NORTH HARBOR PUT ON DEEP-SEA MAP

Steamer "Rose City" Proves It by Easily Negotiating 27-Foot Channel

FIRST MEAT CARGO TAKEN

Distinguished Party Aboard Is Dined Union Company's Plant. Bright Commercial Horoscope of Future Is Drawn.

North Portland barbor is navigable for deep-sea vessels. The "popular" steamer Rose City proved it yesterday. As a result of this proof a big industrial section contiguous to North Port-

trial section contiguous to North Portland harbor was officially placed on the map of commerce.

Primarily, the vessel was sent there to discharge a shipment of salt consigned to the Union Meat Company and to load about 150 tons of meat products for California. Advantage was taken of this to accentuate the value of the improvement done by the Port of Portland Commission and United States Engineers in giving the channel a minimum depth of 27 feet.

Captain Hankin's confidence that there was no good reason why the ship should not make the trip was shared by Pilot Archie Pease, who later easily made good his assertion that the steamer would be the first occurrence of the invited guests went on the Rose City, leaving Ainsworth dock at 17.45 of look. Rose City, leaving Ainsworth dock at 7:45 o'clock, and were there at 9:15, while more left on the launch Sea Ot-ter shortly after 10 o'clock.

Elaborate Dinner Served. Elaborate Dinner Served.

The Union Meat Company served an elaborate dinner, with the ald of the steward's department of the ship, after which a few short talks were made. C. C. Colt, president of the company, presided. After welcoming the guests, Mr. Colt spoke of the benefits conferred by the new channel and took occasion to praise those responsible for them. He also directed attention to what had been accomplished by the company since it started its plant, less company since it started its plant, less than seven years ago, as a result of which a wilderness has been transformed into a manufacturing center and commerce drawn to it.

and commerce drawn to it.

Captain Rankin spoke of the pleasure he felt as the commander of the first steamer to cover the course, while Pilot Pease declared that not the slightest trouble was experienced and that the depth of water required for navigation was easily available in the channel.

navigation was easily available in the channel.

F. W. Mulkey, chairman of the Commission of Public Docks, complimented Mr. Colt and his associates on the character of the plant maintained and their courage in entering the district and expending their funds at a period when it was generally considered many years in advance of the city's growth.

Docks in 10 Years Predicted.

the Peninsula would bring a line of docks in 19 years.

W. H. Warren, secretary to Mayor Albee, expressed the regrets of the city's executive for his absence, and remarked that the corporation's property was almost attractive enough to be taken into the city, a consummation which he hoped would be later arranged, so there would be less burden

Other guests were: George F. Anderson, of the Union Meat Company; Dr. S. M. Strohecker, F. C. Schubert, United States Engineers; Thomas Aut-United States Engineers; Thomas Autsen, Portland Manufacturing Company; W. D. Wells, of the San Francisco & Portland fleet; Harry Pennell, St. Johns Lumber Company; M. Taibot, manager of the Port of Portland; James McCool, secretary to W. H. Daly, City Commissioner; W. P. Dickey, W. Daugherty, W. W. Downard, B. C. Darnell, R. H. Brown, A. C. Black, R. M. C. Whittaker, N. B. Stone, H. H. Young, Mrs. O. P. Rankin, Mrs. W. D. Wells, Mrs. Archie Pease, Mrs. W. F. DaMert and Mrs. Clyde Rhabe.

Darnell, R. H. Brown, A. C. Black, R. M. C. Whittaker, N. B. Stone, H. H. Young, Mrs. O. P. Rankin, Mrs. W. D. Wells, Mrs. Archie Pease, Mrs. W. F. DaMert and Mrs. Clyde Ranke.

DOCKS ARE BEING INSPECTED

Commission to Receive Report on Alnsworth's Condition.

Within a week inspections being made of all docks on the waterfront, under the direction of the Commission of Public Docks, will be finished and as soon as possible reports will be made covering the condition of each, Mays G. B. Hegardt, chief engineer, Deputies from the office of Building Inspector Plumeser and Commission of the condition of Each, Dispector Plumeser and Sci. Riches antread early today from San Francisco.

