

MORNING ENTERPRISE OREGON CITY, OREGON.

E. E. BRODIE, Editor and Publisher.

Application made for second class privilege at the Postoffice at Oregon City, Oregon, under the Act of Congress of March 3, 1879.

TERMS OF SUBSCRIPTION. One Year, by mail, \$3.00. Six Months, by mail, \$1.80. Four Months, by mail, \$1.20. Per week, by carrier, .10.

ADVERTISING RATES

First Page per inch first insertion, .15c. Preferred position any page, per inch first insertion, .15c. Preferred position any page, per inch added insertions, .10c.

Local 10c per line to regular advertisers 2c line.

Wants, For Sale, To Rent, etc., one cent a word first insertion, one-half cent each additional.

Rates for advertising in the Weekly Enterprise will be the same as in the daily, for advertisements not exceeding the weekly. Where the advertisement is transferred from the daily to the weekly, without change of rate, the rate will be 50c per inch for the first insertion and 25c for each additional insertion.

Legal advertising at legal advertising rates.

Circular advertising and special transient advertising at 50c to 10c an inch, according to special conditions governing the same.

"Fire Sale" and "Bankrupt Sale" advertisements 25c per inch first insertion, additional insertions same matter 20c per inch.

News items and well written articles of merit, with interest to local readers, will be gladly accepted. Rejected manuscripts never returned unless accompanied by stamps to prepay postage.

To please as many readers as possible as often as possible—staying within the limit of reason—is the aim of Enterprise writers.

As it's about you can distance the truth unless your own hustling little daily takes it in hand to champion your cause. But if your local daily has died for lack of your support how can it come to your rescue?

Every time you pay a dime to an Enterprise carrier boy you drive a nail into the framework of our success. Enough of them will firmly attach the paper to Oregon City interests and aid it in weathering the storm.

The snow of the past few days has had its cold side turned towards us in Oregon City. But there is one consolation to us here in Oregon; so far the temperature is something like 20 degrees more reasonable than in the East; and that's something.

Don't forget that we print the Morning Enterprise, and that it is printed at 4 o'clock in the morning and not at 4 o'clock in the afternoon. News happenings up to 3 o'clock in the morning are acceptable to us; call us up even if it is late, for we may be able to use it the same night—when it is still fresh.

The merchant, the politician and the citizen generally can never tell how soon he will need the aid of his home paper; and if it is a husky daily so much the better. But how can it be husky unless it have the support of the whole populace in a small city like our own?

The Oregon City Fruit and Produce Union has been launched and is getting up a good head of steam. Have you joined it, fruit raiser and farmer? Things may not all be done just as you would do them—perhaps not always as well—but what of that? There are good men at its head, and it promises to do well for its members, and every farmer should do his mite towards its ultimate success.

HOW TO SAVE OUR YOUNG PEOPLE.

In these days when there are many open pitfalls into which the young people unwarily stumble many anxious parents are on the lookout for a never-failing recipe that once applied will ensure the saving of the young man or woman. There is none that will never fail, but there are those which are better than others.

To teach a boy chivalry will, in many cases, strengthen him wonderfully in self-reliance. The boy or girl that early learns to look to the good of others—has within self an element of uplift that makes for personal strength not to be belittled. A young man or woman who forms the habit of being free with personal aid to those who need it soon acquires a self-reliance that puts them out of danger of temptation. They can then be led astray with difficulty and only through the aid of evils that are subtle and covered with a veneer by society or custom—a class of evils that can scarce be guarded against in the present state of society.

The young man or woman who is always free with a helping hand does not come in the way of so many evils to tempt him; he is too busy to drift, and it is drifting that leads towards idle sin—the class of sin that starts the thoughtless young into ways that lead gently towards the evils they will not today countenance but which tomorrow seem to have a silvery lining. Then chivalrous attention to those who need a helping hand calls forth the best there is in one—brings to the surface naturally the latent strength within. The demon of wrong rarely approaches a young person who is in the ecstatic condition of a good deed just performed.

