

OPINION CHANGES ON VISITING WEST

Once Radical Conservationist Now Believes in Developing Resources.

INDIANA MAN GIVES VIEWS

W. L. Taylor, ex-Attorney-General, Believes If More Eastern People Would Study Situation Opinions Would Change.

William L. Taylor, ex-Attorney-General of Indiana, is one of the big politicians of the East who has changed his opinion on the conservation policy of Gifford Pinchot.

"This is my first trip through the West," said Mr. Taylor, "and it only requires a glance to grasp the situation. I have an entirely different view of conservation than when I left Indiana.

Two Extremes Opposed.

Mr. Taylor, who is apt at giving illustrations, states the situation thus: "This for instance, the granting of a street railway franchise in a city. A street railway with good service is necessary for the welfare of any city.

"There is always a dividing line between the two extremes. It would be of no benefit to prohibit the building of streetcar lines by existing corporations of the people's rights, and it would not be right to exclude the people's rights in favor of a grasping corporation.

"I believe that if every man in the East who favors radical conservation should visit the West and study the situation as I have done, would change his views. We in the East do not comprehend the vast resources of the West.

Beveridge's Chances Better.

Regarding politics in Indiana, Mr. Taylor said there is no doubt in his mind that Senator Beveridge will be re-elected.

"The Republicans in Indiana are harmonious," said Mr. Taylor. "They are not split up like they are in Kansas, Iowa and Ohio. Senator Beveridge is classed as a conservative but he is not radical. There was some opposition in the party because he voted against the Payne-Aldrich tariff bill.

FENDER TO BE SELECTED

DEFINITE ACTION BY COMMITTEE EXPECTED TODAY.

Type Invented by Workmen for Railway Company Favored. City's Liability Is Lessened.

Again the question of fenders for Portland streetcars is up for action and it looks as if the special committee will recommend, with Mayor Simon's approval, that the type invented by workmen for the Portland Railway, Light & Power Company.

MORE BOYS GO MONDAY

Y. M. C. A. Camp Will Remain Open Until September 3.

So many boys have expressed a desire to visit the summer camp of the Portland Young Men's Christian Association at Spirit Lake that it has been decided to keep it open until Saturday, September 3, one week longer than had been intended.

OVERTIME ONLY OPTIONAL

Hellig Theater Contractor Says Men Not Compelled to Work Overtime.

That the carpenters employed on the new Hellig theater on Seventh street

were not at any time compelled to work 12 hours a day by the United Engineering & Construction Company was the statement made yesterday by W. E. Porter, in charge of the work.

NEW HIGH SCHOOL TO BE FIREPROOF

Board Orders Work Started, Leaving Completion to Future Action.

STUDY COURSE CHANGES Work Adopted to Meet Requirements of All Classes of Students. Greek May Be Placed in New Academic Curricula.

DECISION NOW SOUGHT

DELAY IN CHOOSING SITE FOR POSTOFFICE VEXATIOUS.

Policy of Government May Be to Select Location Near Terminal Stations of Railways.

With the purpose of quieting rumors that proposed and offered postoffice sites are being secretly investigated by the Department of the Treasury, and to relieve property from existing options as soon as possible, the Treasury Department has been requested to send an inspector to Portland without more delay.

The bids submitted in accordance with the request of the chief architect of the treasury were opened on August 2, and the promise was made that immediate action would be had. It was believed by the bidders that they could safely tie up their properties for a short time, the offers being options at which the Government has the right to take over any of the proposed sites.

No agent of the chief architect has made his presence known to any one of the bidders or to Postmaster Merrick, Collector of Internal Revenue David M. Dunn, or any other treasury official in the city. It has been rumored that a secret investigation as to values is being carried forward.

"In the larger cities the railway mail service, was in Portland yesterday on his annual tour of inspection, and talked freely of the policy now in vogue of locating postoffices for the larger cities near the terminal stations of the railroads.

"In Chicago the uptown office will be abandoned to the uses of the Government departments which are paying rent," said Mr. McGinniss, "and a new building will be erected adjoining the new Union Station. That is true of Washington, Toledo, St. Louis and several other large cities. The old buildings house the office of the Postmaster and contain stations.

"In the larger cities the railway mail clerks largely work the mail for delivery. It is thrown for city routes, large stores, newspapers, hotels and numerous large receivers of mail matter. When the packages reach the postoffice the packages are handed to the carriers and they get out on their routes as soon as possible. The object of locating the postoffice buildings near the depot are to save the time necessary to haul the mails back and forth.

"There is nothing saved by that location in the way of expense of delivery from the railroad to the postoffice. If the postoffice is within a quarter of a mile of the station the mail contract requires that the railroad deliver the mail and the railroad receives mileage for so doing. We get out of that in all large cities by delivering the mail from the pay of the railroads and hauling it ourselves. The reason is that we can do it with much greater safety by employing the screen wagon.

