OREGON BUILDING NEARLY COMPLETE

Dedication at A.-Y.-P. Will Take Place a Month From Today.

President W. H. Wehrung of the Oregon Alaska-Yukon-Pacific exposition commission is fast completing arrangements for the big days at the fair. He will be able to announce in a few days the plans for Dedication day, June 18, when the Oregon building will be dedicated, while a few days later the arrangements for Oregon day, July 9, and Portland day, July 20, will also be announced.

This week large shipments of furniture, exhibits and decorations are being made to Seattle, and it can now be positively stated that the Oregon building and exhibits will be ready for the opening day of the fair. The exhibits are being installed, while work has been finished on the frieze around the dome of the building, which has attracted so much attention and it will be turned over to the management of the building this week.

A special feature arranged for the entertainment of Oregon's guests is that of a ladies' orchestra, made up wholly of Portland musicians which will give concerts in the reception hall of the building every day of the fair. It is under the direction of Miss Cornelia Barker and has already made quite a hit here. It is made up of Miss May Quigley, piano; Miss Inez Bushnell, flute; Mrs. Moore, cornet, and Miss Barker, violin.

A still better musical feature to be shown the visitors at the building on Oregon day is that of the concert to be rendered then by the Portland Festival chorus, under the direction of W. H. Boyer and F. W. Goodrich. Three hundred voices are to be included.

Other features will be a parade, exercises in the auditorium, the reception to be given by the ladies at the Oregon building in the afternoon and the ball in the evening. Other arrangements are yet to be made. The state commission is working in harmony with the Commercial club in getting up the programs for these days, and also promises to work with the members of any county committees planning on their county days.

COUNTY W. C. T. U. TO MEET NEXT FRIDAY

Multnomah county will hold the third institute of the season at Albina Friday, May 21, with the Albina union as hostess. These institutes are proving most instructive as well as interesting. The following program has been arranged:

At 9:30 a. m. in the Rodney Avenue Christian church—Devotional, led by Mrs. Lizzie Hoskins, president of the Mount Scott union; introductory remarks by the county president, Mrs. S. L. Ross; "Use and Abuse of Social Meetings and Red-Letter Days," by Mrs. J. C. Scott; discussion; "The Great Cigarette Evil and How to Combat It," Mrs. Jane M. Donaldson, state secretary of the L. T. L.; "Some Neglected Departments" Mrs. M. L. T. Hidden, vice president; "Our Weapons, the Printed Page," with demonstration, Mrs. M. M. Sheeth, state lecturer; "The Sword of the Spirit," Mrs. Isabel Kenworthy; noontide prayer, Mrs. C. M. Badgley, state evangelist. Adjournment for basket lunch.

At 1:30 p. m.—Memorial for Miss Frances Townsley; solo, "Crossing the Bar;" service led by Mrs. L. F. Adilton; question box, in charge of Miss Frances E. Gotshall, county secretary; "Health and Heredity," Mrs. A. W. Unruh, state corresponding secretary; report from peace meeting recently held in Chicago, Mr. Galvini; (by request) "Denatured Alcohol," with demonstrations; "Is the Use Practical? If So, to What Extent?" A thank offering will be taken.

At 7:45 p. m.—Song service, led by Rev. Picton, pastor of Christian church; devotional by Mrs. Clara Badgley; address, "Temperance in Our Sunday Schools," Rev. C. C. Polling; music; address, "Some Practical Methods," J. J. Ross; music; address, "Co-operation of Forces in Making Oregon Dry in 1910," Rev. Knodell, secretary of the Anti-Saloon league; freewill offering for county work; closing prayer, Rev. Hamilton.

Everyone is invited.

ROUTLEDGE PAINTING AT COMMERCIAL CLUB

At the meeting of the board of governors of the Commercial club yesterday M. O. Lownsdale, proprietor of the Lownsdale orchards, at Lafayette, Or., presented a painting of a box of his apples done by Frederick Routledge of Portland, to the club. It was accepted with thanks and will be hung in one of the social rooms of the club.

Teacher Resigns at 83.

(United Press Leased Wire.)

