BIG LUMBER FLEET

Thirty-Eight Carriers on Spot or En Route.

CAPACITY IS 27,000,000 FEET

Greater Part of the Business is With Coastwise Ports-Three Frisco Liners Reach Port Yesterday.

TO PICK A NATIONAL ORATOR. State Universities Urged to Enter

Competition Contest.

UNIVERSITY OF ORMGON, Eugene, Jan. 10.—(Special.)—President P. L. Camp-bell is in receipt of a letter from Professor Edward C. Hayes, of the University of Miami, Oxford, O., regarding the estab-lishment of an oratorical contest between

inhment of an oratorical contest between the American state universities which is to culminate in a final contest to be held in the Hall of Congress at the World's Exposition at St. Louis. Mr. Hayes is chairman of the committee arranging for

plan to establish the National ora-

ing power of each individual.

President Campbell is heartly in sympathy with the movement and is mapping out an effort to arrange that the interstate oratorical contest, to be held between the Universities of Oregon, Washington and Idaho, this Spring, may share as the contest to choose an orator to represent these three states in the great contest which is to be held in St. Louis during the World's Exposition.

The members of the executive commit-tee of the St. Louis Exposition are in sympathy with the movement, and have

stated that they would present the win-ner of America's orators with a handsome

Rich Showing in Bohemia. COTTAGE GROVE, Or., Jan. 10 .- (Spe

ing the World's Exposition.

The ocean lumber trade out of Portland and Columbia River points, which last year broke all previous records, this year to make last year's business em small by comparison. There is now en route. listed and in port for lumberinading, a fleet of 25 versels, with a carrying capacity of 27,000,000 feet of lumber. few of these vessels are coasting steamers, which are given such quick atch that they frequently make two and three trips every month and their departures are followed by the addition to the en route or in port list of others which are being added almost daily. Four of the fleet in port, exclusive of the Italian ship Ninfa, which cleared Saturday, are for foreign ports, and the reminder go constwise. The en route fleet has two and possibly three vessels under for the coastwise ports. The fleet en route and chartered for Portland and the Cosumbla River comprises 22 vessels with a carrying capacity of 15,000,000 feet, as fol-

	apacity,
Vernel.	French.
Mabel Gale	900,000
Aberdeen	250 NW
Apreila	
Challenger	250,000
Chimmen comes	920,500
Commerce	200,000
Irene	560,900
Coryphene	550,000
E. B. Jackson	900,000
G. C. Perkins	500,000
Gienner	
G. C. Lindauer	250,000
Katle Flickinger	600,500
Jan. A. Garneld	400,000
Novelty	750,900
Matthew Turner	7,000,000
Reho	1950,000
Gardiner City	650,00
Henry Wilson	600,000
Tribles	900,00
Viking	300,000
W. F. Jewett	1900,008
W. F. Garius	450,00
W. F. GERIUS	1,250,00

The fleet in the river, some of which have just completed their cargoes, is as Capacity,

vensel. A. F. Coats. Alvena Alvena Annie E. Smale. Forester Despatch Hadyn Brown Gleswinle Georginia Laura Madsen Melrose R. W. Bartlett Salvator T. P. Emigh Glenesslin Volunteer	550,000 500,000 350,000 1,000,000 200,000 700,000 1,200,000 1,500,000
Carried Street, Street	

The amount of cargo carried is esti-The amount of cargo carried is estimated from previous cargoes that have been taken from this port or from some other river ports below Portland, as nearly all of the vessels en route or in port have made previous trips to this city. The Glenessith is the only vessel in the feet not under the American flag. She is a Brititsh vessel, and loads for South Africa. The Annie E. Smale, Forseter and Georginia, are loading for the center and Georginia are loading for the Orient. With the exception of the T. P. Emigh, which is not being loaded by resular stevedores, and is accordingly making-slow progress, and the Meirose that was detained by low water at Vancouver, none of the lumber craft have been in port 20 days.

FEW BALLAST SHIPS.

Cargo Tonnage En Route to Portland Is Greater Than Ever.

Previous to the charter of the Magda-lene and the Vercingetorix to come to Portland from San Francisco to load wheat, the list of grain tonnage on route included not a single ballast ship. This is the first time at a similar period since the grain exporting business of the port began that such conditions have existed. began that such conditions have existed. The strange situation is due to the exceedingly low freights, which will not admit of any vessel but a bounty-fed Frenchman sailing around in ballast. There are 17 cargo ships of something overe 50,000 tons' carrying capacity listed to arrive, the latest addition to the list being the Carnervan Bay, which is to load at Hamburg for Portland in Girvin & Eyre's line. She comes by way of Poet number of cargo ships are nearly due

at Portland and the southwester which has been blowing off the mouth of the river for the just two days will probably fan some of them up in reach of the tugboats.

