Republican Nominee for Congress Avers Executive Peddles Falsehoods.

ARMORY SPEECH ANSWERED

Extravagance Laid to "Mad Man of Oregon" and Charges Made by Him Are Called Typical of Slanderous Methods.

An open attack on Governor West and his administration was made yesterday by C. N. McArthur, Republican nominee for Congress in the Third District, whose public record, in several minor particulars, was brought into question by the Governor in his Armory speech last Sunday.

Mr. McArthur incidentally explained

the charge made against him by the Governor that he had been employed by Detective Burns in reporting on jury lists in the land fraud cases of 1905, by showing that such employment was legitimate and that West himself was engaged in the same kind of work and at the same time.

Mr. McArthur carefully reviewed the Issues presented by the Governor in his Armory speech and said that the West administration was responsible for all the waste and extravagance in state expenditures, which the Governor tried to lay to the Legislature and Mr. Mc-Arthur, who was Speaker of the lower

"Mud-Slinging Alds Republicans," "Governor West's mud-slinging campaign has driven hundreds of voters

to the support of the Republican ticket," said Mr. McArthur, "I know of no other agency that is doing more to bring about Republican success than the brutal and unwar-ranted attacks that the 'mad man of-Oregon' is making upon those who have opposed him or who have the temerity to disagree with him and his policies. "The speech which the Governor made at the Armory last Sunday was full of vile and scurrilous attacks upon prominent Republicans, both living and dead. Citizens of all parties blush with shame when they think of a man like this being the Governor of our

The Governor's recent attack upon Bob Caples, his uncalled for letter to Judge Benson and his barnstorming tour of the state in support of the Dem-ocratic ticket did not meet with favor among the masses of the people."

Control Board Bill McArthur's. In his Armory speech the Governor attempted to take credit for the Board of Control bill, which was prepared by Mr. McArthur in advance of the 1913 session of the Legislature.

"He charged me with being respon-sible for a 'joker' in this bill which attempted to repeal the Parole Board bill of 1911," said Mr. McArthur. "When this Board of Control bill had passed it was discovered that the had passed it was discovered that the repealing chuse contained a provision repealing the Parole Board law, which repealing the Parole Board law, which repealing the Parole Board law, which repealing the Parole Board law as chapter 127 of the session laws of my position that I did not believe in repeal chapter 227 of the session laws of 1911. The intent of the Legislature in passing this Board of Control bill was go to my liking, as Governor West did not go to my liking, as Governor West did not passing this Board of Control bill was go to my liking, as Governor West did not believe in the error was made by the stemostrate family, but the error I had the bill re-enrolled in the barges were discarded they were discard

not a resident, and peddles what he and braying on other pastures, knows to be an absolute falsehood

cause my experience as secretary to the Governor during the Benson administration convinced me that there was urgent need for such a measure. I consulted the Governor, the Secretary of State and the State Treasurer in advance, and incorporated the recom-mendations into the bill, which I intro-

members of the last Legislature went to Salem with a view of co-operation with the Governor in the hope of procuring progressive legislation, which the people of the state demanded, but the Governor's belligerent and hostile attitude, his childish conduct and his revengeful use of the veto power, soon forced a majority of the Senators and Representatives into an offensive and defensive alliance against him. Men of high character and standing and under the state later, water consignments increased and they have been continued up to the present.

The "Big Three" fleet has handled the bulk of oranges and lemons sent north, for, in addition to consignees tributing point for much of the Inland termination of the state and they have been continued up to the present.

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"This treatment naturally did not arouse the friendifest feelings toward the Governor, and, I believe, I am war-ranted in making the statement that fully 75 per cent of the members of the last Legislature hold him in the utmost

Extravagance Laid to Governor.

"The Governor has bewalled legislative extravagance. The fact remains, however, that he stood behind nearly every appropriation bill that was put through the session and wrote special messages demanding the passage of many of them, including the \$450,000 will sail at 3 o'clock for the appropriation for the relief of the Columbia southern irrigation project. "The demands upon the Legislature for appropriations were unprecedented,

pective jurors. These statements can be verified by an examination of the official reports at Washington, D. C. "Those who condemn me for what aid and in the same breath pat Governor West on the back would do well to look up his record on the land fraud cases before they censure me too se-

"The Central Labor Council, of this city, recently passed a resolution denouncing me for furnishing information relative to the land fraud jurors. I have no quarrel with the members of the Central Labor Council; they are free to pass any resolution that they may see fit, but I respectfully suggest that they look into the record of Governor West and other prominent Democrats, who furnished much more information than I did relative to the jurors, and who were hand in glove with Burns and Heney.

