

PHONE OFFICIALS FLOCK HERE TO DEFEND RATES

Will Form Large Circles of Witnesses When Company Opens Its Side on Tariffs Rehearing.

For three weeks the Pacific Telephone & Telegraph company has been under fire before the public service commission and this week it will make its defense against the aggregated complaint from all over the state that its rates are too high and its service too low.

Three or four days will be consumed by the company in the presentation of its defense, according to its attorneys, but this estimate is based upon the assumption that the cross questioning will be normal and not long drawn out.

Against these contentions the Pacific company will enter its objections. It has, ready for the fray, James T. Shaw, attorney, engineer, and rate expert, who has an inimitable way about him of getting testimony into the record on his own account, probably because he knows much more about the intricacies of the telephone business than most of his witnesses.

There are also in Portland, subject to call by Shaw, should he so desire, H. D. Pillsbury, vice president and general attorney of the Pacific company from the San Francisco head office; D. F. Pullerton, general superintendent of plant; J. H. Corcoran, general traffic superintendent; N. W. Wilson, rate engineer; C. E. Fleisher, plant engineer, all of San Francisco. Then there are T. Rhodes, chief engineer of the Western Electric company; F. H. Leggett, general manager of telephone sales of the same company, and C. O. Blackthorn, commercial engineer of the Western Electric, all of New York.

In addition to these out of town officials the Pacific company has a staff of experts in attendance upon the hearing, and they are all potential witnesses. They include C. B. Allison, division traffic superintendent; E. J. Tinkham, division plant superintendent; A. E. Bayles, rate engineer; A. V. Crowley, auditor; C. Whitmore, plant engineer, and C. E. Hickman, division commercial superintendent.

TOMLINSON FRIED DEEP
The rehearing has dragged quite a bit, due primarily, to the policy adopted by the commission of permitting every complainant to tell his whole story in his own way, and, secondly, to the existence of a multiplicity of attorneys, representatives of various complaining interests, who have been grouped about Assistant City Attorney Tomlinson.

Tomlinson and his witnesses have gone farther in attack upon the existing rates and the right of the company to maintain them, and more into underlying problems and issues involved in rate adjustment than any of the other petitioners. He has attacked the company in its organization, its financing arrangements, its interlocking and dependency upon the Western Electric company and the American Telephone & Telegraph company, the parent of the Pacific.

Tomlinson has insisted that all of these circumstances have built up the expenses, overloaded the investments, consequently, raised the rates. The out of proportion right of the company will be the main task of Attorney Shaw and his experts, during the company's defense, to tear this fabric of attack apart, if they can.

The city of Portland has contended throughout the proceedings that the Portland rates are too high, are burdensome, unreasonable, and unjust. That has been its main attack. In support of this general contention Tomlinson has attacked the 4 1/2 per cent gross earnings charge levied upon the Pacific company by the American for supposed equipment rental and general service rendered in engineering and administration in general.

WASTE IS RESULT
He has contended that the control of the Pacific company by the American, its gross earnings charges, its insistence that the equipment purchased be made through the Western Electric and inter-connecting transactions and control in general have resulted in inefficiency, waste, and high expenditures for plant investment, and high rates to the public.

Tomlinson also has contended that the Pacific company has operated, and is now installing equipment which is of higher operation and maintenance cost than necessary because this equipment is controlled by the American company and manufactured by the Western Electric, also an American company concern.

HOTEL MEN HAD INXING
He has insisted that the development of four-party residence telephone use, the installation of semi-automatic improved switchboard service equipment, and the redistribution of the tariff load between the heavy users, main line telephones and toll lines on the one hand and the residence users on the other would have much to do with an improved and cheaper service.

In addition to the city of Portland, the Hotel Men's association has presented its grievances, insisting that the hotel rates now in effect are highly discriminatory. Various cities from the state at large have come in with contentions that rates fixed for service within their limits are out of proportion to the value of the service given.

Furner lines and suburban line patrons of the company have come in to insist that unless relief is given them they will be compelled to abandon their lines or discontinue their service.

Warrenton, Milwaukie, Oswego, Oak Grove and other similar communities have appeared in protest against toll charges. Warrenton, Milwaukie, Oswego, Oak Grove and other similar communities have appeared in protest against toll charges.

