

PANAMA CANAL TO BE OPENED TODAY

(Continued from page 1)

still. Education will be held until after the greatest commercial achievement of modern times is properly celebrated.

All through the valley, the opening of the canal will be celebrated with appropriate ceremonies. The trains of the Portland Railway, Light & Power company will be stopped for one minute wherever they happen to be at the time.

It is considered the greatest achievement that will turn the immigration tide and bring the population and commerce to the Pacific slope.

In the city schools, the principals and teachers will address the children on the importance of the work to the West and what the opening of the canal means to the Pacific states.

The time from 11 o'clock until 1 o'clock today will be taken with addresses and exercises in the city schools. At a meeting of the city school board yesterday night, this action was decided upon for the day.

SCHOOL DISTRICT HAS NOW ORGANIZED

Another school district has been organized in the county. The new territory will be called the Battin district and will be numbered 54.

County Superintendent Gary has been notified that the board of trustees are E. W. Clark, E. D. Schanen, H. Battin and C. Chapin, clerk.

The district begins at the north end of the Harmony line and comprises considerable territory.

REAL ESTATE TRANSFERS

Earnest E. Thompson to George W. Gabler, S. E. 1/4 N. W. 1/4 section 32, T. 2 S., R. 6 E., \$10.

C. F. Stutz and wife to Henry T. Kister, 10 acres within section 31, T. 4 S., R. 2 E., \$900.

Robert G. Cramer and wife to Ida Mae Montgomery, lots six, Clackamas Park, \$1.

Charles Gantzer to Charles Emmett Smith, 10.4 acres in T. 3 S., R. 1 E., \$1.

Thomas R. A. Sellwood and wife to Claude B. Davis, lots 12, 13 block 10, Irving addition to Millwaukie, \$225.

TIMBER CRUISE HAS HEAVY VALUATION

(Continued from page 1)

An increase in the assessment of the county nearly \$2,000,000 is reported by J. E. Jack, county assessor, directly due to the Nease timber cruise authorized by the old county court.

The figures as presented by Nease following his investigations were endorsed and approved by the new court and the timber companies will be required to pay on the new basis of assessment.

The report shows that the valuation for 1912 was \$22,678,985; 1913, \$24,601,560; the increase, \$1,922,575. Of the valuation, the report divides the amounts as follows: Tillable lands, 101,121 acres at \$6.115,340; non-tillable lands, 527,735 acres at \$9,717,520; improvements on patented lands, \$1,380,765; town and city lots, \$3,391,520; improvements thereon, \$1,270,295; improvements on lands not deeded to the owner of said improvements, \$472,835; logging roads and rolling stock, unused Canby line, \$5,750; steam boats and other like machinery, \$711,265; merchandise, \$499,550; framing implements, \$188,955; money, notes and accounts, \$29,970; shares of stock, \$174,000; hotel and office furniture, \$18,295; horses and mules, 7663 at \$388,280; cattle, 12,302 at \$271,100; goats, 13,072 at \$20,325; swine, 6179 at \$30,555; dogs, 1756 at \$10,600.

Seven hundred cords of wood broke loose up near the headwaters of the Clackamas in the fore part of the week as a result of the rains and high water. Wood has been floating down the river ever since.

After being director of the Comedie Francaise, M. Claretie has tendered his resignation.

The Stratford-on-Avon players will arrive in America next month for a Shakespearean tour.

Miss Lois Edwell, of the Aborn company, says the operatic prestige gained in Europe by Americans is "dunk."

A dramatization of the "Craig Kennedy" detective stories is being made for James K. Hackett.

Victor Moore is to have a new play. He has needed one for several years.

Anna Held says she is too busy to decide whether or not she will be reconciled with Flo Ziegfeld, her recent husband.

A Fatal Disease. A celebrated general once inquired of one of his soldiers the cause of his brother's death.

"My brother died, sir," replied the soldier earnestly, "because he had nothing to do."

"Well, my man," said the general, "that is reason enough to kill the greatest general of us all."

SEMI ANNUAL REPORT OF THE BOARD OF WATER COMMISSIONERS OF OREGON CITY.

