

WAY OF VOTING IS HERE EXPLAINED

Three Choices May Be Expressed for One Office but Not Cast for One Man.

SAMPLE BALLOT IS SHOWN

Unless One Favors Any Measure Which Is on the Ballot One Should Vote No, as Failure to Vote Operates Same as Yes.

The preferential voting system to be used in the city election tomorrow provides for voting three choices for the office of Mayor and three choices for each of the two offices of City Commissioner to be filled at the election.

The voter may vote three choices for Mayor, but each choice must be for a different candidate.

The voter may vote a first choice for one candidate by placing an X in the column headed "First Choice" opposite the favored candidate's name. He may give a second choice to a different candidate (but not to the same candidate) by marking an X in the second-choice column after the second favorite for the place. The same is true of third choice, there being a third choice column.

Correct Way of Voting. The following shows the correct way of voting three choices for Mayor:

Table showing correct way of voting three choices for Mayor. Columns: Mayor, One to Be Elected. Rows: Names of Candidates (Jones, Smith, Williams, Fred, John) and First, Second, Third Choice.

The following illustrates the incorrect way of voting three choices for Mayor:

Table showing incorrect way of voting three choices for Mayor. Columns: Mayor, One to Be Elected. Rows: Names of Candidates (Jones, Smith, Williams, Fred, John) and First, Second, Third Choice.

In voting for Commissioner there are two offices to be filled, so the voter may vote first choice for two candidates, a second choice for two different candidates and a third choice for each of two still different candidates. In no case may any voter give more than one choice, either first, second or third, to any one candidate. If this is done only the vote highest in rank is counted.

The following illustrates the correct way of voting three choices for Commissioner:

Table showing correct way of voting three choices for Commissioner. Columns: Commissioner, Two to Be Elected. Rows: Names of Candidates (John, Fred, Jones, Smith, Black, Williams, Green) and First, Second, Third Choice.

Manner of Counting Shown.

In counting the votes the first choice vote is counted as the total vote cast. For Mayor if one candidate receives a majority of first-choice votes he is elected. If none gets a majority of first-choice, second-choice votes are added to first-choice, and if then no candidate has a majority, third-choice are added to the first and second, and the man with the highest number of votes wins.

The count is the same with Commissioner except that there are two to elect and therefore each candidate must get a majority of one-half the total first-choice vote.

In voting by measure it is essential that all voters vote one way or another. Failure to vote is equivalent to voting "Yes" on the measure, inasmuch as there must be more "No" votes against a measure than there are "Yes" votes or the measure is passed regardless of the actual number of votes cast. Measures to be passed require only a greater "Yes" vote than a "No" vote. Therefore the necessity of voting "No" against unfavorable measures in order to kill them is seen.

RED CROSS TO SEND FIVE

Hogquam Chapter Names Delegates to Portland Conference.

HOQUAM, Wash., June 2.—(Special.)—The committee of the Hogquam chapter of the Red Cross to attend the Northwest conference of the Red Cross at Portland on Monday, June 4, has been appointed by Mrs. J. O. Stearns, chairman of the local organization. It numbers some of the most prominent business men of the city, including P. J. Mourant, president of the Grays Harbor Construction Company, chairman; Alex Polson, president of the Polson Logging Company; W. L. Adams, president of the First National Bank of Hoquiam; C. H. Wise, of the Wise & Hoskinson department store, and Dr. J. F. Macdonald.

All of the members have announced they will attend the conference.

Red Cross Formed at Winlock.

CENTRALIA, Wash., June 2.—(Special.)—The organization of a Red Cross auxiliary in Winlock was perfected at a mass meeting held there tonight. Mrs. M. T. O'Connell is superintendent and Mrs. W. E. Brown, of Vader auxiliary, superintendent.

Baker will be Mayor—Ad.



Victrola outfit

Victrola XI (Mahogany or oak) . . \$100  
Twelve 10-inch  
75c. double-faced  
Victor Records  
(24 selections) . . . . . 9  
\$109

One of the most popular styles of the Victrola, and with your own selection of records you'll have an outfit that will give constant pleasure to every one in your home. Come in any time and we'll gladly play any music you wish to hear—and we'll tell you about our plan of easy terms which will enable you to get this Victrola outfit for your home right now.

Other styles of the Victor and Victrola \$10 to \$400.

NOW TWO STORES

151 4th at Morrison

142 Broadway at Alder



"FREE" USE ABUSED

Jitneys Really Ask Exemption From All Regulation.