"Governor West's statement at the

with Burns and Heney.

"Governor West's statement at the Armory that I never did an honest day's work in my life is typical of his sian-derous methods of campaigning. The question as to whether or not I work for my living I will leave to my friends, and I think they will decide it without any interference from the Governor. I will say in this connection that during the two years I was secretary to Governor Benson. I was so busy with the ernor Benson, I was so busy with the

PRIEST-COMPOSER IS TO BE ORGANIST FOR MASS COLUMBUS DAY.



Rev. Father Dominic. Preparations are being made

for one of the greatest celebra-tions of Columbus day ever held in this city. The solemn high mass at St. Mary's Cathedral will be attended by nearly 2000 chil-dren selected from the Catholic day schools day schools.

day schools.

The music of the mass will be sung by a chorus of 220 children. The accompanist will be the priest-composer, Rev. Father Dominic, O. S. B., of Mount Angel. The children also will sing "San Salvador" in honor of Columbus and "The Star-Spangled Banner." The children will assemble at the Armory and proceed thence, headed by a band, to the Cathedral. proceed thence, heade band, to the Cathedral.

vision as to the repeal of the Parole
Board law. The Governor knew all
about this, countenaced it, advised me
that I was taking the proper procedure
in the matter, and told me that he did
not blame me in any way for the 'Joker'
in the bill.

"Governor Peddies Falsehood."

"My good faith was demonstrated by
the promptness with which the error
was corrected and the Governor is in
poor business when he comes into my
Congressional district, of which he is
not a resident, and peddles what he

"I drafted the Board of Control bill FRUIT SHIPMENTS HEAVIER

Southern California Growers to Continue Using Water Route.

L. D. Palmer, of Los Angeles, representing the California Fruit Exchange, was a passenger on the steamer Bear Grays Harbor, he has no official in-yesterday, having come North accom-panied by Mrs. Palmer and their P. Leahy, of San Francisco, a member "I do not like to claim entire credit for this bill and the success of its operation as a law, but, on the other hand. I do not care to stand idly by and see credit given the West administration for something with which it had very little to do.

"Governor Forces Alliance."

"The Governor has had much to say Sound was inaugurated last season as "The Governor has had much to say sound was inaugurated last season as about the 'steam roller' and the 'gang.' an experiment, and when severe floods. The truth of the matter is that the blocked railroad traffic in the Southmembers of the last Legislature went ern part of the state later, water con-

rail route The Bear's passenger list was light, numbering about 100, as the steamer Rose City sailed from San Francisco
Thursday and the Bear Sunday, the
former having been given most of the
business. J. W. Krause and A. M.
Lockridge, of New York, were among
the travelers, being bound here on business. iness. Among the Portlanders return-ing home were Mrs. J. R. Holman and Mrs. C. H. Shumate. Captain Francke, superintendent of the fleet, came up urday afternoon, when the steamer will sail at 3 o'clock for the South,

VARSITY BUILDING BEGUN

"The demands upon the Legislature for appropriations were unprecedented, yet a review of the work of the session shows that the sum total of the appropriations made was considerably less than it was during the session of 1311. The ways and means committee of both houses worked early and late with the view of minimizing the appropriations, and the cry of extravagance comes with poor grace from a Governor whose administration has been the most wasteful and extravagant in the history of the state.

"The Governor has turned his wardogs loose on me for the reason that I made reports upon some jury lists during the land fraud trials in the Federal Court in 1905.

"There was nothing dishonest or disreputable about it, I was employed to get vertain information and I did the best I could.

"Yet I wish to call attention to the fact that the Governor himself furnished similar reports and that he spent many weeks traveling up and stories high. The structure will cost \$89,000.

Nine Scheduled Here for Grain. Stay in Neutral Ports.

WHEAT CRAFT COMING

Vessels in Port Fly Flags of Warring Nations and Others Are on Way Here-Total Tonnage Listed Is 106,646.

Nine of more than 40 ships en route to work grain cargoes here for Europe have been lost to the trade temporarily because they fly the German flag, and owners of such tonnage are following the practice of holding their carriers in neutral ports while the war is on. The British steamer South Pacific, bound here from Newport News, and which is under charter to Kerr, Gifford & Company, will be an October ship, as she arrived at Cristobal Monday to pass through the Canal.