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Economic Aspects of Disarmament

By FRANK I. COBB, Editor New York World

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IN 1910 David Lloyd George, then chancellor of the exchequer in the Asquith cabinet, estimated that the direct war expenditures of "the countries of the world" were at that time no less than \$2,250,000,000 a year, and were increasing at a rate that would double this sum by 1920. He then predicted that the economic life of the nations could not long endure the strain; and it did not long endure the strain. Within four years Europe was in the midst of the most disastrous war yet recorded in the annals of the human race.

By common consent Germany has been held responsible for this conflict, and this responsibility is formally acknowledged in the treaty of Versailles. But when we say that Germany was responsible, we do not mean that Germany alone created the conditions that brought about the war, and that Germany alone shaped the issues that inspired the appeal to arms. The record of Germany's guilt is, in the main, the record of the Imperial German government in the latter part of July, 1914, after Lord Grey, then British secretary of state for foreign affairs, had made an appeal for a four-power conference, to adjust the situation that had grown out of the assassinations at Sarajevo.

SPEAKING recently in the house of commons, the British prime minister, in referring to the origin of the war, said:

"The more one reads the memoirs and books written in the different countries upon what happened before August 1, 1914, the more one realizes that no one at the head of affairs quite meant war at that stage. It was something towards which they glided, or rather staggered and stumbled, perhaps through folly."

President Wilson was savagely censured in 1916 for a speech in which he said that he did not know just what the war was about, and had never been able to find anybody who could tell him. To his exasperated critics there was no mystery whatever about it. Europe was at war because the Germans were a wicked and depraved folk, who had taken diabolical advantage of the unsuspecting innocence of the Russians, the French and the British. An opinion of that sort does well enough for the temporary purposes of propaganda, but it hardly serves the ends of history; and curiously enough we are still without authentic information as to the final argument that swung the imperial government to one of the most reckless and disastrous decisions in all history. All the German war memoirs, biographies and recollections that have appeared since the war are strangely vague when they arrive at that fateful moment when the sword was thrown into the balance. They do not tell us precisely who was in favor of and who was opposed to war, and what the final argument was that determined the course of the government.

Yet it is possible to piece together certain scraps of information that are available and arrive at a fairly satisfactory conclusion. In order to sustain its enlarged military establishment, the German government had been compelled to impose what was equivalent to a tax on capital. This tax was most burdensome to German commerce and industry under the intensive competition to which they were subjected. Not only were the Social Democrats, the most numerous party in the empire, preparing to resist the renewal of the military estimates, but German business was increasingly restless under its load of taxation. To the junker mind, there was no solution of the problem short of war. To diminish the military establishment was unthinkable. To make the political concessions necessary to appease the Social Democrats and obtain foreign support for the tax program was likewise unthinkable. The overhead had become too great for the imperial system. Then came the murder of the heir-apparent to the throne of Austria-Hungary, and the general staff instantly reverted to the ancient precept of imperialism—not merely German imperialism, but all imperialism with a conscious aim at foreign conquest is the best means of averting a domestic crisis. And so Europe was plunged in blood in consequence of a military panic that had its origin in an economic emergency, which in turn was produced by competitive armament. The Lloyd George prediction of 1920 was fulfilled.

WHEN the chancellor of the exchequer made the speech referred to, the \$2,250,000,000 which the nations were spending every year for past and future wars represented \$50,000,000,000 of wealth, on a basis of 5 per cent. In other words, \$50,000,000,000 of the world's assets were for all practical purposes segregated and devoted to the task of earning income to be devoted exclusively to supporting military adventures of one kind or another.

After a war that cost approximately \$348,000,000,000 in property and production, nobody quite knows the aggregate war budget of the nations. It has been variously estimated at from eight to ten billion dollars a year. If we take the smaller figure and capitalize it at the modest rate of 5 per cent, the amount is \$169,000,000,000—which means that, after extinguishing \$348,000,000,000 of the world's wealth, \$169,000,000,000 of what is left is now set aside to pay the reckoning and make ready for new wars.

It is needless to say that labor and industry cannot carry that burden, and when government attempts to sweat them to that extent, it is defeating the very ends of national defense which it professes to serve. War is no longer a conflict between uniformed forces of professional combatants. It is a conflict of all resources of the belligerents, of whatsoever kind and nature. What ended this war was the overwhelming economic force of the United States. What enabled Germany to fight all Europe to a standstill on two fronts was, not its superior military establishment, but its superior economic system.

