Coast Shipments Mostly Cur

Homes

Counting-Room A1670

AMUSEMENTS.

MARQUAM THEATEH Morrison between fixth and Seventh San Francisco Opera Company in The Belle of New York." Tomight at 8:15.

Tonight at 8:15.

BAKER PHENATER - Third between Yamhill and Taylor; Baker Theater Company
in 'The Strange Afventures of Mice
Brown' Tonight at 8:15. Brown," Tonight at 8:15

STAR THEATER—(Park and Washington)
—The French Stock Company in "Mon
Baster Builted in" Tonight at 8:15. MatInces Tuesday, Paturitay and Stinday at
2:13 F M

LYRIC THEATER—(Boyenth and Alder)
—The Allen Brock Company in Theima.
Tonight at 8:15. Mathrees Tuesday,
Thursday, Saturday and Sunday at 2:15

P. M.

PANTAGES THEATER - (Fourth and Stark

GRAND THEATER-(Washington, between Park and Serventh) -Continuous vandeville 2:30, 7:30 and 9 P. M.

Ask BETTER SERVICE -The present car ervice over Burnside-street bridge works a hardship on business men and the pubservice over Burnside-strest bridge works a hardship on business men and the public generally. All cars run west over the tridge and return over the Steel bridge. A single car runs occasionally east over the bridge, but so far as the public is concerned is not regarded as much of an accommodation. A committee from the East Side Business Men's Club will wait on the company and ask that the cars be routed east over the bridge as formerly. Aside from the inconvenience to the people crossing cast on the bridge, business men say they have already lost in percent of their regular trade, and to hold out six months until the bridge across Sullivan's Guich, on Union avenue, is completed will be a serious matter to them. The railway company has a single track between Sullivan's Guich on Grand avenue to Holladay avenue, which will shortly have to be replaced with a double track, as the street is to be paved with hard-surface improvement. The company will be asked to put down the double track at once and route the cars now going west over the bridge east as well.

Begin Circutating Patitions.—Prohibi-

tion petitions were placed in the hands of committees at all East Side churches yesterday, and members were asked to sign at the close of all the services, the object being to make all East Side presign at the close of all the actions, disshipert being to make all East Side precincts dry at the June election. Pastors
of the churches called the attention of
the congregations to these petitions and
urged all registered voters to sign them.
Final organization for the campaign will
be effected at the mass meeting tonight
in Hawthorne Park Presbyterian Church,
East Twelfth and East Taylor streets.
There are 48 precincts inside the city and
three in St. John, in all id, in which prohibition elections will be held. The three
precincts in St. John will be grouped together and those in the city will be voted
as one. There are now 18 dry precincts
in the city. The prohibitionists hope to
capture the entire id precincts, but if they
do not make them all dry, they feel confident that they will gain a considerable
number.

MAY REPLANK STREET—As it has been ascertained that East Morrison street, between Union avenue and Morrison-street bridge approach cannot be improved for two years without the unanimous consent of property-owners, an effort will be made to have the city replank it before June 1. The plank is wern and rough and no parade can pass over it. The city agreed to keep it in repair for four years from the time the plank was laid, and as the roadway is too far gone to repair, a new roadway will have to be laid. Preliminary work for paving East Morrison street, between Union avenue and East Seventh street is now being done. These blocks will be paved with asphalt on concrete foundation.

Cemetery.

EFFECTIVE May I. all cars of the Portland Railway, Light & Power Company within the cily limits of Portland and its suburbs including St. John, will atop only at the near side of crossings, as is now being done at railroad intersections. Conductors of the Portland Railway Division are instructed to permit passengers to get on and off of cars at forward vestibule, when desired except on ward vestibule, when desired, except on forward vestibule of Portland Heights

Finemal of V. U. CHRISTENSEN. The functal of Viggo U. Christensen, the 6-year-old son of Mr. and Mrs. V. E. Chris-lemen, who died Saturday, was held yesterday, at Dunning's undertaking chapel, 414 East Alder street, and the interment was in Lone Fir Cometery. It was the second funeral in the family, within about a week, the former funeral being that of a II-year-old zon who died of diphenois.