So, anxious father or mother, teach your son or daughter chivalry and "first aid to those needing." If you would make them strong men and women—if you would place them without the power of many of the temptations in this life. The young man or woman who enters whole hearted into the spirit of help to those in need of personal service will soon show a marked degree of moral strength and self-reliance that will set you at rest as to the power of the Evil One in the case of those you love.

The lawyers seem to have found a way to divert the millions of Mrs. Eddy from the channel into which she sought to pour them. And perhaps this is as it should be. The man or woman who amasses wealth during life has had enough to say about its disposition if he or she manages it during life. One is entitled to all they need in this life—if they can get it by honest means. And the present system of accumulation and manipulation is based on the proposition that they have a right to dispose of what they have at death. There is perhaps nothing wrong in this system as a general proposition, and it has been in vogue so long that it has become a part of our life system and we look to it as we do to many another. Still, if we will stop to think that no man or woman lives to himself entirely, and that in any accumulation of property we are dependent on others for a portion of our success, it will be easy to see that if we are permitted to manipulate it all during life there is no reason why we should have the say after death. There is nothing over which to worry if dead people are so considered when they die, and their power in the world ended with them.

The Coroner's jury sitting in the case of Mrs. Gordon's death at Canby, suggests greater caution on the part of the railway people. This is another case of locking the barn after the horse has been stolen. Not that the Coroner or his jury is to blame; but if the railway people have been operating their trains too fast through the village, why has not the matter been corrected by the village before some one is made a sacrifice to the error?

"TO THE STRANGER."

(By the Strawberry King.) If discontentment be your lot and out of food and money. Come straight away to Oregon, the land of milk and honey. Leave strife and discord far behind, such things you'll never need, bring only grit, a will to work and you will surely succeed.

Right here in Oregon City, too, you will find the chance galore. To make your fortune over again as many have before. No matter what you want to grow, it flourishes on our land. And Clackamas county has the goods in Blecker dam and sand.

If printed literature is sought, which everything will tell, just drop a note or postal card to Marshall J. Lazzelle. Or when you come, just let him know, he'll meet you at the train. And tell you all about the streets from Depot down to Main.

Our hills are green and full of game, our streams abound with fish. So if a sport you want to be just gratify your wish. Or if your health is undermined, and "need pure mountain air. Just get a tent, a few supplies, you can find it anywhere.

Our climate, too, can't be surpassed. It's true we get some rain. But not enough, you have my word, to spoil the hay and grain. Our summer skies are azure blue, and it's always cool at night. And let you sleep and dream in peace, contentment and delight.

All kinds of fruit and cereals, too, grow to perfection here. From yellow corn to apples, red, and hops to make the beer. Potatoes, too, are just immense, you may see them by the score. That would easily way a pound a piece and often three and four.

With the City of Roses at our door, the market can't be beat. For anything you want, sell from artichokes to wheat. All nationalities here you'll see, from Italian to Chinese, with English, Scotch and Irish, too, and the little Japanese.

Our roads are fine, in fact, supreme. You can travel near or far, in autos, Chalmers, Shandaran or Irish jaunting car. Peace and plenty reign supreme, there is ample room for you. So come, dear friend, and be convinced that what I say is true.

(Dedicated to M. J. Lazzelle of the Oregon City Commercial Club by the man behind the hoe.)

FRONTS, MAKING CLIMATIC CONDITIONS ALSO VARY.

This variety of climatic conditions may be experienced on the same quarter section, and owned by the same individual.

The variety in scenery and climate are no more marked than are the differences in soil. That means that a man may raise a wide variety of edibles—in this case varying from strawberries to mammoth pears in the line of fruits, and from flax to premium-taking potatoes if he have an aversion to fruits.

There is no other corner of the globe where man can have a great variety within himself as in Oregon, and no spot in the State where he can be more exclusive and still enjoy so many of the bounties of nature. Surely the Giver of Gifts was bounteous when he lavished his gifts in passing over your State.

Extend Line Here to Gladstone. Editor Enterprise: How would it do for representatives of the Commercial Club to ask the O. W. P. Co. to run its Green Point cars on to Gladstone or to the end of the five cent fare limit? It would be little more, if any, expense to the railway company and would afford much more comfort to its patrons.

