

Mechanic Killed
SHEEPSHEAD BAY

Carl Limberg and Arthur Palotti Thrown From Car When It Hit Iron Post.

Wife of Racer Present
Tragic Death of Husband Completely Unsuited Her; Eddie Rickenbacker Won Race.

New York, May 13.—(U. P.)—Carl Limberg, automobile race driver, and Arthur Palotti, his mechanic, were hurled through space to death at the Sheepshead Bay speedway this afternoon in one of the most sensational accidents of the automobile racing game.

Alken Broke 20 Mile Record
Mechanic's rate per hour was \$2.25.

Men Must Have Employment
Mr. McArthur admitted to Mr. Evans after the Pacific Power & Light company had purchased his plant that he did not have a single dollar invested in the Hood River Gas & Electric company.

Heaviest Holder of Oregon Timber Dies
Charles R. Smith, President of Menasha Woodmen Co., Dies in New York; Wealth Estimated at \$80,000,000.

Water Power Trust Served by McArthur, Asserts Littlefield
The defendant company from getting into the competitive field for a period of about six weeks, at which time the trust was dissolved.

Boise Shivers Again When Earth Quakes
Saturday Night Shoppers Experience Slight Shock, Second in 24 Hours, and City is Gripped by Fear.

Court Denies Plea of Mme. Modjeski
Suit for Separate Maintenance Lost. Judge Holding Her Conduct Contributory to Disruption of the Family.

Trust Owns the Dummy
Immediately upon Mr. McArthur's election to the presidency of this company, which was dissolved in 1911, said company was capitalized for the sum of \$100,000, with shares at \$100 each.

TELLS WHY M'ARTHUR OPPOSES FERRIS BILL



Judge E. V. Littlefield, candidate for the Republican nomination, congress.

asked for the establishment of rates at Hood River. Whereupon the Hood River Gas & Electric company, presided over by Mr. McArthur, fearing the publicity of such an investigation, was compelled to add and purchase the hydro-electric plant of Mr. Evans.

Mr. Talbot is the president of the Pacific Power & Light company, above named, which corporation is owned and controlled by the Water Power Trust. The names and addresses of its officers and directors as shown by the records in the office of the corporation commissioner at Salem, are each and all at 122 Broadway, New York.

Heavyweight of Oregon Timber Dies
Charles R. Smith, President of Menasha Woodmen Co., Dies in New York; Wealth Estimated at \$80,000,000.

Neenah, Wis., May 13.—Charles R. Smith, probably Wisconsin's wealthiest man, died suddenly at New York Friday night, where he had gone to seek rest and recreation after a severe attack of paralysis in Spokane two months ago.

Mr. Smith was head of the Menasha Woodmen company, the biggest tub and pail factory in the world, and his timber holdings were enormous. The best estimate of his wealth is \$20,000,000, while some believe it will be as high as \$60,000,000.

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LEGAL STEPS NECESSARY TO ISSUE BONDS FOR PROPOSED ALASKAN STEAMSHIP LINE IS EXPANDED IN DETAIL

Authority May Be Obtained Either Through an Act of Legislature or Vote of People; Decision of State or Federal Supreme Court Must Be Had, Say Legal Advisors.

In addition to the opinion of a Chamber of Commerce committee that the port of Portland has no power to issue \$2,000,000 in bonds for an Alaska steamship line, that power may be secured either through an act of the legislature or vote of the people, and that a decision in favor of the constitutionality of the proposed act of the legislature court will be necessary before the bonds can be sold, is an extended statement by F. W. Mulkey, former chairman of the public dock commission and W. P. La Roche, attorney, on the legal procedure necessary.

The special committee of the Chamber of Commerce on legal procedure is composed of Franklin T. Griffith, chairman; E. B. Norton, secretary; W. P. La Roche, Charles H. Carey and Guy W. Talbot. The committee's report is being considered with particular reference to some procedure that may quicken action in getting Portland into the Alaska steamship business.

The statement of the special Chamber of Commerce committee follows: To the Directors of the Portland Chamber of Commerce: Gentlemen—Your special committee to whom was referred the question as to the legal procedure necessary to confer power upon the Port of Portland to operate a steamship line to Alaska, has carefully considered the question and has arrived at the following conclusions:

1.—That the Port of Portland as at present constituted, has not the power to issue bonds for a public purpose, or to exercise the legislative power of the state.

2.—That power may be obtained by a general act of the legislature, or by initiative authority by a general law.

3.—That before bonds issued in support of such a project can be sold, it will be necessary to have a decision of the supreme court of Oregon or of the United States on the question whether the powers of taxation may be exercised for the purpose mentioned in this question so far as your committee has been able to ascertain, has not yet been decided by any court, and may be debated.

