OFFENDERS MUST WORK THE ROADS

Multnomah Board of County Commissioners Will Use Prisoners from Jail to Improve Highways.

Law Gives Supervisors Powers of Sheriff and Offenders Must Work or Live On Bread and Water.

The Board of County Commissioners has decided to institute a chain gang and work prisoners upon the roads. There is a state law providing that the county may use lawbreakers for the improvement of its highways, but never in the history of Multnomah County have they been so employed. County Judge Webster, as chairman of the Board of Commissioners, admitted this morning that the prisoners would be put to work. "We expect some opposition, however," said the Judge, "when we attempt to set the men to their task."

The law provides that county prisoners may be employed under a road supervisor who shall have the full powers of a Sheriff or other peace office while the men are under his charge. In case the prisoners refuse to work they can be placed on bread and water until such time as they are willing to obey orders.

At the present time there are 50 prisoners in the county jail. Eight of these are United States prisoners. Those serving sentences and available for road work number about a dozen.

MAKE SURVEYS FOR VANCOUVER BRIDGE

Northern Pacific Engineering Party in the City for that Purpose.

Several engineers connected with the field engineering department of the Northern Pacific are in Portland today. Though official disclosure of the nature of their business here at this time was not made, it is believed they will make new surveys for the bridge which the Northern Pacific intends constructing between Portland and Vancouver. In the party are two bridge experts from New York.

Everything is now in readiness, with the exception of a few final surveys, for the construction of the bridge. The company some time ago obtained a permit from the government authorizing it to build an inter-state draw bridge.

Ferrying passengers and freight trains across the Columbia has most serious drawbacks. Not only is the expense considerable but long freight trains have to be handled in sections and delays are inevitable.

The line from Kalama to Vancouver, which was recently completed, has been opened for travel. It is 28 miles in length and is known as the Washington & Oregon road.

As soon as the Portland-Vancouver bridge is completed through trains will run from Puget Sound by way of Kalama and Vancouver direct to Portland. Preliminary work will be commenced next fall.

Thirty Trestles to Be Filled.

The engineering department of the O. R. & N. has let a contract to the Pacific Coast Construction Company of this city for filling in 30 trestles at various points along the line.

Most of the work will be done between Walla Walla and Spokane and between Umatilla and Huntington. The contract calls for immediate commencement and hasty completion of the work.

Ever since the line was built many years ago the O. R. & N. has been troubled with sharp curves. The track is being straightened as fast as possible and the contract let to the Pacific Coast Construction Company for filling in the trestles is in line with the present policy of the road to make sharp curves and wooden trestles as scarce as possible on the main line.

No Adjustment In Sight.

The rate and time war situation is still the main topic of worry in railroad circles. The belief is general that the rate of $8, now in effect between the Twin Cities and Chicago will continue permanently. Several late passenger tariff announcements have been received in Portland, all of them announcing the rate to be $8.

The recent cut is not being utilized as a cut and advertised accordingly, but is regarded as a rate likely to stand permanently. Western passenger officials are tusseling with the problem daily.

It is conceded that if the Western Passenger Association is unable to effect an agreement by which the old rates and times are restored its usefulness as a balance weight in passenger traffic matters is practically at an end. For that reason every effort tending toward adjustment is being made.

Great Western Reaches Omaha.

Word has ben received from the head offices of the Chicago Great Western that the extension of the line from Fort Dodge to Omaha, which has been in course of construction for the past two years, has been completed, and will be formally opened for freight and passenger traffic within a few days.

The announcement is important, as it places that line on a basis of equal competition with the many lines operating between Omaha and Kansas City and Chicago. All lines with any pretentions to Eastern freight business must necessarily have connections with Missouri River terminals, as well as with the Northern trans-continental lines at St. Paul.

The Great Western has been gradually pushing its line from Fort Dodge on to Omaha, a distance of about 200 miles.

Securing freight and passenger terminals in Omaha has been the most serious difficulty the road officials have had to contend with. The latest announcement regarding the trouble is that the Great Western has secured concessions from the city and will plan its own terminals.

Railroad Notes.

The Denver & Rio Grande has issued a ready reference table of the arrival and departure of trains. The main feature that distinguished it from other time tables is that the time is displayed prominently in red ink, saving a useless worry over the entire card.

