

PROPOSED AMENDMENTS TO CITY CHARTER SUBMITTED TO VOTERS AT ELECTION JULY 9

Giving City Power to Collect Assessments

An ordinance declaring an act for an assessment to Section 35 of the charter of the City of Salem, the same being Section 35 of an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, so as to empower the common council to provide by ordinance for the collection of delinquent municipal liens by the issuance and sale of certificates of delinquency and a foreclosure thereof in substantially the same manner as certificates of delinquency for state and county taxes are issued, sold and foreclosed under the state law; to repeal Sections 36, 37, 38, 39, 40 and 41 of the charter of the City of Salem, the same being Sections 36, 37, 37, 39, 40 and 41 of said act of the legislative assembly of the state of Oregon to incorporate the City of Salem; and submitting said act to the electors of the City of Salem at a special election to be called by ordinance.

To amend Section 35 of the charter of the City of Salem, Oregon, the same being Section 35 of an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, so as to empower the common council to provide by ordinance for the collection of delinquent municipal liens by the issuance and sale of certificates of delinquency and a foreclosure thereof in substantially the same manner as certificates of delinquency for state and county taxes are issued, sold and foreclosed under the state law; and to repeal Sections 36, 37, 38, 39, 40 and 41 of the charter of the City of Salem, Oregon, the same being Sections 36, 37, 38, 39, 40 and 41 of said act of the legislative assembly of the state of Oregon to incorporate the City of Salem.

and with substantially the same incidents, force and effect. The duties corresponding those imposed by general law upon county officers with reference to the issuance and foreclosure of delinquent tax certificates and the execution of a deed to the purchaser at the foreclosure sale thereof, shall be performed by city officers to be designated by ordinance. The powers herein conferred and granted are intended and shall be construed to clothe the common council with authority to provide a complete and adequate procedure for the collection of delinquent municipal liens. In foreclosure proceedings under this act, the provisions of Chapter 6, of Title VII of Lord's Oregon Laws as to costs and disbursements shall apply. Section II. That Sections 36, 37, 38, 39, 40 and 41 of the charter of the City of Salem, Oregon, the same being Sections 36, 37, 38, 39, 40 and 41 of an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, so as to empower the common council to provide by ordinance for the collection of delinquent municipal liens by the issuance and sale of certificates of delinquency and a foreclosure thereof in substantially the same manner as certificates of delinquency for state and county taxes are issued, sold and foreclosed under the state law; to repeal Sections 36, 37, 38, 39, 40 and 41 of the charter of the City of Salem, the same being Sections 36, 37, 37, 39, 40 and 41 of said act of the legislative assembly of the state of Oregon to incorporate the City of Salem; and submitting said act to the electors of the City of Salem at a special election to be called by ordinance.

This Bill Provides for Re-assessing Costs

An ordinance declaring an act for an amendment to the charter of the City of Salem, said charter being an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, by adding to said act a new section to be known as Section 79, granting the common council power to reassess the cost of any improvement which has been heretofore or may hereafter be set aside, annulled, cleared or rendered void, or when the common council may be in doubt as to the validity of the original assessment or any part thereof, to wit: Section I. The common council hereby ordains and declares the following act to amend the charter of the City of Salem, said charter being an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, by adding to said act a new section to be known as Section 79, granting the common council power to reassess the cost of any improvement which has been heretofore or may hereafter be set aside, annulled, cleared or rendered void, or when the common council may be in doubt as to the validity of the original assessment or any part thereof, to wit: Section II. The act to amend the charter of the City of Salem by adding thereto Section 79 set forth in Section I of this ordinance, is hereby submitted to the electors of the City of Salem at their approval or rejection at a special election to be called by ordinance.

of land adjacent to or abutting upon any such improvement which have benefited thereby, to the extent of their respective and proportionate shares of the full cost thereof, and the assessment shall not exceed the total amount of such original assessment together with legal interest thereon from the date of delinquency of the original assessment; such interest may be added in the discretion of the common council. Such new or reassessment shall be made in an equitable manner in accordance with the law in force at the time of the making of the original assessment, but the common council may adopt a different plan of apportionment of such cost, when it may be necessary to secure a just assessment. The common council shall have no power to reassess the cost of any improvement heretofore made, wherein a remonstrance sufficient in law to defeat the original improvement shall have been duly filed.