THREE 'FRISCO STEAMERS.

Columbia, Aberdeen and G. C. Lin-

dauer Have Arrived From Bay City. Three San Francisco liners arrived in at Astoria yesterday morning and reached Portland last evening. The old reliable Columbia, which is here on a farewell trip until her annual overhauling is com-pleted, crossed in at 7:30 yesterday morning, a southwest gale and rough bar hav ing no effect on her. She was followed by the Aberdeen, which has been akat-ing around off the mouth of the river stnee Friday night. The Aberdeen crossed in about noon and was followed by the steamer G. C. Lindauer. The outbound steamer Despatch crossed out at 4 o'clock, but the Alliance was not anxious to buck into the gale that was raging outside, a lay snug at Astoria waiting for the wind to shift. The Alliance has a number of passengers aboard for Coos Bay, but the Despatch had no passengers. With the exception of the arrival of the three steamers, matters were quiet along the river. The Ninfa, lumber-inden, arrived down and, as there was nothing else to move, the Harvest Queen returned light

Aberdeen at Marshfield.

MARSHPIELD, Or., Jan. 8 .- (Special.)-The steamer Aberdeen arrived from San Francisco last night and sailed for Port-land this afternoon with a small cargo and the following passengers: H. Karn, Prank Hampton, William Hampton, Will-iam Barkess and wife, A. E. Gelett, C. E. Robinson, T. E. Wyman and four through

Silk on the Indrasamha.

The Portland & Asiatic liner linersamha left Yokohama for this city Thursday evening and is due here on the 18th. She will not call at Victoria on the way. The Indrasamha brings a full cargo, the line of which is a conmost important item of which is a con-signment of silk valued at over \$1,000,000. Two thousand tons of hemp and jute from Manila are also on board.

Domestic and Foreign Ports. ASTORIA, Jan. 10.-Arrived at 7:30 A. M. and left up at 11:15 A. M.-Steamer Columbia.

PLANING MILE IS BURNED

STRONG SUSPICION THAT INCEN-DIARY STARTED FIRE.

Are Calculating Profits, Mill Bursts Into Blaze.

The plan to establish the National ora-torical contest is to organize a general oratorical league, to include as large a number as possible of the American state universities and to be composed of district leagues, the state universities within each geographical district to hold an annual competition, and the victors in these dis-trict contests to meet in an annual Na-tions competition. Was saved.

E. A. Melton recently bought into the firm, and together with his brother was counting up the dividends of the partnership. As to insurance they are afruid that the policies for \$300 which they carried upon the plant have lapsed.

The mill had been shut down since Saturday exercises and no fire had been also the partnership.

> A few months ago, boys or a malicious incendiary set fire to the lumber yard. This blaze did little damage, and it seems that, thwarted by the owner's watchfulon the first occasion, the enemy

Had there been any wind blowing, greater damage would have occurred. As it was, the fire was confined to the mili itself. The lumber, piled in heaps about it, was soggy with the rains and burned but

was soggy with the rains and burned but slowly.

The Melton brothers stood in front of their mill and watched it burn to the ground. J. A. Melton said:

"It is mighty strange that I should have two fires in my mill in a few months. It must have been set on fire. There has been no fire in the building for over 24 hours and the back of the shop where my brother first discovered the blaze has no electric wires. In one moment everything seemed to be on fire at once, and we could not save a thing. My brother and I were just forming a partnership in the business and we were figuring up the value of the mill when the fire broke out. We had not finished, so I can not tell you the exact loss, but it was at least \$15,000.

"It was peculiar that we should just be figuring the value when it burned down," he continued, "and only just the other day we had some sort of a notice from the insurance company, but I don't know whether the insurance had run out or not. I did not pay mu'n attention."

