

PROVISIONS OF NEW SCHOOL LAW REQUIRE EXTENSIVE FIGURING

Superintendent Vedder Has Supply of Forms for Estimates.

Forms for use in the preparation of school budgets and pamphlets describing the procedure of voting taxes under the law passed by the last session of the Oregon legislature, have been received by the county school superintendent, Benton Vedder. These will be forwarded to the clerks of the 142 Clackamas county districts for use in making out their reports for the coming year.

One of the most signal changes under the new law is in the method of making out the budget report. A special "estimate and accounting" sheet is provided in the budget supplies for this purpose. It requires a list of the departmental expenditures of the district for three preceding years, with an itemized account of expenditures for the year just past, and for six months of the past school year.

Extra Work Entailed.

The requirement of these figures on the budget estimate, will, according to Superintendent Vedder, require a considerable amount of extra labor. The figures are all kept by the district clerks, but the getting of them in shape for entry on the forms will require no little work. As the estimate for the budget is based upon the past year, taken with the probable increase in enrollment, Superintendent Vedder can figure out no reason for the inclusion in the form of a detailed account for six months of the school year. All supplies, labor, salaries, etc., are figured by the districts on a year basis, and the inclusion of a six month's expense account and estimate will not only require clerical work but will be of no tangible value, he says.

The computation of a six-month's expense and estimate is made more difficult, according to Mr. Vedder, because of the fact that material purchased is distributed in use over the entire year, and also that vacations entering into the school year, make it impossible to figure the six months on an exact two-third of the year basis.

The new school law provides revised forms for advertising a special tax election, as well as providing notice forms and ballots.

Fiscal Year Established.

Under the new law qualified voters of the district equal to the number of members of the school board shall constitute the budget committee. Items in the budget shall be estimated for amounts needed during the fiscal year, beginning with the third Monday in June and ending with the third Monday in June of the following year.

Notice of the school meeting shall be given by posting of notices in three places in the district for a period of 21 days in districts of the first class and in union high school districts the board of directors shall, at the time and place set forth in the notice, hold a meeting for an open discussion of the budget. After hearing arguments for or against the tax levy, if any, the board of directors in union high school districts shall, when it is not proposed to exceed the 6 per cent limitation, proceed to determine and declare the amount of taxes to be levied but they shall levy no tax in excess of the published estimates and 10 per cent thereof.

Granddaughter of Local Woman Dies

Word has reached here from Mrs. A. W. Fordyce, daughter of Mrs. A. Nelson of this city, telling of the death of little Dorothy Warner, four and a half years of age, daughter of Mr. and Mrs. Frank V. Warner of Los Angeles, Calif., but former residents of Portland.

The child, with other children, was playing on a load of sand and jumping to the pavement, she fell directly in from an automobile. The family physician was called and the child removed to a hospital where she died a few hours later. The accident occurred Tuesday, July 12.

Mrs. Fordyce, a neighbor of the Warner family, says the accident was unavoidable, it being apparent that the driver of the car, I. J. Hodges, did not see the child until too late. He was traveling slowly.

The declining price of gasoline does not create the interest it would if gasoline were something to drink.

"Here's Real Tobacco" says the Good Judge

That gives a man more genuine chewing satisfaction than he ever got out of the ordinary kind. Smaller chew, lasts longer — so it costs less to chew this class of tobacco. And the good, rich tobacco taste gives a world of satisfaction. Any man who uses the Real Tobacco Chew will tell you that.

Mother of Former Local Woman Dies

Mrs. Jeanie C. Wood, widow of the late Dr. J. C. Wood, died at the family home Tuesday, July 18, at 118 Hawthorne avenue, Portland, as a result of injuries sustained in a fall at her home last Wednesday.

Mrs. Wood is the mother of Mrs. Edna M. Swift, a former resident of this city.

Deceased was born in Indiana in 1847, and was 74 years of age at the time of her death, but appeared many years younger and had a charming disposition that won her many friends among acquaintances with whom she came in contact.

Mrs. Wood was a stockholder of the Willamette Valley Southern Railway company operating between Portland and Mount Angel, and had watched with interest the development of Clackamas county along the company's line. Her husband, Dr. J. C. Wood, who was also one of the stockholders of the company, died three weeks ago at the family home.

Surviving Mrs. Wood are her daughter, Mrs. Edna Wood Swift, widow of the late Fred M. Swift, first president of the Willamette Valley Southern Railway company, of 1182 Hawthorne avenue, Portland; a son, Dr. Frank W. Wood, also of Portland. She also leaves a grandson, Richard Swift, son of Mrs. Edna M. Swift, of Portland.

