

BEN SELLING'S SACRIFICIAL SALE

LADIES' AND MISSES' COATS MAN TAILORED

HALF PRICE

LADIES' AND MISSES' \$15 COATS—NOW... \$7.50
LADIES' AND MISSES' \$20 COATS—NOW... \$10.00

LADIES' SWEATERS

LADIES' \$8.50 SWEATERS..... \$5.65
LADIES' \$6.00 SWEATERS..... \$3.95
LADIES' \$5.00 SWEATERS..... \$3.35
LADIES' \$3.50 SWEATERS..... \$2.45

BOYS' WOOL SWEATERS

BOYS' \$1.50 SWEATERS—Now..... 89¢
BOYS' \$1.00 SWEATERS—Now..... 59¢
LADIES' DENT'S GLOVES..... \$1.15

MEN'S SUITS AND RAINCOATS

Divided into Three Lots.

ALL REDUCED

LOT ONE—MEN'S SUITS AND RAINCOATS—
\$20 and \$25 regular—Now..... \$15
LOT TWO—MEN'S SUITS AND RAINCOATS—
\$30 and \$35 regular—Now..... \$20
LOT THREE—MEN'S SUITS AND RAIN-
COATS—\$40 to \$50 regular—now..... \$30

MEN'S FANCY VESTS

HALF PRICE

MEN'S \$15 VESTS—Now..... \$7.50
MEN'S \$10 VESTS—Now..... \$5.00
MEN'S \$7.50 VESTS—Now..... \$3.75
MEN'S \$5.00 VESTS—Now..... \$2.50
MEN'S \$3.00 VESTS—Now..... \$1.50
MEN'S \$8.00 OPERA HATS—Now..... \$4.00
MEN'S \$10.00 SILK HATS—Now..... \$5.00

BOYS' and CHILDREN'S SUITS ALL REDUCED

BOYS' \$15.00 SUITS—Now..... \$9.85
BOYS' \$12.50 SUITS—Now..... \$7.95
BOYS' \$10.00 SUITS—Now..... \$6.35
BOYS' \$ 7.50 SUITS—Now..... \$4.95
BOYS' \$ 5.00 SUITS—Now..... \$3.35

BOYS' AND CHILDREN'S OVERCOATS

Same Reductions as Above.

BOYS' PLAIN KNEE PANTS

\$1.50 KNEE PANTS—Now..... 75¢
\$1.00 KNEE PANTS—Now..... 50¢
\$.50 KNEE PANTS—Now..... 25¢

No Exaggerations Permitted In Any of My Advertisements

BEN SELLING LEADING CLOTHIER

BIG BOOSTERS AS WELL AS KNOCKERS

Against J. J. Hill's Charge
of "Reckless Folly" Are
Roosevelt, Taft and Fair-
banks With Strongest In-
dorsement of Bond Plan.

(United Press Leased Wire.)
Washington, Jan. 1.—Friends in
Washington of a comprehensive policy
for river and harbor improvements, and
there are many such in the halls of leg-
islation, have become somewhat skepti-
cal over the position taken by James J.
Hill, who, in an interview, was severe
in his denunciation of the bond issue
of \$50,000,000, enthusiastically indorse
the recent convention of the National
Rivers and Harbors congress.
"Mr. Hill, speaking of the recom-
mended bond issue, said: 'It is a reck-
less, foolish and I may almost say, a
criminal policy. When we arrive at the
subject of appropriations, at the ques-
tion of how and to what extent money
shall be provided for the vast under-
taking, we have touched the vital nerve
of any large enterprise and the
danger point. Some of the more en-
thusiastic advocates of the plan
make the mistake of urging that the
national credit be pledged to unheard of
amounts in order that we may com-