ALBANY, Or., Jan. 10.-(Special.)-Arrangements are completed for making marangements are completed for making ma-terial improvements to the Albany Arm-ory. The place was used as an opera-house for some time after the destruction of the Albany Opera-Houss by fire some years ago, and the old stage, etc., remains

from San Francisco. Arrived at 11:55 A. M. and left up at 2:30 P. M.—Steamer Aberdoam, from San Francisco. Arrived at 2 P. M. and left up at 3 P. M.—Steamer G. C. Lindauer, from San Francisco. Arrived down at 5:45 P. M.—Italian stip Ninfs. Sailed at 4 P. M.—Steamer Despatch, for San Francisco. Arrived at 4:16 P. M.—Barkentine Gleaner, from San Francisco. Steamer Alliance started out at 4:30 P. M., but put back on account of bad weather. Condition of the bar at 5 P. M., rough; wind southwest; weather cloudy. San Francisco, Jan. 16.—Arrived—Steamer Wyeffeld, from Nanaime. Sailed—Schooner C., Hill, for Tillamock; schooner Ivy, for Coos Bay; schooner Rescute, for Pairbaven; schooner Advant, for Coos Bay; schooner Acquat, for Coos Bay; schooner Acquat for Coos Bay; schooner Acquat for Coos Bay; schooner Alcalde, for Port Blakeley; steamer Casrina, for Coos Bay; steamer Empire, for Coos Bay; schooner Alcalde, for Gray's Harbor. Boston, Jan. 10.—Arrived—Romantic, from Liverpool and Queenstown.

While John A. Melton and Brother

Sitting in their homes calculating the profits of the past year, last evening, John A. Melton and his brother and part-ner, Elmer A. Melton, saw their chief possession, the plant of the J. A. Melton possession, the plant of the J. A. Melton Manufacturing Company, burst into flames by the hand of an incendiary. The two-story planing mill and moulding fac-tory, valued at \$15,000, was totally de-

The mill is situated at Sacramento and East Seventh streets. Fire was discovered in the moulding department at the back of the mill a few minutes before 10 o'clock. of the mill a few minutes before 10 o'clock, I. A. Meiton was one of the first to see the blaze. Before the only engine to respond to the alarm from box 215 could get a stream of water upon the fire, the flames had spread so rapidly that all hope of saving the plant was abandoned.

The residence of the owners is but a dozen steps from the mill. Powerless to do anything to stop the spread of the fire, they saw their mill destroyed, and saw the firemen turn the streams of water upon the house in which they lived. This was saved.

trict contests to meet in an annual National competition.

The idea of the proposed league, aside from enlisting National interest in oratory and debate, is to change the method of contesting for cratorical honors. Instead of having a carefully prepared address upon a definite subject, as is the case in a majority of the state and interstate contests, a general subject will be given. This general or broad subject is to be subdivided into numerous subjects, and the individual contestants will be obliged to acquaint themselves with the main subject, not knowing what definite phase they will be assigned to speak upon until the short limit of four hours before the contest finally is to be held. The object of this kind of oratory is to avoid the repeating of a studied oration in a mechanical fashion, with the idea in view of testing the real eloquence and the thinking power of each individual.

President Campbell is heartly in sympactic with the movement and transpired to restore the contest finally and the short limit of the property of the state urday evening and no fire had been allowed since then. Ten minutes before the fire broke out, the mill had been inspected

had again set his flaming torch to the

cial.)—Phil Spong, who owns a cialm near the Ridge Hotel, Bohemia, has just re-turned, having finished his annual assess-ment for 1902. He says he uncovered an or not. I did not pay mu attention."
The mill was built two years ago and employed about 15 men. 18-foot ledge that contains solid ore the entire width. Over half of the width of the ore body is free-milling and the rest is base. He says gold can be seen in lots of

base. He says gold can be seen in lots of the ore, and brought in a number of free-gold samples to certify this assertion. The tunnel on this claim is in only 30 feet, and the ore body is the largest yet found in the entire district. The Ridge Hotel is about four miles from Bohemia proper, on the old Noonday wagon road. There are hundreds of locations in this immediate vicinity, and many properties have shown good pay values. The country is very rough and steep in the building, thereby depriving the militia boys of considerable valuable room. This will be removed, and the dressing and property-rooms will be tornout and rebuilt. The country is very rough and steep and is covered with as fine forests of tim-ber as have ever been seen on the Pacific Coast.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy,

Mrs. Winslow's Scothing Syrup, for children
teething, It soothes the child, softens the gums,

allays all pain, cures wind colic and diarrhose. When you feel bad, take Hood's Sar-saparilla. It will make you decidedly better.

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From the Northwest.