Oakland, Cal. May 19.—Concluding labors of 24 years as an instructor and trustee of Mills college, which she and her husband founded in 1885, Mrs. C. T. Mills has tendered her resignation to the board of trustees and severed her active connection with the institution. Mrs. Mills has been engaged in educational work for 40 years. She is 83 years of age.

Nothing can take the place of Gold Dust

There's no room about the house more inviting than a snow-white bath room.

The tub, the bowl, the wash basin, the metal pipes, fixtures and taps, the tiling and woodwork all need the cleansing, brightening influence of Gold Dust.

A heaping tablespoonful of Gold Dust to a pail of water is all that is required.

Gold Dust is the greatest of all sanitary cleansers. It searches out every impurity — kills every germ.

MEASURES TO BE VOTED ON AT THE COMING CITY ELECTION

VEHICLE TAX ORDINANCE

Portland's greatest legal tangle resulting from the passage of a city ordinance is that of the vehicle tax, one phase of which comes before the voters of the city for decision at the June election. Every one except the lawyers long ago lost track of the intricacies of its legal history, but the question in which the voters are interested is comparatively easy. They have merely to accept or reject a new ordinance readjusting the vehicle tax, leaving the lawyers to fight out the rest of the battle.

The chief point in the proposed ordinance, which was passed over the mayor's veto by the council and comes up on referendum, is whether or not free delivery vehicles should help pay for maintaining the streets and for other city expenses. Heretofore the theory has been that such vehicles should be free from taxation, as their purpose is the accommodation of the patrons of the stores, many of the small stores being heavily burdened by even a small addition to their expenses. The vehicle tax, according to this view, should fall upon livery rigs, heavy trucks and expressmen, who do most to wear out the streets and whose chief business is on the streets.

The ordinance passed in December, 1902, which will be repealed if the people vote in favor of the one submitted under the referendum, provided that every stage coach, hack, carriage, dray, truck, cart or other vehicle used for the conveyance of passengers, packages, goods or freight, if drawn by one horse, should pay $3 per quarter, with $2 more for each additional animal. It exempted from its provisions all vehicles used by merchants, dealers and manufacturers exclusively for free delivery. Each auto or steam or electric vehicle used for hire was taxed $5 per quarter.

Cost of Licenses.

The ordinance of February, 1908, which will take the place of the above if it is approved by the people, fixes the following annual licenses:

For each truck or dray drawn by two animals, $10.

For each additional animal used in drawing such truck or dray the additional sum of $2.

For each truck or dray drawn by one animal, $5.

For each express wagon drawn by two animals, $8.

For each express wagon drawn by one animal, $4.

For each delivery wagon delivering goods, wares or merchandise within the city, without charge, drawn by two animals, $4.

For each such delivery wagon drawn by one animal, $2.

For each vehicle used for hauling dirt, wood, bricks, stone, lumber, sand, gravel or other material, drawn by two animals, $5.

For each such wagon drawn by one animal, $2.50.

For each hack, carriage or coupe drawn by two animals $10.

For each such hack, carriage or coupe drawn by one animal, $5.

For each omnibus or other vehicle used in transporting passengers from place to place within the city without hire, $2.50.

For each omnibus or other vehicle used in transporting passengers from place to place for hire, $10.

For each automobile used for hire, $10.

For every other vehicle not above enumerated used for business drawn by two animals, $5; drawn by one animal, $2.50.

Pleasure Vehicles Exempt.

Vehicles used for pleasure only, are specifically exempted in the ordinance referred by referendum. This is objected to by its opponents, who argue that automobiles and fast teams driven by the wealthy classes do as much damage to the streets as any other and should not escape the tax man.

It will be noted that under the old ordinance the tax on heavy trucks drawn by two horses amounted to $20 per year. This is cut in two by the newer measure. If drawn by one animal the license is cut from $12 to $5. Express wagons drawn by one animal would have to pay $4 instead of $12, and $8 instead of $20 if drawn by two horses. The reductions of revenue made by these provisions are intended to be made up by taxing free delivery vehicles and wagons of dealers and manufacturers hauling sand, gravel, lumber, cement, stone, implements, dirt, bricks and other material.