HIDDEN DANGERS

Nature Gives Timely Warnings
That No Portland Citizen
Can Afford to Ignore

DANGER SIGNAL NO. 1 comes from
the kidneys' secretions. They will warn
you when the kidneys are sick. Warn
kidneys excrete a clear, amber fluid.
Sick kidneys send out a thin, pale and
foamy, or a thick, red, ill-smelling
urine, full of sediment and irregular of
passage.
DANGER SIGNAL NO. 2 comes from
the back. Back pains, any aches or
sharp and acute, tell you of sick kid-
neys and warn you of the approach of
trouble. Backache, aches, pains, aches,
Don't's Kidney Pills cure sick kidneys
and cure them permanently. Here's
Portland proof.
W. Jenkins, retired, 1112 E. Harrison
st., Portland, Oregon, says: "Don't's
Kidney Pills have been used by myself
and other members of my family with
entire satisfaction. Acute attacks of
backache annoyed me off and on for
some time and full-dragging pains
throughout the kidney regions made it
difficult for me to attend to my work.
The kidneys were badly out of order
and caused me additional annoyance.
When Don't's Kidney Pills were brought
to my attention, I procured a box and
began their use. They brought relief
where I expected and I continued
taking them until my trouble had en-
tirely disappeared. From that time to
this I have had continued freedom from
kidney complaint and I cheerfully
recommend Don't's Kidney Pills to all
sufferers of weak or inactive kidneys."
Free sale by all dealers. Price 50
cents. Don't's Kidney Pills. Don't's
Kidney Pills are the only medicine
recommended by the United States
Department of Health—Don't's—
and are an effect.

plete the whole work at once. The men
rises would borrow and spend lavishly
may mean well but the signboard where
their road diverges is marked plainly
disaster."

Against Men to the Contrary.

Against the opposition of Mr. Hill,
who sees in the bond issue a "reckless
and foolish policy," stands the strong-
est kind of indorsement of a bond issue
by President Roosevelt, Vice President
Fairbanks, President-elect Taft, Andrew
Carnegie, Champ Clark and a host of
representative men both in and out of
congress.

President Roosevelt in his notable ad-

dress before the second convention of
the Conservation congress said:

"Our national resources are so related
that the use of one affects the use of
all the others. This is especially true
of our waterways. We have neglected
our waterways more than any other
natural resource and we must put an
end to that neglect. First, let us pre-
pare a comprehensive plan for inland
waterway development. Such a plan
must consider every use of the waters.
It must put the interests of all the peo-
ple in advance of any private interests
whatsoever. Second, let us proceed im-
mediately with the construction of the
general plan. Our previous policy of
procrastination, delay and fitful and
partial action, has borne its perfect
fruit. It has returned to our vast ex-
penditures we have little or no actual navigation to
show. The people are ready for a
change and

"Let us have it and at once. If we
can pay the cost from current reve-
nues let us do so. If not, let us issue
bonds. By either method let us have
the waterways and that quickly. The
plan and the work can and should be
done together. While the work we
are sure of is being begun, the plan for
the rest can be prepared."

Start for the Bonds.

Judge Taft from the same platform
accented the high ground taken by
President Roosevelt in approving a
bond issue if current revenues are in-
sufficient to justify continued improve-
ments of the nation's waterways.

"I have no compunctions on the sub-
ject of issuing bonds if the debt to be
contracted ought to be met by bonds,"
said the next president of the United
States. "I think that when some one
over the business of meeting what
ought to be distributed expenses out of
current income. I think there is good
reason for issuing bonds for these im-
provements that are to be permanent,
and not to spend current income for
them. Sometimes it takes as much
cost to pay the interest on the bonds as
the interest on the bonds for a purpose
for which bonds ought to be issued as it
does in other cases. It is a mere question of economic policy,
and the mere fear of criticism, be-
cause an administration has issued
bonds, should not prevent it from doing
justice to ourselves and posterity."

Fairbanks Approves.

Vice President Fairbanks in his wel-
coming address before the National Riv-
ers and Harbors congress on behalf of
the government, saw no "reckless or
foolish policy" in a bond issue for im-
proving the rivers, harbors and canals
of the United States, inasmuch as a
great part of the benefit to be derived
from these improvements was for fu-
ture generations. He believed that the
importance and magnitude of the work
of improving the waterways were so ex-
ceptional that the country would be ex-
cused in anticipating future income by
a reasonable bond issue.