The Edgar H. Vance is due to arrive tonight from San Francisco.

The Edgar H. Vance is due to arrive tonight from San Pedro. She goes to the sonight from Eureka to lead lumber at the Hammond mill. The Columbia River Packers' Association's cannery ship St. Nicholas will be shifted to the lower harbor tomorrow, and will probably sail for Nushagak River, Alaska, about Thursday.

The Levi Burgess is awaiting more favorable weather conditions before sailing for Nushagak River, Alaska, with a cargo of cannery supplies.

The J. B. Stetson is due to arrive tonight from San Francisco.

The Edgar H. Vance is due to arrive tonight from San Pedro. She goes to tonight from San P of Public Docks, will be finished and as soon as possible reports will be made covering the condition of each, says G. B. Hegardt, chief engineer. Deputies from the office of Building Inspector Plummer are also inspecting the docks, but acting independent of the Commission, though their reports are forwarded to the Commission by Mr. Plummer.

Plummer said yesterday that

cent reports of the movements of the line's vessels.
Merionethalire, at Hongkong.
Glenroy, at Seattle, under repairs.
Cardigarshire (new), salled from Seattle for Kobe direct April 10.
Hadnorshire (new), salled from Yokohama for Puget Sound April 12.
Den of Huthven, salled from Hongkong for Japan and Puget Sound April 3.
Carnaryomshire (new), sailed from Antwerp for London, Orient and Pacific Coast March 18.

p for London, rch 13. Jen of Airlie, arrived Singapore from Pu-Sound April 2. Seenlochy, left Perim for Paget Sound

Ferryboat Newport Converted. NEWPORT, Or., April 14—(Special.)
—The ferryboat Newport, which runs between Yaquina and Newport, which has been converted into a gasoline power craft, underwent inspection suc-

cessfully tonight and will be allowed to carry as many passengers as she has life preservers. The Newport has been renovated and painted. Her running time has been reduced from 20 to 17 minutes. The Newport will replace the launch Truant tomorrow.

NEW BUOY IS "TOWED UNDER"

Clatsop Spit Ald Shifted to Afford Protection.

Unable to stend the unusual tide run ut of Monday morning, amounting to It feet and which was accompanied by a current of at least five knots an hour, the new gas and bell buoy established to mark Claisop Spit last week "towed under" and thereby went the way of ther types tried there. Henry L. Beck, nspector of the Seventeenth Lighthouse District, returned from there yesterday and regretfully admitted that the tide had again showed itself master. Undaunted, however, Mr. Beck di-rected that the buoy be shifted from 10 fathoms of water to a point closer to

tathoms of water to a point closer to the spit, where but five fathoms were found. He hopes that less current to contend with there will permit the buoy to remain upright. When ex-amined after being pulled under the surface of the water at the former po-sition the fisshing apparatus of the light was found in good condition and it was relighted without difficulty.

News From Oregon Ports. ASTORIA, Or., April 14.—(Special.)— Unfavorable weather outside is delay-ing the departure of the Mirene, En-

MORE GIRLS ENTER CONTEST FOR FESTIVAL QUEEN.



Miss R Miles Photo by Aune

Miss Annh Miles.

Because of the difficulty of counting nd tallying the huge bundles of cou-ons constantly pouring into Rose Festival headquarters by mail and over the counter, the plan for a daily an-nouncement of the standing of the candidates in the Festival's big contest for queen has temporarily been aban-doned. Another tally, or possibly two, will be announced before the end of the week.

will be announced before the end of the week.

A new name added to the list yes-terday afternoon was that of Mass Estella McCarl, 454 East Market street, candidate of the Police Athletic Asso-ciation, Miss Anna R. Miles also is a recent entry. Several other condidates Harbormaster Speier predicted that continuation of the rapid growth of the Peninsula would bring a line of row.

creasing hourly. The 12 girls scoring the highest numbers of votes will be the guests of honor on the Festival's big advertising tour of Pacific Coast citles by special car.

ton which he hoped would be later arranged, so there would be less burden on the taxpayers.

