

## THE WILLIAMS NEWS

F. E. Wells, Publisher

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## READ AND CONSIDER

One Williams taxpayer, taking advantage of the offer made by the News to print letters pertaining to the proposed high school building, sent in a communication this week which appears in another column on this page. We urge all News readers to read the letter carefully and determine for themselves what merit there is in the suggestions and arguments there given. We print this letter gladly as we will any others on the same topic. The News believes in full and fair discussion of all matters of public concern and we are glad to receive opinions from others.

## CONSIDER THESE POINTS

In considering the contribution to our Open Forum, made this week by Mrs. Jessie A. Sine we wish to call particular attention to the consideration of several points taken up therein.

First let us consider what would be a reasonable cost for a high school district with the population and the assessed valuation of that of Williams School District No. 2. Mrs. Sine states that Tucson is erecting a high school building to cost \$650,000. That is a little over six times the cost of the proposed building for Williams, Pima county, in which Tucson is located, had 566 high school pupils in 1921. How many of those were in the Tucson high school we are unable to say but it is indeed doubtful if there are now more than 650 enrolled in the Tucson high school. This allows 100 over the total for Pima in 1921. It is safe to say that the per capita cost of the proposed high school building for Williams would be no higher than that for Tucson gauged by the high school enrollment. The same is true of every other high school in the state upon which we have succeeded in getting figures, with the one possible exception of Douglas. That Douglas should make out with a \$60,000 building is amazing. Nothing like that can be found in other cities of the state. We will endeavor to learn the high school enrollment and other interesting facts about this remarkable case, for use next week. We have shown in former articles that the burden upon the taxpayer in putting up a one hundred thousand dollar building in this district would be below the average in the state.

Next consider the question of playgrounds. It is true that many good high schools do not have adequate playgrounds. This is true of cities which have grown rapidly, in particular such as Kansas City. A gymnasium and school exercises are usually made to answer the purpose of a playground as far as possible but they can never be more than a substitute. Exercises in a gymnasium benefit the health and build up the bodies but open fresh air will accomplish more with the same effect and expense. Schools that have no playgrounds would gladly add the grounds if it were possible but of course such is not possible in a crowded city where the building is in a section where lots are extremely costly and already contain expensive buildings. We doubt if there is a high school superintendent in the United States who would not urge a district to purchase a playground if it could be secured at a reasonable cost. Districts are frequently forced to build without playgrounds because playgrounds are not available. It would indeed be a grave mistake for any school to fail to procure a playground where one is available.

## CONCERNING BUILDING SITES

Three building sites within the town of Williams have been suggested so far: The ball-ground where ten acres are offered free to the district; the lots above the present school house which would need be purchased along with several buildings; and the lots north of the Bly residence.

Mrs. Sine assumes that the proposed grounds in the Cureton addition would require filling in. This we believe is an error on her part. Architect Mahoney looked over this ground and stated that it was a particularly favorably located piece of ground that was naturally drained and would require practically no grading whatever. He further stated that a building could be built on this ground for fifteen per cent less than it would cost to construct a building anywhere high up on the hill side as proposed by either of the other suggested locations. In addition to this there would be the cost of buying the ground. The two proposed locations on the hill side would have the advantage of being on the south side of the tracks and one would be somewhat closer to the majority of the residences of the town altho no closer to Bill Williams Avenue or the main business section of the town.

The necessity of the school children crossing the tracks to reach the ball ground, should bear some weight, but it should be remembered that the children crossing those tracks would be of seventh grade age and older, making the risk much less than with small children.

## WE SHOULD BE UNANIMOUS IN THESE

Williams needs the high school building and a one hundred thousand dollar building would not be too large, too expensive nor too good for our children. Furthermore as we have urged before, the high school children should be separated from the grades. This would entail no extra expense in teaching force. The first six grades as at present would be taught by the grade teachers for those grades. The six high school grades have been taught by high school

## OPEN FORUM

Williams, July 18, 1922.

Mr. Editor:—

In a recent issue of the Williams News, you requested the residents to voice their views regarding the building of a high school in Williams.

I respectfully submit some facts which can be verified. Douglas, Arizona has recently completed a high school which cost \$60,000. This school is all that a high school should be and as large as will be necessary, for many years, for even such a growing city as Douglas. This high school is built in the center of one city block. Bisbee high school is about half the size of the one in Douglas and was erected on the crest of a hill which afforded no playground.

Tucson is building a high school to cost six hundred and fifty thousand dollars. This building is being erected on ONE city block. No playground is provided. There are no better drilled school children in the Union than those of Portland, Oregon. They participate in the festivities at the annual Rose Show in June. It is a joy to see them march. No large playgrounds are provided for these children. Because of the inclemency of the weather, all exercises are conducted in the school buildings.

Kansas City high school is adjacent to the sidewalk. Are the children of any of these cities physically deficient for lack of a large playground?

If Douglas with a population of over fifteen thousand, considers a sixty thousand dollar high school, all that it will require for years to come, why should Williams, with a population of about one thousand, and no immediate prospect of rapid growth, require even a sixty thousand dollar high school? Douglas has the same agricultural and grazing lands as surrounds Williams. It has two smelters that employ thousands of men. It has a military camp. It is on the main line of the E. P. & S. W. railroad. Another railroad extends from it into Mexico. Its prosperity is assured. What resources has Williams to offer? When will our slow growth in population make a city of Williams?

Bisbee high school pupils have an enviable record, throughout the State, in athletics. All things being equal, a high school should be as nearly centrally located as possible. In this case, that would be on the south side of the railroad tracks, where five sixths of our population reside, and where it will be easily accessible, without the extra expense of grading the roads and filling in low grounds on the contemplated location of the flats in the Cureton Addition. We know the condition of those mud flats during the majority of the months of the school year. This extra expense might be devoted to a more extensive Science course, which our high school has been unable to offer its students, such as domestic science, arts, music, etc.

