

# FINE WEATHER RETARDS SHIP

## Norwegian Bark Vigo Joins Grain Fleet in Local Harbor.

# MIGHT LOAD FOR DARK CONTINENT

## Captain Lystad Says Winds Were So Light That Current Carried Vessel 1,000 Miles Off Coast When in Latitude of Columbia River.

It took the Norwegian bark Vigo 45 days to make the run from Mejillones, Chile, to the Columbia river, and Captain Lystad blames too fine weather for the rather tedious voyage. He says it was nothing but sunshine, calms and baffling winds all the way until off the California coast, when the ship fell into the track of the new boats are ready to receive it. Everything entering the construction of the boats is first class, and the best of workmanship has been called for.

The new boats will operate between Celilo on the upper Columbia and Lewiston on the Snake connecting with the J. N. Teal for Portland and giving direct water service between Portland and the great inland empire. The company is also preparing to place another craft in commission between Portland and the Big Eddy should the J. N. Teal prove unable to handle winter traffic. At Big Eddy the Teal connects with the portage road to Celilo.

Next Saturday the Open River Transportation company will place its steamer Relief on the upper river between Celilo and Arlington and Alderale. The Relief will be in command of Captain W. R. Thomas, one of the most competent and popular navigators on the upper Columbia. Arrangements have been made so that freight leaving Portland on the J. N. Teal Wednesday morning will be delivered at points on the upper river by the Relief Thursday morning. In other days the freight space will be used for the carrying of passengers which are particularly heavy at this time.

But the wind was so light that while the bark slowly made her way toward the latitude of the Columbia the current carried her far out to sea. When in latitude 47 north, or a short distance farther north than Portland, the current dragged her a full 1,000 miles off shore. Then the wind died down and there the bark remained for eight days, barely shifting her position a mile.

To work back was quite a task. In view of the light winds but successful finally crowned the efforts of the mariners, so that a week ago today the Columbia river lightship lay in sight. A tug came out the following afternoon and brought the Vigo into the bay. She arrived here yesterday afternoon ready to discharge ballast and receive wheat cargo for Europe or South Africa, the charterers having option of either destination.

The Vigo is an English-built vessel, having first sailed the sea under the flag of Great Britain. She was sold to German owners and subsequently transferred to the firm of Carl Beck & Co., of Tvedestrand, Norway, which is now her home port.

Captain Lystad says that in coming north the time got so dreary that the sailors had to indulge in shark fishing to drive off the monotony and they made some fine catches. Two monster sharks were captured when working back toward the Columbia river after having drifted well toward midocean. McMillons is now at the west coast, taking the place of Antofagasta in the nitrate shipping business. It is a small place with perhaps 500 inhabitants, but has fine features which give it the lead over the old port, where vessels loading or discharging have to lie in the open roadstead. The Vigo delivered a cargo of coal at Mejillones, having brought it from Newcastle, N. S. W.

The British ship Dedemona, which arrived up from Astoria yesterday afternoon and was anchored near St. Johns, came up from Callao, Peru, after a good voyage, but had time to take on the Vigo. The Dedemona is under charter to carry wheat to Europe.

### BUSY SCENES ON DOCKS.

There was a busy scene down at Couch-street dock last night when steamers took departure for coastwise ports. The Alliance, Captain Olson, pulled out with a full list of passengers and several hundred tons of freight for Coos Bay, and the steamer Captain Dorris, left for San Francisco with a good share of business.

Yesterday morning the Harriman line, State of California, left Alinworth dock for San Francisco carrying 240 passengers and a full cargo of freight. She was booked to pick up 50 stevedores at Astoria, and having worked in the salmon canneries during the summer.

The steam schooner Northlad, Captain Erickson, left down from the mills of the Portland Lumber company last night, but stopped at Linton to take on a small shipment of lumber. She sails for San Francisco this morning.

### BOATS WELL UNDER WAY.

Open River Transportation Company Establishing Fine Service.

