

FINAL PETITION IN CROSS RECALL TO BE FILED FRIDAY

500 More Signatures Will Be Checked Today; Total Of 2200 Names Now In Hands Of Managerial Committee.

HANDWRITING EXPERT AIRS COURT CHARGES

W. W. Williams at Meeting at Oswego Tells Incident In J. Abrahamsen Case Here.

SANDY, Oct. 18.—(Special).—Petitions containing 500 names will be placed in the hands of the county clerk for checking Thursday, according to the statement tonight of Percy T. Shelley, manager of the recall. This will give a total of 2200 signatures. The petitions will be formally filed Friday, Shelley stated.

Formal filing of the petitions to place upon the ballot the recall of county Judge H. E. Cross, is expected by Friday. The definite date is not fixed by law, as provisions are made for the calling of a special election for this purpose. The plan however, is to call the special election on November 7, so that it comes at the same time as the general election. Sufficient time for the posting of notices is all that is necessary.

Under the requirements of the state law which provides that the county clerk shall check over the signatures upon the petitions before they are filed, to determine whether or not sufficient qualified electors have signed, deputies in the clerk's office Wednesday began comparing the names on the petitions with the list of registered voters. Indications point to the throwing out of about ten per cent of the names because the signers are not registered. A total of 1750 of the 1924 required names have been secured and circulators are still at work.

Circulators are Named

The circulators of the petitions now in the clerk's hands are:

W. F. Harris, Fred L. Proctor, O. A. Welsh, A. C. Thomas, Grover C. Pomeroy, L. A. Rall, F. L. Turner, C. V. Green, G. J. Eberley, Francis Welch, Ila C. Neall, Mario Baitano, C. E. Swick, Charles Sharnke, H. H. Udel, George H. Brown, Claude Howard, Booty Burton, Frank Oldenstadt, W. R. Edmiston, W. H. Jones, F. M. Morgan, Harvey Gibson, Ernest Jones, Dan Williams, Miles C. Wade, Howard C. Belton and William Harvey.

A meeting of the recall proponents in Oswego was held Tuesday night. W. W. Williams of Portland, handwriting expert, discussed the charge which cites the county judge for his conduct in the juvenile court. Williams charged that in the consideration of the case brought against James Abrahamson, December 6 of last year, the county judge had taken from the prosecution evidence submitted during the trial and refused to return it. Abrahamson was charged with a threat to kill Roy Yoder of this city.

Williams Airs Charges

Williams also charged that the case which was one of relative importance in the investigation of the death of Simon Yoder, mysteriously murdered three years ago, was decided by the judge on the basis of personal sympathy and without consideration of the evidence presented. Williams testified as an expert, concerning the handwriting in the death threat note, and it was upon his identification as a similar example of the boy's handwriting, that a conviction was hoped for by the special prosecutor.

A statement answering charges made by County Judge Cross, and denying statements in the Banner-Courier, a weekly publication printed every Thursday in Oregon City, Percy T. Shelley, manager of the recall campaign, yesterday issued a formal statement. It says:

"In the last issue of the Banner-Courier I read with interest an editorial entitled 'Chestnuts for the Public' from which I quote: 'The Banner-Courier has urged expression through its columns by the sponsors of the recall of the County Judge but has no response from them.' In answering that let me say that there is a response in the county clerk's hands in the form of 1700 signatures of Clackamas county taxpayers. If this is a dagger sheathed in a few more sun's sheath will be off. Though the Banner-Courier still objects to the recall, we will try and pull another stop. If to be sick and tired and disgusted with automatic and discourteous treatment from your employee whom you have hired for a business that requires all courtesy, kindness and good will towards the people who pay the bill, to walk the public streets of our county seat openly with petitions to remedy such conditions, to climb the hills of the suburbs of our town, to travel the county roads and highways in, and without machines, can be called a pussy-footed attempt, then I suppose we shall have to plead guilty to the charge.

"Does the person who wrote this editorial believe that the tax payers in order to recall a public official should first go into public print and prove their charges before they circulate petitions? It strikes me that their object in working to get this thing before the public November 7th, is to save the tax payers several thousand dollars by having to call a special election. They say those responsible for the whole procedure should be rebuked by refusal of the voters to sign the petitions? Does the Banner-Courier believe that all the hundreds of people, who signed these petitions were

persuaded by undue influence and a pussy-footed method?

