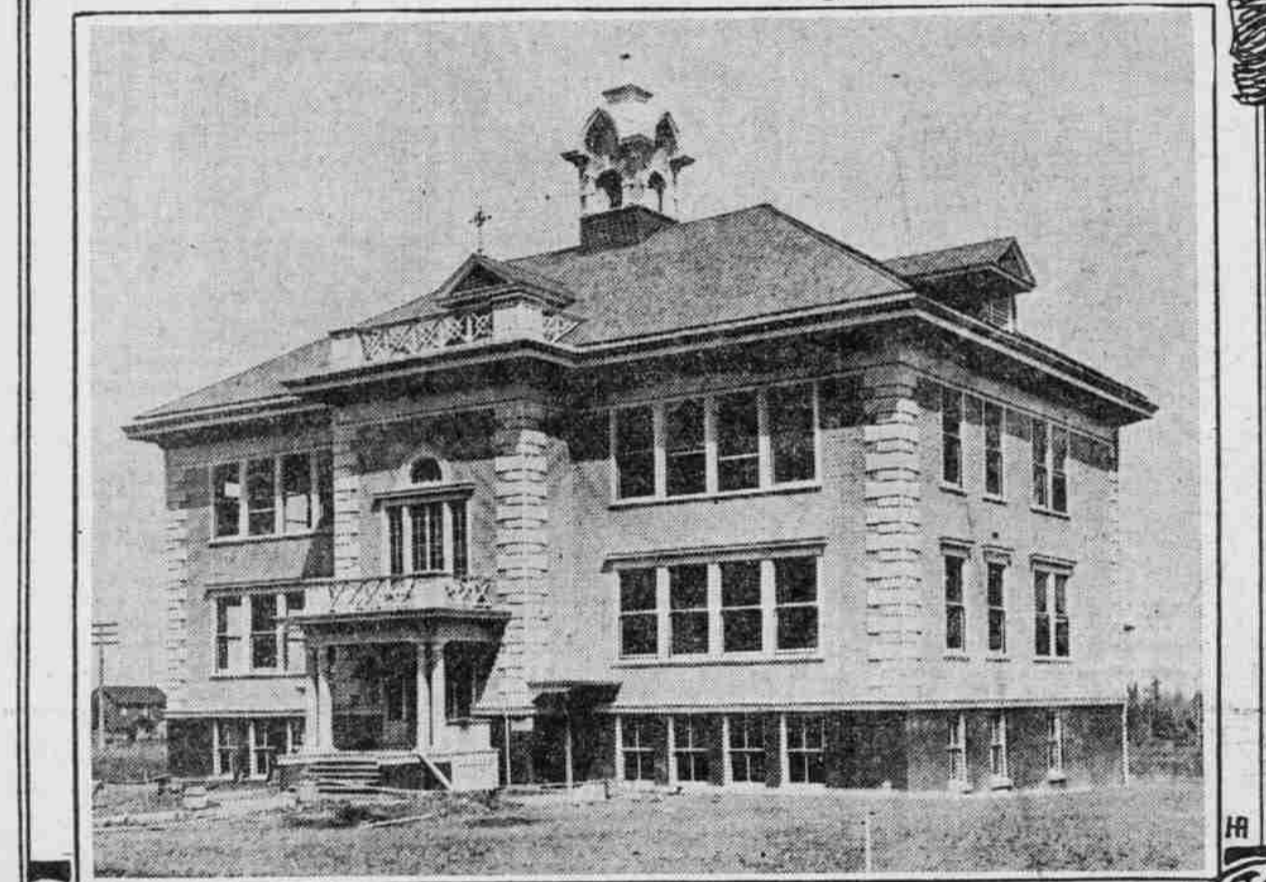


**REDEMPTORIST FATHERS WILL TODAY DEDICATE NEW SCHOOL AT PIEDMONT, ERECTED AT COST OF \$12,000**



ARCHBISHOP CHRISTIE

BISHOP O'REILLY



SCHOOL AND CHAPEL OF THE HOLY REDEEMER AT PIEDMONT

On September, 1906, Archbishop Christie secured the services of the Redemptorist Fathers and aided them in establishing a parish at Piedmont. At first three acres were bought and later eight acres more were added. Father Cantwell, as head of the parish, and Father Guendling, as assistant, were placed in charge. At that time less than 30 people were members of the community. Today over 50 people are regular attendants, most of whom are recent arrivals in Oregon, and every week sees additions to the membership. Last August the foundation of the church and school was laid and the dedication will take place today.

