

CHAMBERRY PROMISES PROFIT TO GROWERS WHO ENTER INDUSTRY

Oregon and Washington Have Some Ideal Bogs Which Are Being Developed.

INITIAL COST IS LARGE

But Once the Vines Are Established Their Life is Almost Perpetual Under Proper Care.

By Fred Lockley.

What promises to be an important industry is being developed near the mouth of the Columbia river. Extensive work is being done in Oregon and Washington in developing the cranberry industry. While on a recent trip to Seaview, Wash., I visited the cranberry farms of H. H. Williams. Mr. Williams has not gone into the cranberry business as an experiment. He has devoted his entire life to the industry.

Williams was born in Plymouth county, said Mr. Williams, "about half way between Boston and Provincetown, at a little place called Wareham. You will know that we are old-timers in that section when I tell you that Roger Williams was the first of our family who settled there. Our family went into the cranberry business 90 years ago, when my grandfather planted a cranberry bog. I myself still own an interest in a bog, yielding good crops, that I have had since I helped plant as a boy, 30 years ago."

"Oregon and Washington have some ideal cranberry bogs. In the North Beach district there are probably 2000 acres of good cranberry land, and about 600 acres have already been planted. I have 80 acres of my own planted, and in all I have put out over 200 acres. I have put out 12 1/2 acres since last December, and expect to put out about 100 acres more this fall. When I first started here I bought 60 acres of a cranberry association, of which I am one of the members."

No Lazy Man's Job.

With Mr. Williams I walked all over his farm. The raising of cranberries is no lazy man's job. The trees and brush must first be slashed and removed, then the stumps must be pulled up and the land leveled. This is done with a Swedish hoe. When the turf has been removed, stumps found under the surface must also be removed. The land is then drained by a series of main canals and lateral ditches. It is then sanded to a depth of three or four inches, and is ready for the cranberry plant.

"I contracted for the clearing of most of my land at \$200 an acre," continued Mr. Williams. "The land is then ready for the vines. The smaller operators estimate the cost from \$350 to \$500 an acre to clear the land, and to plant the cranberries and do the sowing for the first two years. You will notice that I have a good sized force of men in my cranberries right now weeding them. It costs \$18 an acre to do the weeding for the first year. After the fourth year no weeding is required, as the cranberries have then formed a solid mat over the ground. This life of a cranberry bog is almost perpetual."

"A Problem of Draining. Our problem here is more one of draining than of flooding. In the east they flood the bogs, to drown the insects and to protect the cranberry plants from early spring and late fall frosts. They also flood the cranberry bogs after the pickers have gathered the crop for the purpose of cleaning the loose berries which have fallen off. The cranberries float, and the wind drives them in a red line along the edge of the field, where they can be readily scooped up."

"The object in putting the sand on is to keep the weeds down, and to warm the root of the cranberry so it will grow. The sand also serves to reflect the sun and ripen the berry, giving it the bright red color so desirable."

"I have planted eight varieties. The three varieties that I believe will do best here are the Black, the Centennial, and the Howe."

"Growers have been picking on these bogs from 100 to 250 barrels a year, but will be better to yield to count on is from 75 to 100 barrels. The cranberries sell at from \$5 to \$10 a barrel."

"The Cost of Sanding. Where a narrow gauge track and cars are employed to sand the tracts, the sand being carried in wheelbarrows from the sea, the cost of sanding is about \$150 an acre. Coming down with me to my canal and I will show you how I do the sanding."

In a narrow canal, whose banks were of sand, which was banks which was a Fairbanks-Morse engine, pipes and other apparatus. Mr. Williams, an agitator, said Mr. Williams, "an agitator to stir up the sand. The sand pump has a 6-inch pipe. This sucks up the sand and it is distributed in an eight-inch discharge pipe which carries the sand for a distance of 8000 feet. It raises the sand 30 feet and distributes from 300 to 500 cubic yards in an eight hour run. When I put on three inches of sand we can average an acre a day. In place of costing \$150, I can put the sand on at from \$24 an acre."