"Now then, it seems our county judge is worrying about the street talk concerning a certain foot bridge built across the Willamette river and in order to stop the sponsors of the recall from plucking the so called chestnuts he has this to say:

"In answer to some loose remark about the cost of the structure the record will show that the cost of the bridge was \$18,000.00, of which amount West Linn paid \$5000.00, Oregon City \$4500.00, the mills of Oregon City \$4500.00, Clackamas county \$4000.00. This was a rush job etc. Now I want to respectfully ask Judge Cross if West Linn and Oregon City actually paid \$5000.00 and \$4500.00.

On the Banner-Courier page under the stars and stripes and by the side of the heading 'Bible thought for today' is this dear old verse, 'Commit thy way into the Lord. Trust also in Him, and He shall bring it to pass. Rest in the Lord and wait patiently for Him.' Psalm 37-5, 7.

Nothing I say here is meant slightly or as a slur against the Banner-Courier editorial page, but I have another Bible quotation I would like to suggest for a heading in their next issue Oct. 19th; part of the 21st. verse 18th chapter of 1 Kings, and reads something like this, 'How long halt ye between two opinions. If the Lord be God, follow him but if Baal, then follow him.' If a thing is right, it is right, and if it's wrong, it's wrong, and this applies to men in public life, as well as private."

PERCY T. SHELLEY.

Success Of Flight By Roald Amundsen To Pole Predicted

SEATTLE, Wash., Oct. 18.—Captain Roald Amundsen will make a successful flight from Wainwright, Alaska, across the North Pole next spring, predicts Captain C. S. Cochran, of the coast guard cutter Bear, which has just returned from a voyage of 23,000 miles into the Arctic ocean.

Captain Amundsen, who left here in the schooner Maud in June, spent much time aboard the Bear in the Arctic.

Ice in the Arctic is the worst since 1906, Captain Cochran reports. Captain Amundsen intends to make a trip to Nome Alaska, this winter by dog team and to return to Wainwright in time to start his flight in May or June with Lieutenant Asker Omdahl, he told Captain Cochran.

A passenger on the Bear was E. T. Hendlee, one of the party sent north by the Colorado museum at Denver.

His three companions having preceded him by three weeks with trophies on the steamship Victoria.

AROUND THE WORLD IN MOTOR BUSES

The popularity of motor buses is increasing to such an extent, says the Automotive Division of the Department of Commerce, that the market which is derived from the demand for such vehicles promises to become a vitally important outlet for automotive products. The world-wide growth of public automotive transportation is reflected in an increase in the number of motor buses in operation in various countries with a highly developed transportation system as well as from relatively unpopulated and undeveloped areas such as the Near East. In the course of one week reports on motor bus operations from London (Ont.), Geneva, Damascus, Aden, and Melbourne have reached the Automotive Division.

Motor Buses Cut Costs

Bus passenger transportation in the Damascus region (Syria) has increased very much in importance during the past six months. The Beirut-Damascus railroad, was up to a short time ago charging three Syrian pounds (\$5.00) for a third-class railway ticket to Beirut (\$6 miles by rail) and as the same trip could be made in about half the time in an auto bus for two Syrian pounds (\$3.30), the business of the railway company fell off alarmingly and did not improve when the price of a third-class ticket was decreased to pounds Syrian 2.10 (\$3.45).

As a result the railway company inaugurated a motor bus service of its own, the price of a ticket on which is Syrian 1.25 (\$2.05).

Tram Cars Hit

Consul Taggart, London, Ontario, (Canada) reports that the fares charged by the street railways there until the Spring of 1922, were regarded the lowest in Canada and in the United States. Last Spring the fares were raised, but this increase did not result in any profit to the street railway companies because of the operations of motor buses which began at about that time.

The bus rates are somewhat lower than those of the street railways although the former are obliged to pay a city license fee of \$100 for each bus. They furthermore are compelled to take out a liability insurance to cover payment of damages for injuries to persons or property.

Buses Competing with Trolleys

Consul Haskall, Geneva, Switzerland reports that Geneva is the first Swiss city to carry extensive plans for the adoption of auto buses. A company has been formed for the purpose of operating three lines, the concession for which, it is anticipated, will be granted shortly. The cars for the new bus lines will be similar to those in use in Paris, only somewhat smaller, with a total capacity, including that of the rear platform, of thirty-five passengers. The buses, which will be equipped with pneumatic tires, will be furnished by the Saucer Company of Arbon.

