

12th annual Clearance Sale

Begins Saturday Morning, January 4th.

AT 8:00 O'CLOCK.

DRY GOODS

	CLEARANCE SALE PRICE
36-inch Good Unbleached Muslin, 16 yards for \$1.	20 yards for \$1.00
45-inch Good Unbleached Pillow Case Muslin, 7 yards for \$1.	9 yards for 1.00
72-inch Good Unbleached Sheeting, 22c per yard.	18c per yard
36-inch Good Bleached Muslin, 16 yards for \$1.	22 yards for 1.00
45-inch Good Bleached Muslin, 6 yards for \$1.	8 yards for 1.00
72-inch Sheeting, 24c per yard.	19c per yard
Outing Flannel, 5c per yard.	4c per yard
Outing Flannel, 12 yards for \$1.	15 yards for 1.00
Fleece Piques, 12 1/2c per yard.	8 1/2c per yard
5c Gingham.	4c per yard
6 1/2c Gingham, best for the money.	5c per yard
10c Shirtings.	8 1/2c per yard
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Jeans for Pants and Boys Clothing, 14c per yard.	10c per yard
12 1/2c Flannelette.	8 1/2c per yard
7c Flannelette.	5c per yard
36-inch Cotton Waistings, 15c per yard.	11c per yard
20c Teasel Down.	15c per yard
32-inch India Cashmere, 12 1/2c per yard.	7c per yard
36-inch Percales, 8 1/2c per yard.	5c per yard
Eider Down, 39c per yard.	28c per yard
Eider Down, 45c per yard.	33c per yard

WRAPPERS—In calicos, percales and flannelettes ranging in size from 32 to 44 and in price from 50c to \$2.00 and every one of them at a reduction.

OUTING FLANNEL NIGHT
GOWNS and Eider Down Dressing
Sagues all at Clearance Sale Prices

PETTICOATS of Silk, Satin, merino, mercerized, pleated, ruffled, in price from 90c to \$15.00. Reduction on all from 10 to 25 per cent.

GREAT SLAUGHTER of Dress Trimmings. All new stuff at prices that you never heard of before.

QUILTS and BLANKETS—On the Quilts a reduction of 20 per cent and the Blankets, right in the face of a raising market, a reduction of 10 per cent.

TABLE LINEN, Napkins and Crashes all get the knife during the Clearance Sale. No matter how LOW the price was they will be LOWER during this great clearance sale. The discount will vary from 15 to 33 1/2 per cent. Towels will receive the same cut.

DRESS GOODS

	CLEARANCE SALE PRICE
12 1/2c Fancy mixed Dress Goods, 30 inches wide.	9c per yard
25c Black Figured, 36 inches wide.	16c per yard
35c Black Figured, 42 inches wide.	19c per yard
50c Black Figured, 38 inches wide.	27c per yard
75c Black Figured, 42 inches wide.	38c per yard
35c All Wool Henrietta and Serge, 36 inches wide.	22c per yard
60c All Wool Serge, 46 inches wide.	38c per yard
35c Wave Chiviot, 42 inches wide.	22c per yard
35c All Wool Ladies' Cloth, 36 inches wide.	28c per yard
50c All Wool Ladies' Cloth, 52 inches wide.	38c per yard
35c Wool Plaid, in bright colors, 36 inches wide.	22c per yard
1.35 Wool Golf Skirting, 56 inches wide.	1.10 per yard
78c All Wool Imported French Flannel.	52c per yard
85c All Wool Imported French Flannel.	58c per yard
69c All Wool Veyella Cloth.	48c per yard
45c All Wool Imported French Flannel.	35c per yard

SILKS AND VELVETS.

35c India Silk, 20-inch.	22c per yard
50c India Silk, Taffeta Finished, 24-inch.	38c per yard
75c Changeable Taffeta, 20-inch.	48c per yard
75c Black Taffeta, 20-inch.	62c per yard
50c Velveteens in all shades and black	42c per yard
\$1.00, \$1.25, \$1.50, \$2.00 Velvets reduced in proportion.	