The building is a three-story wooden structure, the first story being a hall covering the entire ground space. A splendid stage with all necessary equipments has been completed. The second floor is devoted to school purposes, having four large, well-lighted, well-ventilated rooms, with a seating capacity of 40 pupils to each room. The upper floor is used for a church room, with a seating capacity of 400, and is splendidly laid out for such a purpose. The cost of the structure is approximately \$12,000.

At today's services of dedication the choir will render Rosewig's Mass in F. Miss Mollie Keating, as organist, will be assisted by Misses L. Barton and M. McGinnis on the violin, with M. J. Keating as leader. The members of the choir are: Solists, Mrs. A. L. Morris, Mrs. M. J. Keating, Miss E. Hogan, Miss L. Barton; Messrs. M. J. Keating, Ed Klink, and G. P. Morris; sopranos, Mrs. A. L. Morris, Mrs. M. J. Keating, Miss E. Hogan, Misses Frances Keating, C. Klink, M. Flohr, Mrs. Minord, Misses L. Barton and M. Dunn; tenors, Messrs. M. J. and J. A. Keating; basses, Messrs. E. Klink,

L. Klink, F. Klink, G. P. Morris, J. F. McDonald, C. Grimm and Hurley. Rev. Edward Cantwell, the pastor in charge, has spent a number of years in the Middle West and Western States aiding missions and establishing churches. He was born in the early '70s at Madison, Wis., and when ordained was located at St. Louis, Mo. He traveled throughout the Middle Western States for two years, when he was sent to Denver, where he was pastor of St. Joseph's (Redemptorist) Church for two years. He then went to New Orleans and remained in that Southern city for two years, when he received an order from Rome to come to Portland and build up a parish here. He arrived here in July, 1906, and began work on the foundation that is now so well laid. Father Guendling has been his assistant, but who now leaves, to establish a parish at Davenport, Ia., and will leave during the week to assume his duties. Besides the building now erected it is contemplated to erect a church and parish-house in the near future. Very Rev. Father Brown, the Provincial of the order, whose headquarters are at St. Louis, paid a visit of inspection to the parish last Fall and approved the plans of Father Cantwell. There are five priests who are all missionaries and visit all parishes in the archdiocese and adjoining sees. The fathers are all fluent and forcible speakers. In the afternoon the following programme will be given in the grove on the church grounds: Mandolin Club; piano solo, Miss Mollie Keating; tenor solo, M. J. Keating; Oregon Male Quartet; St. Mary's String Orchestra; soprano solo, Mrs. Fred L. Olson; violin solo, Miss Lucia M. Barton; baritone solo, J. F. Tauscher; monologue, A. L. Morris; Oregon Male Quartet; alto solo, Miss M. Dunn; cello solo, Miss M. McGinnis; bass solo, Albert Leadberry; Oregon Male Quartet. During the hours from 12:30 to 2 P. M. Tomlinson's Band will furnish music. Archbishop Christie will celebrate pontifical high mass and Bishop O'Reilly will preach the dedication sermon.

**GASES IN HOLD EXPLODE**

One Killed, 16 Injured in Accident Aboard German Steamer.

PHILADELPHIA, Pa., June 20.—One man is dead, another is missing and nearly a score of others were injured today by an explosion on board the German steamer Arcadia, which arrived here yesterday from Hamburg. The dead man was a negro stevedore of this city. Sixteen of the injured were taken to hospitals. They were suffering from burns and lacerations, and the physicians say they do not expect that any will die. The majority of the injured are negro stevedores. Some of them will lose their limbs. The explosion occurred in one of the holds of the steamer, and its cause is not known. All the holds were open, and 25 stevedores entered the fore hold to unload the cargo. Shortly after they entered there was a terrific explosion. Some of the men were able to climb out of the hold, and others were rescued by stevedores who were working in other parts of the steamer. Great difficulty was experienced in getting the men out because of fire which followed the explosion. It is believed that the explosion was due to an accumulation of gases. The flames gained headway to such an extent that the rescuers were driven out, and one stevedore was burned to death in the bottom of the hold. When the city firemen reached the steamer they found the vessel almost entirely enveloped in flames, which were soon got under control. The steamer nevertheless was very seriously damaged. The Arcadia is owned by the Hamburg-American Company, and is commanded by Captain Schaar-schmidt.