The introduction of bus lines is apparently not so much in response to a need for more extensive transportation facilities, but rather a venture in underselling the trolley lines, 15 of which constitute the present system, embracing a length of 119 kilometers. The rates announced by the bus company are appreciably lower than those of the trams.

Don't make light of the flivver—it may be intending to spend the difference between the price of his Ford and a big car for a home of his own.

PROHIBITION SAID BIGGEST QUESTION IN AMERICA TODAY

Herwig, Superintendent Of Anti-Saloon League Talks To 400 at Congregational Church; Booze Is Flayed.

EDUCATION IS HELD BIG NEED OF STATE

Clackamas County Condition Is Lauded; Foreign Element Declared Worst Offenders.

Declaring the question of prohibition to be one of education rather than mere legislation, W. J. Herwig, of Portland, superintendent of the Oregon Anti-Saloon league, addressed a gathering of 400 at the Congregational church Sunday evening.

"In the questions confronted us as a nation there is none more prominent nor more vital than the question of prohibition," he declared. "The eyes of the world are upon America, anxious to know whether prohibition is a success or a failure. If it is a success in the United States it will be a success in the whole world. If it fails nationally, then it will fail in the entire world."

Liquor Business To End

Herwig pointed out that people had believed that national prohibition would end the liquor business and consequently the temperance people believed that when such legislation had been obtained to put the saloon out of business, their labors were over. But prohibition he declared, is a matter of education, the passage of the national amendment being only the start. He showed that the rising generation would have to be taught the value of it.

"We are passing," he declared, "through the greatest crisis in our history. If prohibition fails, since prohibition is a law, then the loss of the land will be subject to ridicule and contempt. The next 24 months will be the most crucial. These months will make or break the question of prohibition."

Herwig stated that the immediate need in Oregon in particular and in the nation generally was the awakening of the citizenship to the need of enforcement of the laws upon the statute books. The nation he said, is passing through a great reactionary period and those opposed to prohibition are taking advantage of this reaction. The amount of moonshining was scored as one of the reactions.

Law Should Be Enforced

"Every community can have what it wants," said the speaker. "If it wants horse stealing it can have it. If it wants law enforcement it can have it. Public sentiment should compel officials to enforce the law. The time has come to the sacredness of the oath of office realized." Herwig then paid a tribute to the officials of Clackamas county for their efforts in upholding prohibition statutes.

The speaker declared that ninety five per cent of the prohibition violators were from the foreign element, and residents who are not American citizens, using this fact to stress the need for added education.

From a legislative standpoint he characterized the condition in Oregon as promising, saying that no seats in the legislature had been lost to the wets at the primary election, and that the situation was even more hopeful for November.

An international convention is to be held in Toronto, Herwig stated, to consider the question of prohibition from an international standpoint. All of the states will be represented, with delegates from the anti-saloon leagues.

Program Complete For Ceremony At I. O. O. F. Temple

Final arrangements to be held Sunday next at 2 o'clock attendant upon the laying of the corner stone of the new I. O. O. F. Temple at the corner of Seventh and Washington streets. The service will be conducted by Oregon Lodge No. 3, I. O. O. F. of this city assisted by Willamette Rebekah Lodge No. 2 and representatives from all of the Odd Fellow Lodges of this county. The exercises will be presided over by Thomas F. Ryan, a member of Oregon Lodge, and a past grand master of state grand lodge; assisting him will be P. G. Sol S. Walker, acting grand treasurer, Irving T. Rau, acting grand secretary, Rev. Henry Speisack, grand chaplain and the regular corp of officers of the local lodge.

The program will be the meeting of the members at the Odd Fellows hall on Main Street at 1:30 P. M. march from there in a body to the new building, where at 2 P. M. the ceremonies will take place. The oration on the part of the Subordinate Lodge will be given by Rev. Henry Speisack, member of Oregon Lodge No. 3 and on the part of Rebekah Branch by Mrs. Lizzie C. Howell, a member of Willamette Rebekah Lodge No. 2 and a past president of the State Rebekah Assembly. The music and singing will be in charge of the Rebekahs. It is anticipated that there will be a large number in attendance upon this occasion, it being the third hall that has been built by this lodge since its organization nearly seventy years ago. The ceremonies are public.