Several of the larger offices in the United States are now equipped with the pneumatic tube service, by which the letter mail is delivered from the postoffice to the mailing room in the depot. That, however, is a part of the building plan, and is not interesting your people as much as this. "In the larger cities the mail has become fixed, it is believed that Block B, bounded by Gilman and Hoyt, Sixth and Seventh streets, will be considered desirable. It has been offered by the owners and is well within the \$500,000 limit fixed by the appropriation bill. Its selection is believed to depend to a large extent on the location of the depot and the old depot. These are said to be intended for occupancy by the new Grand Central Station.

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STUDY COURSE CHANGES

Work Adopted to Meet Requirements of All Classes of Students. Greek May Be Placed in New Academic Curricula.

Portland is to have one of the most modern equipped fireproof high school buildings in the Northwest.

The School Board yesterday decided upon such a course in instructing Whitehouse & Foulhouse, architects, to prepare and submit without delay to the board plans and specifications for the structure. But as the building must comply with the new building ordinance which becomes effective January 1, 1911, and provides that all public buildings in future must be absolutely fireproof, the sum of \$400,000 appropriated for the building will not be sufficient to complete the structure. The board must therefore proceed with the building in accordance with the terms of the ordinance and the funds available for construction.

Such trifling matters as ironclad codes and lack of money, however, are not going to stand in the road with the plans of the School Board, and it was decided to prepare for the actual construction at once. J. M. Fleischner said that the building had been delayed long enough, and suggested that inasmuch as the present funds would not be sufficient to complete the building, the exterior could be built and a large part of the interior finished. The auditorium, art rooms and rear section could be completed at a later time, he said, when additional funds would be appropriated. This idea was incorporated into a motion which received the unanimous sanction of the board.

Architectural Award Attacked.

Prior to acting on the matter, a communication from the Affiliated Improvement Clubs of Portland was read. The letter was couched in such language that some of the members of the board looked upon it as a reflection upon the integrity, holding that it bore instructions that some of the matters pertaining to the proposed building had been held from the public. Competitive bids were asked for and in the event the request was not granted, the letter said that the taxpayers would be urged to disapprove the action of the board in awarding the architectural work to Whitehouse & Foulhouse and that it would demand the books and records of the board be examined and reported.

No action was taken in regard to the communication as it was pointed out that the records of the office are always open for public inspection and the letter was considered uncalled for and ill-advised.

In addition to better school buildings for the future, marked changes are to be made in the curricula of the Portland high schools if the recommendations made to the board receive favorable action. The modification of the courses as outlined by City Superintendent of Schools Frank Rieger caused considerable discussion, and while the majority of the board seemed to favor the changes, it was decided to defer the matter until the next meeting when final action will be taken. The report is as follows:

"The courses offered to students of the Portland high schools may be divided into three groups, as follows: (1) cultural, (2) vocational, (3) preparatory.

"(1) The cultural courses are for pupils who expect to leave school upon graduation from the high school and then to learn some vocation. They are (a) English, (b) Latin, (c) German, (d) scientific, domestic science, and (e) manual training.

Language Courses Minimized.

"In none of these is more than one foreign language taken (unless as an extra), and that is continued through the four years of the course. The general principle is fewer studies and more time devoted to each than is permitted by the usual requirements of college admission. In the domestic science and manual training courses there is a tendency towards vocational training as well as towards that species of culture which comes from movement controlled by sense impression or, as it is usually put, a co-operation of the hand with the mind. Not being strictly vocational, I have here classified them as cultural.

"(2) The commercial course and the dressmaking course are called vocational because of the completed character of them the pupil is prepared to make a living. Along with this training he has also received considerable culture of the kind which makes for good citizenship and higher living.

"(3) The teaching course is composed of such studies as best prepare the student to enter a normal school or training class and then to be a teacher in a school. Its peculiar feature is that for two years pedagogy is a required study.

Greek May Be Taught.

"The college preparatory course is an attempt to meet the requirements for admission to the standard colleges and universities of the country. Since many of these require two foreign languages, this course provides three years' work in Latin and two years in German. Professor A. P. McKinley, of the Lincoln High School, has recently requested that he be permitted to offer two years' work in Greek, either as an optional substitute for German, or as an extra. Inasmuch as Princeton still requires Greek for admission, this modification would prepare our students for any university whatever.

Fuel Delivery Backward.

The question of fuel supply bobbed up again at the meeting, and the contractors who were to supply wood for the various city schools seemed to be a direct at the very least. Representatives of the Oregon Fuel Company, the concern having the contract, advised the board that they were ready to proceed with the fulfillment of the contract and would be able to have the 1000 cords delivered by the time the schools open on September 12. Commissioner Sablin held that the company had already violated the terms of the contract as the wood was to be delivered by August 1. Upon a motion made by him, it was decided to employ every means to secure the wood without delay, and if found necessary to charge the expense of hauling the wood to the contracting company.

