MAJORITY FOR EXPOSITION TAX REACHES 20,441

The voters of Portland approved the $2,000,000 city tax for the 1925 exposition by a majority of 20,441, according to the final count of the vote in Saturday's election, completed yesterday.

The complete vote is:

Yes	27,074
No	6,633
Majority for	20,441

A total of 33,727 votes were cast, representing 39 per cent of the registration.

The affirmative ratio of a little more than 4 to 1 was maintained over the city. In the 112 west side precincts 6598 affirmative votes and 1452 negative votes were cast, a ratio of 4½ to 1; in the 267 east side precincts 20,476 affirmative votes were cast and 5181 negative votes, a ratio of nearly 4 to 1.

CARRIED EVERY PRECINCT

The measure carried in every one of the city's 379 precincts. The voters in precinct 30, at Broadway and Davis, followed literally the injunction of the campaign committee to "make it unanimous" by casting 25 votes for the measure and none against it. The closest vote was recorded in precinct 244, at Vancouver avenue and Fargo street, where 55 ballots were affirmative and 52 negative.

In precinct 45, at the engine house at Sixteenth and Washington, there were 31 affirmative votes and one negative vote. In precinct 80 at 373 First street, there were only two negative votes and 20 affirmative votes.

In fact there were 18 precincts in all in which the negative vote was five or under in each precinct. These precincts, in addition to those above enumerated, and the vote cast in each, follow: Precinct 11, Fourteenth and Marshall, yes 15, no 4; precinct 12, Seventeenth and Northrup, yes 27, no 5; precinct 25½, Fifteenth and Everett, yes 60, no 3; precinct 26, engine house, 511 Glisan, yes 21, no 4; precinct 29, 287 Burnside, yes 18, no 4; precinct 31, Broadway and Couch, yes 69, no 4; precinct 40, engine house, Second and Oak, yes 31, no 4; precinct 43, Medical building, yes 28, no 5; precinct 49½, Seventeenth and Yamhill, yes 44, no 5; precinct 79, engine house, Fourth and Montgomery, yes 81, no 5; precinct 89, 624 First, yes 58, no 5; precinct 92, 475 Gibbs, yes 14, no 3; precinct 105½, 1442 Milwaukie, yes 108, no 6; precinct 158, East Eighth and Hawthorne, yes 34, no 3; precinct 161, East Third and Pine, yes 32, no 4; precinct 199, East Forty-third and Laurelhurst, yes 100, no 5.

COMMISSION NAMED

By the terms of the measure, which is an amendment to the city charter, a commission of five to be known as the 1925 exposition commission, is named to disburse the tax fund. This commission consists of J. C. Ainsworth, Edward Cookingham, Julius L. Meier, A. L. Mills and Emery Olmstead.

In view of the fact that the amendment approved by the voters of Portland Saturday is conditional upon the authorization by the people of the state of a $3,000,000 tax levy and the raising of an additional $1,000,000 by popular subscription, the next step to be taken by the exponents of the fair will be to carry the message to the people of the state at large.

It is probable that Governor Olcott will call a special session of the legislature to convene in January, at which time the statewide tax measure will be referred to the people for action at a special election to be held concurrently with the state primaries next May. Governor Olcott stated to The Journal today that he would make no public statement concerning the proposed special session until he had given the issue careful consideration.

Then will follow the securing of stock subscriptions to the amount of $1,000,000. This done, Oregon's 1925 exposition will be financed and then will follow the selection of a site and the actual construction of the fair, which is designed to proclaim to the world the resources and opportunities that the state holds.

HIGHWAY USE BY TRUCKS SHARES SESSION DEMAND

Salem, Nov. 21.—With the legislative orgy of 1920 still fresh in his memory to warn against another special session of the lawmakers, and decisive vote of Portland Saturday arguing for a chance to submit the proposed Oregon exposition tax to a vote of the people of the whole state, Governor Olcott is veritably between the devil and the deep blue sea.

While the governor today insists that he has nothing to say on the proposed special session and "no comment to make" on the speculations that a special session will be called, opinion here is that he will decide upon the plunge into the "deep blue" and convene the legislators sometime early in January.

