawing from their commercial allegiance to Montreal and the east.

Town of Sudbury.
The town of Sudbury, which is now an important factor in the Canadian plan, has established a singular record in railroad building as only 20 days before the last spike was driven by the Canadian Northern, the Canadian Pacific railroad opened a new line from Port Arthur to Toronto. The town has its second direct railroad communication with the manufacturing metropolis of Canada, within a month. The Canadian Northern was originally built in two sections, one running west from Port Arthur into the western wheat belt, the other situated in Ontario and the eastern provinces. Work on the new line has been in progress for the period of a year and the rails were run from Toronto to Parry sound through the picturesque Muskoka lake region and from Parry sound to Sudbury. It opened up a wild and rugged part, that abounds with rivers and lakes full of fish and is roamed over by thousands of red deer, and as it is immediately south of the global copper, iron and silver mines that have proved to be among the richest of the world, it very

likely contains large deposits of minerals itself.
The new railroad will bring ore from the Moose mountain mines, about 20 miles north of Sudbury, to Key harbor, the port which has been established on Georgian bay, with an initial capacity for handling 8,000 tons per day, and which brings Cleveland and other iron manufacturing cities 600 miles nearer to mines than they were when they had to depend upon supplies via Duluth. The town at the Moose Mountain mines has been called "Sollwood" after the Vice-president of the Moose Mountain iron company of which French is president. Shipment will begin as soon as the docks are completed, which it is expected, will be some time in August. Key harbor is at the mouth of Key inlet, about six miles south of the outlet of French river, which will some day be the channel of the Georgian bay canal, taking western grain via Lake Nipissing and the Ottawa river to Montreal, saving about 400 miles haulage to tidewater.

History Repeated.
It is remarkable that the French river should receive railway service in the year that the tercentenary of the founding of Quebec by Champlain is being celebrated. The French river was navigated by the French explorer nearly 300 years ago, on his way to stay with the Huron Indians, prior to a raid with them upon the Iroquois south of St. Lawrence. Indeed Champlain camped on the site of modern Key harbor, where some interesting relics were discovered when work on the port began a year ago. The whole French river region is a delight for fisherman, canoeist and camper, and already many Americans who know something of sport in Canada have arranged to spend their vacation among the woods and rocks and waters of this hinterland of Georgian bay. The Canadian Northern Iroquois line makes access to the French river easy and with the development of mineral traffic from Sollwood to Key harbor and to Toronto, where a smaller capable of employing 15,000 men is planned, the wilderness through which Champlain passed may become one of the most profitable localities on the continent.

BIG DEMAND FOR HARNEY RANCHES

(Special Dispatch to The Journal)
Drewsey, Or., Aug. 7.—William Dunlap of this place recently purchased the Howard ranch, which is located about one half mile west of here. The ranch is a 160 acre tract seeded down in alfalfa. The consideration was \$100,000. Mr. Dunlap sold his stock ranch at Junction, Or., about two miles west of here, to Ed Stullard of Junction for \$100,000. The ranch is a 160 acre tract. Several valuable ranches have changed hands in this section this year.

BOMBASTES MAY GET A SPANKING

(United Press Leased Wire)
Washington, Aug. 7.—Diplomats here today are of the opinion that the only course left for the United States to pursue is to send a gunboat with a few companies of marines to Honduras to renege with President Davila, who yesterday refused to show courtesy

to this country by returning to United States Minister Drew Linard his exequatur. Instead of reopening Linard's case as requested by the United States, Davila refused to consider the matter, assuming it as impossible.

Secretary Root will go to Oyster bay to consult with President Roosevelt, and although Honduras is not a nation of enough importance to make its acts so serious it is probable that the displeasure of the United States will be impressed upon Davila in some manner.

Linard's exequatur was withdrawn because of his effort for a compromise between the government troops and the insurgents.

"Stub" Anderson Not Hurt.

(Special Dispatch to The Journal)
Eugene, Or., Aug. 7.—Lake Berger, whose right leg was broken above the knee yesterday when a team and camping outfit went over a grade above Lowell, was brought to Eugene yesterday.

The report that "Stub" Anderson was hurt was a mistake. It was Andy Taylor whose shoulder was dislocated. The whole camping outfit was badly shaken up, but the horses, though rolling down the embankment several hundred feet, were not injured.

A LITTLE DOWN **CREDIT** \$100 A WEEK

NEW YORK CREDIT OUTFITTING CO.

1651-67 FIRST ST. ALL JUST SOUTH OF MORRISON

OUR CLEARANCE SALE IS NOW IN FULL SWING

And the store is featured with bargains. In every line of men's, women's and children's wearing apparel, price cuts have been made from ONE THIRD to ONE HALF.

MEN'S SUITS	LADIES' SUITS
\$22.50 latest creations now.... \$14.85	\$10 to \$12 Linen Suits..... \$5.85
\$20.00 latest creations now.... \$13.85	\$7.50 Washable Suits..... \$2.85
\$17.50 latest creations now.... \$11.50	\$5.00 Linen Skirts..... \$2.35
\$15.00 latest creations now.... \$ 9.75	\$4.00 Linen Skirts..... \$1.75
RARE BARGAINS IN FURNISHINGS AND SHOES	
Now is the time to buy, while you can save money. It is your privilege to select what you want and have it charged.	
Remember, It Pays to Shop at the N. Y. O. C.	