CAUGHT LIFTING Lab.—Mrs. Kate A. Fox, proprietress of the Cascade rooming-house and owner of the Cascade saloon, was arrested at 10 o'clock list tight by Patrolipen Harms and Hirsch for violating the Sunday liquor law. According to the efficers, the woman was caught dispensing the forbidden beverages to a thirsty customer, and the arrest followed.

BURROUGHS ADDING MACHINES USEFUL. The Oregonian made-use of five adding machines of the Burroughs Adding Machine Company in compiling the returns of the primary election. Without their use the compilation of the election totals would have been exceedingly tedious and difficult.

EXPLAINS JUDICIAL MEASURES.-At the People's Forum last night in the Selling-Hirsch hall, Robert G. Morrow, candidate for Circuit Judge, explained the various measures affecting the Judicial system of the state to be voted on at the June

FOR SALE.-Roserved seats for Pacific Coast boxing and wrestling champion-ships. Sale commences this morning at 8-20 o'clook, at Powers & Estes drugstore, 183 Sixth street, near Alder street.

BOARD OF TRADE MRETS.—The University Park Hoard of Trade will hold a ineeting tonight to receive reports on a comber of industrial propositions.

FOR REST-A few nice offices in The Oregonian building. See Superintendent,

RATE WAR.—San Francisco, IS; steamer. Frank Bollam, agent, 128, Third street. Day fir cordwood, 4 ft., \$5.50; sawed, \$6, Portland Fuel Co. Phones E. 25, B 1028. DE, CARREDAY, eye, car, nose, throat; glasses fitted. 517 Dekum building.

W. A. Wish and associates, painless dentists, Third and Washington. WE BUT telephone bonds. 180 First st.* DR E. C. BROWN, ETR. EAR; Marquam.*

Principals Are Elected.

Miss Clara A. Boss was elected principal of the St John High School, and Charles H. Boyd, of Goldendale, Wash, was elected principal of the South Grammar School. Mr. Boyd is a new educator for this county, but comes highly recommended. Miss Boss, principal of the South Grammar School. Mr. Boyd is a new educator for this county, but comes highly recommended. Miss Boss, principal of the St.

CITY NEWS IN BRIEF cipal of the St. John High School, has accupied that position for the past year.

THE THEATERS By Arthur A. Greene.

........ THE STRANGE ADVENTUBES OF MISS BROWN" AT THE BAKER.

Major O'Gallagher, Robert Homans Captain Courtney George Alison Michael Dobgerty ... Howard Russell Mr. Hibbertson. s. . . .Earl D. Dwire Angela Brightwell Maribel Seymour Suphemia Schwartz Louise Kent Matilda Jones Riste Garrett Maillide Jones Risto Garrett
Millcent Loveridge Olevia Ireland
Clara Loveridge Rhea Mitchell

A PTER the somewhat somber atmosatmosphere of "The Eternal City," it is of that organization so happily disposed as they are this week in that trifling but merry little farce, "The Strange but merry little farce, "The Strange Adventures of Miss Brown." Yesterday was one of the banner days at the Baker, the performance being witnessed by so many auditors that there was a demand for standing room. This week's offering is no great shakes as a play. A farce never is, and it is demanded only that there he a vague thread of story told consecutively, without regard to probability. In order that a few story told consecutively, without regard to probability, in order that a few dozen or a few hundred laughs may be hung therson. After all, the best thing in the world, next to the love of a good woman is a clean laugh, and this farce is funny without drawing upon the French for ideas. It is a charming bill, and the Baker patrons may safely attend any performance this week with the assurance that it will be worth the while.

Just what the affair is all about is incompetent, immaterial and irrelevant, and the most important item is that

incompetent, immaterial and irrelevant, and the most important item is that George Alison appears for two acts, in feminine garb, and that dear Marthel Seymour is nothing less than the leading lady, the ingenue leading lady, and perfectly grand. James Gleason distinguishes himself particularly as an antiquated German music master, Elsie Garrett blossoms out as a real character comedicane, and surprises her most sincere admirers. Miss Garrett is safe. dincere admirers. Miss Garrett is sufe

y past the amateur stage, and no bet-ter evidence is needed to prove it than her performanc this week.

Mrs. Gleason gives herself most beartily to the role of a prim old seminary boss, and severally and collective ly, the balance of the company do themselves credit, although there will be no roputations made. The piece is well staged and contumed.