PULP WOOD FROM BIG NATIONAL FOREST SOLD

One million cords of pulpwood on the Tongass National Forest, Alaska, has just been sold by the Forest Service of the United States Department of Agriculture to the Alaskan-American Paper Corporation. The timber is located along the east shore of the Behm Canal, Revillagigedo Island, about 22 miles from Ketchikan, the largest city in the Territory. The contract price of the timber was 60 cents per 100 cubic feet for spruce and cedar, and 30 cents per 100 cubic feet for all other species. The sale area covers 45,000 acres and extends for 55 miles along the coast. Twenty per cent of the forest is spruce, 66 per cent hemlock, and 14 per cent Alaska and western red cedar.

A conditional award has been made by the Forest Service to the company, pending approval by the Federal Power Commission of their application for a hydro-electric power license. The timber sale contract covers an initial period of 32 years, or until 1953. The price of the stumpage will be re-determined and fixed by the Federal Government in 1928, and every five years thereafter. Cutting must begin by October 1, 1923, thus allowing two years for organization and construction of improvements. The contract also requires the establishment of a pulp mill or not less than 25 tons capacity by October 1, 1928. A yearly cut from 2,500,000 to 3,000,000 cubic feet is contemplated.

The award of this sale is in line with the general policy of the Forest Service for making available the timber resources of Alaska as a means of increasing the supply of pulpwood for the United States. The National Forests of the Territory probably contain 100,000,000 cords of timber suitable for the manufacture of newsprint and other grades of paper. Under scientific management, experts say that these forests can be made to produce 2,000,000 cords of pulpwood annually or all time, or enough to manufacture one-third of the pulp products now consumed in this country.

The Alaska forests also contain the second chief essential of the pulp and paper manufacturing industry, namely, water power. No accurate survey of the power resources has yet been made, but known projects have a possible development of over 100,000 h. p., and it is believed that a complete exploration of the National Forests in south Alaska will show not less than 250,000 potential horse power than can be developed from water.

Forest Service cruisers are now working in Alaska collecting data for further use and development of the forests. One block of timber containing 335,000,000 cubic feet—enough to keep a 100-ton pulp mill running, has been advertised and is now ready for sale.

GOVERNOR VISITS HERE.

A party composed of Governor Pennington, Mrs. Olcott and their son, Chester State Highway Engineer Herbert Nunn, Mrs. Nunn, Mr. and Mrs. R. E. Stepper and Mr. and Mrs. Milton Meyers, passed through the city Saturday afternoon on their way to Rhododendron Inn where they will spend the week end.



Put up in two styles
W-B CUT is a long fine-cut tobacco
RIGHT CUT is a short-cut tobacco

Weyman-Brown Company, 107 Broadway, New York City.

The Power Of Monopoly

Samuel Utermyer, who is conducting the investigation at New York into building trade practices, is to ask Congress to compel the imposition of prison sentences on members of convicted building material combinations. Mr. Utermyer claims that all articles entering into building construction are affected by such combinations, also the products of half of the other industries of the country.

It is almost impossible to frame a law that will hit the people who are oppressing the public and yet exclude others whose acts would be considered legitimate. If doctors of a city get together and decide that the price of their calls should be increased, no one would say that they ought to be jailed. Yet laws against combinations that some people would enact might hit such a case as theirs.

However there is no doubt that the people are suffering grievously from the operation of combines in many industries, and some means of controlling them must be found.

It is not easy to get juries to convict in such cases where it means sending people to jail. Many jurors are sympathetic and the eloquence of lawyers will convince them that their clients have been punished enough and will be good in the future. Then these people may go off and do the same thing again.

It might be a good idea, where the existence of an oppressive combination was established, after trial before a United States court to put such concern temporarily in the hands of a federal receiver so that they would be forced to cease its practices. Juries would be more apt to cooperate with such a plan than with one that would send prominent citizens to jail. If they knew that they would lose control of their own business for a while, concerns guilty of entering profiteering combinations would be likely to quit their unfair policies.

Oregon to Sense Spirit of Transportation at 1925 Fair.

(By F. R. G.)

It is sometimes well, in the midst of the hurry and turmoil of modern striving to pause for a moment to take a comprehensive outlook at the progress of our race and catch a glimpse of what we are tending.

"Without vision the people perish," said Isaiah, the Hebrew prophet; and to have a true vision of the future one must have also the realization of the past.