According to an official estimate the revenue under the new ordinance would be less than under the old. In 1907, the last year in which figures are obtainable of complete collections under the old ordinance, it brought in about $13,100. The theory of the law, it may be added, is regulative, and not as a revenue measure. If imposed for revenue the tax would be unconstitutional, but the revenue feature is one that must be considered.

After the new ordinance was passed over the mayor's veto last year, the referendum was invoked. Then followed a struggle in the courts over the legality of the referendum. City Attorney Kavanaugh held that the new ordinance was in effect, and the collection of licenses under it was begun. A considerable sum was collected before the auditor was stopped by an injunction. Since that time a portion of the money collected has been returned, this being in cases where it was paid under threat of prosecution or deprivation of license. The city attorney holds that the money should not be returned to others, even to those who paid under protest.

Some Legal Phases.

The legal phases of the controversy, so far as they are pertinent, stand about this way:

Under a charter provision of the city of Portland all ordinances take effect 10 days after being signed by the mayor or passed over the mayor's veto. Under an initiative amendment to the state constitution it was enacted that no city charter can be altered or amended except by a vote of the people. At the same election the people of the state adopted another initiative amendment, providing that the referendum should apply to all cities and towns as well as to state legislation, and directing the legislature to pass laws to make the referendum effective in cities and towns.

In 1907 the legislature acted under this direction and passed a law putting the referendum into effect in cities and towns. It provided that within 30 days after the passage of an ordinance over the veto of the mayor a petition may be filed to refer the matter to a vote of the people at the succeeding election.

The contention of the city attorney in the matter was that the law of 1907 suspending the taking effect of an ordinance for 30 days was an attempt to amend the charter of the city of Portland, because the city charter says that an ordinance shall go into effect 10 days from the date of its passage, and approval by the mayor. As before stated, the amendment of a city charter by the legislature is forbidden by an initiative amendment to the constitution, and it was therefore contended that the legislative act putting the referendum into effect was illegal.

On the other side it was contended by Frank F. Freeman, attorney for the opponents of the vehicle tax ordinance, that the two amendments to the constitution adopted by the people at the same election should be construed together and that the courts should give full force to the legislative intent to put the referendum into effect in cities and towns.

Judge Gantenbein's Decision.

Circuit Judge Gantenbein upheld the contention of City Attorney Kavanaugh, but his decision was reversed by the supreme court, which held that the referendum could be legally invoked within 30 days. The city attorney applied for a rehearing and this was denied in an opinion which has apparently not served to clear the legal atmosphere.

Another case involving the constitutionality of the new vehicle tax is pending before the supreme court. This is being held in abeyance until the people vote on the referendum. If the new ordinance is approved, the opponents of the tax announce their intention to press the pending case and try to knock it out before collections are made under it, again enjoining the auditor until a final decision is given.

City Attorney Kavanaugh holds that the ordinance of 1903 is in effect, and collections are proceeding under it. If the referendum vote approves the new ordinance, he will advise the city auditor that it will be in effect from that time forward. If the majority vote against it, the old ordinance will continue in effect.

CORBIN REPENTS TOO LATE; SINKS

Penniless Man Leaps From Steamer—Attempt to Rescue Fails.

(United Press Leased Wire.)

Seattle, May 19.—Repenting too late his intention to commit suicide in the chilly waters of Puget sound, Ollie Corbin of Port Townsend was drowned last night despite the efforts of a boat crew of the steamer Chippewa, from which he had leaped, to rescue him.

The suicide furnished a thrilling and dramatic incident of the Chippewa's daily run from Victoria.

Corbin arrived at Port Townsend last Friday penniless and the police officials yesterday furnished him with a ticket to Seattle. He boarded the steamer and about 9 o'clock last night walked to the rail and without a word leaped into the water. The alarm was immediately given, the steamer's engines were stopped and a boat was quickly lowered.

Meanwhile Corbin was crying piteously for help. He succeeded in keeping himself afloat for some minutes, but just as the small boat neared him Corbin sank and was not seen again.