"The Howe yields its berries in September or October after the third year. The Centennial has a crop after the second year and begin to bear well after the third year. After the fourth year, when the vines have matted thoroughly, a take with knives which are run over the field, cutting up the vines and causing it to stand upright so the berries can be gathered. The vine cuttings are sold for from \$4 to \$4.50 a barrel. The berries are combed from the vines with long aluminum rakes. Sometimes they are hand-picked or picked with a scoop."

LIPTON BUYS HOUSEBOAT. Boston, Mass., June 27.—What was formerly a Floating United States Life saving station at South Boston and later at Wintonup has been purchased by Boston agents of Sir Thomas Lipton to house the crew of Shamrock IV when they are on their way to challenge for the America's cup. The craft is on the style of a houseboat without power. There will be ample room aboard for sleeping, cooking and lounging quarters for the Shamrock crew. The life saving boat is 70 feet long and about 30 feet wide.

CENTRAL OREGON HIGHWAY NECESSARY COMPLEMENT TO COLUMBIA HIGHWAY

This Thoroughfare Is Available All the Year Round as Way to and From California.

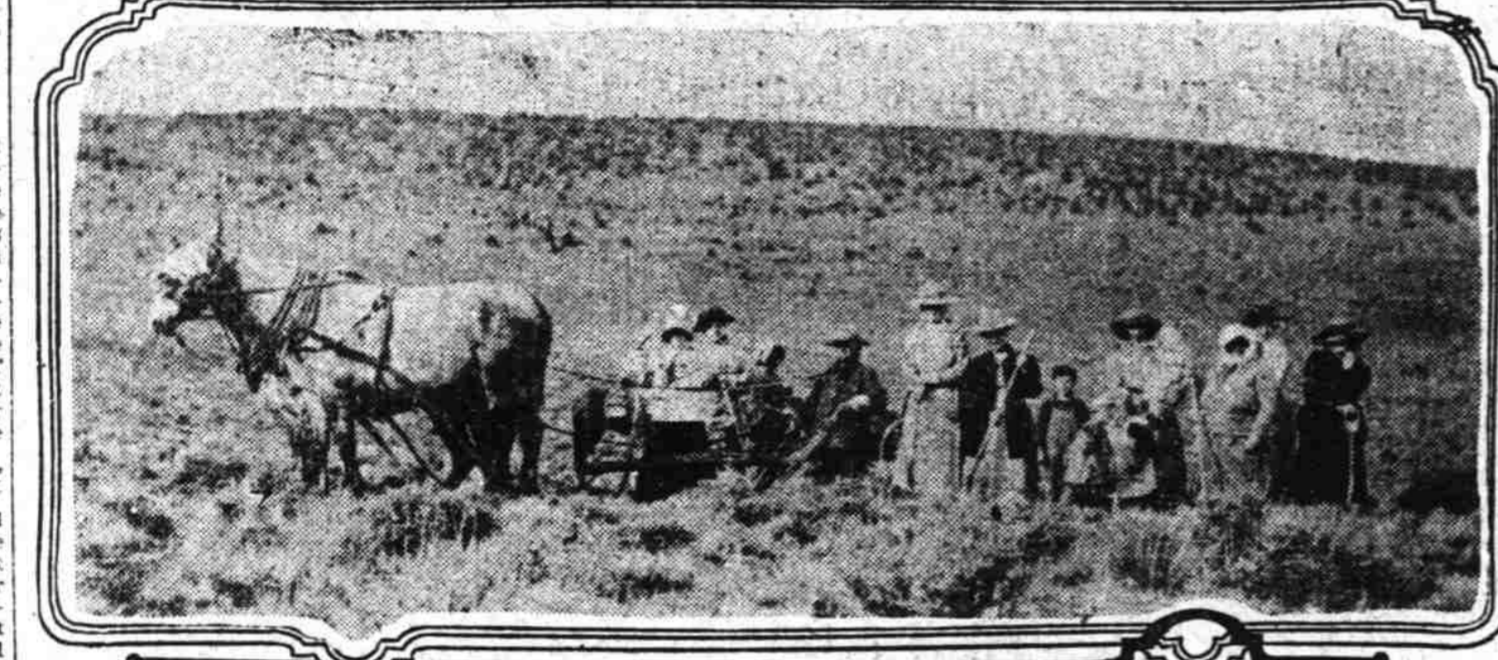
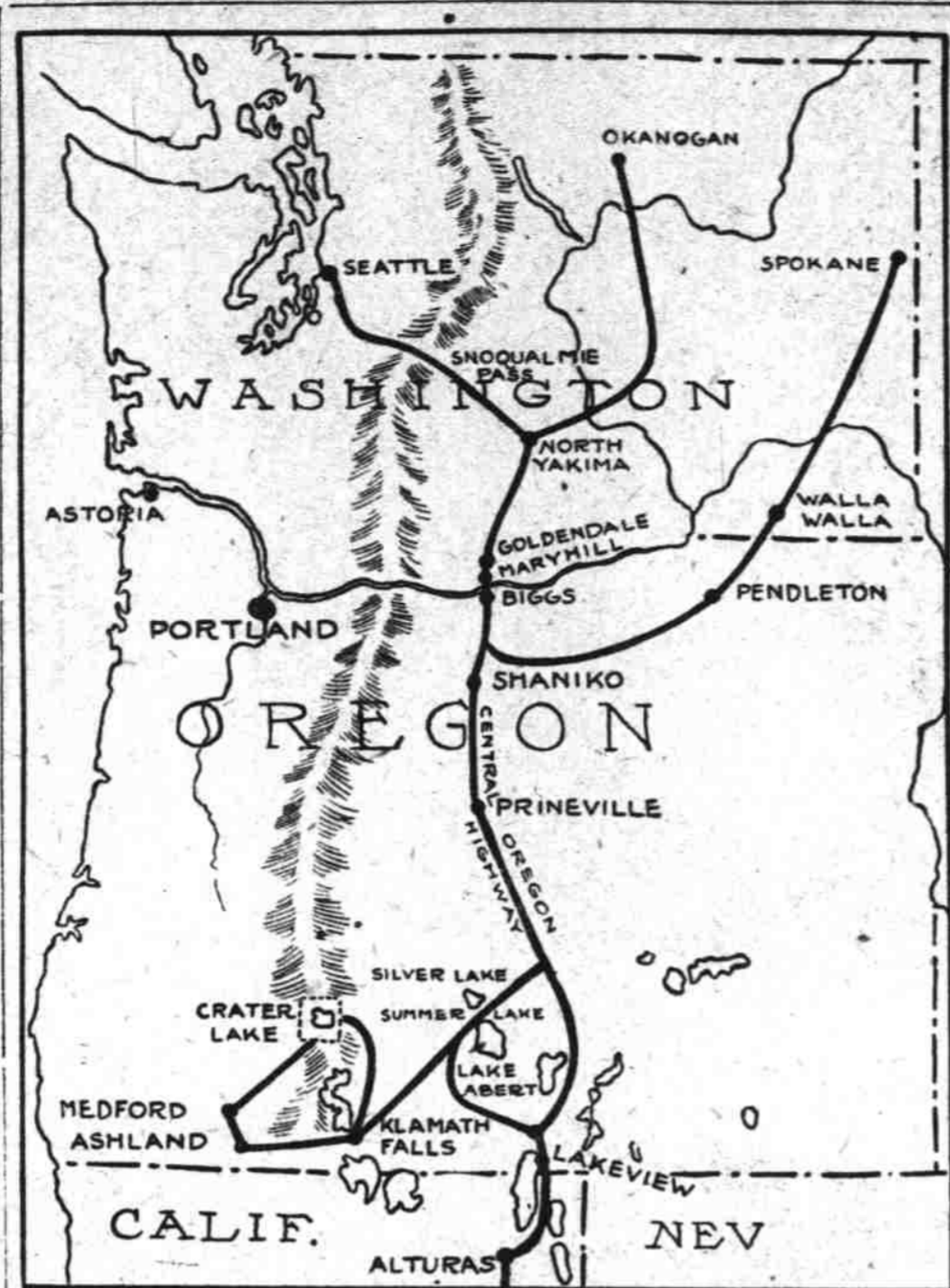
HILL ESCORTS PARTY OVER ENTIRE ROUTE

Good Roads Enthusiast Shows Guests Strenuous Motor Traveling.