There are so many channels of human activity by which progress may be measured. For the most part, that side of human life generally cited as evidence of advancement in civilization, is either ethics, art or science. To attempt therefore to measure human advancement by anything so prosaic as the development of transportation might seem at first glance too commercial, yet it is safe to say that in no other one thing can the progress of mankind be so clearly seen and appreciated.

Change Is Rapid.

Old Empires were centuries in building. That little more than fifty years has sufficed for isolated log-cabin settlements, with all the crude barbarism of frontier life, to be changed as by the touch of Aladdin's Lamp into wonderful modern cities, with all their luxury, beauty and refined culture. It seems indeed like a fairy tale. Nor has any well beloved character of older fairy lore waved a wand more efficacious than that of the magic torch held aloft in the hand of the Spirit of Transportation.

Nor do we always stop to consider all that the word transportation means. The handling of cargo is often the limit of our imagination in connection with it; but when we realize that it implies the carrying of messages, the transmission of light and power as well as of passengers and freight some appreciation of its connection with progress of the race may be gained.

Just what the airship is to mean to our future evolution we can but dimly visualize. Yet for that vision we must also be grateful, for if "without vision the people perish" we know that because of vision a people thrive.

It is due to a full realization of this that the people of Oregon are inviting the world to an Exposition in 1925. That broadness of outlook which takes in a full comprehension of the past and a limitless view of the future is alone responsible for making Oregon in 1925 the objective for the attention of the world.

For the Inland Empire is not only an objective of the great transcontinental highways, but the development of its great waterway arteries and the opening of the Panama Canal promises an advance in commerce unequalled in the annals of our history, which will be felt thru every pore of our country's activity and in every section of its community.

The year 1925 will mark the one hundredth anniversary of the discovery of the electro-magnet by Wm. Sturgeon, the English engineer. This discovery has made possible the use of our water power, the great hydro-electric force that has revolutionized manufacture and commerce.

How fitting that its discovery should be commemorated in the locality in which it is to be found on third of the water power of the United States.

Into the Columbia River basin flows the unwhimpered power of countless snow fed streams; from the Cascades' frozen gorges they rush unchained to the sea, an inexhaustible, unlimited supply which is bringing to this new land the realization of the prophecy "Westward the course of Empire takes its way."

Small wonder that this West will emblazon in light its tribute to those who have brought the use of electricity within the reach of man.

The Exposition of 1925 is not alone a commemoration of what transportation has accomplished in the upbuilding of this Wonderland, it is not alone an invitation to the world to view the

greatness of this New Empire and the marvelous unparalleled beauty of its scenery, tho these things do play an important part. But if the Spirit of Transportation, with her electric torch held high, has enabled us by her light to measure the advancement of our past, to what great heights of undreamed-of achievements will she lead our future? To these heights, to this accomplishment the "Atlantic-Pacific Highways and Electrical Exposition" of 1925 will point.

Where before the trend of civilization was over westward, today we have reached the last West, and the tide of advancement from this mighty empire now building out beyond the Cascades, will sweep back eastward over our country, till every section of the United States will feel the influx of new life and energy from the progress of manufacture and commerce.

This magic torch is lighting the world to the richest resources and greatest opportunities known to man. The progress of the West means the progress of the whole country, and the progress of one country insures the progress and safety of the world.

While transportation, with her flaming torch, both wing her pathway toward the setting sun, Her light streams backward, ever to the East.

Till all our Nation's interests blend in one.

7TH STREET PAVING CONTRACT AWARDED

The contract for the laying of the cement on Seventh street between Monroe and Division streets was awarded by the city council in special session last evening to the W. D. Andrews Contracting company of Portland. The contract price is \$4561.

The contract involves merely the laying of the concrete. The scaffolding has been completed by the city, with the use of the county's equipment. The cement is also furnished by the city. The price made by the company for the laying of the pavement is \$1.40 per yard, for the 3260 yards of pavement.

Ordinances for the improvement of Twelfth street from Center to Main and the alley between Seventh and Eighth streets from the railroad to Main street were also passed. Both are to be improved by the construction of a concrete pavement, the full width of the streets.

The matter of the improvement of Sixth and Eighth streets was laid over, action to be taken at the next regular meeting of the council.

An ordinance, raising the license fee charged hawkers from \$3 to \$5 per day was passed upon its final reading. Under the law, hawkers are considered anyone who sells from a stand or wagon on a street. The license fee is charged according to the number working on the wagon or stand; \$5 a day is charged each person under the new law.