City Attorney LaRoche compared the rapid growth of the locality with that of Savannah, Ga, his native city, where, he said, but 15 feet of water was available when the steamer Kansas City, now of the same flag as the Rose City, visited the Southern metropolis. He declared it is the second city commercially on the Atlantic side today.

Other guests were: George F. Anderson, of the Union Metropolis.

After taking on 150,000 feet of lum After taking on 150,000 feet of lumber at St. Helens the steamer Shoshome shifted today to Knappton, where she is to load lumber for San Pedro.

The Willamette arrived this morning from San Pedro, and after discharging 200 tons of chain at Wallace Slough for the Benson Lumber Company, proceeded to Portland.

ceeded to Portland.

The St. Heiens arrived early today from San Francisco.

Stores Want Apprenticeship Period Extended.

PETITION IS PRESENTED

Scale of Wages for Girls With Two Years' Service Required to Get \$9.25 Minimum.

The Industrial Welfare Commission reviewed a petition yesterday signed by Olds, Wortman & King, Meier & Frank, Lipman, Wolfe & Co., W. H. Markell & Co. and Kennard & Co. asking for a modification of the Commis-sion's order of December 3 last relating to the period of apprenticeship and apprentices' wages for women workers.
The order is that no adult, inexperi-

The order is that no adult, inexperienced woman worker shall be paid less than \$6 a week and that the time of apprenticeship shall be one year.

The merchants' petition asks that a conference be called to consider the question of apprenticeship, and suggests that the apprenticeship period be increased to two years, or at least to 18 months. Sliding Scale Suggested.

The petition suggests that the foldopted if a two-year apprenticeship a decided on: The minimum wage during the first ar should not exceed \$6 a week. The minimum wage for the period one year to 18 months should not xceed \$7.50 a week

ceed \$7.50 a week.
"The minimum wage for the period
18 months to two years should not
ceed \$8.25 a week.
"Thereafter not less than the minium wage a week."

mum wage a week."

If the apprentice period is fixed at 18 months the following sliding wage scale is suggested by the merchants:

"The minimum wage during the first year should not exceed \$6 a week.

"The minimum wage for the period of one year to 18 months should not exceed \$7.50 a week.

"Thereafter not less than the minimum wage a week."

Provided the lentgh of apprentice-hip remains at one year, the sugges-lon is made that the minimum wage hall be not more than \$6 a week for he entire term. School of Salesmanship Urged.

The petition also suggests the establishment of a school of salesman-ship in connection with other vocational courses in the local schools.

The petition says that the merchants signing it have decided that each application for a position from a woman worker shall require a full statement as to the age and service of the applicant, with full details, from which it can be determined whether or not the can be determined whether or not the applicant, if engaged, would be classed as an apprentice or a skilled worker. The minimum wage for experienced women workers in Portland mercantile establishments has been fixed by the

Commission at \$9.25 a week.

Of the three Commissioners, Amedee
M. Smith is in Califoria, and will not return for several days, and the Rev Father Edwin V. O'Hara, chairman, is in the East and will not return until

CARGO TARIFF TO BE MORE WITH HIGHER PILOT DUTY, REPORT.

Steamshipmen Say Port Commission Ought to Keep Bar Service Prices to Reasonable Minimum.

If higher piloting and towage rates are charged at the entrance to the Columbia River in case the Port of Portland Commission is successful in leasing togs to individuals or a corporation, steamshipmen say there is danger of the tariff being advanced on cargo handled shoars regular liners. handled abourd regular liners.

Concessions made by the Commission on bar pilotage to Oriental fleets, also in shifting their yessels in the harbor free, while not representing a large financial saving, places the companies inder a moral obligation to an extent, it is held in some quarters, and in accepting such favors the lines are said to feel bound to equalize rates between Portland and Puget Sound. At the same ime the Commission adopted a tion, granting the pilotage and harbor moves, which provides that in return the lines shall charge no more from Portland than from Puget Sound, but it does not take into account the tariff on commodities from foreign lands. New charges on imports from Europe placed in effect April 1 by all lines was the result of a readjustment shippers have worked for and some steamshipmen say the Commission should continue in charge of the bar service as a means of keeping down rates there, as well as cargo, at the lowest reasonable minimum.

the piloting and towing responsibilities, it is proposed to lower prevailing rates 25 per cent to apply to all vessels. Another stumbling block appears in this as agents of regular lines say they should not be deprived of free pilotage One of four tramps recently chartered by the Navy Department to load coal at Norfolk for San Francisco Bay was the British steamer Hawkhead.