M. P. Martin, auditor of the Northern Pacific, was in the city this morning on business. His headquarters are in Tacoma.

Percy Sinclair, Pacific Coast agent of the Lehigh Valley road, arrived in Portland yesterday from Seattle to remain several days.

F. C. Nessley, traveling freight agent of the Rio Grande, is in Denver.

MYSTERY OF THE LONELY MOUNTAIN

How Young Iddings Lost Life May Never Be Known—To Where McCartney Disappeared Equally in Doubt.

A Deed of Darkness Believed to Have Been Committed, the Solution of Which May Never Be Made Public.

JACKSONVILLE, Or., July 2.—Howard W. Iddings' skeleton was found upon the top of Wagner Butte on June 14, but the manner in which he met his death is still a mystery. A letter from his father today proves the young man's identity beyond a doubt. He had graduated from the Rush Medical College in Chicago in March of this year. He was on his way West to seek a location as a physician. He knew absolutely nothing of mountains and was

HOWARD W. IDDINGS.

never known to have carried a pistol. No one has yet been found who has ever seen him in Oregon.

The deepest mystery surrounds the case and it may never be proven just how Iddings lost his life.

In April several valuable articles of clothing were found in a field just below Ashland and they were believed to belong to an Alaska miner named Charles McCartney, who was known to leave the train at that place. McCartney was known to have had a large sum of money on his person when he left Seattle. Two months afterward the skeleton was found in the lonely mountains a dozen miles from Ashland, which proved to be the remains of Iddings.

McCartney has never been heard from, although he was en route to his home in Kansas. Many believe that the two men traveled from Seattle together and that some mysterious deed was committed in which both McCartney and Iddings lost their lives.

UNIQUE WEDDING

Business and Matrimony Were Beautifully Blended at the Lions' Hall Last Evening.

There was a pretty blending of business and matrimony at the hall of Home Lodge, Order of Lions, Auditorium Building, last evening. At the beginning these newly-selcted officers were installed for the ensuing term:

President, D. C. Maybee; vice-president, B. J. Sharp; treasurer, John Blied; secretary, Alaze Satterlee; chaplain, Inez A. Smith; sergeant-at-arms, Charles G. Satterlee; assistant sergeant-at-arms, Ethel A. Williams; doorkeeper, Pearl Graves; sentinel, Nancy Maybee; musician, Sophie Backus; trustee for 18 months, Amelia Porcher; captain of the team, Fred Beldin.

A unique part of the ceremonies last evening was the marriage, in the hall, at the adjournment of the lodge meeting, of Miss Razaltha Calkins and F. Grant Beldin, both members of the order. The ceremony was performed by Rev. Henry A. Barden, in the presence of the lodge members and a large number of friends of the contracting parties. Many valuable presents from brother and sister lodge members were given the happy couple, and the order furnished the ice cream and cake as an aftr token of esteem. Last night was the 28th anniversary of the wedding of the groom's father and mother, Mr. and Mrs. L. Walker Beldin, which fact added interest to the event. Music for the occasion was furnished by Fidelity Band, A. O. U. W., of which the groom is a member. It was a pleasant evening that was spent with the numerous brothers, sisters and friends of the order, and bride and groom, and one that will be long remembered.

MUST URGE THE WORK

Henry Hahn Says that Portland and Inland Empire People Must Toil for Portage Road.

"There is just one thing to do regarding the building of a portage road about the Dalles of the Columbia. If the people here and those residing in the Inland Empire want the thing pushed along they must keep urging it."

The above was the opinion expressed this morning by Henry Hahn, chairman of the Chamber of Commerce open river committee. This committee has held several meetings recently to discuss the construction of this road, and its chairman has said that "it is ready to help the move along to the best of its ability."

"We, in Portland, want to have the road pushed," said Mr. Hahn, "in order that it may be put into operation at the earliest possible time so that the Inland Empire farmers may be able to market their crops at a reduced freight rate.

"The national government has the right-of-way over which the proposed road is to be built. The state will, if it has not done so already, ask permission to use this right-of-way. I understand that government officials have assured members of the state Portage Road commission that they are willing to assist in this enterprise in every possible way."

The habeas corpus case of Mrs. Nellie Bowman to gain possession of her 4-year-old daughter Helen, is being heard this afternoon by Judge Cleland. The plaintiff declares that her mother-in-law, Nellie Steele, of Tacoma, took the child from the home of the plaintiff's mother and has since refused to give the little girl to her mother.