Oregon City, Oregon, July 1, 1913. To the Hon. Mayor and City Council of Oregon City, Oregon:

We herewith submit our semi-annual report containing statement of the receipts and disbursement during the past six months:

Receipts—1913. January 15, W. Weinberg, 1st payment on old pump \$ 50.00. January water collections 1,612.60. February water collections 1,367.40. March water collections 1,432.23. March 22, W. Weinberg, balance due on old pump and iron 293.00. April water collections 1,454.48. May water collections 1,468.79. June water collections 2,098.88.

Disbursements. Wm. H. Howell, Dec. salary \$125.00; three labor claims, paid \$10.00 expenses to Eugene, Salem and Portland, \$12.00. Jos. E. Hedges, of salary \$25.00, stamps \$1.00. J. A. Moore, December salary 70.00. G. D. Baker, December salary 70.00. Owen G. Thomas, material and labor 4.85. Hunter Bros. Co., lead paint, oil, etc. 59.35. Crane Co., 67 8-inch pipe, tees, etc. 29.80. J. D. Lowry, 25 days labor 75.00. G. R. Richards, 25 days labor 75.00. C. W. Bagby, 2 1/2 days labor 7.50. Pacific Tel. & Tel. Co., phones and tolls 3.80. Oregon Commission Co., coal 18.75. Hawley Pulp & Paper Co., soda ash, \$5.30; using steam \$52.88. Standard Oil Co., oil 4.50. Jas. Adkins Lumber Co., 10 ft. lumber 15.87. Zimmerman-Wells-Brown, 3 1/2 yards gravel 23.45. F. T. Barlow, oil .75. Oregon Engineering & Construction Co., sand, crushed rock and cement 42.00. Pope & Co., sundries 13.53. Wilson & Co., pump, hose, etc. 24.00. David Catfield, 10 1/2 days painting 31.50. E. H. Cooper, December commission \$69.70; stamps \$2.00. Duane C. Ely, two 50-gal. barrels 71.70. Portland Railway, Light & Power Co., Nov-Dec. light 18.80.

Former United States Senator Jonathan Bourne, Jr., chairman of the joint committee on federal aid in the construction of post roads, in a special report to the committee proposes to spend \$3,000,000,000 for good roads in the United States, \$1,000,000,000 for construction and \$2,000,000,000 for maintenance, both extending over a period of fifty years.

The Bourne plan contemplates the creation of a construction fund of \$1,000,000,000, appropriated among the states upon the basis of area, population, assessed valuation and road mileage; that the states shall deposit in the United States treasury fifty year 4 per cent bonds for the amount due them as cent bonds for the amount due them which worked out on this basis, upon which the federal government shall lend the par value for road construction. In its turn the federal government would issue fifty year nontaxable 3 per cent bonds to be sold in \$20 denominations or multiples of that sum to all buyers.

The bill suggested by Mr. Bourne to carry out the plan he has evolved contains nine sections, the most interesting of which relates to the apportionment and crediting to the several states of "the United States highway fund," as it is called, thus: "The United States highway commission, hereinafter created, shall ascertain in the most practicable manner, from the best information available, the total land area, the population according to the last federal census, the total assessed valuation of all taxable property and the total mileage of public highways in each of the several states, and shall compute the percentage of the total of these four items possessed by each state. They shall then compute the average of the four percentages for

each state, and this average shall be the per cent of the \$1,000,000,000 United States highway fund that shall be apportioned and credited to each state." The bill also provides, of course, for the establishment of the necessary machinery to carry out the plan—a head office in the District of Columbia; a highway division in each of the states, in charge of a United States highway engineer; a national school of highway and bridge engineering in Washington, for the purpose of training specialists for the work of road building; a United States highway commission, composed of the chairman of the senate and house committees on postoffices and post roads, and the director of the office of public roads.