The Peoples Warehouse

Agents Butterick's Patterns.



FRIDAY, JANUARY 3, 1902.

A VISIT TO IOWA.

Charles Chapman of McKay Creek Speaks of his Trip.

Charles Chapman, the well-known McKay creek vegetable grower, and who owns one of the best cultivated and developed farms in the county, was in town Thursday. Mr. Chapman and wife, Miss Ethel and Carl Chapman have recently returned from a visit to Mr. Chapman's old home in Iowa. This is the first visit since he left there sixteen years ago. He visited Des Moines, Polk, Cheater and Jasper counties, Iowa, and spent a short time in Denver, Colorado. Mr. Chapman's father is still living, though very feeble, being in his 86th year.

Mr. Chapman says he found conditions in that part of the country favorable, even better than they were when he left there sixteen years ago. The farmers are prospering, particularly those who own land. Farm lands have very high valuation and are in great demand. During 1901 there was a good market for every product of the farm and great prosperity was the result. Notwithstanding the good conditions there is a wide spread interest in the Pacific coast and many are talking of coming to Oregon, some even preparing to do so. Mr. Chapman says labor is cheap back there and there is no lack of efficient help at very low wages. He thinks that "good literature about this section" could be circulated with great advantage in that section. He advises that a quantity of it be circulated and thinks it would be the means of attracting a number of desirable settlers to Umatilla county.

Both Mr. and Mrs. Chapman express themselves as having no desire to live back there. They prefer Oregon and really were homesick while away, although the hospitality they received was unlimited and they met with kindness everywhere. But "it is not like the west," as Charlie expressed it. Mr. Chapman added to his averdups 20 pounds while visiting his relatives and friends and "ate good things until he was tired." He returned rested and surfeited and the Chapman home on McKay creek is a regular advertising bureau for Umatilla county and Oregon.

Shipping Troubles at Portland.

The correspondence between the executive office at Salem and the department of state, Washington, D. C. concerning the troubles encountered

by shippers at the port of Portland, was given out Wednesday. That part of the correspondence embodying the complaints of France and Germany, together with a letter of transmittal, was forwarded to District Attorney George E. Chamberlain at Portland. In his communication the governor urges the district attorney and other law officers of Mc-nomah county to exert themselves in the interest of northwest commerce and to the end that the good faith of Oregon in carrying out the terms of treaties between those countries and the United States may not be questioned.

NAVIGABLE WATERS.

In the Snake and Columbia Rivers There is 529 Miles of It.

Between the mouth of the Columbia river and Priest Rapids, an obstruction in the stream northwestward of North Yakima, Wash., there are 384 miles of navigable water. From the mouth of the Snake to Wild Goose Rapids, near Asotin, Wash., is another stretch of 145 miles of navigable water. Small steamers go a few miles further up the Snake in favorable seasons, and it is possible to navigate the Clearwater for a distance of about 20 miles above Lewiston, Idaho, where that river joins the Snake, but steamboating there is not deemed ordinarily practicable, on account of the swift current. Above Priest Rapids, in the state of Washington, small steamers ply on the Columbia for short stretches. But there are 529 miles of channel in the Columbia and Snake rivers navigable a part of the year for steamers drawing 3 1/2 feet of water or more. The only obstruction to continuous navigation for that entire distance is in the Columbia between The Dalles and Celilo. These distances are given in reports of United States engineers, and may therefore be relied upon as entirely within bounds.

The Capsizing of the Asia.

The disaster to the French bark Asia at Portland, where she turned turtle at the dock, the fifth of a similar nature to happen in a Pacific coast port within the past 15 years. Two have happened in Portland harbor, two in San Francisco harbor, and one on Puget Sound. Many lives were lost in the two accidents at San Francisco, and the entire crew of the Adeline went down with the ship when she careened and sank in Tacoma harbor two years ago. In San Francisco the British ships Earl Dunraven and Blairmore both capsized in the harbor, over a dozen men losing their lives in the holds of the vessels. Both of the ships were subsequently raised and are still sailing the seas.