"I have decided to call my home brew 'frog' remarked Nutt. "Why?" asked Bolt. "Because it has plenty of hops, but not much kick," replied Nutt.

Auto Industry Now Declared Largest Business In World

Analysis of information secured through Governmental sources discloses that the automobile industry is the largest manufacturing enterprise in the world.

Thirty years ago, Bryce in his classic treatise on the American Commonwealth, referred to America's great railway system as the means of communication that held this country together and rendered it one for all social, political and commercial purposes.

"During the past decade" says the October issue of the Automobile Trade Journal, "another great advance in inter-communication has been made. The automobile marks the most successful attempt to provide individual transportation" since the first cave-man harnessed the progenitor of the modern horse and thereby supplied himself with a means of travel afield.

The tremendous growth of the automobile industry in recent years is due solely to the fact that it has supplied a public need.

Far Greater Than Steel and Iron

The value of the 1922 automotive output will be approximately as follows:

Automobiles	\$1,350,000,000
Tires	675,000,000
Replacement Parts	550,000,000
Accessories	150,000,000
Total	\$2,725,000,000

This total is 33 per cent greater than the value of the output in the second largest industry, the refining of petroleum (65 per cent of which is used by automobiles), 65 per cent greater than the value of the iron and steel output, and more than twice the value of all cotton goods produced in the textile mills of the country.

Affects Many Basic Industries

The automobile business is the most essential of our manufacturing industries, because it directly affects a greater number of what might be termed "basic" industries, than does any other manufacturing enterprise. Annual imports of crude rubber into the United States are now 600,000,000 pounds per annum. Of this total, 81 per cent, or 490,000,000 pounds, will be required this year for automobile tires.

Production of plate glass this year should total about 68,000,000 square feet. Nearly one-third of this, or 21,500,000 square feet, will be required for automobiles.

This year 5,400,000,000 gallons of gasoline will be produced. About 4,320,000,000 gallons, or 80 per cent of this total, will be used in automobiles.

While over 850,000,000 gallons of lubricating oil will be refined in 1922, only 575,000,000 gallons will be required for domestic consumption. About 220,000,000 gallons, or over 40 per cent, of the domestic consumption will be needed for the operation of automobiles.

About 75,000 bales of Egyptian-type, long staple cotton will be grown in the United States this year while 400,000 bales will be imported from Egypt. About 35 per cent of this total, or 180,000 bales, will be used in the manufacture of automobile tires.

Any weakness in the market for automotive products will be immediately reflected in the business of all of those industries which depend wholly or in part on the automobile business for a market.

With its various subsidiary lines, the automobile business influences the industrial labor market to a more pronounced extent than does any other great industry. There are 727,000 wage earners, in production, sales and service work, whose income is derived directly from the industry.

In addition to these there are 935,000 other wage earners, who derive their income indirectly from the automobile business. These are drivers and chauffeurs and workers in industries supplying raw materials to manufacturers of automotive products. Figures for workers in these industries were obtained by multiplying total workers in each of these industries by the percentage of the total output needed for automotive products.

Directly and indirectly the automobile industry influences the employment of 1,662,000 wage earners. There are approximately 12,750,000 wage earners supported from manufacturing industries or engaged in transportation. Of these, 13 per cent are dependent upon the automobile business.

The automobile is, today, the leading passenger transportation agency in the United States.

There are today, 55,250 railroad passenger coaches in use, having a seating capacity of 2,270,000 passengers. The seating capacity of 9,500,000 automobiles now in use is 47,000,000.

Based on records for the past five years, there should be 47,000,000,000 passenger miles to the credit of rail facilities in 1922. The average number of passengers per automobile is two, and the average annual mileage is six thousand. Hence the automobile must be credited with 114,000,000,000 passenger miles this year.

The automobile business is the most stable of the great industrial enterprises, because it has been the first to return to normal. The number of automobiles and trucks that will be manufactured this year will be slightly in excess of 2,000,000.

Lloyd George Gives Formal Statement Upon Resignation

LONDON, Oct. 18.—Premier Lloyd George, according to the Daily Mail, announced at the meeting of the Liberal ministers last night that he would resign if Mr. Chamberlain was defeated at the Carlton club meeting Thursday.

The Woman's Column.

By Florence Riddick-Boys.

