

EDUCATORS OPPOSE JOHNSON ROAD BILL

Seattle Delegate Sees Danger to Schools in Plan to Divert Timber Revenues.

VALUE NOW APPEARING

"Parental Schools" Declared to Cure 85 Per Cent of Delinquency and State Aid Is Found Necessary to Accomplish Results.

Resolutions condemning the proposed Federal bill of Representative Albert Johnson, of Washington, to divert the schools and road funds derived from timber sales in Oregon and Washington to the exclusive use of road construction, were unanimously adopted at last night's session of Northwest school administrative officers, gathered in a one-day conference in this city.

The date of the proposed legislation was pointed out by the delegates attending the conference at the close of the afternoon session by Eugene W. Jones, a member of the Lower House of the Washington State Legislature, father of the direct primary in that state and new secretary of the Board of Education of Seattle.

Investigation Asked.

He was requested by the chairman of a committee to hand in a report at the opening of the night session, and the resolution condemning the proposed legislation and urging the investigation of the condition of the fund in every county in this state and Washington was the report of the committee.

The other two members of the committee were George Dug, city superintendent of schools of McMinnville, and Mrs. G. D. McQuiston, vice-president of the Oregon Board of Education.

Portland state senator proposed the money derived from the sale of timber within a forest, reserve shall be paid to the state in which said reserve is situated, for the benefit of the public schools or public roads of the county or counties in which the forest reserve is located.

Use of Money for Roads Proposed.

Representative Johnson's bill proposes to have the Government make a loan to the State of Washington, that loan being paid off by the money derived from the sale of Government timber. The money obtained from the loan to the state is proposed to be used for highway construction, a particular highway of the Olympia road being designated.

In stating his opposition to such legislation and in pointing out the harm that would result to Oregon and other extensive timber-producing districts from its initiation, Mr. Jones declared that the proceeds derived from the sale of timber in forest reserves is just beginning to be a considerable source of revenue.

"With the revival of the lumber industry and with the advent of the lumber speculator into the realms of the National forests, any such legislation would be an infringement upon the independence of the public schools."

Schools Get Little.

In making the committee report, Mr. Jones said that from the time that the Federal law became operative, in 1903, until the present year there had been turned over to the State of Washington the county school and road improvements more than \$125,000.

On this account he declared that a small portion had been used for public school improvement, most of it being used in road construction. A few of the counties, he continued, had received a little of the money from the fund and many of the counties had received none.

Not long ago the committee reported against the Johnson bill and urged the investigation of the fund, but they proposed that a copy of the resolutions be sent to the Oregon and Washington Congressional delegations.

Tacoma Gets Meeting.

The committee that brought in last night's report was discharged and, in motion, another committee, designed to investigate conditions during the coming year, was appointed to the same meeting at the meeting that will be held at Tacoma, in January, 1916. Tacoma was selected as the meeting place for the 1916 session after invitations had been issued by both the Tacoma and Oakland, Cal., delegations.

Public officials were exhibited last night and an explanatory talk given by L. E. Alderman, city superintendent of the Portland schools.

The two-group plan and the liability of the district for accidents happening on school grounds received full discussion.

SCHOOL ADMINISTRATIVE OFFICERS FROM OREGON AND WASHINGTON WHO ATTENDED CONFERENCE HELD HERE YESTERDAY.



NORTH CHANNEL DUG

Dredge Gives Harbor 20-Foot Depth 200 Feet Wide.

DIGGERS BEING REPAIRED

Portland and Columbia Ordered to Drydock, so Willamette Will Be Only One of Port's Fleet in Service—Tualatin Tried Out.

North Portland harbor is now ready for the accommodation of vessels, as the dredge Portland, of the Port of Portland fleet, finishes digging there today, and leaves a channel 20 feet deep at zero that has a width of 200 feet, extending from the site of the proposed coal bunkers to the mouth. Tenders for machinery required for the coal plant are said to be all in, and the next step is to place contracts.

The Portland is to be shifted to the public drydock for overhauling and repairs, so only one of the port's diggers will be in commission. With the exception of the work just inside the mouth of the Willamette River, and will be retained there for a short time longer. The Columbia is to be lifted on the drydock today for repairs and should be ready for service in a week or two.

This was generated on the new steel dredge Tualatin yesterday for the first time, the purpose being principally to get rid of grease and oil in the boilers to prevent foaming later, and while it was not in the nature of a test of her equipment, it is believed her mechanical qualities are all that had been counted on.

M. W. Wright, manager of the Port of Portland, said yesterday that he felt certain the Tualatin would be ready for operation in two weeks, and she will go into active commission as the period of the first being the only difference between the two turbines.

Concerning the Elder, he said:

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