Seed Certification Talked at Meeting

Instruction in the prevention of potato diseases, and in the proper method of raising crops for seed certification was the purpose of a meeting held Saturday at Wilsonville. The meeting was attended by W. S. Carpenter of the O. A. C. board of certification and County Agent W. A. Holt.

Certified seed was recently distributed by the Wilsonville bank among the farmers of that community and an effort is to be made to raise potatoes that will warrant registration. Three inspections, two of which have been held are given the crops every year before being certified. Certification is taken as evidence of freedom from disease, and healthy parent stock.

John Lowe, a farmer of this district, has developed a new species of potato, with which he is getting excellent results. The potatoes, while not of exceptional size, are uniform, with even skin, especially adapted for fancy table use.

DEE WRIGHT HAS NARROW ESCAPE FROM CLARK FORK WHIRLPOOL

Clawing fingers of a whirlpool between canyon walls on Clark fork, ripped a canoe expedition to ruin and almost ended the lives of five adventurers Saturday. The members of the expedition, sans all equipment but a camera and tripod, arrived in Portland Monday.

The party consisted of Dee Wright, son of Mrs. A. Nelson of this city; Robert Bruce, motion picture man, who has "shot" scenery all over the Pacific northwest and Europe; Joe Smith Marba, recently at the Hellas as leading comedian in George M. Cohan's show, "Mary"; John LaMond, also actor, and Hamish McLaurin, magazine writer.

White is a mountain guide in the employ of the government. He visited here with his mother last Sunday.

Three Boats in Party.

Mr. Bruce and Mr. McLaurin occupied one canoe, Mr. Marba and Mr. LaMond the second, while Mr. Wright was the cook and the captain bold and crew of a rowboat. Leaving Thompson falls, the flotilla started down Clark fork, and after three miles shot the rapids beautifully. Below the rapids was the first whirlpool.

Mr. Bruce started it and saw that the whirlpool was made for a few seconds every few minutes, so he and McLaurin calculated that they could cover the danger spot in safety.

Unfortunately the whirlpool was made underneath the first canoe, so that for an instant the canoe was perched on a peak of water, then it was whirled around and tilted endwise, with Bruce in the air and McLaurin down below. Next they were in the swirling waters, which washed the eyeglasses off Mr. McLaurin. On coming to the surface, McLaurin, a

HOW AND WHY OF LAW EXPLAINED BY DEAN

UNIVERSITY OF OREGON, Eugene, July 16.—

Why do women study law? What are the opportunities for lawyers in Oregon?

How much money do lawyers make? What can a trained lawyer do besides practice law?

What should a prospective lawyer study besides law?

What is the law school of the University of Oregon doing for the legal profession in Oregon?

These questions were put straight to Professor W. G. Hale, dean of the University law school this morning.

"As to why women study law," he said, "there are many government positions, federal, state and municipal, that call for law training. Such service workers of all kinds can utilize a knowledge of law. There is a demand for law-trained women in these fields. In juvenile courts, women with law training are playing an increasingly large and important part."

"As to the opportunities of practice in Oregon, there are approximately 1000 lawyers in the state. Not all of these are in actual practice. This means about one lawyer to every 750 people. As compared with conditions in other sections of the United States, this does not indicate special congestion.

"How much money to lawyers make?" The law dean smiled at this question, but did not attempt to evade it. "While pecuniary rewards in the legal profession are usually small for the first three or four years, yet one who succeeds will later on even the scale. This does not mean that the legal profession is a money-making profession. It is distinctly not. But one who is sufficiently well prepared to lay out the concrete. The scaffolding has been completed by the city, with the use of the county's equipment. The cement is also furnished by the city. The price made by the company for the laying of the pavement is \$1.40 per yard, for the 3260 yards of pavement.

"A trained lawyer can find many uses for his law even if he never practices. Judicial positions and many government positions are available to men trained in the law. Politics also, is he has a fancy for it. It is of particular value to the business man. Many men who have gone to the top in big business have been law-trained men. Finally and very importantly, the study of law is a preparation for citizenship.

"A prospective lawyer should study many things besides law. He should study English, argumentation and debate to acquire the power of lucid, forceful statement. He should study sociology, economics and political science in order to grasp the human side of the function of the law to serve. A knowledge of accountancy and the general principles of business are invaluable to the lawyer.

"As to your last question, 'What is the law school of the university doing for the legal profession?' Through its high standards of admission it is helping to raise the standard of the profession in the state. It now has five full-time and two part-time professors, and is as well prepared as any on this coast to fit the young men and young women of the Pacific Northwest for practice. The law library now contains 15,000 volumes. Special emphasis is laid on Oregon law and procedure, but without neglecting the basic principles which lie at the bottom of Anglo-American jurisprudence. Four times a year it publishes the Oregon Law Review, which is devoted to problems of special interest to Oregon lawyers."