Providing Majority May Stop Improvement

An ordinance declaring an act for an amendment to Section 28 of the charter of the City of Salem, the same being Section 28 of an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, so as to provide that a majority of the superficial area of the property adjacent to any street or part thereof may defeat an improvement by written remonstrance.

by ordains and declares the following act to amend Section 28 of the charter of the City of Salem, the same being Section 28 of an act of the legislative assembly of the state of Oregon, entitled 'An act to incorporate the City of Salem, and to repeal an act, entitled 'An act to incorporate the City of Salem, approved February 15, 1893, and to repeal all acts and parts of acts in conflict herewith' approved February 17, 1899, to wit: Section II. The act for an amendment to Section 28 of the charter as set forth in Section I of this ordinance, is hereby submitted to the electors of the City of Salem at their approval or rejection at a special election to be called by ordinance.

TESTED RECIPES

Left-over Dishes. Following are some suggestions for a few of the many nutritious combination dishes which may be prepared without too much trouble from staple food materials and common "left-overs," and for other foods which accompany them to make a well rounded meal. Every housekeeper, of course, will have a special liking for certain dishes and combinations. Spaghetti or macaroni or rice cooked with tomato, onion, or green pepper, and cheese, or sauce served with white, graham, or whole-wheat bread and butter and stewed or sliced fruit and simple cookies. Green peas and canned salmon with white (i. e., thickened milk) sauce, served with corn bread and syrup.

Stanley Company Reorganizes For Big Increase in Business

The automobile industry is deeply interested in the announcement that the Stanley Motor Carriage company, of Newton, Mass., has been reorganized on a greatly increased scale. The company is widely known as one of the oldest in the motor car business and has long held the reputation of being one of the most conservative. The name still remains the Stanley Motor Carriage company. The capitalization is increased to \$2,500,000 of preferred stock, and 100,000 shares of common stock of no par value. There will be no public offering of stock. Prescott Warren, formerly vice president, becomes president of the new company, succeeding F. E. Stanley. Edward M. Hallett, formerly secretary becomes treasurer, succeeding P. O. Stanley. Carlisle F. Stanley remains vice president of the new company, and continues with the company since 1906, and continues the active management of the new company. Together with Charles Counselman and Arthur L. Goodwillie of the Chicago banking house of Counselman & Company, representing the new financial interests, they form the board of directors. The history of the Stanley company makes a story of absorbing interest, and reaches back to the earliest days of the industry in America. The first Stanley car was built in 1895 by the brothers, F. O. and F. E. Stanley, for their own personal use. At that time their business was the manufacture of the famous Stanley Photographic Dry Plate, and their factory building is now part of the extensive Stanley works. The original car was so successful in operation, that it encouraged them to further efforts and during the next two years a number of cars were sold to impatient buyers. In the spring of 1898 first steps were taken for the manufacture of cars for sale, and in that year perhaps a dozen were completed and sold. That fall and the following spring, 200 stock cars, all alike, were built and they were all delivered by July of 1899. This furnishes the basis of the claim of the Stanleys that they are the first builders in the world of cars in commercial quantities. Meantime parties in New York were negotiating for the purchase of the automobile business and in 1899 a deal was closed. The outcome of this was the founding of the Mobile company at Tarrytown and of the Locomobile company of America at Bridgeport. The Stanley brothers when selling their business, agreed not to build cars for a year; and it was not until 1901 that they brought out a new car and organized a new manufacturing company. It was at this point, the present Stanley Motor Carriage company was incorporated. From that day to this, the demand for Stanley steam cars has been steady and continuous. For years the Stanley company has been the only producing manufacturer of steam cars in the country. Its racing records were envied by the whole world until a few years ago when it discontinued speedway tests because of the danger to drivers. Many important advancements in steam engineering were developed in the Stanley experimental laboratories, one of the most important of which is the Stanley method of super heating steam to which the modern locomotive owes much of its power and efficiency. The power generative plant consists of a kerosene burner and a boiler under the hood. In this boiler, the power is stored in advance for instant application to the driving wheels and controlled by merely moving a finger lever on the steering wheel. There is no clutch to pedal, and no gears to shift, the engine being constantly in mesh with the differential. Enough power is stored in the boiler to drive the car three or four miles on ordinary roads without burning any fuel. This stored power gives the Stanley tremendous advantages for acceleration for city driving, for bad country roads, and for hill climbing, and eliminates any possibility of stalling the motor. The engines of a unit in itself suspended from the chassis and geared direct into the differential. It is of standard steam practice, developed by the Stanleys through 20 years, and has two simple double-acting cylinders and link motion connecting the 13 moving parts, and is recognized by engineers generally as the highest development in the art of steam engines. Unquestionably there are many who feel that now that human ingenuity has exhausted itself in development of the internal explosive motor, the simple and cheapest fundamentally best adapted power for propelling road vehicles.