On the board at the Merchants Exchange it is shown that the German ship Malpo is held at Antofagasta; the German ship Omega and German bark Nine of more than 40 ships en route

ship Malpo is held at Antofagasta; the German ship Omega and German bark Tellus at Callao; German barks Helwig Vinnen, Waikure and Reinbek and German ship Lasbek at Santa Rosalia; German ship Arnoldus Vinnen at Port Natal, and the German bark Hebe at Mollendo. All tonnage listed, including the German carriers, represents a total of 108.648. total of 106.646.

total of 106,646.

Ships of the principal belligerents are in port, Great Britain having the ship Kirkcudbrightshire at the Eastern & Western Mill, being lined preparatory to loading wheat; the British steamer Inveric at the bunkers, receiving 900 tons of coal and being lined for grain; the British steamer Queen Adelaide at Albina dock taking wheat for England, and the British steamer Mexico City loading at Montgomery dock for the West Coast of South America. France has one carrier, the dock for the West Coast of South America. France has one carrier, the bark Gen. de Sonis, at Mersey dock, and Germany has one, the bark Dalbek, lying at the Victoria dolphins, but another, the German bark Kurt, is held at Astoria. Besides, the Norwegian bark Spartan is here. More ships of belligerents are coming, for the Belgian ship Hero is listed from Port Nolloth and the Belgian bark Katanga from Santa Rosalia for wheat, and the Russian ship Thomasina is to proceed here from Valparaiso. The Inveric came in late Monday night from Callao and late Monday night from Callao and Valparaiso. Her officers report the voy-age as an ordinary one and that no hostile naval ships were met.

OLD BARGE WILL BE RAISED

New O.-W. R. & N. Dock Will Change Position of Beacon.

Robert Wakefield, who has a contract to build the new O.-W. R. & N. dock, north of the old Oceanic dock, which was destroyed by fire July 5, was given a second contract yesterday to remove what remains of an old grain barge sunk in front of the dock. barge sunk in front of the dock. The barge is one of a fleet used by the O.-W. R. & N., when a certain portion of each grain cargo loaded here had to be lightered to Astoria, the depth in the main channel being only 17 feet, against about 20 feet today. As the barges were discarded they were disposed of, but the one now to be removed was beached there and an attempt made to burn it. Only the house

Inspectors May Close Official Inves-

tigation Here Today. Since the loss of the steamer Francis H. Leggett September 18, Frank Jollam, Portland agent for the independent passenger vessels, has been deluged with inquiries as to persons on the passenger list, but, as he had nothing to do with the sales of tickets, that being done at Seattle and on Grava Harbor, he has no official in-

P....... CAREFUL NURSING BRINGS BACK EMPRESS SING. ER'S VOICE.



Miss Winifred Wild.

Because of her versatility, Winifred Wild, who is doing a musical act with Edward Jolly at Marcus Loew's Empress this week, was able to do her share of entertaining of the first three audiences of the week, even though her singing voice had weakened in Vancouver, and entirely deserted her in Tacoma

When she arrived in Tacoma When she arrived in Portland her rich coloratura soprano was off duty, and a hoarse whisper was all she had left of her singing voice. But Miss Wild was "game" and went on for the first performance with her partner, filling in the weak places with rollicking piano selections and winsome smiles, so that the audience did not even suspect there winsome smiles, so that the audience did not even suspect there was anything wrong. Miss Wild has been carefully coddling her bronchial tubes under a physician's instructions, and is now able to assist her partner with their popular vocal numbers that are the main feature of the Wild and Jolly act.

of the Bohemian Club there, has written Mr. Bollam to ascertain whether his father, P. J. Leahy, was aboard the Leggett, as he had telegraphed him from Seattle September 18 that he would return home by water. Mr. Bollam has replied that the ship was in trouble that afternoon, so it is highly improbable that Mr. Leahy could have been aboard.

aboard. James A. Farrell, one of two sur-vivors, left the Good Samaritan Hospital yesterday, having about recovered from his injuries, and is expected to be before United States Inspectors Ed-wards and Fuller today to give sworn testimony regarding the accident in connection with an investigation being

SANTA CLARA'S TRIP IS FAST

Grace Liner From New York in 26

Days, With Stops at Two Ports. The actual steaming time of the Grace liner Santa Clara from New York to San Pedro via the Panama Canal was 15 days and 21 hours. She was 17 days to San Francisco, while she left the Golden Gate at 10 o'clock she left the Golden Gate at 10 o'clock Saturday evening and was at Munici-pal Dock No. 1 at 7 o'clock yesterday morning. Captain Crossley says that dredging is being continued in the canal and little trouble is met with through slides, as all moving material was washed into the canal and is now

was washed into the canal and is now being removed in barges.