Two of the vessels are to receive \$3.39

Mr. Plummer.

Mr. Plummer said yesterday that beouty Inspector Kremers had ended an inspection of the Ainsworth dock and reported that the lower section of the dock was not in the best of condition. When his report reaches the Commission action will be taken. Under the Waterfront ordinance if a dock is the per cent depleted it is ordered related on ont allowed to be used. In the case of not allowed to be used. In the case of not allowed to be used. In the case of indicate it will be condemned, for the upper feel may he in such condition new pulms and other new parts of the foundation would be deemed sufficient.

RADNORSHIRE CROSSES POND

Den of Ruthyen Leaves Hongkong on Way to Coast Ports.

Frank Waterhouse & Co., North Pacific ascents for the Royal Mail, have issued the following, showing most recent reports of the movements of the line's vessels."

Merionethalire, at Hongkong.

Merionethalire, as a Hongkong.

Merionethalire, as Hongkong.

Merionetha

Immediately after the accident Cap-tain Paulsen was reported to Collector of Customs Burke and a fine of \$100 was assessed, which officials at Wash-PETITION IS PRESENTED

that the Broadway bridge draw was not raised promptly after he signalled and the current carried him against the Boston, damaging guns, gunport plates, the steam launch and wrecking a piano caught by one of the guns as it was forced around. MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE. In pert. In port. In port. April 17. April 18. April 18. April 22. TO DEPART.

Eureka Los Angeles San Diego Los Angeles Coos Bay EUROPEAN AND SERVICE. Radnorshire. Sudmark....

C. Ford Lacisz... ALASKAN SERVCE. Name, for B.* Stetson. . . . Skagway.

Thos.L. Wand.... Skagway DUE FOR INSPECTION. DUE FOR INSPECTIO
Certificates on the following
pire during April, as indicated:
Str. Dalles City Portland
Str. Geo. H. Williams Portland
Str. Akutan Portland
Str. Harvest Queen Portland Vessels ex-

Movements of Vessels PORTLAND, April 14.—Arrived—Steam-rs St. Helens and Willamette, from San rancisco, Salled—Steamer Aroline, for San rancisco via Coos Bay; steamer Portland, or San Pedro; steamer Yesemite, for San rancisco.

for San Pedro; steamer Yosemile, for San Francisco.

Astoria, April 14.—Arrived at midnight and left up at 1 A M.—Steamer St. Heleas, from San Francisco. Arived at 1 and left up at 2.30 A. M.—Steamer Willemette, from San Francisco. Arrived own at 8 A. M.—Steamer Shoshone.

San Francisco. Arrived down at 8 A. M.—Steamer Shoshone.

San Francisco. April 14.—Arrived at 1 P. M.—Steamer Bear, from Portland, British steamer Trankmount, for Columbia River.

Eureka, April 14.—Arrived.—Steamer Alliance, from Portland. Sailed last night—British steamer Frankmount, for Columbia River.

Eureka, April 14.—Arrived.—Steamer Alliance, from Portland. Sailed steamer Jim Butler, for Columbia River.

Hankow, April 13.—Sailed—Steamer Jim Butler, for Columbia River.

Hankow, April 10.—Sailed—British steamer Merionethshire, from Portland.

Hongkong, April 10.—Sailed—British steamer Merionethshire, from Portland.

London, April 14.—Sailed—British steamer Merionethshire, from Portland.

Tien Tain, April 14.—Arrived previously—Steamer Courts, from San Francisco.

Yokobama, April 14.—Arrived previously—Steamer Radnorshire, from London for Portland.

Hongkong Maru, from Han Francisco: Tamba Maru, from Tacoma.

Hogo, April 14.—Arrived previously—Steamer Radnorshire, from London for Portland.

Or.

San Francisco, April 14.—Arrived—Steamer Radnorshire, from London for Portland.

Steamer Radnorshire, from London for Portland.