LATE CENSUS STATISTICS.

Capitalization of Corporations are Reported to the Bureau.

Census statistics made public in the past few days on industrial combinations show a total authorized capitalization May 21, 1900, for the 182 corporations reported of \$5,607,639,209, and the capital stock issued \$3,985,200,688. Of this the total authorized capital includes \$270,137,250 in bonds, \$1,259,549,900 in preferred stock and \$2,077,871,959 in common stock. The capital stock issued comprises \$216,412,759 in bonds, \$1,096,525,967 in preferred stock and \$1,802,262,146 common stock.

The total value of all the products of the combinations reported is \$1,951,295,364, and subtracting the value of the products of the hand trades, or the mechanic and neighborhood industries, which amounts to \$1,216,165,160, the products of the industrial combinations in 1900 is found to be equivalent to over 20 per cent of the total gross products of the manufacturing industries of the country, as they existed in 1890.

The 182 corporations reported employed an average of 329,192 wage-earners, receiving \$194,549,715 in wages. Employment was also given to 24,585 salaried officers, clerks, etc., receiving a total of \$32,353,678 in salaries.

Miscellaneous expense of these combinations aggregated \$15,451,977. Total cost of material used was \$1,085,083,827. The gross value of products, less the value of the material purchased in partly manufactured form, gives the net or true value of products of these combinations as \$1,951,981,584.

Of all these industrial combinations 63 were organized prior to 1897 and in the years 1897, 1898, 1899 and prior to June 30, 1900, there were organized 7, 29, 79 and 13 corporations, respectively. Over 50 per cent of the total number of such corporations were chartered during the 18 months from January 1, 1899 to June 30, 1900.

The statistics of industrial combinations exclude all corporations manufacturing and distributing gas and electric light and power. It being impossible to trace all of the latter and they do not generally possess the same economic significance.

The returns show that the iron and steel industry is at the head of the list, with a gross production of \$508,626,482, which is more than double the value of the product of any other group, except food and kindred products, and represents nearly one-third of the total gross value of products of all the industrial combinations.

Turkeys, ducks, chickens and geese, selected fowls, at R. Martin's.

BANDMASTER INNIS ACCUSES CORBETT OF SUPPLANTING HIM IN HIS WIFE'S AFFECTION



Co-respondent in a divorce suit is the new role in which James J. Corbett, ex-champion pugilist, actor and monologist, now figures. F. N. Innis, the famous bandmaster, accuses his beautiful wife, Georgie, of infidelity, naming the fighter as her partner. The trial promises to be sensational.

DOGS AND COYOTE FIGHT.

Witnessed by a Horseman South of Pendleton.

The following story is from the pen of the Portland Telegram's Pendleton correspondent:

A battle between a huge coyote and a splendid pair of thoroughbred greyhounds was witnessed some distance south of here a couple of days ago. The coyote won. Usually in such cases the coyote takes losing money.

Followed at some distance by a horseman, owner of the hounds, these two dogs started their intended victim from behind a rock and took after him at close range. Over hills and

wooden boulders the chase went, the bank, powerful coyote keeping well ahead, despite the greyhound's speed. Finally the fugitive ran around a rock into a depression in the hillside where he could not get out. He made a stand.

As the first hound made a leap to bite him, the coyote ducked, there was a flash of yellow and hound number one lay bleeding behind with his throat horribly torn.

The second, undaunted, followed, but before he could get a mouthful, was thrown clear over the coyote with part of his left fore foot bitten off. He, too, was crippled. Both struggled to follow the coyote as he

leisurely drifted around the hill a gulch, but were unable. Their ter helped them home.

George Hayler Goes Up.

George W. Hayler has been appointed general assistant passenger agent of the Lackawanna railroad. In the past two years Mr. Hayler occupied the position of chief general agent of the O. R. & N. Y. road. Mr. Hayler was district passenger agent of the C. H. & D. at St. Louis and was a resident of that land before going east.