LILLIAN RUSSELL TO SPRING LOVE LETTERS

(United Press Leased Wire.)

New York, Jan. 1.—Lillian Russell an-
nounced today that she would shortly
publish two volumes containing love
letters received during her long stage
career. One book, says the actress, will
contain serious love letters and the other
will be made up of foolish and funny
ones.

Bellingham Will Send Aid.

(United Press Leased Wire.)

Bellingham, Jan. 1.—Mayor J. P. Be-
llingham has issued a proclamation call-
ing on all citizens of the city to come
to the aid of the earthquake sufferers
in Italy and Sicily. The mayor and
the president of the Ministerial asso-
ciation are taking the lead in the move-
ment. In the absence of any red cross
organization here.

SHORTER HOURS FOR MAIL CLERKS

Overworked Railway Clerks
Get Favorable Order From
the Postmaster General.

Easier times have come for the over-
worked railway mail clerks of Portland,
through the efforts of Senator Bourne
and W. E. Williamson of Portland, a for-
mer railway mail clerk. An order has
been issued by the postmaster general
curtailing the working hours of the
clerks, giving them a shorter hour, and
allowing them more time in Portland.
For some time, according to Mr. Wil-
lamson, the postoffice business of this
part of the country has been growing
faster than the government has realized,
and consequently, as the number of
clerks has not been proportionately in-
creased, the clerks have been over-
worked. On the Portland and San Fran-
cisco run the hours of work have grad-
ually been increased until the men
have been putting in an average of 21
hours a week more than eight hours.
This condition became so onerous
that some of the men finally went to
November 3, addressed to the postmaster
general, requesting relief for clerks
assigned to the north division of the
Portland and San Francisco R. P. Co.
"I have to advise that orders have
been issued curtailing the run of the
clerks assigned to that division to end
at Ashland, Or., instead of Dunsmuir,
Cal."

ASHLAND IS OVER 100 MILES NORTH OF

Dunsmuir, which means that the rail-
way mail clerks running south out of
Portland will have that much cut off
each trip they make, which is an aver-
age of 13 hours less work each trip.
They make one trip each six days. The
extra time they will be able to spend
with their families in Portland.

Also, Ashland becomes once more the

layover point of the clerks running
out of both San Francisco and Portland.
Once before Ashland was the layover
point, but the run from Portland was
thru to Dunsmuir and Ashland was
thru out.

The new order affects about 35 men

running between Portland and about the
same number who make San Francisco
their headquarters.

MILLER WINS LONG

RUN AT LOS ANGELES

(United Press Leased Wire.)

Los Angeles, Jan. 1.—Defeating 30
contestants, George R. Miller won the
New Year's Marathon race, from Los
Angeles to Venice today, covering the
16 1/2 mile course in one hour and 41
minutes.

W. Stanley, the youthful pedestrian

who recently broke Weston's record,
walking from San Francisco to Los An-
geles, finished second. His time was
one hour, 42 1/2 minutes. M. L. White
finished third in one hour and 44 1/2
minutes. H. W. Isaacs was fourth in
one hour and 45 minutes.

FIRST AMERICAN

FORCES LEAVE CUBA

Havana, Jan. 1.—The withdrawal of
the American troops from Cuba was
begun today with the departure of the
cruiser Prairie with four hundred ma-
rine returning to the United States.
The Prairie is to be followed tomorrow
by the transport Sumner with the
twenty-eight infantry on board. The
evacuation is expected to be complete
by April.

Parade at Philadelphia.

Philadelphia, Jan. 1.—More than 5000
mummers, attired in gorgeous cos-
tumes, took part today in the New Year
"Shooters" parade, which for years has
been a unique and picturesque feature
of the elaborate New Year's celebration
in Philadelphia.

Negro Gets 99 Years.