The Santa Clara is here on her third voyage. Her officers report that Bull Run water with which her tanks were filled on the occasion of her last visit was being used while they were lying in New York Harbor, being preferred to other water obtainable on the run. She left New York September 3 and, including calls at two other ports, was only 26 days making delivery here of only 26 days making delivery here of 1250 tons of cargo. The principal de-lay she met with on the voyage was bucking head winds for two days south of San Pedro

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE

EUROPEAN AND ORIENTAL SERVICE

Name. For Data.
Andalusia. Hamburg. Ind'ft
Den of Airlie. London. Nov.
Belgravia. Hamburg Nov.
Merionethahire. London. Nov. I
Cardiganahire. London. Nov. I
Brasilia. Hamburg Nov. ALASKAN SERVICE

News From Oregon Ports.

ASTORIA, Or., Sept. 29.—(Special.)—
The steamer Bear arrived today from Wind, west, five miles; weather, cloudy. San Francisco and San Pedro with a light passenger list, but a fair amount

plete her lumber cargo. The steamer Rose City sailed for San
Francisco and San Pedro. This will be
her last trip on the Summer schedule.

Norwood, San Francisco for Grays Harbor.

Norwood, San Francisco for Grays Harbor.

Norwood, San Francisco for Grays Harbor. Mazatlan Mexican steamer should arrive tomorrow to load lum-ber at the Hammond mill.

COOS BAY, Or., Sept. 29 .- (Special.) The steamer schooner Nann Smith sailed today for San Francisco, carrying lumber and passengers.

The gas schooner Rustler is loaded

with general freight and will sail for the Rogue River tomorrow.

The steam schooner Yellowstone is loading lumber at the North Bend Lumber Company mill and also will ship wool, cheese and butter from Cur-

ry County when she sails tomorrow for San Francisco.

The gas schooner Roamer is due tomorrow morning from the Siuslaw River and is bringing salmon from the cameries there for reshipment to Astoria.

Work of discharging the French bark Gen, de Sonis began yesterday morning at Mersey dock. The vessel is loaded with a general cargo from Newcastle, Eng.

Bound here via Seattle, the steamer Thomas L Wand sailed from Ketchi-kan Monday and is looked for here

next Monday. Collector of Customs Thomas C. Burke returned yesterday from New York and Washington. At New York the second annual session of collectors of all United States districts was held and at Washington Collector Burke looked after his plan of having the north bank of the Columbia River in-cluded in the Portland district.

cluded in the Portland district.

Cargo for San Francisco aboard the steamer Dalay Gadsby, cleared yesterday, includes 410 tons of grain and 100,000 feet of lumber. The steamer Celilo was cleared for San Diego with 200,000 feet of lumber. The steamer Portland cleared and sailed last night for San Francisco with 3000 tons of wheat wheat

vessel goes as far as Skagway. Leaving here yesterday, the steamer Johan Poulsen was to load lumber at Wauna, Rainier and Westport and goes to Willapa Harbor to finish for San Francisco.

Movements of Vessels.

PORTLAND, Sept. 20.—Arrived—Steamer Bear, from San Pedro and San Francisco, Salied—Steamers Rose City, for San Pedro:
Astoriand, for San Pedro.
Astoriand, for San Pedro.
Astoria, Sept. 29.—Arrived at 6 and left ap at 7:30 A. M., steamer Bear, from San Pedro and San Francisco. Salied at 19:45 A. M., schooner Lottie Bennett, for Inquive.
Arrived at 4:50 and left up at 3:30 P. M., steamer Solano, from San Francisco.
San Francisco, Sept. 29.—Arrived—Steamer San Francisco, Sept. 29.—Arrived—Steamer San Ramon, from Portland, steamer San Ramon, from Portland, september 28, arrived at 6 P. M., steamer Northland, from Portland.

Try this easy way to clear your skin with

Bathe your face for several minutes with Resinol Soap and hot : water, working the creamy lather . into the skin gently with the fin-ger-tips. Wash off with Resinol Soap and more hot water. Finish with a dash of cold water to close the pores.