Splendid progress is being made with the construction of the two new river steamers being built at Celilo for the Open River Transportation company. The boats are expected to be ready to go into commission by the first of November. They will be 150 feet long and have a carrying capacity of 250 tons on each draught of but 18 inches.

The boilers will be ready to ship from Portland, Mich., tomorrow, so that there will be no delay in getting the machinery installed when the hulls are ready to receive it. Everything entering the construction of the boats is first class, and the best of workmanship has been called for.

The new boats will operate between Celilo on the upper Columbia and Lewiston on the Snake connecting with the J. N. Teal for Portland and giving direct water service between Portland and the great inland empire. The company is also preparing to place another craft in commission between Portland and the Big Eddy should the J. N. Teal prove unable to handle winter traffic.

At Big Eddy the Teal connects with the portage road to Celilo. Next Saturday the Open River Transportation company will place its steamer Relief on the upper river between Celilo and Arlington and Alderale. The Relief will be in command of Captain W. R. Thomas, one of the most competent and popular navigators on the upper Columbia.

Arrangements have been made so that freight leaving Portland on the J. N. Teal Wednesday morning will be delivered at points on the upper river by the Relief Thursday morning. In other days the freight space will be used for the carrying of passengers which are particularly heavy at this time.

But the wind was so light that while the bark slowly made her way toward the latitude of the Columbia the current carried her far out to sea. When in latitude 47 north, or a short distance farther north than Portland, the current dragged her a full 1,000 miles off shore. Then the wind died down and there the bark remained for eight days, barely shifting her position a mile.

To work back was quite a task. In view of the light winds but successful finally crowned the efforts of the mariners, so that a week ago today the Columbia river lightship lay in sight. A tug came out the following afternoon and brought the Vigo into the bay. She arrived here yesterday afternoon ready to discharge ballast and receive wheat cargo for Europe or South Africa, the charterers having option of either destination.

The Vigo is an English-built vessel, having first sailed the sea under the flag of Great Britain. She was sold to German owners and subsequently transferred to the firm of Carl Beck & Co., of Tvedestrand, Norway, which is now her home port.

Captain Lystad says that in coming north the time got so dreary that the sailors had to indulge in shark fishing to drive off the monotony and they made some fine catches. Two monster sharks were captured when working back toward the Columbia river after having drifted well toward midocean. McMillons is now at the west coast, taking the place of Antofagasta in the nitrate shipping business.

It is a small place with perhaps 500 inhabitants, but has fine features which give it the lead over the old port, where vessels loading or discharging have to lie in the open roadstead. The Vigo delivered a cargo of coal at Mejillones, having brought it from Newcastle, N. S. W.

The British ship Dedemona, which arrived up from Astoria yesterday afternoon and was anchored near St. Johns, came up from Callao, Peru, after a good voyage, but had time to take on the Vigo. The Dedemona is under charter to carry wheat to Europe.

### The Wily B. Allen Co.

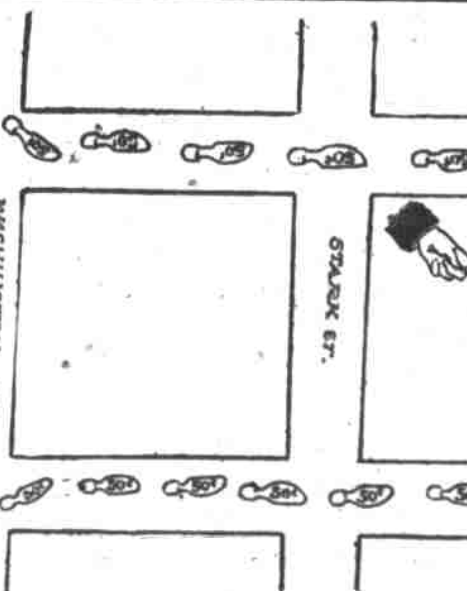
MASON & HAMLIN PIANOS

304 Oak St., Between Fifth and Sixth

Wholesale Distributing Center for the Entire Northwest

### Fifty Cents a Step

Is what you earn by walking 150 steps off Washington street and buying your piano or piano player here. We have no rent to pay for a retail store. Mason & Hamlin [costliest piano in the world], Hardman, Harrington, Price & Teepie, Wegman & Wilton, Rembrandt and others. The Emerson Angelus [most perfect piano player made] and six other player pianos carried. Music for all players.