The German army was undoubtedly the most perfect military machine ever constructed by the genius of man, but it ditched itself within six weeks after the beginning of the war. All the elaborately contrived plans of the general staff were frustrated at the battle of the Marne, after von Kluck had outmarched his communications. The remainder of the war was a series of desperate attempts on the part of the German high command to adjust itself to conditions that it had never contemplated; and in the end it was the economic collapse of internal Germany which left Ludendorff's armies a defenseless shell. So much for military preparedness at its best and its worst.

While military experts are acrimoniously discussing the lessons of the war, the most important lesson attracts practically no attention on their part. It is the lesson that was demonstrated in its most dramatic form by the American intervention—that is, that economic resources can be easily and quickly translated into military resources; that a sound economic system is the essential element in any extensive military undertaking. But these resources are not interchangeable. Economic energy can be speedily converted into military energy, but military energy is not convertible

into economic energy. Like the radiated heat of the sun, it can never be reassembled and welded into another sun.

THE white man's civilization is an economic civilization. It is sustained by economic supremacy, and by that alone. It is that which has given to the so-called Nordic races their dominion over land and sea. In point of numbers they are inferior to the brown and yellow races. In point of physical courage they are likewise inferior to the Oriental races both torture and death with a resignation and a fatalism that the white man either had never attained or has long ago lost. In ability to endure hardship, to exist on a minimum of nourishment, and to survive in the midst of an evil environment, the swarming millions of Asia are superior to the European or the American. As for intellectual power, dismissing the uses to which that power is applied, the eastern mind has attained a discipline and a subtlety of reasoning that the western mind has never yet achieved. It is the white man's economic accomplishments which have been the magic carpet that transported him everywhere, and the armor that none could penetrate. While this economic supremacy exists, no other race can challenge the white man's civilization. Whenever that supremacy has been weakened, the white man's civilization has been menaced. It is again in peril.

Three great military empires were extinguished in the war, but three great economic empires were wrecked, as well. Russia has been rightly described as an "economic vacuum." Austria-Hungary is practically in ruins; and whether the great German economic machine will ever be permitted to function freely again is still a matter of speculation. We are only beginning to comprehend the terrific impact of the blow that the war dealt to the economic structure of Europe and, from the day the armistice was signed, conditions have grown steadily worse. It must be apparent to anybody who will examine the situation dispassionately that, unless this economic fabric can be speedily restored, modern civilization may slowly disintegrate, to its utter ruin, as preceding civilizations have disintegrated.

Obviously the place to begin the work of reconstruction, so far as the government is concerned, is with the burden of taxation under which all the great nations are groaning. The one point at which an extensive reduction of taxation can be made, which reduction will have an instantaneous economic effect, is military expenditure.

The United States is spending on future wars alone more than the entire net expenses of the federal government five years ago. It is spending as much as the aggregate net earnings of all the railroads of the country in their most prosperous year. Nobody has yet shown wherein there is a shadow of an excuse for this exhausting strain on the nation's economic resources, or what peril or policy of government can warrant such expenditure. To say that it is done for the national defense is silly. The national defense is weakened, not strengthened, by this excessive drain.

OF ALL the nonsense that is talked about preparedness, no other nonsense quite touches the depths of imbecility which are reached by the prattle about nations that are "rich but defenseless." Nations that are rich are not defenseless. They contain in themselves all the elements for defense. They may have been defenseless in times when war was the exclusive business of professional soldiers, but all that has changed. The elements of national defense are now the sum total of all the economic resources of the country, plus all the man power. In time of imminent danger, the mobilization of a thousand chemists might be infinitely more important than the mobilization of a million troops.

The conventional argument that armament is a form of national insurance is one that is not highly impressive in the circumstances. Insurance does not run parallel with competitive armament, and it is with competitive armament that the world is dealing. No property owner feels compelled to take out new policies because a business rival has increased his insurance. Nor does he ever feel impelled to establish a two-policy or three-policy standard in respect to other property owners, or solemnly to announce as a measure of life or death that, come what may, his insurance must equal that of any of his competitors, whether he occupies a fireproof building or not.