However, it is not expected that his call will be based entirely on the necessity for getting the exposition tax problem before the people of the state. In fact, this will likely be made a secondary consideration in the call should it be issued, as it probably will be.

It is known that the problem of conserving Oregon's highways from the ravages of heavy trucks has been worrying the governor for some time and it is rumored that he has upon a recent occasion declared that the solution of this problem be itself sufficient justification for an extraordinary session of the legislature.

Members of the Marion county delegation are divided as to the wisdom of a special session, some favoring the move to place the question of the exposition tax before the people, although themselves opposing the proposed tax, others favoring the proposed tax and still others unalterably opposed to both the special session and the proposed fair tax.

TRAVELERS THOUGHT TO BE IN DANGER

(Continued From Page One)

morning under the burden, and offices were removed to a restaurant nearby.

On the Oregon Trunk line train No. 102 from Bend is stuck in 22 feet of snow and since the train is without diners relief is being sent in afoot by messengers. Two relief engines are also stuck in the drifts.

Rail lines to the East will probably not be in service for several days, as indirect reports say that the storm is continuing all through the stricken district today.

Trains Nos. 3 and 5 are at Cooks. They had bucked between two and three feet of snow in their progress that far toward Portland when the snowstorm turned to sleet. Officials of the North Bank line had reports this morning indicating that there was six inches of ice on top of the snow.

ROTARY PLOWS INEFFECTIVE

Rotary plows have been placed in operation on the line, but these are making little progress against the solid coating of ice.

Train No. 1, which was due Sunday, is stalled at Roosevelt and the passengers find themselves in a predicament similar to the ones aboard the trains at Cooks.

Since train No. 3 has a diner and No. 5 is stuck nearby, it is thought that the passengers on these trains will not suffer from lack of food unless the commissary runs low and relief cannot reach the trains today.

Train No. 1 is at Roosevelt surrounded on all sides by immense drifts of snow. This train does not have a diner, but is near a store and several farms where provisions can be obtained.

PLOW IS STUCK

General Manager Davidson reported that the snow plow which was sent out on the line Sunday morning was stuck west of Hoods. A rotary plow was borrowed from the Great Northern and went into operation at 10 o'clock. It is problematic whether the rotary can get any farther than the ice-bound plow.

North Bank line officials are plainly worried about the fate of the passengers on board train No. 102, which left Bend Saturday night. It has no diner and is stuck five miles north of Metolius. Engines started from either end of the line have been lost in the drifts, which range from 3 to 25 feet in depth. A rotary will be rushed in when the North Bank line is opened.

To the stranded Central Oregon train messengers bearing food supplies were dispatched on snowshoes from the nearest towns this morning.

NOT HEARD FROM

Four trains are bearing the brunt of the terrific storm on the lines of the O-W. R. & N., but 150 passengers aboard trains Nos. 4 and 12 which are completely drifted in at Multnomah Falls and Bridal Veil, respectively, have not been heard from.

The steamer J. N. Teal left Portland this morning in an attempt to take off the passengers of No. 4, but so far as railroad officials had learned the vessel had been unable to make a landing before noon.

The two trains were completely covered by the slide, reports to the local railroad office indicate, leaving nothing but the tops of the coaches in sight. The trains are being dug out, so the passengers may board the steamer.

Ravenous refugees, taken from a snow stalled eastbound Union Pacific train at Bonneville Sunday night and brought back to Portland on the river steamer J. N. Teal, gobbled a portion of the ship's cargo of Hood River apples and drank all the coffee on board.

STOPS TO SUCCOR

The J. N. Teal received word of the train's plight when it put into Cascade Locks. A stop was made at Bonneville and the passengers bundled aboard. It was many hours since breakfast, and hunger gnawed.

Not daunted by 200 famished travelers—with only enough food in the galley for about a dozen—C. E. Steelsmith, purser, ordered all deck hands below with hatchets and hammers. Many boxes of Hood River's best were torn open and the apples distributed with cups of coffee.