THE Central Oregon highway is an important highway. It is next in importance to the Columbia highway, of which it is the complement. Each one is necessary to the other. When the state highway commission decided last winter to build the 10 mile section between Biggs and Wasco, it undertook a work of practical value that will serve a great number of people.

A highway through central Oregon is a feasible route to California. Owing to climatic conditions it can be traveled the year around and owing to topographic conditions it can be cheaply constructed. There are no heavy grades to cut or mountains to cross. Most of the way the character of the soil is such that a good dirt road can easily be maintained. Joining the Columbia highway at Biggs the Central Oregon highway with a short grade mounts the Columbia river plateau and runs along the divide between the John Day and Deschutes rivers, through the lowest pass in the mountain range between Oregon and California into the Sacramento valley.

The accompanying map indicates



Top—Map showing route of Central Oregon highway and connecting highways. Bottom—Women homesteaders of Crook county engaged in road improvement.

how the highway dovetails in with other highways forming a complete system.

In their desire to divert tourist travel from Portland and the Columbia highway the people of Seattle are anxiously waiting for the completion of the state highway over Snoqualmie pass. In order to go from British Columbia or Puget sound to California the tourist would be compelled to travel the Yakima and Kilkittat valleys and cross the Columbia river between Maryhill and Biggs.

The road from the Okanogan country, or from Spokane, Walla Walla, Pendleton, Baker or Idaho must ultimately come to a junction with the Central Oregon highway.

In southern Oregon the highway naturally ties in with the Crater Lake road and the Pacific highway, affording alternative outlet for tourists from the Rogue River and Klamath River valleys, bound either for Portland or California.

A Natural Highway. One familiar with the topography of the mountain ranges which in some sections obstruct travel in the winter season, can easily realize that the Central Oregon highway is a natural one and that it can be constructed and maintained at a small cost.

It is also a scenic highway, guarded on the west by snow capped sentinels and on the east by the rolling hills, between fields of wheat, across sage covered plains, through fertile valleys and past winding streams and blue lakes. The road is already a fairly good one, but in some places will require modifications with slight changes in route and reduction of grades. In the northern part of the county where it crosses a long stretch of unsettled plain it may be necessary to give state aid. The heaviest part of the work will consist of the grubbing out of the sagebrush and gathering up the loose rocks.

Samuel Hill took an automobile party over the highway recently. The party consisted of Dr. R. J. Hill, of Minneapolis, brother of Samuel Hill, County Judge Bernard Daly, of Lake County, State Highway Engineer H. L. Fowley, and a Journal representative. It was a hurried trip as those familiar with Samuel Hill's methods of travel can readily appreciate. They traveled by day and they traveled by night, snatching on an average four hours of sleep each night.

Leaving Maryhill about noon, the party crossed the Columbia river in a launch with eight men, whose camp was Spanish Hollow over the grade being made by the state for several miles. Inspecting the work which they pronounced to be good, the grading is being done in a permanent way and in no place does it much exceed five per cent. The sun beat down with intensity upon the party and after the party had gone a short distance Judge Daly, who is a man who when at home does most of his going about either in an automobile or on horseback, began to inquire how much farther it was to the top of the hill.

Finally he refused to walk any farther, so a train was flagged and they all rode into Wasco.

Biggs-Wasco Road Progress. The contractors on the Biggs-Wasco section of the highway have the grading over 90 per cent completed and expect to finish their contract August 4.

The advantage in beginning the highway at Biggs is that when the top of the hill is reached one is on the summit of the divide between the

John Day and the Deschutes canyons, where a road is easily maintained, as there is no crossing of the natural drainage as would be the case in proceeding in any other direction. This is an important consideration in road construction, as it is expensive fighting against nature.