As it is, people for Tillamook and Medford are forced to wait for the Portland car, much to their inconvenience at times. Then, with that traffic added to the Portland and further down the line traffic, the regular Portland cars are crowded until those points are passed. As a result passengers for Portland are often compelled to stand in the aisles until the way stations are reached, while if the local car was run to these points the congestion would be saved, passengers never compelled to stand, and it would be better for both passengers and train men.

As the cost would prove but a trifle more in any event, it is likely the railway company would grant the request on application. Why not the Commercial Club make the request? PATRON.

Editor Enterprise: We want to ask one question through your Forum of the People column: Why is it that boys are given work on the roads instead of taxpayers? I have no objection to boys having employment, but work and taxpayers are that, who is it that they are doing there is no work for them and boys who do not pay taxes are kept at work? It is not fair to collect taxes of us and when there is work to give out to pass it to boys who pay no taxes. TAXPAYER.

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CORRESPONDENCE.

WILLAMETTE. Grandpa Wonders, of Willamette, was taken ill Wednesday evening suffering from an attack of heart failure, but is improving.

E. Jenken, who is employed at the water works at Bull Run, has returned to Willamette to spend a few days with his family, as the work has been detained at Bull Run on account of the heavy fall of snow in that direction.

J. W. Rivers, of Willamette, is improving, after being confined to his home for several days by illness. Bert Barnes, of Willamette, is happy over the arrival of a daughter at his home. The youngster's weight is eight pounds. Dr. H. S. Mount is in attendance.

Charles Andrus, the mail carrier of Willamette, had the misfortune to have a valuable cow get into one of the sacks of barley in his barn, and it is feared the life of the animal cannot be saved. Everything is being done by the owner to save it.

Otto Peters, of Goldendale, who has been visiting with his parents, Mr. and Mrs. Peters, left on Wednesday for Goldendale. On Tuesday they were the guests of Mr. and Mrs. Charles Kenny.

While a toboggan party was coasting down the hill at Willamette, the party in charge of the sled lost control, and the sled, which was loaded with a basket ball team and athletic club, J. M. Force was elected temporary chairman and E. C. Warren, temporary secretary. After a few remarks by all present a permanent club was organized with the following officers elected: J. M. Force, president; Theo. Worthington, vice president; Frank Lawton, secretary and treasurer; O. Worthington, manager of ball team. The club will be known as The Oak Grove Athletic Club. Regular meetings, Monday and Friday nights. Any club desiring games will write the president.

Ed. Olds, W. Warren and F. M. Ford were in Oregon City Wednesday on business. John Risley was an Oregon City visitor Wednesday. Fred T. Harris has been appointed road supervisor of District 33 by County Judge Beattie.

Ladies Aid. The Ladies Aid held a business meeting at the home of Mrs. J. H. McArthur Thursday afternoon. Mrs. Geo. Sherk was elected president, Mrs. Dennison, chairman of the Work Committee, and Mrs. J. H. McArthur, treasurer. The next meeting will be held at the home of Mrs. Geo. Sherk Thursday, January 19. All ladies interested in the work are invited.

RARE OPERATION ON YOUNG BABE

(Continued from page 1.) was accomplished by the physicians in the case and present indications are that nature is to be satisfied with the attempt of the physicians and accept what has been done in the case and permit the child to live and prosper. The operation is rare, and so far as known has never been successful. Portland physicians have manifested great interest in the outcome and will watch for results with more than ordinary interest.

This is perhaps the youngest patient on which a capital operation has been performed in the history of the hospital. Mother and child are doing well at this time, and hopes are entertained of the ultimate recovery of both. If they do survive it will be a feather in the cap of the local physician.

Fresh Candies and Confections at Dunn's, Main street, near Postoffice. Cost of 15c a gallon at Seeley's.

FRIENDS HURTING LOST RELATIVES

(Continued from page 4)

As. At this place a daughter was born in 1892. Removing to San Francisco a second daughter was born in 1894. The two girls were named Agnes and Ada respectively. Their father was an artist but lack of success in his profession occasioned his employment as a street car conductor. Some time prior to the first of April, 1906, Miller had to return to Australia and he had started for Vancouver, B. C., to embark on a vessel departing from that port. Although he intended to return to San Francisco he has never done so, and no word has been heard from him since. Whether he ever reached Vancouver is unknown. There is no record of his having sailed from any Pacific Coast port. The mother and her two girls remained in San Francisco up to the time of the big fire. Since then nothing has been heard from them. They may have perished in the holocaust or they may have gone to some other town, as did many thousands of people.