CONTROL OF STREETS ISSUE

City Would Be Deprived of All Right to Pass Ordinances Restricting Traffic Other Than That on Car Lines.

"No such principle of government has ever been adopted in any city," is the warning issued by the Portland Railway, Light & Power Company to its patrons and voters generally, in an appeal to vote against the "Free Use of Streets" amendment.

The company declares that it has never asked that the operation of jitneys in Portland be prohibited, but that all it does ask is that the jitneys be held subject to regulations and restrictions comparable with those exacted from the street car company. The appeal calls attention to the fact that jitneys compete for only the short-haul business and that the company is operating many of its long lines either without profit or at an actual loss, and that if the jitney competition is not made subject to regulation the whole street railway system will be financially imperiled.

The letter calls attention to the fact that if the proposed amendment is adopted it will deprive the people and

the City Council of all right to regulate the use of streets of the city for any business other than the operation of streetcars.

The letter follows:

We address you as a resident of Portland and a patron of the service of this company. Street railways, in all American cities operate on the basis of a single fare regardless of the distance a passenger is transported. In Portland there are more than 30 distinct railway lines, all connected, however, by a transfer system. By reason of the length of haul more than two-thirds of these lines are so expensive to operate that they furnish no net return and quite a few of them operate at a very material loss. In any system of street railway transportation the long and unprofitable lines of railway can be maintained and supported only by the better earnings of the shorter lines running through the more populous sections of the city, and if the shorter lines of street railway are unable to support themselves and also the long unprofitable lines, the system as a whole must fail. This condition is now facing us. Jitneys in Portland compete with the street railway only for the short-haul business. No competition is offered on the long, unprofitable business. Jitneys in Portland are operating without any regulation worthy of the name, and any possible future regulation, the jitney interests have caused to be placed upon the ballot to be voted on next Monday, a measure known as the "Free use of streets" amendment to the city charter. The purpose of this amendment is to amend the charter so that neither the Council nor the people, by ordinance, may impose any regulations upon jitney transportation. The amendment goes further in that it would deprive the Council of the power to regulate the use of streets for any business other than the operation of streetcars. No such principle of government has ever been adopted in any city.

We have never asked that the operation of jitneys in Portland be prohibited. We do ask that the operation of jitneys be regulated in a manner as to the regulations of service, responsibility and compensation to the city comparable to the regulations and burdens imposed upon street railways. In other words that the jitney be placed on a fair and equitable basis. The adoption of the free use of streets amendment would absolutely prevent such or any regulation of the jitneys.

Any one interested in the welfare of Portland and in the maintenance of good transportation service, as well as in the principles of the square deal, we urge you to vote against the adoption of the "Free use of streets" amendment. To do so you should mark your ballot 107 X No. Very truly yours,  
PORTLAND RAILWAY, LIGHT & POWER COMPANY

MINISTERS HEAR REPORT

PRESIDENT OF WILLAMETTE UNIVERSITY VISITS PRISON.

"Prisoners Easily Could be Suffocated in Cells—Sanitary Conditions Bad," Says Dr. Doney.

In a report recently made to the Methodist Ministers' Association, of this city, Carl G. Doney, president of Willamette University, described conditions now prevailing in the Oregon State Penitentiary, which he was commissioned to visit. Dr. Doney found the ventilation poor, and reports: "We were informed that the upper tier of cells become extremely warm in summer, and that the foul air is almost overpowering to the guards who watch during the night. We entered cells which had been vacated seven hours and found the air stale, fetid and nasty. In many cases two men occupy a cell. They are locked in from 6 to 7 o'clock in the evening until 8 to 7 o'clock in the morning, the two men having but little more than 300 cubic feet of space in the room they occupy for 12 hours."

Concerning the system of locking the cells Dr. Doney comments: "Prisoners could hardly be burned to death in the cells, but they could be suffocated. I do not know how long would be required to unlock the individual padlocks attached to the cells. At the present time there are 400 men and four women prisoners. A considerable number of men are not fully employed. It is my judgment that if the material be provided the prisoners themselves could build a proper toilet, good bath house, a sanitary bakery, kitchen, laundry, etc. The great problem is presented by the bells. It would seem to me that they cannot be made decent and sanitary, and that a different type of construction is needed."

Debeter Returns to Army.