Sailed	Name.	Flag and rig.	Master,	From.	Days out.	Con- signees.
Nov. 14 Nov. 14 Dec. 6 Sept. 15 June 27 Dec. 16 Sept. 15 July 12 Oct. 15 Oct. 12 Jan. 2	Beacon Rock Cian Mackensie Cromartyshire Elfrieda	Fr. bark Br. ship Br. ship Br. ship Ger. ship Ger. ship Aus, ship Br. bark Br. bark Fr. bark Fr. bark Fr. bark Br. bark Br. bark Br. ship Br. bark Br. ship Ger. bark Br. ship Ger. bark Br. ship Fr. ship Fr. ship Fr. ship	Le Roux Hughes McMahon Nichol Ditth.er Wilms Bodfnis Parker Lamont Le Toma Haumon Turbet Donnierre Roux Garrick Parzy Geiffith Brunings Davignon	1471 Antwerp 1189 Antwerp 1606 Antwerp 1452 Newcastle 1609 Rotterdam 1782 Antwerp 1452 Newcastle, E. 1269 Hamburg 1477 Antwerp 1478 Antwerp 1768 Antwerp 1769 Antwerp 1769 Antwerp 1769 Shields 1769 Hamburg 1772 Ann Fran 1769 San Fran 1769 San Fran	43 71 58 66 114 122 27 114 122 86 91 9	Balfour Taylor Girvin Girvin Meyer Meyer Balfour Meyer Taylor

Total tonnage en route and listed, 34,330,

GRAIN TONNAGE IN THE RIVER								
Arrived.	Name.	Flag	Master.	Tons	From.	Agents or Charterers.	Berth,	
Dec. Aug. Dec. Dec. Dec.	1 East African E Red Rock Il Angulos Il Andorinha E Cressington	Br. bark Br. ship Br. ship Br. bark It. ship	Johnson Porter Fulton Nichols Pellegro	1644 1704 3187	Newcastle Newcastle San Fran. San Fran. P.L.Angeles	Kerr Disengaged P.F.M.Co. Balfour Disengaged	M'tg'm'y2 Banfield Flour Mill Oceanic Col. 1	

Total tonnage in port, 11,176.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Salled	Name.	Flag and rig.	Master.	From.	Ds Con- signees.
Dec. 11 Oct. 16 Nov. 19 June 14 Dec. 21 April 27	Artemis Barcore Celtic Monarch Grenada Hougoment Lucipara Marguerrite Dollfus Netheby Octavia Olivebank Thirunere Oranasia Ventura Bertia Marie	Br. ship Br. ship Br. bark Br. bark Br. bark Fr. bark Br. ship	Mehring McHutcheon Lewis Elston Lowe Witt Sautrel Chellew Brichwalt Henderson Rascellf Greig Rehburg Heineke Monmolne	1256 St. Rosalis 2041 Antwerp 1352 Rotterdam 1106 Mollendo 2251 Laverpool 1279 Newcastle, E. 1559 Hull 1409 Honolulu 2252 P. L. Angeles 2647 San. Fran. 1555 Antwerp 1551 Newcastle, E. 2513 Antwerp 1551 Newcastle, E. 2513 Antwerp 1551 Newcastle, E. 2513 Antwerp 1706 Cardiff	113 31 57 50 20 20 20 20 20 20 10 10 10 10 10 10 10 10 10 10 10 10 10

Total tonnage en route and listed, 29,838.

GRAIN TONNAGE ON PUGET SOUND

	-	ara roa	HAGE ON	rue	SE SOUND		
Arrived.	Name.	Flagr and rig.	Master,	Tons	From.	Agents or Charterers.	Berth.
Sept. B July Si Nov. B Nov. B Nov. S June I Nov. 1 Sept. H Dec. i Dec. 1	Crompton Dunfermline Dunstaffnage Ecuador Eugenle Fautrel Fortevolt Lamorna Masambique Gamaritan Col V.de Maureli H.Adolf Wilkonmen	Br. ship Br. ship Br. lerk Ger. bark Fr. bark br. bark Br. ship Br. bark Fr. bark Br. ship Ger. ship Ger. ship	Hume Woodward Forbes Dieckmann Le Huede Kidd Creighton McCrone Dexter Quiemper Schlopman Freeze	2773 2129 2140 1706 2160 2160 2160 11700 11700	London Shanghai Hiogo Cardiff Hamburg Antwerp Greenock Cardiff Yekohama Pt. Elinab'th P. L. Angeles Hamburg	Disengaged Disengaged Lisengaged Disengaged Disengaged Disengaged Disengaged Disengaged Disengaged Disengaged Disengaged	Pt. Tw'd Tacoma Tacoma Victoria Pt. Tw'd Tacoma Tacoma Seattle

Total tonnage in port, 34,968.