Moreover, if a manufacturer devoted 80 per cent of his total income, as the United States government is doing, to paying insurance premiums, his creditors would soon intervene, and his case would also receive the careful attention of an expert alienist. He might be solvent, and he might be sane, but neither his solvency nor his sanity would be taken for granted. What an individual could not do without subjecting himself to court proceedings is what every government is doing in the name of national defense.

No nation can be asked to strip itself of all defense—that is beyond the bounds of reason—but the system of competitive armament has nothing to sustain it except the incompetency of statesmanship. Most wars are made by politicians engaged in capitalizing race prejudices and international rivalries for their own advantage. Wars that spring from the people are few. Indeed, and most of the money that is now spent in preparing for another war among the white races is doubly wasted. If there is such a war during the lifetime of the next generation, on a scale equal to that of the recent war, it makes no difference who triumphs or who is defeated. Victor and vanquished alike will perish in the ruins of the civilization that they have destroyed.

Spending money on competitive armament at this time, under the pretense of providing for national defense, is like drawing blood from a patient who is suffering from pernicious anemia. The disease will not be fatal in itself, but the remedy is sure to be. Whether Europe can recover from the effects of this inconceivably disastrous war is still a debatable question. No person ever reasonably familiar with the situation in which mankind finds itself would venture to predict the general state of civilization five years hence. The issue is still hanging in the balance.

THE old Prussian doctrine of Weltmacht oder Niedergang has taken on aspects that were never dreamed of by Bernhardi or the general staff. It has extended itself to all western civilization—the Weltmacht, or the Niedergang, that must result from economic exhaustion. Collapse is inevitable if the impaired resources of the world are to be steadily depleted by the competition of armament that has been stimulated beyond the wildest dreams of ante-bellum imperialism. Unless the statesmanship of the world can be brought to a realization of the imperative necessity of economic rehabilitation and of the immediate need of sacrificing everything that stands in the way of that rehabilitation, then indeed was the war the Gotterdammerung—the twilight of the white man's gods.

will be an ordinary occurrence if a new type of aircraft which is now going through tests at Crofton field comes up to expectations.

British aviation experts have been concentrating on this type of machine for the past three months, and the utmost secrecy was maintained. Now it is announced that the new type of aircraft is approaching commercial possibilities.

The unique feature of this new type is that it is part airplane and part airship. It is not only able to fly but it is also

DES MOINES CAR TROUBLES COR PERIOD OF YEARS

Abandonment of Service Raises Point of Ability of Busses to Meet Needs, States Griffith.

Discontinuance of streetcar service in Des Moines, Iowa, last week by order of the federal court is being commented on all over the United States in that it is the first time in the history of urban transportation where the courts have ordered service abandoned. The case is a test of the moot question whether, under present conditions, there is any substitute for the regular and adequate service of trolley cars under franchise agreements, and if such substitution lies in the motor bus or so called jitneys.

These are observations of Franklin T. Griffith, president of the Portland Railway, Light & Power company, who points out that the climate reached in the Iowa capital has been caused by a bitter struggle which has gathered momentum for years.

HISTORY OF CASE
A manifest spirit of unfriendliness toward all public utilities now centered on the traction company, has ever been expressed by people and city commissioners of Des Moines. Griffith states that it was increased in 1915 by proceedings were started to determine whether the existing franchise under which the company was operating was a perpetual grant. The court set aside the franchise and after four years of turmoil, in 1916, a new grant was issued. The rate was fixed at 5 cents. At the time the franchise was granted the property of the company was valued at \$100,000 and an expenditure of \$1,500,000 for rehabilitation and extensions.

"Over \$2,500,000 was expended by the company on improvements soon after the improvement program went into effect," Griffith said. "In 1916 a basic wage of 10 cents an hour was paid to employees. It was increased in 1918 by a wage board of arbitration. A request for an increased fare was refused the company in 1918 despite the showing that the company was losing \$300,000 yearly."

SERVICE IS REDUCED
"The receiver asked the court to determine whether the 1916 franchise was valid since the 5 cent fare was putting the company out of business. The court ruled that if the company could not operate and give adequate service the service should be reduced. The service was reduced and the city promised that a 'contract was a contract' and had to be lived up to no matter what happened to either company or the public."

"Demands for a wage increase to 90 cents were awarded by an increase from 84 cents to 70 cents. The courts temporarily placed the fare at 6 cents. The employees demanded that the court fix a rate of fare which would provide sufficient revenue for the company to satisfy the men's claims."