The snow-bound passengers were all loaded on board without a mishap. Purser Steelsmith, alone, suffered from exposure. His feet and legs were numb from wading in slush and snow.

TWO STEAMERS AID

Two river steamers, the Teal and the Harvest Queen, were put into service by the railroad company to transfer passengers between Portland and The Dalles until such a time as the many slides of snow and earth can be cleared from the tracks. Officials state that it will be 24 hours or more before the line can be cleared and trains run into Portland.

Southern Pacific train dispatchers ran their trains by faith all day Sunday and this morning, hoping against fate that there would be no accidents. All dispatching lines were down except one wire between Portland and Albany, and as a result H. L. Walter, chief clerk of the operating department, said his men did not know just where any of the trains were.

The Southern Pacific bridge approach at Jefferson was swept out by the Santiam river flood, which has prevented crews from even approaching the danger spot. Trains are being detoured and are running several hours late.

The electric line is also having a little wire trouble near Patton, a station near Gaston.

On the P. R. & N. line to Tillamook the usual slide trouble has been experienced by train crews. Train 141 made Cochran at the top of the hill, but was obliged to return from that point.

Walter said his men know absolutely nothing about the Corvallis & Eastern line from Corvallis to Newport.

All Southern Pacific trains were leaving the Union station on time, and all trains coming this way were arriving, but behind schedule. Train 54 from San Francisco, due at 7 o'clock this morning, was expected in at 10:30 a. m., and train 16, due at 9:15 a. m., was expected at 12:30 p. m.

WORST OF ALL STORMS

Operating officials of the O-W. R. & N. said, after visiting the edge of the storm area last night, that the gorge was paralyzed by the worst storm in the history of that railroad's operation, even surpassing the storm of 1907.

For a distance of three miles near Multnomah the snow lies from 10 to 20 feet deep. After the storm halts, which is not in prospect today, it will take 24 hours to clear the tracks, according to the officials.

Sunday night trains Nos. 5 and 23 consolidated and started to detour via the North Bank, but went back to The Dalles, where they were to consolidate with Train No. 19 to run into Portland via Pasco, Yakima and Auburn. Doubt was expressed whether the trains would make this rerouting, but if they do, they will arrive at midnight tonight or Tuesday morning.

ENGINE IS DERAILED

The first two trains were awaiting the arrival of train No. 19, which had its engine derailed at Celilo before starting the detour.

Train No. 11 from Spokane is almost lost from sight, as it stands under the drifts and ice at Lyle on the North Bank line. A diner is attached to this train and relief was being carried in from the nearby town.

All S. P. & S. and O-W. R. & N. train service was abandoned today, with the exception of the two trains, one east and one west, which are being run via Yakima.

STOCK SPECIAL HELD

A livestock special bound for Portland from the east was held at Umatilla Sunday morning, according to advice received by O-W. R. & N. officials who had been worrying about the safety of the stock. The train will be detoured into Portland through Yakima.

Under the direction of C. G. Sutherland, assistant general manager of the O-W., the steamer Harvest Queen was being loaded with between 200 and 300 laborers and was scheduled to leave at 3 o'clock this afternoon in an attempt to make a landing in the gorge where the men will be needed in clearing tracks.

The Union Pacific system is making up a train to leave Portland at 8 o'clock tonight to go east via Yakima and Pasco. The train will carry two coaches and sleepers for Kansas City, Chicago and Salt Lake.