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Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct pixinly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to arrangers or transtent visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transtent." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please siste date on which they were advertised, January 11. They will be charged for at the

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Adama, A L
Alton, B P
Alverson, O R
Bacheller, N
Balley, V D
Beckley, J H
Bees, R
Berggnesa, W
Benson, Anders
Berry, A J
Berry, Le Roy
Birchler, Bend
Blakely, Harry
Bloomfield, I
Boyer, J E

Riaksif, Harry
Blooms-id, I
Boyer, JE
Bryant, Arthur F
Bradford, Clement
W-2
Brndford, Parsons
Broady, J W
Brooks, Charles W
Brooks, Charles W
Brown, George
Brown, G M
Brown, G M
Brown, W B
Burder, George
Brown, W B
Burder, George
Burgess, Richard
Burgoyne, Fred
Burgoyne, Fred
Burgoyne, Fred
Callon, George
Campbell, T E
Carl, M
Carter, H C
Church, M C
Chase, Fred
Christian, F L
Clair, George
Clafin, A L
Clarberg, N P
Clark, J F Mather, L. C. Meadow, Moss Miller, F. Miller, Henry Miller, Harvey V. Miller, Ray Moen, Cari Montgomery, J. Moore, B. K. Moore, F. H. Moor, William Moran, J. Morgan, P. A. Moyer, Hugo Meyora, J. Mr. J. Morgan, P. A. Moyer, John I. Myers, Jim Nicholson, Charles E. Noble, John Mayer, G. E. Noble, John Northwest Register Co.

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Clark, J F.
Clark, J F.
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Craig, James
Crone, M D.
Crosby, George
Danielson, M D.
Crosby, George
Davis, Charles-2
Davia, J
Delain, Harry
Demming, J 8-2
De Lettis, Lazsett
Dickson, Fred
Dickson, Harry
Dickson, Harry
Dickson, Harry
Dickson, Harry N W Watch & Jowolry Co N W Tolescope Co Olsen, Mr ickson, Fred ickson, Harry ickson, James illey, C ormody, James uncan, Robert

city Co
Olsen, Mr
Ord, Master Clayton
Ord, Master Clayton
Orgood, George
O'Connell, Mark
Paullin, C F
Palmer, Clarence A
Parker, George
Patillo, M J
Paterson & Co, D O
Persyn, George
Persons, Archie
Peterson, H R
Phillips, F H
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Refining Corp., Ltd.
Potts, O F
Power, J J
Frantice, Whit
Preston, William
Guesmberry, P J
Rapp, George
Rattigky, J F
Randail, James A
Reskusich, Mailj
Ras, E J F
Rider, Abnurn
Riggs, Fred
Rohman, Theodor
Romans, Lucy
Roy, Claud
Rutjes, Paul
Ryan, T C
Savage, John
Sabnilness, August Duncan, Robert
Earll, Frank
Edwards, M R
Egan, T P
Ellis, R A
Farquinar, R
Fervang, Nils Matiase
Pelitus, William
Pennis, Joseph
Freguson, Harry
Perguson, Thomas B
Fields, Jason
Ford, Estrails
Fields, Jason
Vinley, J A
Jieming & Schindler
Tlower, L P
Tord, Howard C

savage, John
Sabninen, August
Sasiak, J A
Sawdon, S W
Saries, Mim Adels
Sanford, Miss Dorothy
Schiewe, Fred
Schilling, M V
Schellhous, H C
Schot, Harvey Schilling, M V
Schelibous, H C
Schot, Harvey
Schur, Mrs Johanna
Shaw, James P
Scegin, J B
Scott, Victor
Shepard, James
Shepherd, Emery
Sholin, Edward
Short, Dr Joseph
Simmons, Guy D
Stoath, Oscar
Sliter, C F
Snyder, J
Snyder, J
Smith, Dan

Helkkila, A Helin, Tenk Hibbard, L Heldenkeller, Conrad Higley, Curn Hildebrand, A B Hoffman, Irvin and

Snyder, J
Snyder, John
Snyth, Dan
Smith, Dan
Smith, Ma
Smith, Mar
Smith, Harry
Sealth, J H
Soder, N P
4 Spear, Wesley
Spencer, C H
Spence, C H
Starr, Louis M
Stein, Mr
Stephenson, B S
Stilehava, Posten
Slier, Henry
Strowe, W E
Stratton, Will
Sohr, Martin
Swillyan, John
Sword, Emercet
Swanson, Afred B
Swann, M E-2
Traces, George
Taileoyd, J
Taylor, Ed.-2
Tylor, W D
Tevellie, George
Teinas, M O
Thompson, Frederick
R
Thom, William
Toth, P
Toistinor, A
Tracev. C