POLICE AFTER ALLEGED FAKER

Bench Warrant Out for E. Olson, Wanted for Obtaining Money Under False Pretenses—His Disappeared.

Claimed He Wrote Policies On Company Not Existing, Collecting Cash in Advance—Mistake of Officials.

If there is such a concern in Oregon as the National Register Insurance Company the police would like to know it. Another thing they greatly desire to know is where is E. Olson, who is said to have been going about in this and other cities representing himself to be the agent of the above named company, and collecting money on policies written in the name of the same.

Yesterday Olson was in the custody of the police, having been arrested on complaint of City Attorney Fitzgerald on a charge of operating an insurance agency without a license. Through a mistake of Deputy District Attorney Adams, in the absence of Fitzgerald, Judge Hogue permitted the defendant to go on his own recognizance, as he was then thought to be a bona fide business man of Portland. He promised to appear in the Municipal Court this morning for a hearing, but failed to keep his word, and a bench warrant was issued for his arrest.

Victim Will Prosecute.

It is believed that Olson skipped the town, having learned that he was to be prosecuted by one of his victims, a Mrs. Ruby Shaffer. If he is found, he will be brought into court and tried for obtaining money under false pretenses, according to the statement of Col. Harrington, attorney for Mrs. Shaffer.

"Olson came to my client's home last April," said Col. Harrington, "and represented himself to be an agent for the National Register Insurance Company, of Portland. He succeded in persuading her to permit him to write a policy in his company, and collected $6 from her. All he gave her was a receipt, and he said he would fix up the policy and bring it to her the following day. He has never been back, and she became suspicious of him. Inasmuch as he did not appear in court, as he agreed to, this morning, the only thing left us was to have a bench warrant issued for his arrest. He told Mrs. Shaffer that he was doing a good amount of business, and that he had written many policies in all portions of the city."

Careful inquiry in insurance circles, and also at the state capital failed to bring to light any such company as Olson is said to have represented, and the conclusion of the officers is that he is one of numerous persons working a graft on unsuspecting citizens.

Prior to his disappearance, Olson occupied a room at 211½ Second street.

RED MEN'S GREAT COUNCIL TO MEET

Local Tribes Preparing for Annual Festivals—Oregon City the Place.

Local Red Men are making extensive preparations for the meeting of the Great Council of Oregon, which will be held in Red Men's Hall, Oregon City, Tuesday, July 28. The deliberations of the council are expected to consume about three days, as there are many questions of importance to be discussed.

Oregon City Red Men are also preparing and have made arrangements to accommodate about 60 delegates, besides the officers of the Great Council. One of the principal items of business before the delegates will be the naming of two representatives to the Great Council of the United States, which meets in Atlantic City, N. J., September 14.

There are three tribes of the Red Men in this city, Minnehaha, No. 2; Chinook, No. 5, and Willamette, No. 6, and they are all in a prosperous condition.

FOR NATIONAL FOOD LAW

State Food and Dairy Commissioner Bailey to Work For One At Coming St. Paul Convention.

State Food and Dairy Commissioner J. W. Bailey is planning to attend the National Association of State Dairy and Food Departments at St. Paul, Minn., July 21-24. Mr. Bailey is president of the association. He stated this morning that he thought he would be the only one from this state in attendance at the convention.

In speaking of the coming meeting, Mr. Bailey said:

"In my opening address, I expect to urge upon the delegates the necessity of a national pure food law. This question was discussed at the Dairy and Food Departments' Convention held here last year, but the last session of Congress did not pass any measure of this sort. I think a law of this character is needed the worst kind, and we hope to draft one at the St. Paul convention that will please our Congressmen.

"I have recently talked with a large number of local wholesale dealers, and all of them are in favor of a national pure food law. Now, while many of the states have nearly the same pure food laws, the various commissioners interpret them differently, thus causing the manufacturer and wholesaler much trouble. A national law would do away with this bother."

SEEN AT OSAKA FAIR

Copies of the United States Consular Report of June 25 have been received by the local Chamber of Commerce. The report contains an advance announcement of this Nation's Kobe, Japan, Consul, S. S. Lyon, giving an account of the exhibits at the Osaka Exposition made by Netherlands Indian Colonies, Austria and a few private manufacturing firms.