"How Baxter Butted In" at the Star

AST night marked the beginning the end of the French Company's regime at the Star, and in appreciation of the efforts of the company and its manager, Richard D. French, there was an audience present which filled every nook and corner of the Star and which exerted itself to show at every oppor-tunity the esteem in which Portland helds

this excellent organization of players. The bill was "How Baxter Bulled In," a farce of the ultra-modern, slangy type which has enjoyed a considerable deares of success as a road attraction. The cast of success as a road attraction. The cast to repair, a new roadway will have to be ladd. Preliminary work for paving East Morrison street, between Union avenue and East Seventh street is now being done. These blocks will be paved with asphali or concrete foundation.

FURERAL, OF MART McNulty.—The funeral of the late Matt McNulty, one of the best-known men on the Portland waterfront, was held from the pro-Cathedral, Fifteenth and Davis streets, yesterday morning, and was attended by a large portion of the menbrahip of the Portland lodge of the Ancient Order of libernians and the Langshoremen's Union. Father O'Hara preached an oblinary sermen in which he dwelt upon the many charitable acts performed by the deceased during his lifetime. The interment look place at Mount Calvary cemetery.

Effective May I, all cars of the Portland and its suburbs, including St. John, will atop only at the near side of crossings, as is now being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railroad intersections. Conductors of the Portland Railway being done at railr is so arranged that the particular favor

St. George Dagienn and Derothy Davis, who have the leading roles, are both talented people, but their work is marred by obvious affectations which they should be induced. If possible, to abandon. The strength of the French Company, as it seems to me, is in its character actors, which are far and away better than any one has a right to expect to see m a popular-price organization.

After this week the company will transfer its activities to Tacoma, and the best wishes of a large Portland clientels will go with them for their success in the Sound City.

Grease paints and professionals' supplies t Woodard, Clarke & Co.

PEDESTRIAN MAKES START

Arsene Baudin Leaves Portland, Me., for Chicago.

PORTLAND, Me., April 19 .- Arson Raudin, of Adams, Mass., who arrived in this city Saturday, started at midnight to walk to Chicago with the intenlowering the record made by Edward Payson Weston last Fall.

PERSONAL MENTION.

President P. L. Campbell, of the State niversity of Eugene, spent Sunday in

Portland. M. S. Woodcock, a prominent banke of Corvallis, was a guest at the Imperial Hotel over Sunday.

Professor E. R. Lake, of the Oregon Agricultural College faculty, at Corvalles is in the city on business. He is staying at the Imperial.

The Waltman College baseball team from Walla Walla, a dozen strong, were guests at the Imperial yesterday.

J. D. Carroll of Klamath Ealls one.

J. D. Carroll, of Klamath Falls, one of the leading stock-raisers of Southern Gregon, is at the Imperial. Mr. Carroll built the Washington State building for the World's Fair three years ago.

Captain Harry Haslem, of Astoria, and one of the best-known steamboat men of the Lower Columbia, was in Portland over Sunday.

over Sunday.

United States Senator Charles W. Fulton arrived in Fortland from Astoria last night and registered at the Imperial. He shows the effects of the strenuous campaign through which he has just passed very perceptibly. He will be here for only a day and says he is just resting up. He adds nothing to his already published statement regarding the results of the primary election.

CHICAGO, April 19.—(Special.)—E. W. Jones of Portland is at the Kalser-hof Hotel.

Relation of Railroad Rates to Portland Jobbing Trade

Editor Harry N. Blair Explains Territorial Limitations and Accounts for Policy of Transcontinental Lines.

men's Club, held Wednesday night of last week, a paper was read by Harry N. Bisir, editor of the railroad and steamdirectory bearing his name. The paper was entitled, "Trans-continental Rates," and was prepared with particular reference to the interests of Portland and tributary territory in the rates question, Mr. Blair has brought the subject of local Blair has brought the subject of local interest in the matter to the attention of the transportation committee of the Chamber of Commerce, and is working on additional matter for his directory covering this phase of the rates question. At the request of officers of the club, who express the opinion that the paper would be read with interest by Portland business men, it is given here in full:

Portland business men, it is given here in full:

The gradual extension of transcontinental terminal rates upon the Pacific Coast, and the Epakane matter, which is now under consideration, causes interest to reflect on the conditions which made necessary the present adjustment of transcentinental railroland trates.