The grandmother of the girls, hoping they are still alive, is endeavoring to find them for the purpose of giving them, if they need and desire it, the protection of a home and that of a relative's love and affection. Anyone knowing anything of these missing ones will confer a great favor by sending word to E. D. Dement, 833 Market street, San Francisco, or directly to the grandmother, Mrs. A. H. Warburton, Sydney, Australia.

STATE UNIVERSITY WORTHY OUR AID

(Continued from page 1)

of available space in the present buildings is being used. Good, permanent buildings are required for such an institution as the State University. The two new high school buildings of Portland have each cost something like \$300,000 and it is expected that the cost of the new one for the West Side will reach nearly \$500,000. Such is the type of buildings the University should have.

The University of Washington uses about \$250,000 per year for maintenance alone while the University of California uses about \$500,000 for the same purpose. How can we expect our State University to get along on \$125,000? It is expecting impossibility to do so with the increased demands upon the school.

The Board of Regents has always been conservative in regard to financial affairs and they will not ask a cent more from the legislature than is urgently needed. Let us see that they get the support they deserve. Let us build up our state by educating the young to higher and nobler ideals. ALUMNUS.

FORUM OF THE PEOPLE

The publishers of The Morning Enterprise disclaim responsibility for the sentiment expressed in the article published from time to time in this column. Publicity is given in an effort to be fair, and with the view to the publication of both sides in the question. Communications must come properly signed to insure publication.

Saving Power of Single Tax. Editor Enterprise: If there was ever a city that needed the institution of Henry George's Single Tax theories it is Oregon City. We hear and read much concerning the prevailing high prices and enhanced cost of living but few rational solutions are offered, and few attempt to tell us just where we are at error.

One thing that would help more than many another thing in Oregon City is the institution of the Single Tax method of taxation—at least that system would have helped at the outset. Look at the town today—scattered over a vast territory with only one or two homes in a block on the average. What does this mean if not that we are compelled to make long stretches of streets, build miles of sidewalks, curbs and gutters, lay miles of sewers and light and keep clean and in repair miles of streets with but a few of the lots in actual use? Is there not wicked waste in this?

Under the system of Single Tax the first ten squares of the city would have been filled before a second ten were thrown open and partially improved. As a however improves them the work costs money and is a burden on the community at large as soon as the pendulum can swing about and adjust itself.

With the rough nature of the land surface in Oregon City public improvements cost much money. With the populace scattered far and wide it is necessary to spend much money if all are accommodated. Expensive improvements made the past season pass in front of many vacant lots. It is needless to offer the excuse that the lot owner foots the bill—the families in Oregon City, whether they are renters or owners, are footing the bill month by month.

With Single Tax a few homes would not be scattered over a wide expanse, entailing great expense of establishment and maintenance but would be built compactly and maintained at less than half the present cost, and offer manyfold more convenience. Certainly Single Tax would have saved the citizens of Oregon City—and might even yet be pressed into service to the saving of many thousands. With the overturning of old traditions in the late election may this not prove an opportune time to try out local schemes for saving the money of all the people? STINGY.

See Beauty in Our Rolling Acres. Editor Enterprise: I see some visitor from the East has been saying a good word for the fruit raised in Clackamas county. I am recently out from the East, with an eye to see all that is to be seen and enjoy all that is to be enjoyed. Well, I have seen much that is pleasant to look upon but one thing that interests me greatly, and that leads me to think of the enjoyment of unborn generations, is the rolling nature of your country.