It is estimated that the wheat yield of Sherman county this season will approximate three million bushels. It is also estimated that the saving in the cost of transporting the wheat to the river over a good road will amount to three cents per bushel. This means a total saving of \$90,000 to the farmers of the county, or three times the cost of the road in one year.

It seems strange to find a great deal of indifference to the highway in Sherman county. Only a few appear to realize that it will mean to them when the Cello canal is opened to navigation.

At Wasco Mr. Hill's party was joined by W. M. Barrett, the banker of the town, and his wife and son Golden. All left Wasco about 4 o'clock p. m. and drove between rolling acres of healthy wheat along the "hog back." Mount Hood and Mount Jefferson were always in sight, and sometimes glimpses of Mount Adams and Mount St. Helens were caught.

At Moro, County Judge Kruow was met. "That's a fine road the state is building for you," said Judge Daly when he was introduced to his colleague. "I have come 100 miles to see it."

"Yes," replied Judge Kruow indifferently, "but the county is building a good road to Miller's bridge." So on they went, passing through Anlier, and calmly announced "We would be out looking at it every day. We certainly would appreciate it."

It was the parting shot of the Lake county judge to the Sherman county judge. On arrival at Shaniko the sun was setting, painting the white cap of Jefferson a rich golden color with its dying rays. Judge Daly casually remarked that he felt just a little bit fatigued. Mr. Hill, however, did not seem to catch the significance of the remark, and calmly announced "We will go on to Prineville. It is only about 70 miles farther. We ought to get in by 11 o'clock at the latest."

So on they went, passing through Anlier, and calmly announced "We would be out looking at it every day. We certainly would appreciate it."

At Moro, County Judge Kruow was met. "That's a fine road the state is building for you," said Judge Daly when he was introduced to his colleague. "I have come 100 miles to see it."

On to Prineville. Just as serious doubt of being on the right road were raised, the lights of Prineville were seen in the distance as the crest of a hill was reached. The town seemed only a short distance away. About five miles, Dr. Hill estimated. But before they reached it he revised his estimate to 50 miles at least. When they finally reached Prineville the clock had struck 1.

Before going to bed a conference was held. Samuel Hill made a motion that they get up at 4 o'clock in the morning and drive to Millican's for breakfast. Without waiting for a second he declared the motion carried, and the party retired for a three hours' sleep.

Accordingly they were up at 4 o'clock. Unfortunately the Prineville garage does not maintain an all night service, and the cars were not ready. Mr. Barnett's needed some overhauling, and there was a wait for two or three hours until the garage was opened.

It was then decided to take breakfast at Prineville. Dr. Hill, Judge Daly and Engineer Bowly declared in unison that they did not mind getting up early, but that they did hate to get up and sit around four or five hours before proceeding on their way.

Mrs. Barnett, like all pioneer women, proved that she was a good traveler by making no complaint and taking things as they came.

Leaving Prineville at 8 o'clock, a start was made across what used to be called the desert, but the term is now a misnomer. At Millican's a brief stop was made to allow the engines to cool. The time was spent in an interesting visit with Mr. and Mrs. Millican. At Millican's the Burns-Bend road was taken for a few miles, and then a turn was made to the southward to Walker's well. The road from Prineville to this point was found in excellent shape due to recent work by some of Prineville's good roads enthusiasts and by the settlers around Millican's who had removed the loose rocks.

At Walker's well the party turned to the southwest in the direction of Christmas lake. At this point an alternative route is to continue southward to Lake Abert. This shortens

NEWS AND REVIEWS FROM UNIVERSITY AND COLLEGE

General Stiffening of Standards at University of Oregon Results in Further "Flunking" by Students; Happenings at Eastern Institutions.

University of Oregon.

The general stiffening up of standards, which resulted last semester in the ousting "flunking" of 21 students and the putting of eight more on probation, was continued this semester by the faculty of the University of Oregon. As is evidenced by figures compiled by Registrar A. K. Tiffany, 24 students have "flunked out" and will not be allowed to re-enter the university in the fall. That this number is not much larger is attributed by Mr. Tiffany to the fact that the rumor of what was coming spread among the students several months ago and the realization has been general that a sterner application to study was necessary this year than ever before.