WELLS FARGO BUILDING.

THE WILY B. ALLEN CO.

COMMERCIAL CLUB

SIXTH ST.

FIFTH ST.

SEVENTH ST.

EIGHTH ST.

NINTH ST.

TENTH ST.

chinery installed when the hulls are ready to receive it. Everything entering the construction of the boats is first class, and the best of workmanship has been called for.

The new boats will operate between Celilo on the upper Columbia and Lewiston on the Snake connecting with the J. N. Teal for Portland and giving direct water service between Portland and the great inland empire.

The company is also preparing to place another craft in commission between Portland and the Big Eddy should the J. N. Teal prove unable to handle winter traffic.

At Big Eddy the Teal connects with the portage road to Celilo. Next Saturday the Open River Transportation company will place its steamer Relief on the upper river between Celilo and Arlington and Alderale.

The Relief will be in command of Captain W. R. Thomas, one of the most competent and popular navigators on the upper Columbia.

Arrangements have been made so that freight leaving Portland on the J. N. Teal Wednesday morning will be delivered at points on the upper river by the Relief Thursday morning.

In other days the freight space will be used for the carrying of passengers which are particularly heavy at this time.

But the wind was so light that while the bark slowly made her way toward the latitude of the Columbia the current carried her far out to sea.

When in latitude 47 north, or a short distance farther north than Portland, the current dragged her a full 1,000 miles off shore. Then the wind died down and there the bark remained for eight days, barely shifting her position a mile.

To work back was quite a task. In view of the light winds but successful finally crowned the efforts of the mariners, so that a week ago today the Columbia river lightship lay in sight.

A tug came out the following afternoon and brought the Vigo into the bay. She arrived here yesterday afternoon ready to discharge ballast and receive wheat cargo for Europe or South Africa, the charterers having option of either destination.

The Vigo is an English-built vessel, having first sailed the sea under the flag of Great Britain. She was sold to German owners and subsequently transferred to the firm of Carl Beck & Co., of Tvedestrand, Norway, which is now her home port.

Captain Lystad says that in coming north the time got so dreary that the sailors had to indulge in shark fishing to drive off the monotony and they made some fine catches.

Two monster sharks were captured when working back toward the Columbia river after having drifted well toward midocean. McMillons is now at the west coast, taking the place of Antofagasta in the nitrate shipping business.

It is a small place with perhaps 500 inhabitants, but has fine features which give it the lead over the old port, where vessels loading or discharging have to lie in the open roadstead.

The Vigo delivered a cargo of coal at Mejillones, having brought it from Newcastle, N. S. W.

The British ship Dedemona, which arrived up from Astoria yesterday afternoon and was anchored near St. Johns, came up from Callao, Peru, after a good voyage, but had time to take on the Vigo.

The Dedemona is under charter to carry wheat to Europe.

chinery installed when the hulls are ready to receive it. Everything entering the construction of the boats is first class, and the best of workmanship has been called for.

The new boats will operate between Celilo on the upper Columbia and Lewiston on the Snake connecting with the J. N. Teal for Portland and giving direct water service between Portland and the great inland empire.

The company is also preparing to place another craft in commission between Portland and the Big Eddy should the J. N. Teal prove unable to handle winter traffic.

At Big Eddy the Teal connects with the portage road to Celilo. Next Saturday the Open River Transportation company will place its steamer Relief on the upper river between Celilo and Arlington and Alderale.

The Relief will be in command of Captain W. R. Thomas, one of the most competent and popular navigators on the upper Columbia.

Arrangements have been made so that freight leaving Portland on the J. N. Teal Wednesday morning will be delivered at points on the upper river by the Relief Thursday morning.

In other days the freight space will be used for the carrying of passengers which are particularly heavy at this time.