Some day this country is all to be cleared, so to speak, and when that day comes you will have one of the handsomest sections of country that lies out of doors. Your lands are rolling to a degree that promises variety forever. The rolling nature promises good drainage, a very essential quality when one receives so much rain. The hills and valleys differ in degree of warmth and seclusion from winds and

For the Children

Prince Olaf, Wild Boy of the Fens

Prince Olaf, who may some day be king of Norway, is a little, yellow haired boy that loves nothing so much as to play with his pony, Chris. Prince Olaf's father is Danish and his mother is English, and so the small boy is both Danish and English as well as Norwegian. Several months ago he went to England for a visit, and there he saw his cousins, the children of the British king, and they all had ponies. They all could ride well. This made Prince Olaf envious. He could not ride, and he did not have a pony to ride on, anyway. So when he reached home after his visit in England he begged his father and mother, the king and queen of Norway, to give him a pony. It was not long before the little horse was brought to the royal stables, and Prince Olaf named him Chris for no reason that any one knows except that Chris is a good name. The pony follows the little prince about like a dog.

The Boys and the Peddler. Even the roughest street gamins have a tender spot if circumstances shape themselves in such a manner as to appeal to his better nature. This was illustrated recently when an Italian peddler pushing his handcart along a New York street struck a stone and upset his vehicle, which was piled high with apples and pears. In a twinkling the fruit was rolling in all directions and a score of newboys were filling their pockets. The Italian stood in hopeless despair, while his handcart and horse were empty.

The newboys at first laughed and then apparently touched by the poor fellow's grief, drew near and emptied their pockets into the cart. They then pitched in vigorously and helped the remainder of the scattered fruit. The apples and pears were soon back in the cart with not one missing, and the Italian felt so thankful to the boys that he presented each one of them with a large apple. The boys laughed merrily, by this time and soon disappeared in the crowd.

The Antelope. The antelope, as its name implies, feeds largely on ants, as well as on

termites and various other insects. Its long, flexible tongue allows it to reach to the top of a tree for the purpose of conveying food to its mouth. The tongue of the antelope when protruded is its fullest extent bears resemblance to a giant red earthworm, and as it is employed in its food collecting task it curls and twists about as if possessed of a separate vitality of its own.

Snatch the Handkerchief. The two squabblers stand fifty feet apart, and on an Indian club halfway between is placed a handkerchief. At the word "Go" a player from each side runs out to snatch the handkerchief and get back without being tagged by the other. If she succeeds her opponent becomes her prisoner; if tagged she herself becomes the prisoner. The girl who fails to get the handkerchief and fails to catch the one who did becomes prisoner.

Cloth-plin 4 dozen 5c at Seeley's.

THE MARKETS

Oregon City Quotations. Dried prunes—Good stock of Oregon prunes is becoming scarce. Fancy stock brings top prices—6c to 8c. Grain—Little movement in local markets with prices firm. Wheat commands 90c, early selling by 100-shelled \$1.65, crushed \$1.80; oats bring 27c a bushel. Decline in corn country over. Wheat weak, inclined downward.

Poultry—No great demand and local market shows little fluctuation; all classes bring 12c lb., no movement in turkeys, geese or ducks. Flour, local wheat, hbl. \$2.30. Flour from hard wheat \$2.50. Barley, by sack \$1.85. Shorts, sack \$1.20. Barley, sack \$1.15. Timothy hay, ton \$20.00. Clover hay, ton \$14.00. Beef hides \$95. Calf skins \$16c. Sheep pelts \$5c to \$11. Eggs, doz \$26. Butter, roll \$26. Cheese, selling \$22c. Pork, dressed \$11c. Veal, dressed \$12 1/2c to 13c. Mutton, dressed \$8c to 9c. Lard, selling \$15c. Apples, box \$5c to \$12.50. Potatoes, lb \$1c. Onions, lb \$2c. Stock salt 1/4 ground, 70c 100 lbs Dairy \$1.50.

Salt—Liverpool \$75c. Canby Markets. Garlic, lb \$8c. Dried apples, paying 7c to 8c. Corrected daily by Gordon Bros. and W. S. Hurst.