After careful consideration, I would suggest the purchase from Messrs. Steeves, Holub and Buggeln the half block on south of the present school property, and erecting a two story building thereon. The lower floor to be devoted to a gymnasium, with a stage at one end, and a balcony around the sides, which would afford as creditable an auditorium as any high school would desire. Dressing rooms and lockers to be located in the space below the stage. The upper floor to be devoted to well equipped science laboratories.

The class rooms could be added to the south side of the present school building. A hallway crossing Hancock Street from the additional class rooms to the new science building, would conveniently connect the two buildings. This is an experiment which has been found successful in several large cities. It allows the teachers to conduct classes in either building and saves the expense of increasing the teaching force.

This location would eliminate the danger of the pupils being obliged to cross the railroad tracks. It is the unexpected and unavoidable accidents, which are constantly occurring, where school children are compelled to cross railroad tracks. Because of such accidents, Tucson found it necessary to build a subway under the railroad tracks. Why should Williams be obliged to face this responsibility or the alternative expense?

Jessie A. Sine.

teachers since the high school was organized here and putting the school in a separate building would necessitate no more teachers. Only the growth of the school or the addition of more courses could necessitate more teachers and this would be true regardless of location. On these points we should agree unanimously:

1. We need a high school building.
2. \$100,000 is not too much to pay for that building.
3. We want the high school and the lower grades separated.

## LOCATION UP TO PEOPLE

When the school election is called the voters will be asked to vote for two things at least. First, shall we bond the district for a high school building? Second, where shall that building be located? The first of these should be answered in the affirmative without a dissenting vote. The second will naturally bring out some difference of opinion. The News urges that this be given a thoro discussion and that the voters consider the future of Williams in voting on this point. We believe the voters of Williams will consider the good of the children and plan the building where the building site will lend as much as possible to the efficiency of the institution. Wherever the building is placed it will be so placed by vote of the taxpayers.

# SALE!

## ON HOUSE DRESSES

### \$2.75 up

FINE BARGAINS at our Remnant Counter  
BIG REDUCTION on Men's Suits this week.

## Clearance Sale

ON ALL GIRLS' DRESSES & ROMPERS  
Now is the time to buy your children's school clothes. It will pay you.

Look at our Bargains in aluminum ware Just Think of It!

TEAKETTLES  
PERCOLATORS  
ROASTERS  
Preserving Kettles  
Convex Kettles  
Colanders etc.

Your Choice \$1.39

## DUFFY BROS.

"THE STORE WITH A CONSCIENCE"

## APPORTION \$78,707 STATE AID AMONG HIGH SCHOOL DISTRICTS

Apportionment of state aid amounting to \$78,707.73 to the high school districts of the state for vocational training during the school year 1921-1922 has been made by Miss Elsie Toles, state school superintendent, it was announced yesterday, and warrants for the amounts will be drawn at once by Charles W. Fairfield, state auditor. These amounts will be the last received by the high schools from the state as reimbursement for vocational training, as the act under which the apportionments are made each year has been repealed.

Under this act, each high school in the state which had vocational training was to be reimbursed at the end of the school year for the money spent for the training, the amount of reimbursement not to exceed \$2500. The two normal schools of the state also were included in the bill.

When the high school districts were included in the state aid to schools of \$25 per capita of attendance, it was deemed best to do away with the state aid for vocational training and let the per capita appropriation take care of this in the high schools.

Thirty high schools in the state and the two state normal schools received apportionment, 26 of the number receiving the maximum amount of \$2500. The total apportionment was \$78,707.73, and was divided as follows: Tombstone, \$2250; Pearce, \$1953; Duncan, \$2406.68; Glendale \$2098.05; with the following schools each receiving \$2000: Bisbee, Willcox, Benson, Douglas, the Northern Arizona Normal, Williams, Globe, Miami, Safford, Morenci, Clifton, the Tempe Normal, Phoenix, Mesa, Tempe, Chandler, Gilbert, Holbrook, Winslow, Tucson, Florence, Casa Grande, Nogales, Prescott, Jerome, Clarkdale, Yuma and Kingman.

—Phoenix Republican.

## keep friction where it belongs

Friction consumes power and develops heat and wear.

Sometimes friction is utilized. In the automobile the friction of the clutch transmits the power of the engine to the rear or driving wheels, the friction of the tires and the road surface propels the machine, and the friction of the brakes stops the car. Friction should be confined to the parts named (the clutch, the tires and the brakes), if possible.

Lubricating oil used in the automobile to prevent friction between all moving parts in direct contact has friction within itself. This friction has to be overcome by and uses up engine power. The heavier the oil the more its internal friction, the less power it leaves for useful work.

## Increasing Power, Speed and Gasoline Mileage

It may be proved that as much as 20% of the power at the driving wheels may be lost through the use of an incorrect oil.

The ideal oil is the thinnest oil which will keep the bearing surfaces separated and at the same time offer in itself the least frictional resistance to the engine power going to the driving wheels.

In addition, this oil must have stability to resist engine heat, and it must be pure.

Zerolene meets the conditions perfectly. Made from selected crudes by our own patented high-vacuum process, it has great "oiliness," which causes it to cling to bearing surfaces while offering in itself a minimum of frictional resistance to the engine power; it has great stability to resist engine heat, and it is pure.

Zerolene reduces friction, and permits the development of the maximum power, speed and gasoline mileage of the car.

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more power & speed ~  
less friction and wear ~  
thru Correct Lubrication