The "fans" were particularly urgent in their demands upon the athletes that they should play safe in the matter of scholarship. The track team is the only athletic organization that has lost any considerable portion of its power to win victories. "The incidents are," says Mr. Tiffany, "that the faculty will continue to stiffen up the requirements. The additional energy that this puts into the work of the students more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

Reed College.

Professor William Conger Morgan will take charge of the department of chemistry at the University of Oregon summer school.

Professor Harry Beal Torry and Professor William Fielding Ogburn left last week for the east. They are visiting the University of Minnesota, the University of Wisconsin, Columbia university and other eastern institutions.

The annual tea and reception of the Association of Collegiate Alumnae to college women was given yesterday afternoon at Reed college. The hostesses were Mrs. Torrey, Miss Rossiter, Miss Rowland and Miss Reed.

Yale University.

The Yale alumni advisory board, at its meeting, discussed a report on the advisability of having moving pictures more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

The chairman was authorized to appoint a committee to study further the matter of moving picture films, and another committee to report on present conditions affecting the conduct of major and minor athletics at the university.

The commencement meeting of the Yale corporation, the corporation voted to comply with the request of the anonymous donors of the professorship, and the conferring of the degree of religion by calling it the Gilbert L. Stark professorship, after the late Gilbert L. Stark, '07, of Saginaw, Michigan.

The conferring of the degree of electrical engineer, for which there

Information for these columns is furnished by a committee of the Portland branch of the Association of Collegiate Alumnae.

NORWAY ALSO BARS MINE

Christiania, Norway, June 27.—The Norwegian parliament has followed the lead of Secretary of the Navy Daniels and adopted a resolution prohibiting the consumption of intoxicating liquors by officers of the Norwegian army and navy during their terms of service. The enlisted men were already enforced abstinence from their messes on the warships and in the garrisons are now to be made "dry."

On to Prineville. Just as serious doubt of being on the right road were raised, the lights of Prineville were seen in the distance as the crest of a hill was reached. The town seemed only a short distance away.

About five miles, Dr. Hill estimated. But before they reached it he revised his estimate to 50 miles at least. When they finally reached Prineville the clock had struck 1.

Before going to bed a conference was held. Samuel Hill made a motion that they get up at 4 o'clock in the morning and drive to Millican's for breakfast. Without waiting for a second he declared the motion carried, and the party retired for a three hours' sleep.

Accordingly they were up at 4 o'clock. Unfortunately the Prineville garage does not maintain an all night service, and the cars were not ready. Mr. Barnett's needed some overhauling, and there was a wait for two or three hours until the garage was opened.

It was then decided to take breakfast at Prineville. Dr. Hill, Judge Daly and Engineer Bowly declared in unison that they did not mind getting up early, but that they did hate to get up and sit around four or five hours before proceeding on their way.

Mrs. Barnett, like all pioneer women, proved that she was a good traveler by making no complaint and taking things as they came.

Leaving Prineville at 8 o'clock, a start was made across what used to be called the desert, but the term is now a misnomer. At Millican's a brief stop was made to allow the engines to cool. The time was spent in an interesting visit with Mr. and Mrs. Millican.

At Millican's the Burns-Bend road was taken for a few miles, and then a turn was made to the southward to Walker's well. The road from Prineville to this point was found in excellent shape due to recent work by some of Prineville's good roads enthusiasts and by the settlers around Millican's who had removed the loose rocks.

At Walker's well the party turned to the southwest in the direction of Christmas lake. At this point an alternative route is to continue southward to Lake Abert. This shortens

the distance to Lakeview for those who are in a hurry. State aid would be of assistance here in making a road which would not be a difficult thing to do, as all that would be necessary would be to grub out the sage brush and gather up the loose lava rocks.