There are some obstacles in the way of the adoption of the Bourne plan. It is in no sense compulsory. The states can do as they please about it. They need not go into it if they do not wish. If they do not go into it they would get none of its benefits, but at the same time they would not assume any of its burdens. J. E. Pennypacker, the statistician of the Bourne committee, shows that in twenty-seven of the states their constitutions would permit the borrowing of money for public works and that in twenty-one states constitutional amendments would be required to enable them to issue bonds for public works.

The advantages claimed for the plan as formulated are here noted. Incentive to the states for activity and expedition in road construction by utilization of the superior credit of the government. The establishment of practical and desirable co-operation between the federal government and the states. Team work between the federalists on good roads and the state specialists without subservience in the state instrumentality to any federal bureau. The establishment of a practical concrete plan for a long period with definite knowledge as to the liability of the federal government.

In Mr. Bourne's opinion the measure would give the country what it imperatively needs—a great system of good wagon roads, which would "vastly increase the happiness, prosperity and comfort of our people and double the value of our agricultural lands."

Little Johnny was in the habit of wanting more victuals put upon his plate than he could eat. His papa decided to break him of the habit. One day as Johnny insisted upon being served until his plate was well filled his papa said, "Johnny, if I give you this you will have to eat every bit of it or I will punish you." Johnny promised that he would, and bravely did the little fellow try to do so, but in vain. It was too much for him. He would try again and again and then look sorrowfully at his papa. Finally, laying down his fork, he said: "Papa, if you was me which would you rather do, get a licking or bust?"

Two Kinds of Snobs. An interesting sense history is that of the word snob, a term of obscure origin, in its earliest use, in 1871, meaning a shoemaker or cobbler. Now there is a distinction between the English and the American use of snob—a distinction due to the influence of aristocratic as compared with democratic traditions. An English snob is a man who falls short of the perfect aristocrat through a taint of democratic vulgarity. An American snob is a man who falls short of the perfect democrat through a taint of aristocratic exclusiveness.—New York Post.

Animals present their own aspects of humor, says Leonard Larkin in the London Strand, and the evidence is fully sufficient that some of them have a sense of humor of their own. A jackdaw certainly has, and it is a less malicious snob than that quite as certainly possessed by his cousin, the magpie and the raven; it is more human in a word. The dog's sense of humor seems to grow blunted after puppyhood, or, rather, it changes, being overlaid by a horror of becoming ridiculous. Nothing in creation can stand a joke against itself so badly as a dog; nothing is so wretched as a dog who thinks he is being laughed at.

\$3,000,000,000 AS GOOD ROADS FUND

Bourne Proposes to Spend It in Next Fifty Years.

A COMPREHENSIVE PLAN.

Ex-Senator Advocates Expenditure of Vast Sum by Government and States For Construction and Maintenance of Highways—Advantages of Plan.

Former United States Senator Jonathan Bourne, Jr., chairman of the joint committee on federal aid in the construction of post roads, in a special report to the committee proposes to spend \$3,000,000,000 for good roads in the United States, \$1,000,000,000 for construction and \$2,000,000,000 for maintenance, both extending over a period of fifty years. Besides this great scheme, all the hundred and odd other good roads measures which have been proposed from time to time in congress pale into insignificance.

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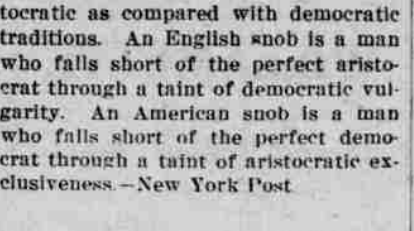
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Yes, Swisco Will Grow Your Hair

Prevents Baldness and Dandruff. Restores Gray or Faded Hair to Its Natural Color. His Hairs are Numbered. Are Yours?



Swisco stops dandruff quickly, grows new hair and restores gray and faded hair to its natural youthful color.

Swisco stops baldness, bald spots, falling hair, scabby scalp, sore scalp, brittle hair or any hair or scalp trouble.

To prove that our claims are true we will send you a large trial bottle free if you will send 19c in silver or stamps to help pay cost of postage and packing to Swisco Hair Remedy Co., P. O. Square, Cincinnati, O.