Do this once or twice a day, and you will be astonished to find how quickly the healing, antiseptic Resinol medication soothes and cleanses the pores, removes pim-ples and blackheads, and leaves the complexion clear fresh and velvety. Sold by all druggists. For sample free, write to Dept. 1-P, Resinol, Baltimore, Md.

Beaver, Temple E. Dorr, J. B. Stetson and Siskiyou, from Portland.
Eureku, Sept. 29.—Arrived—Steamer Geo. W. Elder, from Portland.
Southe, Sept. 29.—Sailed—Steamers Humboldt, for Southeastern Alaska; Panama Maru (Japanese), for Hongkons; Congress, for San Diego; Admiral Evans, for Southewestern Alaska; Arsyll, for Port San Luis; Monmouthashire (Briffish), for London; Captain A. F. Lucas, for San Francisco.
Cristobal, Sept. 28.—Arrived—Steamers Nebraskan, New York for San Francisco; Nechea, Bailtimore for San Francisco, Sileamer Isabella from San Francisco, Sileamer Isabella from San Francisco, San Francisco, Sept. 28.—Arrived—Steamers Daisy Preeman, from Willapa; San Ramona, Dalsy Putnam, from Fortland; Mary Oleon, from Everett; Speedwell, Adeline Smith, from Goos Hay; Wasp, from Tacoms; Columbia, from Grays Harbor. Salled—Steamers Ventura, for Sydney; Pennsylvania, for New York; William Chatham, for Tacoma; Colonel E. L. Drake, for Vancouver; Tallac, for Victoria.
Shanghai, Sept. 27.—Arrived—Kanakuk, from San Francisco; 25th, Canada Maru, from Seattle.
Sydney, N. S., Sept. 27.—Salled—Sonoma, for San Francisco.
Astoria, Sept. 28.—Arrived at S:42 and left up at 8:30 F. M., steamer Santa Clara, from New York via way ports.

Tides at Astoria Wednesday.

Tides at Astoria Wednesday High. Low. 10:48 A. M....7.4 feet 4:36 A. M....0.4 foot 10:33 P. M....7.7 feet 5:01 P. M....24 feet

Marconi Wireless Reports

Norwood, San Francisco for Grays Harbor, 30 miles north of Yaquina Head. Santa Maria, Hilo for Port Harford, 540 miles from Port Harford at 8 P. M., September 28.

bleum, Port Harford for San Francisco miles south of San Francisco at 8 P September 28. 176 miles south of San Francisco at 8 F.
M., September 28.

George W. Fenwick, San Pedro for San Francisco, 33 miles west of San Pedro, five miles southeast of San Pedro, five miles southeast of San Pedro, San Jose, Balboa for San Francisco, S20 miles south of San Francisco for New York, S35 miles south of San Francisco for New York, S35 miles south of San Francisco for Puget Sound, 40 miles north of Cape Mendocino. Chathain, San Francisco for Tacoma, 18 miles south of Cape Mendocino. Sierra, Honolulu for San Francisco, 1288 miles out at 8 P. M., September 28.

Wilhelmina, San Francisco for Honolulu, 1900 miles out at 8 P. M., September 28.

Chansler, Montercy for Honolulu, 327 miles from Montercy at 8 P. M., September 28.

Marine Notes.

Captain Foldat, of the steamer Multnomah, is reported from San Pedro a benedict, having been married there Saturday to Miss Marie Cregan, of San Francisco for San Pedro, off Pigeon Point.

Saturday to Miss Marie Cregan, of San Francisco for Port San Luis, three miles north of Pigeon Point.

Saturday were that the Grace liner Santa Catalina had reached Cristobal from New York Monday, en route to Portland via California harbors.

Work of discharging the French bark Gen. de Soule of San Francisco Ciff House.

Wasttenaw, Port San Luis for Olemm Wasttenaw, Port San Luis for Olemm 175 miles south of San Francisco.

Barge 01, in two of tug Daumless, Richmond for Ventura, off San Francisco Ciff House.

Wasttenaw, Port San Luis for Olemm 175 miles south of San Luis for Olemm 175 miles south of San Francisco.

House.