CENTRALIA, Wash., June 2.—(Special.)—Frederick Hile, who deserted from the Twenty-first United States Infantry at Vancouver a year ago, yesterday

"Store of the New"

Staiger Sets New Pace

This store has always borne a well-earned reputation for goods of quality; for just and fair treatment of its trade; for the equitable prices of its merchandise, and for doing just as it promises. NOW—

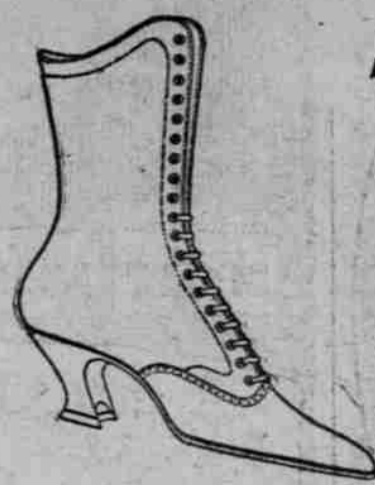
This store is adopting NEW methods of merchandising. It's the NEW way. It means NEW goods at all times when they're really NEW. It means quick turnovers of capital. It means shorter profits—therefore GREATER SAVINGS FOR YOU. Shoes are not to stay in this store until they've worn out their welcome—they'll always be NEW when you get them. Most stores are still advertising "Spring styles." We're not. We've SOLD ours. With us it's NEW styles for NOW—today.

WE'VE JUST RECEIVED BY EXPRESS a very large shipment of WOMEN'S NEW MODELS in Boots—the newest ideas of America's foremost makers. The shipment comprises about 19 full and complete lines of the smartest footwear ever exhibited in the city. The price range for these NEWEST of new things is from \$4.00 to \$10.00, so they're within the reach of all. No fancy prices here. From a DOLLAR to THREE DOLLARS is what we can save you on each pair.

The accompanying illustrations give you only a partial idea of the elegance and refinement of these NEW MODELS. You should see them. They are veritable dreams of grace and beauty.

Our MEN'S and CHILDREN'S stocks are replete with new and wanted styles of the highest quality.

Courteous and expert fitters are at your service in every department.



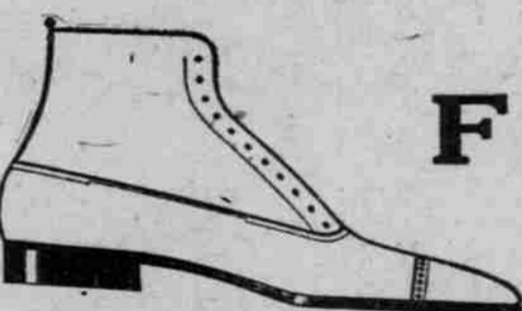
10-inch Tops

- 1—White calf vamp, Nile cloth top, lace, full Louis heel with aluminum plate, fancy cratonne lining, white welt sole, square throat. A new and entrancing model. Price... \$9.00
- 2—Fine black kid vamp with white Nile cloth top and quarter, fashioned as above. \$8.50
- 3—Ivory kid vamp with ivory cloth top and quarter to match. Modeled as No. 1. Price... \$9.00
- 4—Light gray kid vamp, gray cloth top and quarter to match; same model as No. 1. Price... \$9.00
- 5—Patent vamp with ivory cloth top and quarter; modeled as No. 1. Price... \$8.50
- 6—Pat. vamp with gray cloth top and quarter; modeled on lines as above. Price... \$8.50
- 7—Green kid vamp with white Nile cloth top and quarter. Price... \$9.00



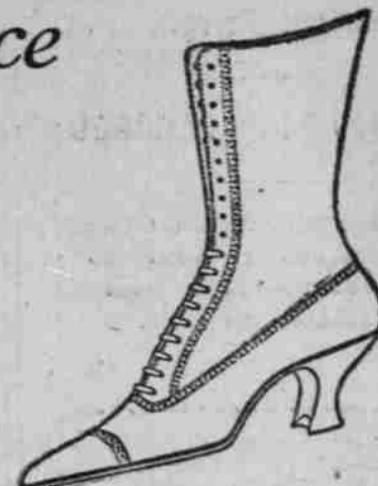
8 1/2-inch Tops

- 1—Ivory kid vamp, ivory cloth top and quarter, Louis heel, lace, leather-enameled heel. Priced at \$6.50
- 2—Gray kid vamp, cloth top and quarter, Louis heel, leather heel. Price... \$6.50
- 3—White linen lace, Louis heel. Price... \$5.50
- 4—White canvas lace, Louis heel. Price... \$4.00