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Home Drying of Fruits

Washington, D. C. June 16.—Dry vegetables and fruits for winter use if tin cans and glass jars for canning are scarce or expensive. This is the advice of specialists of the United States Department of Agriculture, who recently have studied the possibilities of conserving food to meet war needs in spite of any difficulties that may be experienced in obtaining suitable containers. Drying was a well recognized and successful way of preserving certain foods before canning came in to general use, the specialists point out, and modern methods make it still more practicable than formerly, either in the home or by community groups. Methods of drying. Three methods of drying have been found by the Department specialists to give satisfactory results. These are sun drying, drying by artificial heat, and drying with air blasts, as before an electric fan. Trays for drying by any one of these methods, as well as tray frames for use over stoves or before fans, can be made satisfactory at home. Frames and trays for use with artificial heat may be purchased complete if desired. Homemade trays may be made of side and end boards three-fourths of an inch thick and 2 inches wide, and bottom boards of lathing spaced one-fourth of an inch. If desired, one-fourth inch galvanized wire mesh may be tacked to the side and end boards to form the bottoms of the trays. Frames for use with artificial heat should be made of noninflammable material to as great an extent as possible. As many as six trays may be placed one above the other when artificial heat is used. In drying before a fan the number of trays that may be placed one above the other will depend, to a large extent, upon the diameter of the fan. In drying in the sun, trays as described may be used, or the products to be dried may be spread on sheets of paper or muslin held in place by weights. Preparing Products for Drying. Vegetables and fruits will dry better if sliced. They should be cut into slices one eighth to one fourth of an inch thick. If thicker, they may not dry thoroughly. While drying, the products should be turned or stirred from time to time. Dried products should be packed temporarily for three or four days and poured each day from one box to another to bring about thorough mixing, and so that the whole mass will have a uniform degree of moisture. If during this "conditioning" any pieces of the products are found to be too moist, they should be returned to the trays and dried farther. When in condition, the products may be packed permanently in light paper bags, insect-proof paper boxes or cartons or glass tin containers. RECIPES. Spinach and Parsley. Spinach that is in prime condition for greens should be prepared by careful washing and removing of the leaves from the roots. Spread the leaves on trays to dry thoroughly. They will dry much more promptly if sliced and chopped. BEETS—Select young, quickly grown tender beets, which should be washed, peeled, sliced about an eighth of an inch thick, and dried. TURNIPS—Should be treated in the same way as beets. CARROTS—Should be well grown, but varieties having large woody core should be avoided. Wash, peel, and slice crosswise into pieces about an eighth of an inch thick. PARSNIPS—Should be treated the same way as carrots. ONIONS—Remove the outside paper covering. Cut off tops and roots. Slice into one-eighth inch pieces and dry. CABBAGE—Select well developed heads of cabbage and remove all loose outside leaves. Split the cabbage, remove the hard, woody core, and slice the remainder of the head with a kraut cutter. All the above products should be "conditioned" as described. BEET TOPS—Tops of young beets in suitable condition for greens should be selected and washed thoroughly. Both the leaf stalk and blade should be cut into sections about one-fourth inch long and spread on screens and dried. SWISS CHARD AND CELERY—Should be prepared in the same way as beet tops. RHUBARB—Choose young and succulent growth. Prepare as for stewing by skinning the stalks and cutting into pieces about one-fourth to one-half an inch in length and dry on trays. RASPBERRIES—Sort out the imperfect berries, spread select berries on trays, and dry. Do not dry so long that they become hard enough to rattle. The drying should be stopped as soon as the berries fall to stain the hand when pressed. Pack and condition. SHOULD FIX BASIS PRICE. Washington, June 22.—William Denman, chairman of the federal shipping board, today declared he concurs with Secretary Daniels in the latter's suggestion that the federal trade commission or some other authorized body investigate the whole subject of steel production and fix a basis.

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