The conception of a transcontinental railroad was the realization of American cites and the completion occasioned sacrifice of fortune, health and reputation of those who had faith in the enterprise. The lot of the bioneer road which struck out holdits over desert arreches, preceding emigration, was indeed a sorry one and it was only after a struggle of 80 years over seeming adverse conditions, that the venture gave promise of success. Strucking its way from the Misseuri, through vast regions of fertile country and over historical mountain trails, the pioneer road at the completion found itself controuted by a traffic preblem unprecedented in railroad history. Ambition had been the great factor up to the completion of the pioneer road, but this soon gave way to self-preservation.

Meeting the Water Rais.

Meeting the Water Bate.

way to self-preservation.

Meeting the Water Rais.

The traffic to the Pacific Coast, upon which the new road was dependent, moved entirely by water at rates ruinous to the new road. In order to secure the transportation of these goods, it was necessary for the rail carrier to make a rais, not as low in cents per 100 pounds but of as great value, all things considered, to the shipper, as the water rate. In arriving at those figures, marine Insurance, time in trensit, liability to damage by sail water, uncertainty of arrival, and other cenditions contingent with sea-carriage, were considered, with the result that the rail rate adopted was considerably in excess of that obtaining by water. These low 'water-competing' rates, established to divert traffic from water to rail, had no regard for operating expenses or fixed charges, and the territory traversed by the new line countributed little to its support. The new road was thus placed on the barest of its own reasources, strong in geographical position but weak in every support. Here expediency rather than logic governed the action of these responsible for the success or failure of the enterprise. Water competition is made to the most hereof service in many pertions of the United States in justifying irregularities in freight rates, but in franscontinents.

Origin of "Intermediate" Hates.

These "water-competing" rates were made to apply only to so-called terminals upon the Coast, where actual water competition existed, forcing freight destined to an interior point to pay the local rate back from the terminal, thus meeting the water competition as it actually existed. As this local rate back from the terminal increased ecording to distance interior, a point was naturally reached where the through rate so formed was more than reasonable, and to place a limit on the rate formed by this combination, so-called "intermediate" rates construed on the customary milesge principle were published to Pacific Coast terminals and observed as maximum at intermediate points.

Now, in theory, the converse of this proposition would be true when applied to the point of origin is the East. The rate from New York to Partland is fixed to the point of the converse of this proposition would be true when applied to the point of origin is the East. The rate from New York to Partland is fixed to the print of the partland is fixed to the partland in the partland in the partland is fixed to the partland to the partland is fixed to the partland to the Origin of "Intermediate" Bates

Virtue in Industrial Locations. Virtue in Industrial Locations.

Still more important is the situation of the carriers themselves. Those lines which distribute upon the Pacific Coast control the adjustment of transcontinents rates, and their interests are all united in maintaining the present gratem. It is to the interest of these systems that traffic about originate at the Eastern terminus of their respective lines. Not only do they obtain more for the transportation of traffic so originating than they obtain from their proportion of a through rate.

SELLING STATE LAND.

Mr. Buckley Continues His Controversy With Mr. Geer.

PORTLAND, April 18-(To the Editor.) In Mr. Geer's letter of April 8, he denies

In Mr. Geer's letter of April 8, he denies that the Governor ever sold an acre of land. I am well aware that it was the State Land Board that sold the land, but Mr. Geer was the head of the board, and a dictator in that board while Governor. It was Mr. Geer, as Governor, who had to make application to the United States Lang Office for selections, and thereby was aware of all that was being done, or should know what he was signing. The board's ruling was law as I stated in my first letter. Judge Boise so decided, and Mr. Geer admits it. He says "During the laster part of my term, the system was adopted by the board with some degree of success." The system was of selling to the highest bidder, just what I asserted should have been done from the first if sold at all, until later years, when there would be a value in it.

until last to the Mr. Geer, as Governor, that he permitted 183,000 acres of hase (it is sometimes called state scrip) to be sold for \$2.50 per acre. Land should have been selected with this base in the Williamette Valley.

his territory and increase his profits, which recedited in a sexts of equilibrium.

Disadvantage of Fortland Jobber.