FIVE BIRTHS RECORDED

The following births occurred at the Oregon City hospital: To Mr. and Mrs. Wilbur Warner, a son, who has been given the name of Raymond Wilbur; Mr. and Mrs. Winnifred Arant, July 4, a daughter, named Margaret; Mr. and Mrs. Keith Shill, of Reftland, July 2, daughter, named Hazel; Mrs. and Mr. Ivan Haines, of Oswego, July 16, son, named Wilbur; Vernon; Mr. and Mrs. Emery Hess, on July 12, a son; Mr. and Mrs. John Dods, Oregon City, route six, July 12, daughter.

Thief's Guess Poor; Steals Deputy's Car

It doesn't take a Sherlock Holmes to know that the worst place in the world to commit a theft is at the police station.

A couple of young fellows tried it at the sheriff's office. The result was a trip to Portland and two arrests. While the deputies of the office were in the basement locking up a prisoner, two young men got into State Deputy B. B. Sandifer's Hudson Super-six and made away with it. At first Sandifer thought some of the boys were playing a joke on him. They discovered that it was serious and got busy.

The car was found in Portland—stripped of everything. Later two men against whom evidence, enough to convict, is said to have been found, were arrested and the missing accessories recovered.

BLUE LAWS OPPOSED.

SACRAMENTO, July 15.—Articles of incorporation of the Sanity League of America, organized for the purpose of bringing about "a condition of sanity" in the country in so far as "blue laws" and prohibition are concerned, were filed today at the office of Secretary of State Jordan.

TELEPHONE HEARING STARTS, HIGH RATES HELD UNJUSTIFIED

Testimony of Farmers Taken In First Day at State Capitol.

The re-hearing before the public service commission, relative to the recent rise in telephone rates, was started at Salem today.

Representatives from Oregon City the local commercial club, the farmers organizations and Willamette Valley Telephone association attended the first day session.

The first move on the part of the company was the contesting of the right of the commission to grant a rehearing, which was overruled, and the taking of the testimony of the farmers begun. This is being done in order to give those who have a busy season on hand, a chance to testify and get back to their farms without delay.

The rates contested in this hearing were established by the commission in an order issued on February 28 and dated on March 1. The application for the increased rates was filed by the telephone company on November 13, 1920, and the first hearing was conducted in Portland on December 21, 1920. This hearing was adjourned until February 1.

Validity of Rates Attacked.

The validity of the rates established in the order of the commission was attacked by Edward M. Cousin, appearing as attorney for the Oregon Telephone Federation, who also represents the local branch of the Willamette Valley Telephone company. Mr. Cousin argued that the public utility act required a ten-day lapse between the time of the order and the time in which the rates are placed into effect. He produced the tariff of the telephone company dated March 4, in which the new rates, effective March 1, were cited to substantiate his claims.

IMPROVEMENT OF CITY STREETS NOW AWAITS SANCTION OF COUNCIL

Engineering Work on Proposed Paving Practically Completed.

Final action on the street improvement program, which has been outlined for Oregon City, is scheduled for the regular meeting of the city council.

Ordinances will be presented which will establish the type of improvement on a number of streets, six blocks of which are in the down-town district.

A. R. Stafford, engineer in charge of the work, has completed the surveys of the streets which are under consideration, and is awaiting final action upon the determining of the type of improvement and the resolutions by the council establishing the grades.

Green Point to Be Prved.

The improvement program includes the paving of all of the streets in the Green Point district. These will total nine blocks. For this work, a 12-foot concrete pavement has been recommended.

The downtown improvements include six blocks of pavement, not including the alley which runs by the city hall. The streets to be improved are Twelfth, Eighth and Sixth streets. The type of improvement to be used has not been decided but concrete is recommended.

Division street south of the Eastham school and Fifteenth from Harrison to Division and Harrison in front of the school building are also included. These streets were referred back to the engineer. The work of setting the grades and figuring the cross sections and profiles has all been finished.

Adams Needs Repair.

J. Q. Adams street from Seventh to Ninth and from Eleventh to Twelfth is to be improved. At the time that Main street was paved, a bituminous surface was laid on the street from Seventh to Fourth streets. This, even under the comparatively light traffic has depreciated badly and is in need of repair, although work on this portion of the street is not provided for in the present improvement program.

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