# DISTRICT FAIR AT THE DALLES

## Extensive Preparations Are Being Made—Pavilion Is Enlarged.

(Special Dispatch to The Journal.) The Dalles, Or., Sept. 6.—Preparations for the eighteenth annual fair of the Second Eastern Oregon district, comprising Wasco, Sherman, Gilliam, Wheeler, Crook and Hood River counties, are rapidly being pushed along. The fair is to be held at the Dalles, October 6-10, and from present indications will surpass anything ever held here. The Business Men's association has been pushing the matter for some time, and a special representative has been traveling for the past two months through the various districts comprising the Second Eastern Oregon district, arousing enthusiasm and interest. From reports brought in each county will bring down a large number of premiums and prizes are offered for exhibits and races.

The exhibits of cereals, fruits, vegetables, poultry, plants, flowers, fancy work and work of art etc. will be placed on a long pavilion built in the street from Second street to Fourth street, Washington street. Last year the pavilion was only one block long, this year it will be two blocks long.

There will also be a school children's exhibit, a stock exhibit at the City Park, a number of speed attractions, bucking contests at the city park, a balloon ascension, a merry-go-round and other attractions. Arnold's Amusement company will also be here. All the rail and boat lines have offered reduced rates. A committee of business men are around soliciting subscriptions, and although the committee has been out part of but two days several thousand dollars, have already been secured.

The poultry building at the fair has been enlarged nearly one half. Former poultry exhibits have been small, but the addition is about 28 feet wide and 40 feet long. Not only will the display of domestic poultry be complete, but the pigeon section will be a special feature which the state fair has never before been able to obtain hitherto. The poultry show will be about three times as large as any previous poultry show at the state fair.

(Salem Bureau of The Journal.) Schell-hous, who has charge of the poultry department at the state fair this year, announces that the poultry exhibit will be the largest ever on display at a state fair. From present indications there will be more than 1,000 birds. A great many desirable trophies will be offered.

The poultry building at the fair has been enlarged nearly one half. Former poultry exhibits have been small, but the addition is about 28 feet wide and 40 feet long. Not only will the display of domestic poultry be complete, but the pigeon section will be a special feature which the state fair has never before been able to obtain hitherto. The poultry show will be about three times as large as any previous poultry show at the state fair.

Broderick Castle, Br. sh. .... Stream  
Largemore, Br. sh. .... N. P. Lbr. Co.  
Crown of India, Br. sh. .... Greenwich  
Leyland Bros., Br. sh. .... Drydock  
Donna, France, Br. sh. .... Astoria  
Churchill, Am. sch. .... Astoria  
Echo, Am. bktn. .... Astoria  
Asgard, Nor. sh. .... Drydock  
Alvena, Am. sch. .... Astoria  
Albert Rickmers, Ger. bk. .... Stream  
W. Jewett, Am. sch. .... Astoria  
Irene, Am. sch. .... Astoria  
Koko Head, Am. bktn. .... Portland Lbr. Co.  
Washington, Am. sch. .... Drydock  
Andorina, Br. bk. .... Oceanic  
Strathroy, Br. ss. .... Montgomery No. 2  
Oliver Olson, Am. sch. .... Young's bay  
Anne female, Am. sch. .... N. P. mills  
Harold Dollar, Am. ss. .... Rainier  
Gael, Fr. bk. .... Columbia No. 1  
Vicenza, Fr. bk. .... Stream  
Michelet, Fr. bk. .... Columbia No. 2  
Queen Amelia, Br. ss. .... Oceanic  
Dagblid, Nor. ship. .... Stream  
Aberfoyle, Br. bk. .... Stream  
Puglia, Italian cruiser. .... Stream  
Vigo, Nor. ship. .... Stream  
Desdemona, Br. bk. .... St. Johns  
St. Helens, Am. ss. .... Montgomery No. 2  
Cambrian King, Br. ss. .... E. W. Mills  
Aster, Ger. ship. .... Tongue Pt.  
St. Nicholas, Am. ship. .... Astoria  
Falls of Nith, Br. ss. .... Montgomery No. 2