The Johner at Pertiand rests under a certain disadvantage in comparison with his Eastern rival, which residers it extremely difficult for him to maintain himself without some advantage in the freight rates, and sie matural advantage or location entities him to this preference. Owing to the present adjustment of freight rates he cannot observed in any event more than about difficult to the east, and about formiles to the east and his local competitor have an advantage in the rate. To the north he is almost excluded, his possibility for the eastern of the rate of the morth he is almost excluded, his possibility manufactured in the first part of the rate of the morth of the callfornia-Oregon state. He was not the call for the first part of the rate obtaining from the Missouri River into Epohane; into Utah at 75 per cent of the rate obtaining from the Missouri River into Etah; into Amanas commen poluta he can compete on an equality with San Francisco, Seatife and St. Paul, but of course in each into land St. Paul, but of course in each instance he must draw from the East, under terminal rates, the greater part of his sarrow, estimated by population which he can reach. From this is resulted that the volume of his sales is small and the expense of transacting business large in proportion; still further his location and the manner in which he obtains his supplies forces him to carry a disproportionately large stock.

Not Se in the Middle West, who is competing upon the Coast, his a very extensive territory and the volume of his sales is small and the manner in which he obtains his supplies forces him to carry a disproportionately hip meridian, in more acceptance of communication, gives him a certain advantage in the transportation charge, and we have seen that his location cha

Disadvantage of Portland Jobbe

he took office. Records of the United States Land Office will show that lands were secured by the Northern Facilic Railroad Company and prove my assertion.

I also assert that this base would affoure unsurveyed lands up to October 1, 1900, and that there was a large amount to be had. I showed in my former letter where this had been done in Washington with Oregon base. I did not accuse Mr. Geer with doing this—I wheled to show what he could have done, It was not to the land ring's interest to do that, or select land anywhere—there would not have been any money in it for them. Had he or the land baywhere—there would not have been any money in it for them. Had he or the land baywhere—there would not have been any money in it for them. Had he or the land board made selections in the Williametic Valley, when there was lots of land to be had, and the same held until now, the school fund would not Mr. Geer know that about all the timber left, is in the West? Of course he did, Now he tries to lay the blame on the Legislature. Why, he was a mamber for four terms, and Speaker of the House for one of these terms, a powerful position to change and make any kind of a school land law. Still he did nothing.

Mr. Geer crainly must have known what was being done in Washington. He quoted in his letter my statement showing about what the standing of the school funds of the two states. He also quotes what I said about the 15,000 acres of land in the Nekalem brought to the school funds at little over 313,000. Four hundred and cighty acres back of Skamakawa brought

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Conservation and the second and the

ington \$13,000." This 15,000 acres was choice land, worth about \$1,000,000 now I made mention of this to show how Oregon state lands had been handled. This was state lands had been handled. This was about the time he was in the Legislature. Of course, it is Mr. Geer's object to inte-construe my letter. It is plain reading for Fastern men that know something of the value of timber land, as well as citizens of Orsecon.

Mr. Geer admits land was sold too cheaply. He admits that the land board could have made laws for its guidance and these laws were made when he was about to leave the office. It is strange he had not thought of this sooner. When the Cascade Reserve was made Mr. Pennoyer was Governor, and his board made a ruling not to seil any bare out of the reserve and would not even make good lands sold by the state that had been selected by land sharks, who had secred some faulty base. In this case a ruling was law with his board.

There is one matter I mentioned that Mr. Geer is alient about, and that is selling have for \$2.50 per acre, and O'Del and others making \$2 per acre, and O'Del and other making for \$4.50, and other scrip was worth at the time \$5. He must fixed guilty Mr. Geer admits land was sold too cheaply.

li is such men as Mr. Geer who have been the cause of Oregon having a Democratic Governor; and I believe the people of Oregon will keep on until greater care is exercised in the selection of men to fill her offices.

I care not what Mr. Geer may choose to aneer at. This is a public matter and of vital importance to the State of Oregon. This is not a matter of Mr. Geer's word against my word—the public records show what I stated is true.

J. A. BUCKLEY.

DRESS GOODS SALE.

Attend the dress goods sale at McAllen & McDonnell's today. All black and colored dress fabrics on sale at special reduced prices.

Portland Kennel Club

April 29th-30th and May 1st-2d, 1908 ENTER YOUR DOG

Mr. George S. Thomas, of Hamilton, Mass., will judge all breeds, and a square deal is assured to all.

HANDSOME CUPS FOR LOCAL DOGS

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personator.

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