Vote by Precincts in Saturday's Election

Precinct	Yes.	No.	Precinct	Yes.	No.	Precinct	Yes.	No.	Precinct	Yes.	No.
1	108	53	84	71	16	162	59	14	235	100	16
2	56	6	85	53	36	163	97	23	235½	115	28
3	53	6	86	81	55	164	82	11	236	74	29
4	48	8	87	113	48	165	73	21	236½	97	25
5	50	11	88	71	29	166	94	28	237	50	12
6	90	10	89	58	5	167	70	19	237½	41	9
7	34	12	90	48	14	168	94	23	238	66	28
8	82	23	91	61	14	169	67	18	238½	66	30
9	26	9	92	14	3	170	68	19	239	78	25
10	55	7	93	81	16	170½	61	17	240	66	18
11	15	4	94	79	15	171	91	19	240½	38	18
12	27	5	95	94	24	172	79	23	241	70	24
12½	56	21	96	61	6	173	71	16	242	59	34
13	49	13	97	47	13	174	75	22	243	74	37
14	105	13	98	101	11	174	75	22	244	55	52
15	62	13	98½	45	13	175	75	10	245	91	14
15½	74	18	99	101	25	175½	59	10	246	51	13
16	125	18	100	86	25	176	92	25	247	35	17
17	127	14	101	65	16	177	97	18	248	46	15
18	72	12	102	113	32	178	101	22	249	40	19
19	66	18	103	116	18	178½	79	12	249½	49	10
20	118	32	104	90	27	179	98	34	250	126	17
21	98	27	105	90	21	179½	52	23	251	56	16
22	76	32	105½	108	5	180	93	25	251½	101	26
23	36	11	106	73	19	181	109	27	252	55	23
24	48	12	107	98	30	182	66	18	252½	44	14
25	76	22	107½	27	11	183	88	22	253	71	22
25½	60	3	108	84	13	184	88	21	254	47	21
26	21	4	109	91	11	185	113	14	254½	61	22
27	36	4	110	74	12	186	83	27	255	86	22
28	42	7	111	90	25	187	100	16	256	43	23
29	18	4	112	66	21	188	67	23	256½	69	19
30	25		113	77	19	189	88	14	257	79	20
31	69		114	63	29	190	80	6	257½	70	23
32	70	12	115	79	36	190½	58	8	258	76	31
33	76	13	116	72	22	191	74	15	259	91	29
34	68	16	117	35	12	192	89	9	260	80	24
35	74	16	118	70	28	193	75	6	261	119	38
35½	51	15	119	71	39	193½	84	6	262	79	38
36	58	15	120	45	14	194	105	10	263	40	16
37	131	9	121	75	15	194½	84	17	263½	76	33
38	34	8	122	52	28	195	96	15	264	68	21
39	64	6	123	68	16	196	106	17	264½	66	23
40	31	4	123½	51	14	197	64	25	265	81	15
41	60	5	124	56	24	198	104	15	266	83	21
42	47	9	125	71	22	198½	70	24	266½	98	18
43	28	5	126	52	21	199	100	5	267	57	28
44	57	3	126½	37	21	200	99	11	268	179	41
44½	62	9	127	91	21	200½	80	12	268½	64	32
45	31	1	128	54	11	201	90	12	269	40	7
46	25	9	129	92	17	201½	115	12	269½	85	29
46½	57	13	130	71	18	202	123	18	270	60	14
47	76	22	131	75	22	202½	115	7	270½	31	12
48	84	26	132	67	29	203	85	14	271	80	24
49	91	12	133	92	7	204	119	8	272	43	11
49½	44	5	134	67	24	205	64	26	272½	51	11
50	69	9	135	65	29	206	94	28	273	66	14
51	75	12	135½	61	22	207	83	22	273½	42	26
52	66	6	136	40	15	207½	68	19	274	82	20
53	42	17	136½	60	15	208	71	22	275	120	38
54	54	10	140	67	16	209	70	12	276	94	23
55	59	6	138	38	12	209½	37	13	277	93	11
56	74	24	139	86	28	210	43	13	278	95	24
57	54	10	140	67	16	211	57	17	279	129	28
58	40	11	140½	74	13	211½	57	17	279½	59	29
58½	59	20	141	80	38	212	79	8	280	69	18
59	30	13	142	81	26	213	37	9	280½	107	14
60	66	9	143	72	24	214	39	9	281	87	28
61	52	25	144	47	28	215	55	30	282	86	19
62	42	8	145	39	36	216	58	14	282½	40	18
63	74	10	145½	81	22	216½	79	14	283	68	19
64	41	14	146	85	11	217	59	17	283½	85	22
65	40	7	147	69	21	218	92	29	284	87	24
66	51	11	148	88	24	219	66	25	285	77	13
67	62	8	149	53	15	220	89	25	286	51	38
68	52	14	149½	31	6	221	51	26	286½	46	24
69	76	15	150	74	14	221½	41	17	287	94	21
70	66	15	150½	52	15	222	72	23	287½	65	8
70½	47	7	151	52	15	223	66	10	288	88	13
71	31	5	151½	53	20	223½	44	18	288½	70	13
71½	96	13	152	82	16	224	77	25	289	83	7
72	63	25	152½	45	11	225	86	34	290	100	33
73	64	14	153	123	13	228	61	12	291	104	13
74	50	13	154	78	14	226½	79	15	292	143	16
75	77	18	154½	78	20	227	116	16	293	122	16
76	58	18	155	104	25	228	62	24	294	83	9
76½	41	18	155½	72	34	229	78	18	294½	109	10
77	84	9	156	81	18	229½	68	7	295	104	11
78	76	14	156½	99	11	230	98	29	296	121	12
79	81	5	157	82	24	230½	107	31	296½	68	21
79½	46	7	157½	93	21	231	140	40	297	115	23
80	20	2	158	34	3	232	135	26	298	76	18
81	22	7	159	59	7	232½	126	25	317½	38	11
82	43	12	160	62	10	233	69	14	318	59	6
83	69	11	161	32	4	233½	69	6			
						234	105	11	Totals	27,074	6633