**KODAKS, CAMERAS FOR SUMMER TRIPS**

**THE LARGEST STOCK ON THE COAST**

THE ANSCO JR., weight 21 oz., dimensions 2x8 1/4x4 1/2, fits the coat pocket. Double lens, auto shutter, automatic focus; takes pictures 2 1/2 x 4 1/4. The best vacation camera made. Price.....\$12.00

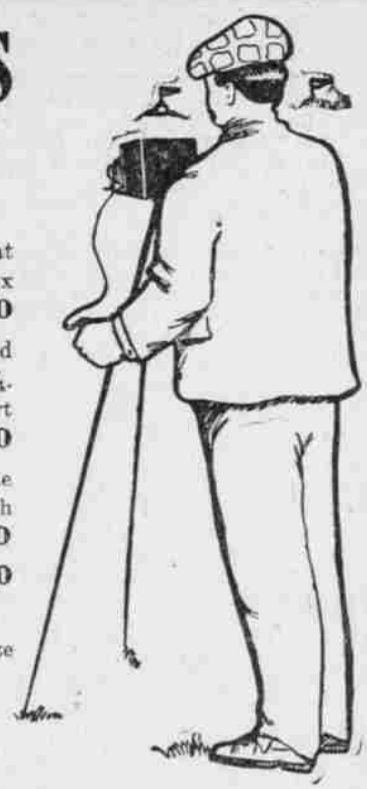
THE NO. 4 ANSCO, a high-grade camera. Has a bulb with 5-speed shutter rapid rectilinear lens. Folding pocket style. Pictures 3 1/4 x 4 1/4. Takes time exposures; three instantaneous, 1-25, 1-50 and 1-100 part of a second, and bulb release.....\$14.50

THE NO. 9 ANSCO, postal card size. The very camera to take to the beach. Folding style. Loads in daylight. Very high-grade lens, with best auto shutter. Price.....\$20.00

Steel and wooden Tripods to fit any camera made.....\$1.00 to \$7.50

Use Woodark Developers and obtain the best results. Agents for Ansco, Lumiere and Ensign film, to fit any standard size camera or kodak.

Cyko, Argo, Artura, Disco and Royal Papers. The best made. WE DO DEVELOPING, PRINTING AND ENLARGING ON SHORT NOTICE



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Keep Contents Hot 24 Hours  
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NO ICE. NO FIRE.  
NO CHEMICALS.

By the aid of this bottle you may have COLD drinks on hot days and HOT drinks on cold days. If you have a baby you should have a Thermos Bottle. For Tourists, Sportsmen, Automobiles, Nursery, Hospital or Home. ASK ABOUT THEM

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Guaranteed to give the proper arch to a low instep and relieve tired feet. Pair, \$1.50 to \$3. FLAT FOOT WITH ARCH SUPPORT

**Picture Frames**

Of latest design, newest woods and best workmanship. The largest assortment of up-to-date mouldings on the Coast. Quality considered, our prices are the lowest.

Exchange 11 Home A 6171 **WOODARD CLARKE AND CO.** THE LARGEST RETAIL DRUG STORE IN THE UNITED STATES. Fourth and Wash'gton Sts

**Freight Agent Skinner Steps Into Trap.**

Falls in Barrel of Water Suak Level With Ground, Gets Neuralgia and Can't See Because Southern Pacific, Owner of the Barrel, is His Employer.

BECAUSE W. D. Skinner, assistant general passenger agent for the allied Harriman lines in this territory, fell into a barrel belonging to the Southern Pacific Company yesterday, he could not very well bring suit for damages against his own company, but had the barrel belonged to anyone else, it is likely he would have brought action to recover from the owners of the offending barrel. Mr. Skinner sojourns in a houseboat moored at Riverside. He travels to and from town on the Oswego trains that run on the Yamhill division of the Southern Pacific. Hurrying from his houseboat yesterday morning to catch the train to town, he inadvertently stepped on the top of a barrel filled with water, placed at the end of a trestle on the line for the convenience of section men in extinguishing fires that might attack the trestle. The barrel was sunk in the ground so that the top was level with the turf, and a cover was placed over the top. But with one eye on the approaching train, Mr. Skinner failed to see the trap that was set for unwary feet and planted his feet heavily on the cover of the barrel. This gave way and the freight agent was suddenly precipitated into the water. He sank up to his trousers pockets. Although employees of the Southern Pacific are warned that these barrels of water are to be used for the prevention of fires only, and not on any account for bathing purposes, Mr. Skinner is guilty of infraction of the rules, for he spilled a quantity of the fluid when he plumped into the barrel. Later in the day he had an attack of neuralgia. Luckily for the railroad company it was Mr. Skinner instead of someone not connected with the railroad, or the company would have to stand a damage suit.