(United Press Leased Wire.)

Cheyenne, Wyo., Jan. 1.—Mack John-
son, a gigantic negro, who confessed that
he murdered Ada Bailey of Denver,
began a sentence today of 99 years in
the penitentiary. He said robbery was
the motive of his crime.

Pasadena's Flower Show.

Pasadena, Cal., Jan. 1.—The elaborate
floral parade and carnival, which has
been the big feature of the midwinter
season in Pasadena for nearly 20 years,
took place today as usual and was wil-
lingly attended by a crowd estimated at over
50,000 persons.

HILL HOPES FOR AN ADJUSTMENT

But Will Build Depot in
Portland if Arbitra-
tion Fails.

New York, Jan. 1.—Louis W. Hill,
president of the Great Northern, says
the Hill lines are ready to build an in-
dependent passenger station in Portland,
Or., and have acquired the property nec-
essary for a site, if pending terminal
differences can not be settled, and a
station erected. Unfortunately, Mr. Hill
says, the directors in New York have
so far failed to delegate au-
thority to officers of the company to
adjust the pending difficulty.

The matter is in the hands of the
board which prefers to conduct the ne-
gotiations in this city.

Joseph Simon, chairman of the com-

mittee representing the Northern Pa-
cific Terminal company for the arbitra-
tion of the matter, said today that no
monthly to officers of the company to
held and that nothing could be done
here until the return of General Man-
ager O'Brien and W. W. Cotton from
the east.

The committee here has never resolved
itself into a board of arbitration be-
cause the terminal company has insisted
that there is nothing to arbitrate. It has
stated the terms upon which it is wil-
ling to admit the North Bank to the
union depot, and says that if the North
Bank doesn't want to accept them it
must not do so. "It was the station
suggested arbitration to the Terminal
company, and the committee was then
appointed to report back upon the ad-
visability of arbitration."

It has been suggested that the row

of blocks adjoining the Hill terminals,
purchased in the past few weeks by
some mysterious agency, evidently work-
ing on behalf of one of the great trans-
continental systems, may have been se-
cured for the Terminal company, which
is badly in need of additional termi-
nal facilities. The depot building
located on the corner of Broadway and
enough for some time to come, but the
passenger tracks are inadequate, and
the company has been desirous of ac-
quiring the very blocks where the Hill
freight houses now stand.

It is possible that the land is being

secured by Hill to give him ample room
for his new passenger depot, should he
be compelled to build it. There is a
scarcely room enough on the ground
owned by the North Bank at present to
build a very large depot, such as would
be required by the Northern Pacific and
North Bank roads.

It is officially denied by the United

Railways that it has any interest in
the property. The suggestion was made
that possibly it had secured the ground
as terminal for the westward line, and
wauke & St. Paul or the Chicago &
Northwestern, both of which have had
eyes on Portland for some time.

The status of the United Railways has

never been satisfactorily settled, the
general opinion being that it will ul-
timately be required to build a new
terminal road for one of the great
transcontinental systems.

JOHNSON NOW IN

THE INSANE WARD

Charles A. Johnson, a prisoner at
the county jail awaiting trial on the
charge of contributing to the delin-
quency of a child, was transferred to
the insane ward last night by Jailer
Hunter because of his eccentric ac-
tions. Two days ago he struck another
prisoner without provocation, and some
of his cellmates complained that he
was constantly chattering to them in-
coherently. Yesterday he bumped his
face against the bars, and it was con-
sidered unsafe to let him remain with
other prisoners. He will likely undergo
examination for insanity tomorrow.

ROOKERIES IN NORTH

END ARE DESTROYED

A portion of the row of old frame
buildings on North Fourth street, near
as the Kutner property, was nearly de-
stroyed by fire at 6 o'clock this morn-
ing. The buildings were unoccupied at
the time, as many of the tenants were
forced to leave when the recent "clean-
up" campaign was applied to the north end
of the city. The fire started in a pile of
mattresses in the rear of the building
No. 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98,
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