En Route to Load Lumber.  
Aluma, Am. sch. .... Kahului

En Route with Cement and General.  
Bidart, Fr. bk. .... Antwerp  
Neatsfields, Br. sh. .... Hamburg  
David de Anjers, Fr. sh. .... Antwerp  
Bradloch, Br. bk. .... Antwerp  
Killoran, Br. sh. .... Antwerp  
Joinville, Fr. bk. .... Antwerp  
Cormannan, Br. bk. .... Hamburg  
Rochambeau, Fr. bk. .... Leith  
Gulf Stream, Br. bk. .... Antwerp  
Alcoa, Fr. bk. .... London  
Eugene Schneider, Fr. bk. .... Antwerp  
La Tour de Auvergne, Fr. bk. .... Antwerp  
Armen, Fr. bk. .... Dublin  
Santalvon, Br. bk. .... Antwerp

Coal Ships En Route.  
La Roche Jacquelin, Fr. bk. .... Newcastle, A.  
Fleishire, Br. bk. .... Newcastle, A.  
Bismut, Fr. bk. .... Newcastle, A.  
Torridale, Br. sh. .... Newcastle, A.  
Magdala, Br. ss. .... Newcastle, A.

Tramp Steamers En Route.  
Craghall, Br. ss. .... San Francisco  
Guernsey, Nor. ss. .... San Francisco  
Assuan, Ger. ss. .... San Francisco  
Roveric, Br. ss. .... San Francisco  
Fremont, Br. ss. .... San Francisco  
Janeta, Br. ss. .... San Francisco  
Franklyna, Br. ss. .... Yokohama  
Freddo, Br. ss. .... San Francisco  
Nederland, Ger. ss. .... San Francisco  
Delke Rickmers, Ger. ss. .... Fusan  
Saveric, Br. ss. .... Comox, B. C.  
Thurs, New. ss. .... Vancouver, B. C.

En Route in Ballast to Load Grain.  
Port Crawford, Br. sh. .... Callao  
River Falloch, Br. bk. .... Callao  
Gen. Falderbe, Fr. bk. .... Yokohama  
Henrietta, Ger. sh. .... West coast  
Aster, Ger. sh. .... Valparaiso  
Marchal de Noailles, Fr. bk. .... West coast  
Homeward Bound, Am. bk. .... Vancouver, B. C.  
Le Peller, Fr. bk. .... Hobart  
Mairie Anne, Fr. bk. .... N. S. W.  
Lydgate, Br. bk. .... Santa Rosalia  
Cornil Hart, Fr. bk. .... Newcastle, N. S. W.  
Bully, Fr. bk. .... Antwerp  
Grillon, Fr. bk. .... Antwerp  
Genevieve Molinos, Fr. bk. .... Hobart  
Gustley, Fr. bk. .... Hobart  
Leon Blum, Fr. bk. .... Hobart  
Finland, Rus. sh. .... Guayaquil  
Mardalene, Ger. bk. .... Acapulco  
Alexander Jensen, Ger. bk. .... Honolulu  
Thiers, Fr. bk. .... Belfast  
General Foy, Fr. bk. .... Hobart

AGED MAN LOSES LEG IN MACHINERY

Walter Bernard, an aged man living three miles from Forest Grove, was brought to St. Vincent's hospital last night with a broken leg and a dislocated knee. He was injured while working on a clover huller yesterday, and on account of his age the injury may prove serious.

The semi-annual report for the District of Columbia, prepared by the United States Census Bureau, shows a total membership in good standing of 44,557.

chinery installed when the hulls are ready to receive it. Everything entering the construction of the boats is first class, and the best of workmanship has been called for.

The new boats will operate between Celilo on the upper Columbia and Lewiston on the Snake connecting with the J. N. Teal for Portland and giving direct water service between Portland and the great inland empire.

The company is also preparing to place another craft in commission between Portland and the Big Eddy should the J. N. Teal prove unable to handle winter traffic.

At Big Eddy the Teal connects with the portage road to Celilo. Next Saturday the Open River Transportation company will place its steamer Relief on the upper river between Celilo and Arlington and Alderale.