Judge Daly is Poor Guide. When the party reached Lake county it was supposed that Judge Daly would know all about the roads, and he was elected pilot. He announced that he intended to guide by the way of Fort Rock to Silver Lake. Some man had told him to take the first right hand road. He took every right hand road and cow trail met, and as a result suddenly came up against a number of barbed wire fences. It was finally disclosed that the judge did not know much about the roads in the northern end of his county. He was deposed and summarily ejected from the pilot's seat. Relying on their own sense of direction the party finally reached Silver Lake, missing Fort Rock altogether.

According to the schedule, the party was to arrive at Silver Lake early in the afternoon, and after a brief stop proceed to Lakeview, 90 miles away. It was four hours behind the schedule when Silver Lake was reached. The party then decided to spend the night there, after reaching a compromise that they would start out at 4 o'clock the next morning.

While eating dinner Francis Crisman, the local boniface, got busy on the telephone and succeeded in drumming up a crowd for a good roads meeting, which was addressed by Samuel Hill and Judge Daly. The residents of the Silver Lake country were found to be very much impressed with the possibilities of the Central Oregon highway.

At 4 o'clock the next morning the journey to Lakeview was resumed. Up over the Silver Lake hill and through the Rich Summer Lake valley to Paisley on the Chewaucan river for breakfast.

Then through the Chewaucan valley between hill and marsh into Clover Flat and on to Crooked Creek valley, where Judge Daly wanted to show Engineer Bowly a piece of road work being done by the county.

When the party arrived at Lakeview at noon it was met by a number of the town's live ones and hurried to the Antler's club, where a substantial lunch awaited them.

After luncheon there was some speaking and outpouring of enthusiasm over the Central Oregon highway. Judge Daly made up for his earlier remark that he had enjoyed his trip, but that it was "sweet to hear the watchdogs bay deep mouthed welcome as he drew home."

He admitted that he had had a strenuous journey, as does every one who travels with "Sam" Hill.

(Next Sunday an account of the construction work on the Pacific highway in the Rogue River valley will be offered.)

NEWS AND REVIEWS FROM UNIVERSITY AND COLLEGE

General Stiffening of Standards at University of Oregon Results in Further "Flunking" by Students; Happenings at Eastern Institutions.

University of Oregon.

The general stiffening up of standards, which resulted last semester in the ousting "flunking" of 21 students and the putting of eight more on probation, was continued this semester by the faculty of the University of Oregon. As is evidenced by figures compiled by Registrar A. K. Tiffany, 24 students have "flunked out" and will not be allowed to re-enter the university in the fall. That this number is not much larger is attributed by Mr. Tiffany to the fact that the rumor of what was coming spread among the students several months ago and the realization has been general that a sterner application to study was necessary this year than ever before.

The "fans" were particularly urgent in their demands upon the athletes that they should play safe in the matter of scholarship. The track team is the only athletic organization that has lost any considerable portion of its power to win victories. "The incidents are," says Mr. Tiffany, "that the faculty will continue to stiffen up the requirements. The additional energy that this puts into the work of the students more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

Reed College.

Professor William Conger Morgan will take charge of the department of chemistry at the University of Oregon summer school.

Professor Harry Beal Torry and Professor William Fielding Ogburn left last week for the east. They are visiting the University of Minnesota, the University of Wisconsin, Columbia university and other eastern institutions.

The annual tea and reception of the Association of Collegiate Alumnae to college women was given yesterday afternoon at Reed college. The hostesses were Mrs. Torrey, Miss Rossiter, Miss Rowland and Miss Reed.

Yale University.

The Yale alumni advisory board, at its meeting, discussed a report on the advisability of having moving pictures more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

The chairman was authorized to appoint a committee to study further the matter of moving picture films, and another committee to report on present conditions affecting the conduct of major and minor athletics at the university.

The commencement meeting of the Yale corporation, the corporation voted to comply with the request of the anonymous donors of the professorship, and the conferring of the degree of religion by calling it the Gilbert L. Stark professorship, after the late Gilbert L. Stark, '07, of Saginaw, Michigan.

The conferring of the degree of electrical engineer, for which there

Information for these columns is furnished by a committee of the Portland branch of the Association of Collegiate Alumnae.