Majority for 20,441.

Four L Board Meet Delayed Because of Storm Interference

The semi-annual meeting of the board of directors of the Loyal Legion of Loggers and Lumbermen, scheduled to open at 9 a. m. today at the Portland hotel, was postponed until 1 p. m. because on non-arrival of members of the board, who were delayed by the storm in Eastern Oregon and Eastern Washington. The board consists of 24 members, 12 employes and 12 employers, representing members of the organization in Oregon, Washington, Idaho and Western Montana.

Safeguards for the eight-hour day, problems of foremen and superintendents in mill management, and other matters presented by the 12 district boards of the Loyal Legion will occupy the attention of the directors. The meeting will last oday and Tuesday.

ROOM THIEF TAKES SUIT

Vancouver, Wash., Nov. 21.—C. Jefferies reported to the police that his room at 105¼ Fourth street was entered Sunday night and a suit of clothes, a valise and $2.10 cash stolen.

Kathleen Norris

Has a wonderful story about the hatred an aristocratic mother-in-law bore a "daughter of the people." Read

"The True Believer"

In McCall's—out today. All newsstands, 10c.

Get the *December* McCALL'S 10¢

—for a rainy day:

Ben Selling's OVERCOATS

Men, and Young Men $25 to $60
Boys' $9.85 and Upwards

Leading Clothier
Morrison at Fourth

Do This

Then see if your friends notice prettier teeth

Make this pleasant ten-day test. See what it does for your teeth. Then judge for yourself—by the clear results—how much this method means.

Millions of people have thus found a way to whiter, cleaner, safer teeth. And you will also find it.

It fights film

This method combats the film on teeth—that viscous coat you feel. Film is the teeth's great enemy. It clings to teeth, gets between the teeth and stays.

Brushing in the old ways does not end this film. And most tooth troubles are caused by what is left.

Film absorbs stains, making the teeth look dingy. It is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. Very few people have escaped these troubles caused by film.

Two new methods

Dental science has now found two methods to fight film. Many careful tests have proved their efficiency. Leading dentists everywhere now advise their daily use.

The methods are embodied in a dentifrice called Pepsodent. Other factors, now considered essential, are included with it.

Pepsodent combats the film with every application. It keeps teeth highly polished, so film less easily adheres.

It also stimulates the salivary flow. That is Nature's great tooth-protecting agent. It multiplies the starch digestant in the saliva, to digest starch deposits which so often cling and form acid. It multiplies the alkalinity of the saliva, to neutralize the acids which cause tooth decay.

Thus every use brings five desired effects which old methods failed to bring.