Livestock Men Mourn Zimmerman.

At a special meeting of the Portland Livestock Exchange yesterday morning the following resolutions were adopted: "Be it resolved that in the death of Louise Zimmerman we have lost a dear friend and agreeable associate in business and further be it resolved that we tender the widow of the deceased our heartfelt sympathy in her sad bereavement and direct the secretary of this exchange to spread these resolutions on the minutes book and present a copy of them to Mrs. Zimmerman."

LOST MAN SOUGHT

Sheridan Merchant Disappears Leaving Many Debts.

CREDITORS BEGIN ACTION

Samuel Oldstein Believed to Have Thrown Up Hands in Despair in Face of Obligations--Wife Last Saw Him on July 31.

RECKLESS AUTOIST FINED

Justice Says He Would Like to Send Speeders to Rockpile.

"If I were on the municipal bench, most of these automobile speeders would get sentence on the rockpile," said Justice Olson yesterday in passing sentence upon G. C. Smith, charged with running over a valuable dog owned by F. A. Bunchsch. Smith admitted that he was exceeding the speed limit, and it was shown that after running over the dog he did not stop to ascertain the damage. Justice Olson lamented that the state law gives him authority to impose only a fine in such cases, and pointed out that the automobile, recklessly handled, is a weapon more deadly than a loaded revolver.

Harry F. Jahn, a contractor, was arrested at Grand avenue and Oregon street yesterday afternoon by Patrolman Evans, on a charge of speeding. A merchant at Eleventh street and Hawthorne avenue on a similar charge.

D. E. Knight Is Dead.

SALEM, Or., Aug. 19.—(Special)—D. E. Knight, a prominent pioneer of the Willamette Valley, died today at Salem Hospital. He was born in New York in 1822, moving across the continent stopping in Michigan, and finally locating at Silver Creek Falls, where he engaged in the logging business. Among his survivors is a daughter, Mrs. R. D. Allen, wife of Marjion County's Clerk, and a brother, J. A. Knight, City Recorder of Woodburn. The body will be removed to Silver Creek, where funeral services will take place.

A Frenchman Has Invented a Process for Distilling Gutta Serena from the Leaves of the Malay Tree of that Name, Saving the Trees from the Damage Caused by Tapping the Trunks for the Sap.



To "hobble" or not to "hobble"

EVERY conservative, well-dressed American woman is wondering how this very straight, very scant, very French skirt has been received over here. Grace Margaret Gould shows in the September number of the WOMAN'S HOME COMPANION a modified "hobble." Perhaps it is just what you are looking for—the French idea made possible here by a practical American touch or two.

In this same practical and interesting way the department of fashions answers in advance what every woman wants to know regarding correct costuming for the Fall and Winter. There are thirty pages of helpful and authoritative fashion information, profusely illustrated, with several pages in color. This information is right; it is furnished by clever people who know and who are able to present it accurately, clearly and in an interesting way. Get the

Advance Fashion Number WOMAN'S HOME COMPANION

MADISON SQUARE, NEW YORK

On all News-stands

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SUMMER SERVICE

TO DELIGHTFUL DAYLIGHT TRIP DOWN THE COLUMBIA

NORTH BEACH

On the Oregon Railroad & Navigation Co's POPULAR STEAMER

T. J. POTTER

Leaving Ash-street dock during the week at 8:30 A. M. On Saturday at 1 P. M. No Sunday trip. Connects at Megler with Ilwaco Railroad trains for all North Beach points.

The steamer HASSALO also leaves Portland daily, except Sunday, from Ash-street dock, for Astoria at 8 P. M. (Saturdays 10 P. M.), and touches at Megler at 7:30 A. M. daily except Monday.

Sunday visitors to the Beach who may not be able to take the Potter at 1 P. M. Saturday can leave on the Hassalo at 10 P. M., and reach destination Sunday forenoon. Return trip on the Potter Sunday night, arriving Portland early Monday morning. This convenient arrangement affords nine hours at the Beach without loss of time from business.

Send for beautifully illustrated booklets, "Outings in Oregon," and "North Beach," telling all about the Beach resorts.

Round Trip Tickets from Portland, good six months.....\$4.00

Three-Day—Saturday to Monday Tickets.....\$3.00

Low fares from all O. R. & N. and S. P. points.

Baggage for steamer Potter must be delivered at Ash-street dock at least thirty minutes before leaving time.

For further particulars, reservations, etc., call on our City Ticket Agent, Third and Washington streets, Portland, Oregon, or write to

WM. McMURRAY, General Passenger Agent

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A Mother's Love

wisely directed, will cause her to give to her little ones only the most wholesome and beneficial remedies and only when actually needed, and the well-informed mother uses only the pleasant and gentle laxative remedy—Syrup of Figs and Elixir of Senna—when a laxative is required, as it is wholly free from all objectionable substances. To get its beneficial effects always buy the genuine, manufactured by the California Fig Syrup Co.

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