Wheat, bu \$1.00. Corn, selling by 100 \$1.60. Oats, bu \$1.40. Barley, selling by sack \$1.10. Mill stuff, ton \$18.00. Hay—Timothy, ton \$18.00. Clover, ton \$14.00. Alfalfa, selling \$15.00. Wool, Willamette Valley \$17. Hides, full growth, dry \$12. Calf skins \$16c. Sheep pelts \$15c to \$12.50. Poultry—Hens, lb \$17. Springers, lb \$17. Young roosters, lb \$14. Turkeys, lb \$20. Geese, lb \$14. Ducks, lb \$20. Eggs, dozen \$7c. Butter, lb \$5c. Cheese, lb \$30. Pork, dressed \$11. Veal, dressed \$15. Lard, lb \$16. Tallow, lb \$3 1/2c. Apples, box \$5. Potatoes, sack \$1.25. Onions, bu \$1.25.

Portland Quotations. Hops—The hop market is becoming firmer and it is believed that those who hold for the outside figure will get it. No great movement.

Fruits and Vegetables—Market firm but at the same time quiet; no large stocks in sight and no lack experienced. Wheat, bu \$8c to \$4 1/2c. Corn, ton \$23 to \$20. Oats, ton \$25 to \$23.50. Barley, ton \$23 to \$25. Flour, barrel \$4.10 to \$5.20. Mill stuff, ton—bran \$24 to \$25, mid-

REPORT OF THE CONDITION OF THE FARMERS BANK at Wilsonville, in the State of Oregon, at the close of business January 7th, 1911.

Table with columns: RESOURCES, LIABILITIES. Includes items like Loans and discounts, Bonds, securities, etc., and Capital stock paid in, Surplus fund, Undivided profits, etc.

Total \$74,406.00. STATE OF OREGON, County of Clackamas, ss. We, J. W. Thornton and Joe J. Thornton, owners of the above-named bank, do solemnly swear that the above statement is true to the best of our knowledge and belief.

J. W. THORNTON, JOE J. THORNTON, Owners. Subscribed and sworn to before me this 11th day of January, 1911. KATE WOLBERT, Notary Public for Oregon.

FOREIGN LANDS

We issue drafts payable in other countries. Whenever you have occasion to send money to foreign lands it will pay you to send it through this bank.

The Bank of Oregon City THE OLDEST BANK IN THE COUNTY

Wings \$23 to \$25, shorts \$20, barley \$25 to \$30. Hay—timothy \$20; clover \$14. Wool, Eastern Oregon \$12 to 15c. Wool, Willamette Valley \$16 to 18c. Hides, dry \$16 to 18c. Hides, green \$6 1/2c to 7c. Poultry—Fancy hens \$12 to 15c, old roosters 14c, turkeys 20c to 25c. Eggs, doz \$20 to 25c. Hops, home grown \$16 to 18c. Butter, pound \$26 to 28c. Cheese, pound \$12 1/2c to 14 1/2c. Lard, pound \$12 1/2c to 14 1/2c. Tallow, pound \$5c to 6c. Apples, box \$5c to \$12.50. Potatoes, 100 lbs \$1.25. Onions, 100 lbs \$1.25. Walnuts, pound \$17c to 18c. Gasoline, gal \$12c to 13c. Coal Oil, gal \$12c to 13c.

ELECTRIC THEATRE

Main Street. Saturday Afternoon and Evening presentation of the

Two Lucky Jims

A Western drama that has more than the usual interest. The setting of this picture is the rough and ready West. The two jims loved the same girl, and didn't know it. One is fat and the other slim. The girl loves one and her father likes the other. There are many complications, which must be seen to be appreciated.

The Poor Student

An Imp. Edna of the Mountains. This is an exceptionally good bill.

THE GRAND

The Only Photo-play Showing Biograph Pictures in the city.

We pay royalty weekly for this privilege.

Vitagraph, Selig, Essany, Kalem, Lubin, Gammon, Eclipse, Milliet and Pathe pictures are on our list, putting us in a position to furnish

A Good Show Every Day

Perfect Work

No rough edges on our laundry work to cut necks and wrists and excite profanity, for we are careful in ironing collars, cuffs and neck bands of shirts. We will be pleased to call and get your sample order and can assure you satisfaction—delivered to you, free of charge.

OREGON CITY LAUNDRY

MAIN AND THIRD STREETS. Phone Main 93 Home 200.

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Fun At the Speed of 200 Miles an Hour. By CLAUDE GRAHAME-WHITE, English Aviator.