The modern way

Pepsodent is based on modern research. It does what authorities now regard as essential. Half the world over it is displacing old methods, largely by dental advice.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear.

Watch all the good effects. The book we send will tell the reason for them. Then decide if this method, in your family, should supersede the old. Cut out the coupon now.

Pepsodent REG. U.S. PAT OFF.

The New-Day Dentifrice

The scientific film combatant, approved by modern authorities and now advised by leading dentists everywhere—to bring five desired effects. All druggists supply the large tubes.

FREE

This Ten-Day test costs you nothing. Simply mail the coupon. Then watch the delightful effects.

10-Day Tube Free (25)

THE PEPSODENT COMPANY,
Dept. H-238, 1104 S. Wabash Ave., Chicago, Ill.

Mail 10-Day Tube of Pepsodent to

Only one tube to a family

250

ELSIE'S PATTERNS HATS ON SALE

PRICES LESS THAN WHOLESALE

$7.50 and $10.00 Each

BIGGEST VALUES ever offered. SMART stylish models made of the very finest materials money can buy. All exclusive patterns. Visit our showrooms early.

ELSIE'S PATTERN
Wholesale and Retail
MILLINERY IMPORTERS
Second Floor Artisans Bldg., N. W. Cor. Broadway and Oak Sts.
Makeover Work Solicited and Given Special Attention

Can you make good pie crust?

DON'T say "no" until you have tried making it with Crisco, the improved cooking fat.

Crisco makes pie-crust flaky because it is 100% shortening—just rich edible vegetable oil, hardened by the special Crisco process into creamy white cooking fat. Crisco makes pie crust taste better because it is itself tasteless and odorless. You never detect that unpleasant fatty taste in a Crisco crust. And best of all to lovers of the great American dessert, Crisco makes pie crust easy to digest because Crisco itself is just as easy to digest as the other ingredients that go into pie crust and fillings.

Try Crisco in this recipe

BUTTERSCOTCH PIE

3 tablespoonfuls cornstarch
¼ teaspoonful salt
½ cupful cold milk
1 cupful milk, scalded
2 tablespoonfuls Crisco
1 cupful brown sugar
2 egg yolks

Meringue

2 egg whites
¼ cupful granulated sugar
Crisco Flake Pastry

Bake the pastry, rolled as for pie crust, on the outside of an inverted pie pan. Prick the paste all over and set the pie pan on a tin sheet to keep the edges from contact with the oven. When baked set inside a clean pie plate, turn in the cooked filling, cover with the meringue and let bake for ten minutes.

To make the filling, cook the cornstarch and salt, mixed with the cold milk, in the hot milk fifteen minutes; add the Crisco and sugar stirred and cooked over the fire until the sugar is dissolved and bubbly; add the yolks. For the meringue beat the whites, very light, and gradually beat in the sugar.

FLAKE PASTRY

1 cupful flour
4 tablespoonfuls Crisco
¾ teaspoonful salt
Just enough cold water to hold dough together

Sift flour and salt and cut half the Crisco into flour with knife until it is finely divided. The finger tips may be used to finish blending materials. Then add water sparingly, mixing it with knife through dry materials. Form with the hand into dough and roll out on a floured board to quarter inch thickness. Spread one-third of remaining Crisco on two-thirds of dough nearest you; fold twice, to make three layers, folding in first that part on which Crisco has not been spread. Turn dough, putting folded edges to the sides; roll out, spread and fold as before. Repeat once more. Use a light motion in handling rolling-pin, and roll from center outward. Should Crisco be too hard, it will not mix readily with flour, in which case the result will be a tough crust.

CRISCO

For Frying—For Shortening
For Cake Making

This book will help you avoid failures in making pastry

Complete directions for making tender, flaky pie crust every time. Also scores of exclusive recipes. Send coupon and 10c in stamps.

The Procter & Gamble Co., Dept. of Home Economics, Cincinnati, Ohio.
Please send postpaid, "The Whys of Cooking." I enclose 10c in stamps.

Name _____
Address _____
P. O. _____ State _____
Do you use Crisco now? _____