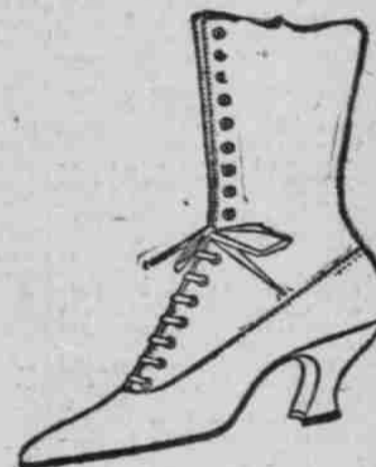
- 1—Johnston & Murphy, Price... \$9.00 and \$10.00
- 2—Bostonians Priced from... \$5.00 to \$8.50

FOR MEN J. & M. and Bostonian



9-inch Tops

- 1—9-inch top, all tan calf lace, military heel, blind eyelets, square throat. Price... \$9.00
- 2—No. 24 dark gray kid vamp, lace, cloth top to match; plain toe, Louis heel, perforated foxing. \$8.50
- 3—All dark brown kid, a new shade, pattern fashioned as No. 1. Price... \$10.00
- 4—Fine black kid vamp with pearl gray cloth top, lace boot. Price... \$6.50
- 5—Patent vamp with mustard ocre top, lace, style as above. Price... \$8.50



8 1/2-inch Tops

- 1—Ivory kid vamp, lace, full Louis heel, white ivory welt sole, ivory kid top, blind eyelets, kid-covered heel with aluminum plate. Price... \$10.00
- 2—Tan calf vamp, lace boot, with fawn suede top, Louis heel. Price... \$9.00
- 3—Black kid vamp lace boot, as above, with gray cloth top. Price... \$6.50
- 4—Fine black kid vamp, white Nile cloth top, lace, Louis heel. Price... \$5.00

Herman's U. S. Army Shoe, Munson last, tan and black. Price \$7.00

STAIGER'S

The House of Satisfaction

292 Washington Street, Between Fourth and Fifth

terday surrendered himself to Sergeant Gunn, in charge of the local recruiting office of the United States Army. He was returned to Vancouver yesterday afternoon. He will not be imprisoned, however, but will be returned to active duty at once. Halle, when he gave himself up, said he felt that his country needs him.

Mrs. J. L. Baker Dies at Centralia.

CENTRALIA, Wash., June 2.—(Special.)—A resident of Centralia since 1891, Mrs. J. L. Baker, aged 71 years, died Thursday night at the home of her daughter, Mrs. John Raught, wife of the Lewis County Treasurer. The funeral will be held from the Methodist Episcopal Church tomorrow afternoon. Mrs. Baker is survived by nine children, namely: R. W. Baker, of Anaconda, Mont.; C. A. Baker, of War-

rensburg, Mo.; F. L. Baker, of Seattle; Mont.; D. O. Baker, of Hoquiam; Mrs. Raught, Mrs. Harmon Jones and Mrs. F. R. Atkins, of Seattle, and Mrs. F. I. Bressler, all of this city.



CHAS. P. CHURCH Undertaker. Candidate

FOR City Commissioner

I gave the city of Portland more horsepower than the P. R. L. & P. Co. paid \$3,000,000 for to the Mount Hood Co. within the last month. I want to give Portland \$2,000,000 in reduced light and phone rates yearly. The two telephone companies collect some \$1,500,000 yearly from the citizens of Portland. Of this \$1,500,000 is for over-capitalization. One dollar to the house, \$150 for the office, is ample monthly pay for real cost of plant and up-keep. Some 50,000 metered homes are paying over \$100,000 in the two electric companies. One-third that rate is ample, leaving a saving of \$500,000 to the citizens. While the wholesale rate made by the P. R. L. & P. Co. is \$22.67 per horsepower, their retail rate to the small meters averages about \$50 per horsepower for annual use. This is as if a butcher bought his meat at 25 cents per pound and retailed it at \$3.00 per pound. GIVE ME A CHANCE TO HELP CORRECT THESE THINGS.



announcing

The opening of Branch of the Delion Tire & Rubber Co., of Trenton, N. J., for the Pacific Northwest, placing on the market the Delion Cord Tread, the Delion and the Eureka Tires.

81 Fourth St., Cor. Oak Henry Bldg.

DEALERS WANTED