Jones, D H
Jones, B L
Jones, Lewis W
Jones, J W
Jones, J P
Karnek, J U
Kersey, Claude
Kimball, H L
Kinser, Ben
Kirkland, J
Kirklan Toth. P.
Totstinor, A.
Tracey, C.
Trimble, J.
Turre, John
Tuney, John F.
Tuckee, G.
Unandler, Jack
Underherz, Torges
Vannod, Lucien
Vergil, E. H.
Walling, Nelson
Walsh, Johnnie D.
Watson, W. J.
Watson, W. J.
Watson, James M-2
Weitzel, Herbert L.
Welch, Lea
Whatte, T.
White, F. H.
Wilhycombe, Thomas
Mylid, George

Levens Ledge Gold MWild, Geo
Co
Lewis, S
Lay, David
Lobdell, M E
Lonpshier, Eunice
Lothrop, J
Kobil, Josef
Loensustein, Lew
Loomer, F R ' Woods, Ji
Luneschloss, A O
McQuen, Angus
McCully, W D
McCully, W D
McCully, W D
McCuron, John
McComb, Guy
WOMEN'S LIST.
Anderson, Mrs E
Leavitt, 1

Wright, A H Young, E E Ziegner, Martin F

McComb, Guy

Anderson, Mrs E

Auterreth, Fannie

Ayerat, Miss Eugenie Leahardt, Miss Hazel
Buman, Amanda
Baxter, Matilda B

Bauman, Miss Anna
Bairbard, Miss Doro
Lucavish, Mrs East
Beatty, Mrs Frank
Beatty, Mrs Frank
Beatty, Mrs Frank
Beatty, Mrs Etta
Beatty, Mrs Katherine McCunkey, Mrs Emily
Beilan, Mrs Betta
Beatty, Mrs Katherine McDaniels, Mrs J H
Beambamp, Mrs Ger
McGlinis, Miss Lorena
MacLean, Miss Isabel
Manning, Miss Ethel
Manning, Miss Ethel
Manning, Miss Ethel
Max Maxwell, Miss FlorBiers Mrs Anna
Bingham, Mrs John
Branch, Mrs Helen
Brack, Mrs Lean
Bradley, Mrs M
Branch, Mrs Helen
Breckenridge, Mrs F
Brown, Miss Martha
Hrack, Mrs Lean
Bradley, Mrs M
Branch, Mrs Helen
Breckenridge, Mrs F
Brown, Miss Martha
Hrack, Mrs Lean
Bradley, Mrs M
Merrill, Miss
Morrill, Miss
Morrill, Miss
Morre, Miss Madge
Mosek, Mrs A
Morton, Miss Linley
MacLean, Miss Linley
MacLean, Miss Lorena
MacLean, Miss Lore

Gain, Mrs George
Cady, Mrs W ri
Campbell, Miss
Carr, Mrs Tena
Carren, Miss D
Carter, Miss D
Mosek, Mrs Mss Margaret
A
A
Mose Mrs Mrs Mss Miss Chara
Morton, Miss Lanley
Moses, Mrs Emma R
Myera, Miss
Mose, Mrs Chara
Morton, Miss Lanley
Moses, Mrs Chara
Morton, Miss Clara
Morton, Miss Lanley
Moses, Mrs Chara
Oliver, Miss George A
Norman, Mrs Chara
Oliver, Miss George A
Norman, Mrs Chara
Oliver, Miss Chara
Oli

Politoranio na Politora Miss Gertle Preston, Mrs Jack Raveaux, Mrs Ahna Raymood, Miss Joss Rood, Mrs A

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Low prices and absolutely fair dealing are the distinguishing features of Eliers Plano House. We possess many facilities for saving money which no other concern in the country does, and we sell pianos at all times for many dollars less than the same grade can be secured for at any store, East or West. But the present opportunities are by far the best that purchasers have ever had.

We are prepared in those clubs to furnish you with anything you want, and at a price you will gladly pay when you examine the instrument.

CLUB "A" planos are those that sell ordinarily for £25, £36, £36 and £36. Club members are getting them for £113, £157, 1144 and £178. Payments down, £3, and £1.55 a week.

CLUB "B", a little higher class and more elaborately finished, planos for £158,

members are getting them for 3118, 3151, 3184 and 3178. Payments down, 38, and 31.55 a week.

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