Consul Lyon states that the Netherlands Indian exhibit is devoted chiefly to native works of art. It is said to be one that attracts a great deal of attention and has done much to advertise the riches of the islands owned by the Windmill Nation.

Austria's exhibit consists of a large hall of machinery, besides collections of wines and manufactured wares. The three leading machines represented are an ice compressor, printing press and fire engine. There is a big display of well-finished Austrian steel-iron steam and water pipes, and sugar-loafing molds. Fire bricks made of cork and composition and machines for corking bottles and fitting capsules are also shown.

A CHURCH TRUST IS NOW CERTAIN

Rev. W. G. Fisher, Pastor of United Brethren Congregation, So Designates Combination of Three Faiths.

He Suggests the Name of United Protestant Congregations as Most Appropriate for New Denomination.

"The fact that the three-cornered conference at Pittsburg has been able to come to an agreement regarding the unification of the Congregational, United Brethren and Protestant Methodist denominations means there will be a brand new church formed to embrace the members of these three heretofore separate faiths. The name of the new denomination has not yet been decided upon, but I would suggest that it be called the United Protestant Congregations, that being comprehensive and impartial."

The above statement was made this morning by Rev. W. G. Fisher, pastor of the First United Brethren Church of Portland. A special dispatch from Pittsburg, carrying news of the successful termination of the effort to unite these three churches was shown Rev. Fisher and he was asked what effect such result would have on the churches of Portland.

"There is no Protestant Methodist Church here," Mr. Fisher said, "but when the consolidation project is carried into effect it will mean the wiping out of the line which has heretofore existed between Congregationalist and United Brethren. In a city the size of Portland the number of churches and the number of pastors will not be reduced, but in smaller places great good will follow abandonment of the feeble attempt to maintain two churches and the expending of the thus united energy in keeping up one, thus affording the minister competent remuneration and enabling the congregation to keep free from debt.

Business in Religion.

"The consolidation of the three churches is simply an application of the trust principle of reducing the expenditure and increasing the general results. It is the adapting of business methods to religious uses. Dr. William M. Weekly of the United Brethren Church was the originator of the project, but its successful carrying out has been largely due to the efforts of Dr. Washington Gladden, a Congregationalist.

"There has always been a close feeling of brotherhood between the three churches soon to become one. The United Brethren Church is congregational in its government; the United Brethren and the Protestant Methodists are alike in their leaning toward the emotional, and the Congregational Church has for some time felt the need of the added fervor which comes from demonstrative meetings. Human interest is the common term for the expression of this feeling and I think it to be a good one. It will therefore be possible for each denomination that ceases to exist to contribute something of benefit to the new church and equally will each profit from the others."

Cumberland Presbyterian Also.

Rev. Fisher confidently expects that within a comparatively short time the Cumberland Presbyterians, as well as three separate branches of the United Brethren, will affiliate with the newly formed denomination. He declares individual members to be vastly pleased with the result of the Pittsburg conference.

For further consideration and to perfect plans for organization a general council is to be held to take up the following:

(A)—To present to the world some realization of that unity of believers which, in accordance with a prayer of our Lord, seems so desirable among Christian churches.

(B)—To promote a better knowledge and closer fellowship among the Christian bodies thus united.

(C)—To secure, as far as possible, the unification of kindred organizations now existing in the several bodies.

(D)—To consider methods by which in the state, annual and district conferences the bodies may be brought into co-ordinated activity and organic unity.

(E)—To prevent the unnecessary multiplication of churches and to unite weak churches of the same neighborhood whenever practicable.

(F)—To unite and encourage the affiliation with this council of the Christian bodies cherishing a kindred faith and purpose.

IS COMING HOME

Commissioner Henry E. Dosch Writes that He will Sail from Yokohama August 8.

Henry E. Dosch, special Lewis and Clark Exposition Commissioner to the Osaka, Japan, Fair, writes friends here that he expects to start for "the land of the free and the home of the brave" on August 8. It is said that the Osaka Fair will close the last of this month. Mr. Dosch states that he has engaged a berth on the new crack American liner, Korea.

During his stay in Japan, Mr. Dosch has toiled to further the growing trade between this state and the Land of the Rising Sun. He has succeeded in organizing a company of Japanese merchants, who will hereafter see to it that the products from this state are advertised throughout that empire in such a way as to increase the commerce many thousands of dollars annually.