ART IN DAILY LIFE

What we are become gradually, made so by the company we keep, the thoughts we think, the things we do, and the environment in which we live. If we hear "You was" and "I seen" for the first ten years of our lives, these linguistic blemishes are almost certain to crop out at tense moments all the rest of our lives. What we smell, taste, feel, see, we become. Hence the importance of maintaining refined surroundings for our children.

More than we realize, the whole family is affected by the wall-paper, the rugs, the pictures, the clothes, the bill-boards, the school house, and the down town with which we associate.

Few of us can adjust our environments fully to the ideals of art which we know are correct. But, with correct ideals in mind, we can do something to improve our surroundings. At least, we can cut out the most glaring bad features and keep from taking on new ones.

That means discarding a good many things to which our hearts are tied by cords of sentiment, hereditary trifles, keepsakes, and articles we just happen to have and which it seems wasteful to throw away.

Use William Morris' rule: "Have nothing in your home which you do not know to be useful or believe to be beautiful."

Obedience this, great would be our contribution to the junk man or the White Elephant Sale.

Few and simple things express nobility and dignity of sentiment. Backgrounds should always be simple. If our walls would grow great, the background of our lives must be simple—not cluttered up with things.

To be artistic a thing must be good to use for the purpose it is intended. Artistic furniture and dress is appropriate. It is not appropriate to have a miniature canoe hung under the gas jet for a match safe, or a rocking chair the shape of a fish, or life-sized grapes decorate a lady's skirt, or an enormous cat pictured on the rug.

body wants to sit on a bunch of grapes nor walk on a cat on the floor.

The same style of dress is not appropriate for school and business which is appropriate for negligence wear in the home, although we do often see this fluffery trimmery on the high school miss or the stenographer.

We make a mistake in adding ornament where long plain lines would be far more beautiful, making ourselves into a Christmas tree, instead of a beautiful tree as nature made it.

Balance is an element of decoration. A thing must not look too heavy nor too light. If there is decoration on one side, put something on the other side to balance it.

Art must not hamper activity or use. It must grow from need and not interfere with life.

Art should follow the lines of a structure and seem to strengthen it. Clothes lines and building lines follow gravity and fall down, not go across nor zig-zag.

Decoration should be consistent throughout, harmonious. Oak and mahogany do not combine well; silk does not call for calico trimmings, nor does a steel engraving balance a water color.

WHY THE TREND TOWNWARD?

We are interested to note the various causes arrived at by investigations as to WHY the trend is away from the farm and to the town.

One set of surveyors decide that it is due to lack of modern conveniences in the country. Though these are just as inexpensive in the country as in town, yet there are but few rural homes equipped with heating system, lighting system, water system, and septic tanks. However the number of such is increasing. Steam process cookers for canning and cooking, iceless refrigerators, and the ice kind with ice houses to supply them, separating machines, irons, and vacuum cleaners are all contributing to the comfort and satisfaction of country life, but they come slowly, in comparison to their progress in the towns.

It is largely due to the mental attitude of country dwellers for they could afford as well to have them as urbanites.

We need jollity in the barn dance, in the old days of the barn dance, and sleighing parties, spelling bee, and singing school. There is too little community fun in the country. The automobile makes ruralites reach toward the near-by town, and feel too little settled common interest with their neighbors. The country church is not yet big enough nor sociable and happy enough to satisfy and so plays no part in the life of a large percent of the rural population. School, church and play centers are the remedy for this problem.

It is significant that it is not only the young people who are drawn away from the farm by the death of these things which make life pleasant, but the middle aged and such farmers as are financially able to "retire," which means to run away from the country home and be cooped up on a city lot, but to be within reach of club-life, the sociable church, the movies, and to have modern conveniences.

Are there other causes? If there are, let's discuss them. The first step in cure is diagnosis.

ARMY DRIGIBLE BURNS; 5 HURT; NONE ARE KILLED

Four of Crew Injured When C-2 Is Destroyed; Split In Gas Bag Cause; No Details Given By Officers.

TRANSCONTINENTAL TRIP IS PREVENTED

Newspaper Man In List Of Passengers Suffers From Bones Broken By Fall.

SAN ANTONIO, Texas, Oct. 17.—The army dirigible C-2, which recently completed a transcontinental flight and had reached San Antonio on its way back to Washington, was burned early this morning while being taken from its hangar at Brooks field preparatory to a flight over the city.