Or.

San Francisco, April 14.—Arrived—Steamer Radnorshire, from Courts.

Ventura, San Francisco for Sydney, 2169
Wiles from San Francisco SP, M. April 18,
Wilhelmina, San Francisco for Honolulu,
1552 miles from San Francisco S P, M.
April 13,
Hillerton Helith steamer Strahblane, but mis from England and the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for bothers of the steamer Strahblane but mis from San Francisco for San Francisco

wards and Lieutenant Beckwith, of the Oregon Navai Militia, as the board of Investigation. A full report of the accident, including testimony of various witnesses, will be forwarded to the Navy Deparement, responsibility being also fixed. It is expected a demand will be made on the North Pacific Steamship Company, operating the Yucatan, for damages sustained by the Boston.

Curious Incident Occurs at Galway in Face of Fierce Home Rule Agitation.

Anti-Orange Army Is Attempted in Ireland Outside Ulster, but Youthful Volunteers Seem Content With Leaders' Assurances.



Charles Tarbell.

ST. HELENS, Or., April 14.—
(Special.) — Charles Tarbell, 34,
one of the early settlers of Columbia County, died at his home
at Yankton this week. Mr. Tarat Yankton this week. Mr. Tar-bell was a native of Maine. He settled in Oregon more than 22 years ago near Scappoose, but moved soon to Yankton. Here he began farming on a ten-acre tract and had been successful, being, at the time of his death, one of the prosperous ranchers of this section. His son, George L. Tarbell, and son-in-law. Frank Brown, are large stockraisers at Yankton.

Tarbell leaves four children surviving him—George Tar-bell, Allee Brown, of Tankton; A. H. Tarbell, of Warren, and Everett L. Tarbell, of Hogsden, Maine.

be any question of such a move being made, but should it happen you must take into consideration what we sointers were given for Ulster in arms. It was, of course, the Covenanters' methods that were approved, not their objects. The young Nationalists of Gaiway, a thousand of whom offered their services as recruits to an Irish volunteer force, meant to convey that the British government could be intimidated.

The movement is one that should appeal to youthful to special to youthful the special to youthful the special to youthful to see that special to youthful the special to you would say to you would say to you would say to you you must take into consideration what we sointend the wint to you the proving the the would not would the would the would the would the we sointend the wint the special the proving the special to you for your selves the proving the special to you for your selves the take into consideration what we sointend the proving the proving the special to you for your fait in the you would say to you would not you would not have been the know that the proving the

Portland's Building Directory

Board of Trade Building

Brokers, Stocks, Bonds and Grain. VERBECK & COOKS CO., A 5351, Main 5942. 216-218 Warble Works, Mar. 901.307

Chamber of Commerce Bldg.

> BAIN, JAMES R. Marshall 2444. SII BLAND, EUGENE. Marshall 5451. 825 DUNIWAY, RALPH R. Main 1580 529-831 HAINES S. H. Main 8761. SII HAZEN, COOPER & MACKAY Main 48. 928 TIFT, ARTHUR P. Main 427. Ti0 UPTON, JAY H. Main 6294. 715 Bungalows.

ANDERSON BUNGALOWS, Mar. 3527...228 ANDERSON BUNGALOWS, Mar. 3527...228 BY TIMOTHY J. O'CONNOR.

DUBLIN, April 14.—One of the most curious incidents in recent Nationlist history occurred at Galway, when, at KEASEY, DORR E. & CO. Main 1189. 232

M'GRATH. E. A. Marshall 2209. 628
STOUT INVESTMENT CO. Main 3129. 729
SLAUSON, A. B. Main 9448. 629

GILLINGHAM, J. G. Marshall 717 .. 413-415 MOULTON, ARTHUR I. Marshall 246.312
WINTER, WILSON & JOHNSON, M. 4431,712
Bonds, Stocks, Grain and Cotton,
WILSON, J. C. & CO. A 4187, Mar. 5838 Builders and Real Estate. SUMMERS, W. J. Marshall 3761 305-306 Consulting Engineers.
LUCIUS, W. W. Marshall 334...
REED, M. E. Marshall 677. General Insurance, BURGARD, JOHN H. Main 688, A 1688...2 WHITMER-KELLY CO. Main or A 1008.3 Investments and Loans. STIPE, J. R. Main 5101

Marine Insurance.
FIREMAN'S FUND INSURANCE CO....200 Spalding Building

BAT CITY LAND CO. M. 1116. ... 701-702 Barber Shops. SEITZ, W. H. & CO. Main 6384. 310 Billiard Hall.