The Relief will be in command of Captain W. R. Thomas, one of the most competent and popular navigators on the upper Columbia.

Arrangements have been made so that freight leaving Portland on the J. N. Teal Wednesday morning will be delivered at points on the upper river by the Relief Thursday morning.

In other days the freight space will be used for the carrying of passengers which are particularly heavy at this time.

But the wind was so light that while the bark slowly made her way toward the latitude of the Columbia the current carried her far out to sea. When in latitude 47 north, or a short distance farther north than Portland, the current dragged her a full 1,000 miles off shore. Then the wind died down and there the bark remained for eight days, barely shifting her position a mile.

To work back was quite a task. In view of the light winds but successful finally crowned the efforts of the mariners, so that a week ago today the Columbia river lightship lay in sight. A tug came out the following afternoon and brought the Vigo into the bay. She arrived here yesterday afternoon ready to discharge ballast and receive wheat cargo for Europe or South Africa, the charterers having option of either destination.

The Vigo is an English-built vessel, having first sailed the sea under the flag of Great Britain. She was sold to German owners and subsequently transferred to the firm of Carl Beck & Co., of Tvedestrand, Norway, which is now her home port.

# "K & K" ADDITION

## 120 LOTS ONLY FOR SALE ALL 50x100 FEET OR LARGER—\$250—\$300—\$350—\$400

### EASY PAYMENTS

## KATHARINE & KENSINGTON

### PRESENT OF \$500 IN GOLD

## THIS MONEY IS DEPOSITED WITH, AND PAYMENT IS GUARANTEED BY THE

# MERCHANTS NATIONAL BANK

## PRICES HAVE NOT BEEN ADVANCED BECAUSE OF THIS GIFT—THEY REMAIN SAME AS BEFORE

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

### Overlooks new Country Club. Streets graded. Bull Run water in. Situated on a level plateau with 230 feet elevation. Within five to eight minutes' walk of grade school, churches, stores, etc.

# ELECTRO PAINLESS DENTAL PARLORS

303 1/2 WASHINGTON STREET, CORNER FIFTH



NO PAIN No More Fear of the Dental Chair NO PAIN  
"NOR A HIGH DENTAL BILL"

## Special Rates All This Month

Full set, that fit. .... \$5.00  
Gold Crowns, 22-k. .... \$3.50  
Bridge Teeth, 22-k. .... \$3.50  
Gold Fillings ..... \$1.00  
Silver Fillings ..... 50¢

WHY PAY MORE?  
If you are nervous or have heart trouble, the Electro Painless System will do the work when others fail. All Work Warranted Ten Years.

Bank Reference Open Evenings and Sundays Lady Attendant

# ELECTRO DENTAL PARLORS

Corner Fifth and Washington, Across From Perkins Hotel

# WRITE FOR INFORMATION

Regarding the One-Way COLONIST FARES

Via the Northern Pacific Railway

FROM THE EAST TO THE NORTHWEST  
IN EFFECT DURING SEPTEMBER AND OCTOBER



Apply to A. D. CHARLTON, A. G. P. A.  
255 MORRISON STREET, PORTLAND, OREGON

Or to any passenger representative of the Company for full information. Ticket deliveries arranged at any points in the east.

WHILE THE SEASON LASTS VISIT Moclips and Westport Beaches

# ONLY 6 DAYS MORE

JOURNAL'S THIRD ANNUAL SCHOLARSHIP CONTEST WHICH BEGAN IN JUNE WILL CLOSE

## Saturday, September 12 AT 10 P. M.

WAKE UP AND HUSTLE UP—THIS MEANS YOU

# ROY MARION WHEELER

May be engaged for Voice, Piano, Harmony, etc., and Pipe Organ instructions. Appointments made THRU mail or by telephone only can be considered. Address 1001 East Main street, Portland, Oregon, Home Phone B-1250.

## SCHIKORA & MATTOON

206 ROTCHILD BLDG. PHONES—Main 1011—A 1051

SUBURBAN OFFICE BROAD AND VILLA AVES. Take Montavilla-Car