The commissioner has also told of the wonders of the Lewis and Clark Exposition to the people of the Flowery Isles, and he is of the opinion that a very large number of persons will visit this city and state in 1905.

GIVEN FIVE YEARS IN STATE PRISON

Jim McQuade, Convicted Highwayman, Sentenced—Johnson, 10 Days.

For highway robbery committed on Christmas Eve, 1902, Jim McQuade was this morning sentenced to serve five years in the State Penitentiary at Salem. McQuade and Bert Stacey were arrested on a charge of holding up H. F. Copeland and robbing him of a watch. Both men were convicted, but Stacey will not be sentenced pending the decision of the court in regard to a new trial.

Charles A. Johnson, who pleaded guilty to simple larceny, was sentenced to serve 10 days in the County Jail.

The case of George J. Sebecki vs. C. W. Boost is on trial today in Judge Frazer's Court. The suit is to recover damages from the defendant in the sum of $500 and to compel him to cease using the upper portion of the building in which the plaintiff's saloon is located for a wire fence factory. It is alleged that the noise of the workshop has damaged Sebecki's business.

AUTO RACE WON BY GERMAN

(Continued From First Page.)

who started seven minutes after the American. The intricate method of taking time at different controls and allowing for compulsory slowness makes anything but guesses at the exact position impossible.

Denknyff, the French driver, was the first to enter on the last round, and was followed 4 minutes 52 seconds later by Genatzey, the German. Barring all accidents the latter should win. Inasmuch as he started 14 minutes after Denknyff. Mooers, who is riding for the Americans, is out of the race on account of his breaking down at Athay, four hours after the start. His showing was very poor.

The day has been one of great excitement, especially when the Owen-Genatzey strife took place almost in front of the grandstand at 8:50 o'clock this morning. Owen came in at a 60-mile clip, while a few yards behind appeared Genatzey, leaning forward and forcing his machine to the limit. He came down the hill in pursuit of Owen at 75 miles an hour. The great crowds rose enmasse cheering wildly at the plucky exhibition. From an immense swirl of dust Genatzey emerged in the lead. Owen later sustained damage to his car, but continued holding on to Genatzey with grim determination until he passed the stand in the second round at 10:24 o'clock, being four minutes in the rear of Genatzey, but still pressing his machine to the utmost. He was given great applause.

Foxhall Keene ran 160 miles in 4 hours 26 minutes, when he droped out. Owen completed the third round more than 100 miles behind the leaders.

One o'clock with the race half over Genatzy had increased his lead by one minute, and Deknyff, Frenchman, second, the others widely scattered. Edge is practically out of the running. The race will probably be won by either a German or a Frenchman. Keene is dropping behind steadily. The Americans continue to struggle for consolation prizes. All drivers with the exception of the Americans had completed the third round by one. Owen had completed two rounds, Winton and Macers one each. The best time for a mile was made by Gabriel France, being 53 seconds. The average work, however, did not come up to expectations. At the 150 mile mark Genatzy was leading Deknyff by four minutes and 20 seconds, Farman by four minutes and 30 seconds, Edge by 42 minutes and 22 seconds. Rain has commenced falling. Shortly after one Keene gave up the race before finishing the second round as the axles of his car were weakening.

THOUSANDS MINGLE WITH THE SEA SERPENTS AT SEASIDE.

The Letter-Carriers' annual excursion to Seaside on Sunday last carried the largest excursion crowd of the season out of Portland, fully 2,000 people gathering at the beach, many taking their initial plunge of the season in old ocean, while others were content to ramble about and mingle with the summer girls and sea serpents, and gather in this season's first installment of ozone. The summer girls were happy when the old sea serpent made his first appearance, breaking from the waves "Just As the Sun Went Down" over the ocean. The absence at other Oregon ocean beaches of this strange phenomena promises to multiply the attendance at Clatsop Beach this summer. Before taking your summer outing you should address J. C. Mayo, general freight and passenger agent, Astoria & Columbia River Railroad Company, Astoria, Or., or E. L. Lewis, commercial agent of that company, 248 Alder street, for a copy of their novel and catchy Seaside pamphlet recently issued.

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PERSONALS.

R. W. Jones of Newburg is registered at the Perkins.

Henry Nice, a prominent canneryman of Alsea Bay, is at the Imperial.