Swisco will be found on sale at all druggists and drug departments everywhere at 50c and \$1.00 a bottle. Jones Drug Co.

Livestock, Meats. BEEF—(Live weight)—steers 7 and 8c; cubs 6 and 7c; bulls 4 to 6c. MUTTON—Sheep 3 to 4c; lambs, 5 to 5 1/2c. POULTRY—(Buying)—Hens 12 and 13c; old roosters, 9c; broilers 14 and 15c. WEINIES—15c lb; sausage 15c lb. PORK—10 and 11c. VEAL—Calves 12c to 15c dressed, according to grade.

Fruits. DRIED FRUITS—(Buying)—Prunes on basis 4 for 35 to 40c. ONIONS—\$1 per sack. POTATOES—75c and \$1.00. BUTTER—(Buying)—Ordinary country butter 23c to 25c. EGGS—Oregon ranch, case count 35c; Oregon ranch candled 37c. Prevailing Oregon City prices are as follows: HIDES—(Buying)—Green salted, 9c. CORN—Whole corn 27c; cracked \$38. SHEEP PELTS—75c to \$1.50 each. FLOUR—\$4.50 to \$5. HAY—(Buying)—Clover at \$8 and \$9.00; timothy \$12.00 and \$13.00; oat hay best \$10 and \$11; mixed \$9 to \$13; Idaho and eastern Oregon timothy selling \$20; valley timothy \$12 to \$14. OATS—(Buying)—\$23.00 and \$24; wheat 79c and 80c; oil meal selling \$38; Shady Brook feed \$1.30 per cent; FEED—(Selling)—Shorts \$27; bran \$25; feed barley \$30 to \$31.

GRAY FADED HAIR OR BEAUTIFUL, DARK, ATTRACTIVE---CHOOSE, MADAM!

Says Sage Tea Mixed With Sulphur Restores Natural Color and Lustre

Grad, faded hair turned beautifully dark and lustrous almost over night, is a reality, if you'll take the trouble to mix sage tea and sulphur; but what's the use, you get a large bottle of the ready-to-use tonic, called "Wyeth's Sage and Sulphur Hair Remedy," at drug stores here for about 50 cents. Millions of bottles of "Wyeth's" are sold annually, because it darkens the hair so naturally and evenly that no one can tell it has been applied. You just dampen a sponge or soft brush with Wyeth's Sage and Sulphur, and draw it through your hair, taking one small strand at a time. Those whose hair is turning gray, becoming faded, dry, scraggly and thin have a surprise awaiting them because after just one application the gray hairs vanish and your locks become luxuriantly dark and beautiful—all dandruff gone, scalp itching and falling hair stops.

This is the age of youth; gray-haired, unattractive folks aren't wanted around, so get busy with the ready-to-use tonic, called "Wyeth's Sage and Sulphur Hair Remedy," at drug stores here for about 50 cents. Millions of bottles of "Wyeth's" are sold annually, because it darkens the hair so naturally and evenly that no one can tell it has been applied. You just dampen a sponge or soft brush with Wyeth's Sage and Sulphur, and draw it through your hair, taking one small strand at a time. Those whose hair is turning gray, becoming faded, dry, scraggly and thin have a surprise awaiting them because after just one application the gray hairs vanish and your locks become luxuriantly dark and beautiful—all dandruff gone, scalp itching and falling hair stops.

These thousands of women throughout United States who have worn this remarkable fashionable garment say: "It is the first and only perfect corset," not only because of its many correct features, but more important because of the correct construction of the Nu Bone corset, particularly the boning.

No more permanent bends at the waist line, no cutting through cloth at top of corset, and an official guarantee with every corset. DO NOT CONFUSE NU BONE with 1-wire stay garments; it's different and the most complete set perfect support. It's a pleasure to show you.

NU BONE

(Not Sold in Stores) IS A CORSET YOU HAVE LONG DESIRED

MRS. S. E. PHILLIPS 213 Jeffers on St Telephone, Home B-162

YOU MAY HAVE STYLE BUT Have You the Stay? Which is the real foundation of a Corset? If Not, Try a Nu Bone

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