Corbin had relatives in North Yakima and Montana. Beyond this nothing is known of him here or at Port Townsend.

FATHERLY ADVICE BY LEVI P. TO EDWARD H.

(United Press Leased Wire.)

New York, May 19.—That E. H. Harriman should cease active work and store up physical energy for the future is the opinion of Levi P. Morton, who celebrated his eighty-third birthday Sunday. Despite his advanced age, Morton is in this city attending to the routine duties at his office as usual.

"Harriman is one of the most wonderful men in the world," said the retired statesman, "but he is 62 years old now, and he has accomplished enough to satisfy most men. He should slow up and take a rest. If he doesn't he may regret it some day."

Morton stated, however, that his own work was necessary to his happiness.

"Why," he said, "if I didn't keep busy I believe I would die. But I don't work all the time, and I do about what I please."

RUN CARS SOON ON SWIFT LINE

The first deliveries of rails for the street railway extension to the Swift Packing plant on the peninsula are being made this week. Vice President F. I. Fuller of the Portland Railway, Light & Power company stated this morning that construction work on the Swift extension will begin probably Saturday.

The two miles of track will be laid as rapidly as a big force of skilled workmen can do the job. "We are very desirous of giving the people living along the new line streetcar service as soon as possible," said Mr. Fuller. For this reason the work will be pushed.

About 200 tons of heavy rails will be required for the new track.

PHONE SYSTEM ON ALL TRAINS

Union Pacific Gives Order to Electrician to Install Equipment.

Omaha, May 19.—Officials in the offices of the Union Pacific railroad will soon be enabled to speak to operatives and passengers aboard trains between this city and San Francisco by a telephone system. Dr. Milliner, the company's electrician, has been given authority to install the necessary equipment. He hopes to have the system in successful operation within two years.

A copper wire will be laid along the track, this wire carrying the sound waves, which will be picked up by instruments in the cars and offices. Sound waves will be sent over the wires by high frequency machines carried in the baggage cars of the trains. Power for these machines will be furnished by the locomotives.

PROMINENT G. A. R. MAN DIES AT LENTS

After an illness of five weeks, Clark M. Wilson, prominent in G. A. R. circles both here and in Caldwell, Idaho, died at his home in Lents, Or., April 29. He leaves a wife, one daughter and two sons.

It was in Ohio that Mr. Wilson was born and there, too, he was married and entered the army during the Civil War. He fought in the Ninety-sixth Ohio Volunteers in the big battles of Bull Run and Gettysburg. After the war he resumed farming in Ohio, but in 1890 yielded to the call of the west and came to Idaho. Here he stayed until 1905, when he bought property and with his wife spent the rest of his days here. He was chaplain of Reuben Wilson G. A. R. and prominent wherever he was in G. A. R. circles.

All Physicians

Must prescribe some of the ingredients that are contained in Hood's Sarsaparilla—for all troubles of the blood, stomach, kidneys and liver.

They include sarsaparilla, stillingia, yellow dock, gentian, wild cherry bark, mandrake, dandelion, juniper berries, pipsissewa, etc.

The combination and proportions are our own formula and give power to cure beyond the reach of any other prescription. There is no real substitute for it. If urged to buy any preparation said to be "just as good" you may be sure it is inferior, costs less to make, and yields the dealer a larger profit.

Get it today in the usual liquid form or in chocolated tablet form called Sarsatabs. 100 Doses One Dollar.

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See for yourself why BAYOCEAN'S puculiar location puts it far ahead of any other resort for Natural Attractions.

See what we are doing to develop BAYOCEAN into a perfect resort—a $350,000 hotel; paved streets; electric lights; pure mountain water to every lot; largest plunge bath in the world.

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Build your home today in a spot where, if necessity should arise, you can sell it quickly at a good profit. Make your home an investment as well as a dwelling-place.

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Prices are based upon the values of today. You get the FULL benefit of rapidly increasing values should you ever wish to sell. Plats and prices at our office, and agents at your disposal. All lots 50x100, at prices from $450 up, on terms of 10 per cent down and 2 per cent per month; $1500 building restriction, streets fully improved and parkings set to shade trees.

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