F. W. Paine, a capitalist of Walla Walla, is a guest at the Imperial.

Nat C. Goodwin and his company of players are registered at the Portland.

F. S. Harding, a prominent merchant of McMinnville, accompanied by his wife, is registered at the Perkins.

Edward C. Frost, Portland agent of the New York Life Insurance Company, left last night over the Canadian Pacific for Boston. He will remain in the East several weeks.

Dr. J. C. Byrd, formerly state physician at the insane asylum, left last night over the Canadian Pacific for New York, expecting to visit in Eastern cities for several weeks.

C. A. Rhea is registered at the Perkins. Mr. Rhea was in Heppner at the time of the flood. Though a heavy loser, he stayed in the wrecked city and assisted in the relief work until need of rest compelled him to leave.

Albert Tozier, secretary of the Oregon Press Association, is in the city arranging the details for the departure tonight of the Washington, Oregon and Idaho newspaper men who will go to attend the national convention at Omaha.

William Kennard (of Kennard & Adams, 539 to 545 Williams avenue) and family have left for the East and Europe, and will be absent several months, during which time Mr. Kennard will combine business with pleasure and select for his store in Portland a large stock of new and up-to-date fall merchandise.

Francis W. Cushman, member of Congress from Washington, is registered at the Portland. Mrs. Cushman accompanies him. Congressman Cushman is one of the leading champions in the National Legislature of irrigation measures aimed at bettering the arid lands in the rainless districts of Central Washington. His present trip to Portland is one of pleasure.

Frank B. Cole, publisher or the Pacific Coast Lumberman of Tacoma, and ex-Treasurer of that city, is in Portland. As a Democratic politician Mr. Cole is known throughout Washington, having been a candidate on that ticket for Congress at the election two years ago. Mr. Cole has other distinctions above those named, for he is past vicegerent snark of the Hoo-Hoos, and has served his time in the high ranks of Elkdom. He will leave this evening for Omaha in company with other newspaper men who will attend the editorial meetings there.

Fendall G. Winston, prominently identified with the flouring interests of Minneapolis, passed the day in Portland. "Whether the flour mills of the Middle West will ever be able to control the Oriental trade is the problem milling men are puzzled over. A high grade of flour is turned out by the mills of Spokane, Seattle, Tacoma and Portland. It is not made from No. 1 hard wheat and has not the staying qualities of flour milled from Minnesota and Dakota wheat, but for export trade it answers every purpose, and has the additional advantage of being cheap. Whether a reduction to correspond with and compete with Western mills is good business policy is the question. The rapid developments in the great Northwest and the growth of Oriental traffic and the consequent rate competition are all factors that tend to force he flour mills of the Mississippi Valley from the field."

OMISSION NOTED

In the published list of Governor Chamberlain's appointment of William Moore of Pendleton as aide-de-camp with rank of lieutenant-Colonel, on his personal staff, the name was inadvertently omitted and that of George W. Hazen of Portland printed twice. Mr. Moore will accept the appointment.

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The Club, Grand Avenue and East Morrison, a Popular Resort for East Side Gentlemen.

James Busby and Sam Penney, two companionable gentlemen whom everybody likes, are the owners of as popular resort as may be found in Portland, in the line of a genteel refectory, where the socially inclined may gather to pass a few pleasant hours and enjoy the refreshments afforded there. The place is named The Club, and is located at the northeast corner of Grand avenue and East Morrison streets. This building was entirely refitted and remodeled for these gentlemen. It is the seat of justice as well as the habitation of the fine pleasure resort, the Magistrate's Court for the East Portland district being located on the second floor. In that quarter is dispensed justice to the litigants of "beyond the river," and beneath, the genial Busby & Penney dispense the liquid cheer that drives dull care away. When on the east side of the stream "upon whose bosom is carried the commerce of the world"—and other things—peep into The Club and ask Jim or Sammy what they've got to do you good.

NEW TODAY.

Butter! Butter!

40c AND 45c

Best creamery	50c and 55c
Ranch eggs	20c
Best sugar-cured hams	15c
Picnic ham	12c
5-lb. pail lard, compound	50c
50 lbs. lard, compound	$4.50
Full cream cheese	17½c
Cream brick	20c
Swiss cheese	25c
Limburger cheese	25c and 35c.

Remember, chickens are Friday this week.

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