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**FOR MEDIUM AND FULL FIGURES**

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**MEDIUM FIGURE**  
611 VERY LONG FLAT HIPS AND BACK, COUTIL 621 SAME MODEL FROM BATISTE  
610 LONG HIPS AND BACK, COUTIL 620 SAME MODEL FROM BATISTE

**TALL FIGURE**  
615 HIGH BUST, VERY LONG FLAT HIPS AND BACK, COUTIL 625 SAME MODEL FROM BATISTE  
614 HIGH BUST, LONG HIPS AND BACK, COUTIL 624 SAME MODEL FROM BATISTE

Bon Ton ADJUSTO, Model 810, medium high bust, long flat hips and back, coutil, 820 Batiste. Price \$5

SOLD BY DEALERS EVERYWHERE OR SENT POSTPAID

**ALL GENUINE ADJUSTO CORSETS ARE TRADE-MARKED ADJUSTO ON INSIDE**

ROYAL WORCESTER CORSET CO. 728 MISSION ST., SAN FRANCISCO. MAKERS OF [ROYAL WORCESTER CORSETS \$1.50 TO \$3] [BON TON CORSETS] \$3.50 TO \$12



**PORTLAND RAILWAY, LIGHT AND POWER CO.**

**Bulletin No. 6 TAXATION**

We have heretofore discussed problems in which the interest of the public is primarily affected, and we propose now to discuss the question of taxation, in which the interests may seem to be conflicting. There is always more or less agitation over corporate taxation, and this we propose to discuss in a clear presentation of the facts, we can rally public opinion to a fair point of view.

- FIRST OF ALL WE STATE:
- (a) Street railway companies in the United States pay a higher tax per dollar of property than any other industry known, except liquor and tobacco manufacturers.
  - (b) That the Portland Railway, Light & Power Company of Portland PAID BY WAY OF TAXES (and charges in the nature of taxes) about \$200,000.00 in the year 1907.
  - (c) THAT THE PORTLAND RAILWAY, LIGHT & POWER COMPANY PAYS PROPORTIONALLY AS LARGE TAXES, AND MUCH LARGER THAN MOST, AS ANY STREET RAILWAY COMPANY IN THE UNITED STATES.
  - (d) That the figures will show that the city and state receive from the Portland Railway, Light & Power Company the equivalent of ALL FARES COLLECTED FROM ONE CAR IN SIX, after deducting the actual cost of running such car.

Figures prepared in this office show that the company pays an average of about 12 per cent of its gross and 35 per cent of its net, compared with 6.3 per cent gross and 13.9 per cent net average for cities of 200,000 or over; that is to say, the Portland Railway, Light & Power Company pays in taxes about \$123,000.00 more per annum than the average of cities of the same or greater population.

A writer in the Yale Law Review (August, 1899, page 173), in summing up the situation, said: "IN PRACTICE THE TAXATION IN DIFFERENT LOCALITIES VARIES GREATLY, AS WE HAVE SEEN, AND REACHES ALL ALONG FROM THE ENTIRE TAX EXEMPTION, ON THE ONE HAND, TO OPPRESSIVE TAXATION (WELL NIGH CONFISCATION) ON THE OTHER.

It is a fact that the Portland Railway, Light & Power Company pays taxes and charges in the following, amongst other forms: (1) privilege of crossing bridges; (2) taxes upon its power-houses, car-barns and other valuable real estate at the same rate as a citizen; (3) taxes on its tracks, which are assessed as real estate; (4) city ordinance payments; (5) taxes on its franchise; (6) cost of street paving and bridge assessments, and for the repair of streets between and beside its tracks, notwithstanding the fact that this requirement is simply a survivor of horsecar days, when the company's horses hammered the tracks. Today, with electricity, no injury is done to the streets by the cars, and yet the company continues to pay for the repairs made necessary by cars and wagons which wear out its tracks and adjacent street surface.

We do not ask for unreasonable reductions, but do ask to be let alone until we "catch up" and want to impress you with this thought: The streetcar is the poor man's carriage, and the means of relieving him of the necessity of dwelling in the congested portion of the city near his place of work. Tax the carriage too heavily and you impair its efficiency. Furthermore, it should be remembered that there is hardly a savings bank in the city, where the man of modest means keeps his money, which is not largely interested in the securities of our company. What difference does a fraction of a cent a year make to you when compared with your daily convenience in regularity and efficiency of service? And is it not true that every dollar of tax beyond a living rate is a tax on efficiency and good service? To a man who thinks accurately, it must be clear that an unfair burden impairs the company's ability to meet the various problems, such as the rush-hour difficulty. It is also clear that if you cripple the company's financial power, you seriously interfere with its ability to lead in the development of the city and its suburbs.

FINALLY: It is to the interest of every citizen to see that he gets good service at reasonable rates, and that money which should be devoted to this purpose is not diverted to excessive taxation. Over \$2,000,000.00 have been spent on the property in the last year for betterments and extensions, and the system of free transfers saves the traveling public about \$400,000.00 per annum—assuming that all passengers who now ride on free transfers would be willing to pay the price formerly charged therefor and which is permitted in many other large cities.