FARE CLAUSE INVALID
Judge Wade held the fare clause in the 1916 franchise invalid. He took his opinion on the decision of the supreme court of Iowa in the so-called Ottumwa case, which held that the municipality could not fix the price of utility service or enforce operation of a utility at a rate which would provide confiscatory."

"Three special masters later appointed by the court as a last measure to save the situation decided that a 40 per cent increase in service was necessary and an 8 cent fare would have to be charged. The city asked that the fare rate be set aside but that the service increase be retained. The case is still up on appeal."

"Reports from Des Moines indicate that a motor bus association is trying to take the place of the trolley service."

SAYS BUSES FAIL
An official of the American Electric Railway association is quoted by Griffith as making the jitneys and busses as follows:

"No bus system has yet been able to provide adequate service at rates comparable to the street railways for all parts of any American city. A street railway, operating on a uniform fare, loses on a majority of its lines and without the short haul business cannot support its losses on the long hauls. What its business is confined to long hauls it quickly becomes bankrupt. Those most seriously affected in Des Moines will be the former patrons of the long and unprofitable lines."

LAND CASE APPEAL WINS
Washington, Aug. 6.—The interior department board of appeals has reversed the decision of the commissioner of the general land office in the case of the state of Oregon against James L. Reed and others, involving the state's swamp land claim to Horseshoe island in the Columbia river. The decision sustains Reed and holds the land not of swamp land character. It also sustains the original decision by the surveyor general, who was reversed by the general land office commissioner.

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It Is a Phenomenal Purchase and Sale of 2000 Pairs of Corsets

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95c, \$1.95, \$2.95 and \$3.95 Pair

All Sizes from 19 to 36 at 95c, \$1.95, \$2.95 and \$3.95 Pair

\$2.98 For a Splendid Lot of Women's Red Check Cotton Dresses

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20% Discount on Our Entire Stock Women's Plush Coats

Both Plain and Fur Trimmed Styles—All Sizes

Porosknit Union Suits For Men at 95c

Chalmer's Porosknit Union Suits in short and long sleeve styles, in ankle or knee length.

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Bib Overalls in 240 blue denim with high suspender back and six pockets. Union made.

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PHOENIX SILK HOSE

We have just received a splendid new stock of these celebrated stockings and are now prepared to supply your needs at new low prices. All sizes and styles in the popular new and staple colors as well as black and white are now shown. We suggest immediate selection while the assortments are at their best. Here are six leading numbers:

\$1.45 pair—Phoenix Pure Silk Hose, made seamed back, seamless foot, reinforced lisle heel and toe and lisle garter hem. Colors are black, white, Havana brown, Russia calf, Argonne, silver and gray.

\$1.10 pair—Phoenix Silk Hose, made seamed back, seamless foot, reinforced lisle heel and toe, lisle top and wide garter hem. Colors are black, white, Havana brown, Russian calf, Argonne, silver and gray.

\$2.35 pair—Phoenix full fashioned pure Silk Hose, made with reinforced lisle sole, heel and toe; also lisle garter hem. Colors are black and Havana brown.

\$1.45 pair—Phoenix Pure Silk Hose with rib top, seamed back, seamless foot, reinforced lisle heel and toe and top. Black and Havana brown.

\$2.35 pair—Phoenix full fashioned out-size Pure Silk Hose, made full fashioned with reinforced lisle sole, heel and toe, lisle top and wide garter hem. Colors black and Havana brown.

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38 Inch Baronette Satins in black, white, and the popular sport colors—a most exceptional value at this great price reduction.

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36 Inch Printed Foulards

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Huck Towels—19x38 Inches—This Sale at 25c
Turkish Towels—15x31 Inches—Priced at 18c
Turkish Towels—17x34 Inches—Priced at 23c
Turkish Towels—19x38 Inches—Priced at 29c
Turkish Towels—19x41 In.—Priced at 33 1/2c
Turkish Towels—22x44 Inches—Priced at 48c
Turkish Towels—23x46 Inches—Priced at 69c

Unbleached Sheets 98c Each

Another shipment of Unbleached Sheets, 80x90 inches. They are of extra heavy quality and exceptional values at 98c.

Pillow Slips 25c Each

They come 42x36 inches and match the above sheets.

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