4.—That the charter of the Port of Portland, as at present constituted, does not give the port the power to issue bonds for a public purpose, or to exercise the legislative power of the state.

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on the right of a state or municipality to operate a steamship line by taxation is that of analogy. A railroad may be operated by a public corporation. A steamship line operates over a natural highway. Both are common carriers. The necessity of a public corporation is as vital as that of a rail. It is true that a steamship line is not a public utility, but it is a public utility in a railroad company, not requiring a franchise from the state to exercise the right of eminent domain, because such power is not necessary.

The right to exercise eminent domain by a railroad company carries with it a correlative duty to not only furnish service to all, but efficient service to all. The company must furnish more cars; while a steamship line is only required to furnish service to the extent of present capacity. If a steamship line chooses to hold itself out as a common carrier, it must be held as such.

But we think for other reasons, the right of a municipality to operate a steamship line is a public purpose. The improvement of waterways has always been a special concern of government. Taxation for the purpose of operating a steamship line for inland, coastwise and overseas commerce is for a public purpose and of general benefit to the states and municipalities.

Therefore, it is recommended by your committee, as to procedure, that one of the following methods be employed; either that a measure be submitted to the people of the state at a general election, or that a measure be submitted to the legislature.

It is planned to remain in session during the conference on foreign trade. Probably there will not be a quorum of either house here at that time, but it will be possible to dispose of routine legislation and to recess for three days at a time when there is no session.

President Wilson is known to be firm in the opinion that the recession should not end until the extensive program marked out in his message to Congress has been completed.

It is not likely that the house conferees were willing to accept this amendment, and had accepted it before the senate had passed the bill.

Senator Lane says he has heard that threats have been made to defeat the entire bill if his amendment is included. However this may be, this appropriation bill, one of the few considered by the senate, was held up again when it seemed to be out of the way.

Banking Regulation Proposed. Washington, May 13.—(WASHINGTON BUREAU OF THE JOURNAL).—Representative Hill of Connecticut has introduced a bill to permit national banks with savings departments maintaining a five per cent reserve as required by the federal reserve law to invest such deposits according to the law regulating investment of savings banks in states in which such banks are located, provided the state law has been approved for this purpose by the federal reserve board, under regulations prescribed by it.

Smith for State's Rights. Washington, May 13.—(WASHINGTON BUREAU OF THE JOURNAL).—The state's rights theory is brought out in a bill introduced by Senator Smith of Arizona, which grants to the states all the water powers reserved by the United States on non-navigable streams.

The Bright Warm Days ARE HERE—and that means you should discard the Winter garments and don the clothes in keeping with the spring season.

Chesterfield Suits this season are mighty handsome, and we would like to supply you with the new suit. They are priced \$20, \$25, \$30 and \$35.

Manhattan and Wilson Bros. Shirts priced \$1 to \$8.50. Spring Underwear, athletic and knit materials, priced \$1 to \$5 a suit.

R. M. Gray Corner Washington and West Park. Free rides were plentiful throughout the afternoon and the children were the guests of Master John E. O'Leary and those who could not climb on contented themselves with making the round trip with the train running abreast the cars.

Quaintly Sweet and delicately crisp—here's the biscuit of a "hundred uses." TRU-BLU ARROWROOT BISCUIT. Favored by the hostess whenever she's most particular; the delight of the whole family at hungry-time; appreciated for its nourishing properties by mothers of tiny infants.

Coal Operators Are Accused in Suit. Andrew Marr Alleges He was Not Paid for Securing Election of a High Official. Tacoma, Wash., May 13.—(U. P.)—Charges that Pierce county coal companies and the Washington Coal Operators' association agreed to purchase the election of a high official of the United Mine Workers of America in this district for \$25,000, but that after he was elected, refused to fulfill in its entirety the agreement, are made in a suit to recover the alleged unpaid balance, filed in the superior court here today.

W. S. KIRK'S ARM and NAVY STORE. 94 Third St. Corner Stark. SPECIAL—Bleached Middy Blouses \$7.50. MILK MIDDY \$1.50. SILK MIDDY \$3.50. SWEETS, other \$3.50.

Sioux Indians Made American Citizens. Secretary Lane With Impressing Ceremonies Changes Status of 186 Redmen to Citizenship. Yankton, S. D., May 13.—(I. N. S.)—Franklin K. Lane, secretary of the interior, today made 186 Yankton Sioux Indians "white men" in all but color.

Barrack Shoes W. S. KIRK 75c pair. 94 THIRD ST., Cor. Stark. Pure all wool, best indigo dye; no fake dye. Outwear any shirt; made of U. S. Army overcoat cloth, and turn rain.