Washtenaw, Port San Luis for Oleum,
175 miles south of San Francisco.
Santa Rita, Seattle for Port San Luis,
26 miles south of San Francisco.
Nome City, Eureka for San Francisco,
Miles north of Point Reyes.
Ventura, San Francisco for Honolulu, 68
miles out.
Manos, San Francisco for Honolulu, 18
miles out. miles out,
Drake, San Francisco for Seattle, 15 miles south of Point Arena.
Aroline, San Francisco for San Pedro, off San Francisco Cliff House,
Schley, Seattle for San Francisco, 143 miles north of San Francisco, 143 miles north of Blunts Reef,
Redondo, Coos Bay for San Francisco, 95 miles north of San Francisco, 95 miles north of San Francisco,

RELIEVE YOUR ASTHMA IN FIFTEEN MINUTES

If Asthmador does not instantly re fleve the very worst attacks of Asthma Bronchial Asthma and the Asthmatic symptoms accompanying Hay Fever from here this morning with the largest general cargo she has carried. The terms upon which the Huntley Drug nounce they are selling Dr. Rudolph Schiffmann's Asthmador and Asthmador Cigarettes. No matter how inveter ate or obstinate your case, or how often or violent the attacks, Asthmador will instantly relieve you, usually in ten seconds, but always within fifteer

absolutely no risk is run in buying this

Santa Catalina, from New Fork, for Port-land.

San Diego, Sept. 29.—Arrived and satied at 1 P. M., steamer Roanoke, for Portland and way ports.

San Pedro, Sept. 29.—Arrived—Steamers

Schiffmann, St. Paul, Minn.—Adv.



Other houses see the handwriting on the wall, for they know it is impossible to sell at their high prices and compete with the prices now being made. This sale authorized by order of court. One piano man gave up. Others will follow--high prices no more.



Almost Every Piano a

And Others Equally



Read That

NOTICE

I take this method to publicly announce that I have severed my connection with the Cobb-Roussellot Plano Company and that I have taken a position to assist Mr. Lucore in the speedy closing out of the Soule Bros. plano stock in this city and throughout the state. I want to state frankly to my many friends that since this closing-out sale of the Soule Bros. started it was impossible for me and my firm to sell goods in competition with the low prices Mr. Lucore is making. Where a firm has to buy through San Francisco middlemen and cannot deal direct with the factories the intermediate profit makes it impossible to compete.

I am confident that I can prove to any purchaser that we are selling out these instruments in the Soule Bros. stock for less than any retailer pays for them landed in Portland. I wish space would permit mentioning in detail a few of the wonderful price reductions this sale offers to the intending plano buyer. I hope that all my friends, or any one who has the least notion of ever owning a plano, will come in to see me immediately. I will surely show you the greatest bargains you ever heard of. Not even when buying planos in a wholesale way have I ever feen such low prices as are here offered at retail.

J. ROUSSELLOT,



Any number of Pianos of almost any make you can think of now at







Alsoan\$850 Player Piano Late 88 Note

Now \$188
Used, but a Number of New Ones
Almost as Low.

Just Look at the Prices! This Sale Authorized by Order of Court.

Almost any piano sold on terms of 2 to 4 years. Many really good ones at only \$44, \$68, \$74—think of it! The better ones also included, cost a little more.

Total values. Sale Price. \$1050 Weber Pianola. \$537
The finest and best made by the Acolian Company. \$1500 Lester Grand Pianola. \$666
83-note \$500 Bur me is ter Pianola. \$227
\$575 Weber. \$228
\$250 Lindwig What will you give? \$500 and \$700 Kingsbury Player Piano, late 88-note. \$335
Would you like a Steck Piano. \$48
Or a Steinway, same terms, for ... \$87 Or a beautiful upright.....\$287 We can show you the biggest bar-gains.

Electric Pianos \$590 val. \$ \$8 or \$600 val. \$166 \$550 val. \$278 or \$750 val. \$388 We must also close out all fix-tures. Four Desks, two Safes, a number of Chairs, Music Rolls, Rugs, Stools, Benches, Cabinets and Typewriters.





Chickering, Kimball, Behning, H. P. Nelson, Ivers & Pond Steinway, Estey, Ludwig, Weber Pianola, Many

Other Pianolas. Emerson, Schuman, Wegman, Steck, Lester, Kingsbury.

Crown, Melville Clark Player Piano. I now have all these makes a planes, player planes or granu planes.

Talking Machines Must Go Columbia, Edison or Victor a

SOULE BROS. FAILED 388 Morrison St

C. E. LUCORE Agent and Creditors' Representative

OPEN EVENINGS TILL 9 O'CLOCK.