Wilcox Building OAST DETECTIVE BUREAU. M. 5653. 312

Selling Building

BEACH, SIMON & NELSON, Main 5128.709
HENCEBERT, E. E., Main 7506, A 1002. 1010
LANGLEY, Lotus L., Main 5548. 1117
O'ROURNE, L. W., Maraball 5141. 413
WHILBUR & SPENCER,
Maraball 5310, A 2407. 1001
Brokers T. Main 5310, Maraball 5141. 1001
Brokers T. Main 5310, A 2407. 1001 DUBACK, DR. J. D. A 1828, M. 8852. . 601 Rodaks, Opticians, COLUMBIAN OPT'L CO. Mar. 819...Gd. Fir. Physicians and Surgeons, ETTLEBON, DR. J. A 7785, Mar. 2814. 1001 MARSHALL, DR. E. ALBERT, M. 684. 1216 Prescription Druggists, NAU, FRANK, Main 721, A 2721. Gd. Fir.

Yeon Building



ROBERTSON, KENNETH. Main 2538...1314

Attorneys. ARNEST, G. C. Main 483......1104-1105 CLARK SKULASON & CLARK, M. 5417-1224 COHN, JULIUS. Main 2510, A 7502...1319 GRAHAM SIDNEY J. Main 480...1319-1312 Spalding Building

Atterneys.

ALEXANDER, GEO. R. Mar. 2420. 1001
SAWYER, HAROLD M. Marshall 3851. 408
WALTON, JAMES, JR. Marshall 2420. 1001
Consulting Engineer.

KYLE, G. A. Marshall 4111. 115

Fruit Exchange.
NORTHWESTERN FRUIT EX. Mar. 2484.418
BAIN, JOHN. A 744E, Main 6021. 207
BAIN, JOHN. A 744E, Main 6021. 207

Real Estate.

DIBBLIC. Main 141. A 7202. 1014
MANNIX, THOS. Main 2810, A 7202. 1014
MOON & ORTON. Marshall 430. 1219-1221
PARKER, SHIRLEY D. Main 425. 11028
PARKER, SHIRLEY D. Main 425.

M'CREDIE BILLIARDS.... BRADY & QUIVER.....

COAST DETECTIVE BUREAU. M. \$683. 312

Mortgage Leans.

MOELLER, HERMAN A. Main 1345. 1008

Optician, Optometrist.

KOLLE, DR. D. W. Main 6182. 708-707

Fatent and Trade-Mark Attorney.

LITZENBERG, WM. R. Mar. 1847. 904

Public Utility Specialist.

FOSHAY, WILBUR E. Main 1275. 1014

Stenographers.

OBRIEN, MARIE A. Mar. 3482

WERGONER, LYVIAN, Main 1431, A 7279. 1402

Real Estate.

CALLAN & RASER, Main 1633. 122-722

GUNTHER, R. Marshall 315. 420

WFARLAND, FRANK, REALTY CO. 308

MERRILL, GRO. W. Marshall 2852. 310

METCALF, LYLE S. Marshall 2852. 310

RAINEY, J. G. Marshall 2872. 1204

WARD, THOS. J. Marshall 2838. 611

KORELL, CHAS. H. Main 2744.807

Honge, April 11—Arrived—steamer and the other day for the proposal process were given for Utilate in arms, last the beautiful was of course in Government. It was of course in Government and the same time of the

Programme

The Fighting Blood A Stirring Navy Story in Two Parts.

Miss Esther Sundquist Popular Violinist.

The Resurrection of Caleb Worth Interesting Edison Drama.

Miss Betty Anderson Lyric Soprano. Return Engagement.

The Famous Pathe Weekly Latest Current Events.

10c—Admission—10c