Four members of the crew and a newspaper man, one of the passengers, were injured when the dirigible fell and burned. No fatalities resulted.

The injured are: Major John Thompson, headquarters Fort Sam Houston, wrist broken. Sergeant August D. Albrecht, fractured leg.

Sergeant Harry Biles, fractured leg. Ben Baines, newspaper man of San Antonio, broken arm and possible internal injuries.

Major H. H. Strauss, commander of the craft, slightly hurt.

Major Strauss is able to be up and is making a detailed report to commanding officers. Other persons aboard the dirigible, all unhurt, were: Captain Jeffrey Montague, Captain Nelson Walker, Lieutenant A. A. Anderson, A. Seane Wasson, reporter, Houston Chronicle; O. E. Holden, San Antonio newspaper man; Edward Alexander, San Antonio newspaper man; Samuel Cardenas, San Antonio newspaper man.

The dirigible caught on the frame work of the hangar as it was being taken out. The bag split and the gas ignited.

The C-2 was the first craft of the dirigible type to complete the transcontinental trip over the United States. Starting from Langley field, Newport News, Va., at 12:25 a. m. September 14, the ship made air history by flying to Ross field, Arcadia, Cal., with but six stops en route, reaching the Pacific Coast field at 6:58 p. m. September 23.

Just how the accident occurred has not been learned. The big ship was being taken out of the hangar. The wind caught it and threw it up against one of the big doors at the entrance. Passengers heard the hissing of the gas, and a few moments later the gas, for some unknown reason, became ignited, going up in a flash.

The bag burned and the car dropped to the ground, throwing the passengers to the concrete floor.

Police ambulances and emergency cars and physicians rushed to the scene.

The C-2 measured 192 feet in length, was 64 feet wide and 67 feet high, the bag having a capacity of 172,000 cubic feet of gas. She was built at a cost of approximately \$270,000.

WOMAN DROWNS BABIES AND ATTEMPTS SUICIDE

Mrs. John Driskoll of Ontario Near Death; Note Shows Temporary Insanity Cause.

ONTARIO, Ore., Oct. 18.—Having drowned her two babies last night, Mrs. John Driskoll is in a critical condition today as the result of her attempt to commit suicide near her home three miles east of this place and two miles south of Fruitland, Idaho.

The woman leaped into an irrigation canal with her two children, one 4 and the other 2 years old clasped to her breast.

She had awaited until dusk to commit the deed so her husband, who was milking, would not see her.

A note left on the kitchen table told of her intention and on finding it the husband and neighbors searched the ditch. They found the mother quarter of a mile from where she had plunged into the canal and the babies still farther down.

The children were both dead, but Dr. W. J. Weed resuscitated the mother.

The note left for the husband eulogized him and declared their life had been happy.

The woman is presumed to have been temporarily deranged from worry over finances, following a storm which destroyed much of their crop. Two other children, 4 and 6 years old survive. They are with Mrs. Scholes, mother of Mrs. Driskoll. Authorities have taken no action toward prosecution.

There was a man who figured How he could save a mile; He'd cut across Joe Stetter's farm. And use the old mae's stile.

But two things he misfigured In setting up a storm which destroyed much of their crop. The first one had two ugly horns. The next—a place to land.

GETS EVERYTHING "Does the baby talk yet?" "No," replied the baby's disgusted little mother, "the baby doesn't need to talk." "No, all the baby has to do is to yell, and it gets everything in the house that's worth having."

Waugaman Is Freed Of Liquor Charges

Pratt Waugaman, charged with illegal possession of liquor, was acquitted by the circuit court jury Wednesday.

Classified Ads

FO SALE—Weanling pigs. O. I. C. Strain; also registered Red Pole bull, 3-year-old, A. L. Schwab, Rt. 1, Box 39, Canby. Phone 6608.

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned administratrix of the estate of Frederick W. Paterson, deceased, has filed her final account as such administratrix, in the County Court of the State of Oregon, for the County of Clackamas, and the Court has appointed and set Monday, the 20th day of November, 1922, at 10:00 o'clock A. M. of said day, at the County Court Room of said County in Oregon City, Oregon, as the time and place for hearing objections to said final account and the settlement of the same.

CLARA PATERSON, Administratrix of the Estate of Frederick W. Paterson, deceased.

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