THE aviation of the future will make war impossible and revolutionize peace. I believe it will cause the end of war. Not only will airships mean that no fortifications can retain their secrets, but BATTLESHIPS WILL BE USELESS. An airship can fly high enough above such a ship to be entirely out of reach of her guns, and yet the people in the air can hurl down all sorts of deadly missiles that gain in their death dealing powers by the velocity they acquire in falling. The carnage would be terrible. I feel sure that CIVILIZED NATIONS WOULD RECOIL IN HORROR BEFORE SUCH POSSIBILITIES OF DEVASTATION and abstain from declarations of war. The peaceful possibilities are endless. I SEE NO REASON AT ALL WHY AIR ROUTES SHOULD NOT BE ESTABLISHED ACROSS THE OCEAN and from one side of a continent to another. We have only to develop two things, safety and speed. I understand that there is already a plan under foot for an "air line" between two of your cities. It will be WELL PATRONIZED, of course, but people are not going to adopt flying as a practical means of travel until it has been made quicker than the other facilities already in existence. We can now go at the rate of seventy or eighty miles an hour, but so can the railroad trains. IT'S WHEN WE GET THE RATE OF ONE HUNDRED AND FIFTY OR TWO HUNDRED MILES AN HOUR THAT THE FUN WILL BEGIN. IT WILL BE PERFECTLY POSSIBLE FOR PASSENGERS TO ENJOY SUCH SWIFT MOVEMENT, BECAUSE THEY WILL BE IN A TIGHT CHAMBER, LIKE A SUBMARINE BOAT, WHERE THEY WILL NOT FEEL THE WIND. Of course the quicker transition of the mails is another sure result.

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THE aviation of the future will make war impossible and revolutionize peace. I believe it will cause the end of war. Not only will airships mean that no fortifications can retain their secrets, but BATTLESHIPS WILL BE USELESS. An airship can fly high enough above such a ship to be entirely out of reach of her guns, and yet the people in the air can hurl down all sorts of deadly missiles that gain in their death dealing powers by the velocity they acquire in falling. The carnage would be terrible. I feel sure that CIVILIZED NATIONS WOULD RECOIL IN HORROR BEFORE SUCH POSSIBILITIES OF DEVASTATION and abstain from declarations of war. The peaceful possibilities are endless. I SEE NO REASON AT ALL WHY AIR ROUTES SHOULD NOT BE ESTABLISHED ACROSS THE OCEAN and from one side of a continent to another. We have only to develop two things, safety and speed. I understand that there is already a plan under foot for an "air line" between two of your cities. It will be WELL PATRONIZED, of course, but people are not going to adopt flying as a practical means of travel until it has been made quicker than the other facilities already in existence. We can now go at the rate of seventy or eighty miles an hour, but so can the railroad trains. IT'S WHEN WE GET THE RATE OF ONE HUNDRED AND FIFTY OR TWO HUNDRED MILES AN HOUR THAT THE FUN WILL BEGIN. IT WILL BE PERFECTLY POSSIBLE FOR PASSENGERS TO ENJOY SUCH SWIFT MOVEMENT, BECAUSE THEY WILL BE IN A TIGHT CHAMBER, LIKE A SUBMARINE BOAT, WHERE THEY WILL NOT FEEL THE WIND. Of course the quicker transition of the mails is another sure result.

For the Children Prince Olaf, Wild Boy of the Fens

Prince Olaf, who may some day be king of Norway, is a little, yellow haired boy that loves nothing so much as to play with his pony, Chris. Prince Olaf's father is Danish and his mother is English, and so the small boy is both Danish and English as well as Norwegian. Several months ago he went to England for a visit, and there he saw his cousins, the children of the British king, and they all had ponies. They all could ride well. This made Prince Olaf envious. He could not ride, and he did not have a pony to ride on, anyway. So when he reached home after his visit in England he begged his father and mother, the king and queen of Norway, to give him a pony. It was not long before the little horse was brought to the royal stables, and Prince Olaf named him Chris for no reason that any one knows except that Chris is a good name. The pony follows the little prince about like a dog.

THE GRAND