NORWAY ALSO BARS MINE

Christiania, Norway, June 27.—The Norwegian parliament has followed the lead of Secretary of the Navy Daniels and adopted a resolution prohibiting the consumption of intoxicating liquors by officers of the Norwegian army and navy during their terms of service. The enlisted men were already enforced abstinence from their messes on the warships and in the garrisons are now to be made "dry."

On to Prineville. Just as serious doubt of being on the right road were raised, the lights of Prineville were seen in the distance as the crest of a hill was reached. The town seemed only a short distance away.

About five miles, Dr. Hill estimated. But before they reached it he revised his estimate to 50 miles at least. When they finally reached Prineville the clock had struck 1.

Before going to bed a conference was held. Samuel Hill made a motion that they get up at 4 o'clock in the morning and drive to Millican's for breakfast. Without waiting for a second he declared the motion carried, and the party retired for a three hours' sleep.

Accordingly they were up at 4 o'clock. Unfortunately the Prineville garage does not maintain an all night service, and the cars were not ready. Mr. Barnett's needed some overhauling, and there was a wait for two or three hours until the garage was opened.

It was then decided to take breakfast at Prineville. Dr. Hill, Judge Daly and Engineer Bowly declared in unison that they did not mind getting up early, but that they did hate to get up and sit around four or five hours before proceeding on their way.

Mrs. Barnett, like all pioneer women, proved that she was a good traveler by making no complaint and taking things as they came.

Leaving Prineville at 8 o'clock, a start was made across what used to be called the desert, but the term is now a misnomer. At Millican's a brief stop was made to allow the engines to cool. The time was spent in an interesting visit with Mr. and Mrs. Millican.

At Millican's the Burns-Bend road was taken for a few miles, and then a turn was made to the southward to Walker's well. The road from Prineville to this point was found in excellent shape due to recent work by some of Prineville's good roads enthusiasts and by the settlers around Millican's who had removed the loose rocks.

At Walker's well the party turned to the southwest in the direction of Christmas lake. At this point an alternative route is to continue southward to Lake Abert. This shortens

the distance to Lakeview for those who are in a hurry. State aid would be of assistance here in making a road which would not be a difficult thing to do, as all that would be necessary would be to grub out the sage brush and gather up the loose lava rocks.

Judge Daly is Poor Guide. When the party reached Lake county it was supposed that Judge Daly would know all about the roads, and he was elected pilot. He announced that he intended to guide by the way of Fort Rock to Silver Lake. Some man had told him to take the first right hand road. He took every right hand road and cow trail met, and as a result suddenly came up against a number of barbed wire fences. It was finally disclosed that the judge did not know much about the roads in the northern end of his county. He was deposed and summarily ejected from the pilot's seat. Relying on their own sense of direction the party finally reached Silver Lake, missing Fort Rock altogether.

According to the schedule, the party was to arrive at Silver Lake early in the afternoon, and after a brief stop proceed to Lakeview, 90 miles away. It was four hours behind the schedule when Silver Lake was reached. The party then decided to spend the night there, after reaching a compromise that they would start out at 4 o'clock the next morning.

While eating dinner Francis Crisman, the local boniface, got busy on the telephone and succeeded in drumming up a crowd for a good roads meeting, which was addressed by Samuel Hill and Judge Daly. The residents of the Silver Lake country were found to be very much impressed with the possibilities of the Central Oregon highway.

At 4 o'clock the next morning the journey to Lakeview was resumed. Up over the Silver Lake hill and through the Rich Summer Lake valley to Paisley on the Chewaucan river for breakfast.

Then through the Chewaucan valley between hill and marsh into Clover Flat and on to Crooked Creek valley, where Judge Daly wanted to show Engineer Bowly a piece of road work being done by the county.

When the party arrived at Lakeview at noon it was met by a number of the town's live ones and hurried to the Antler's club, where a substantial lunch awaited them.

After luncheon there was some speaking and outpouring of enthusiasm over the Central Oregon highway. Judge Daly made up for his earlier remark that he had enjoyed his trip, but that it was "sweet to hear the watchdogs bay deep mouthed welcome as he drew home."

He admitted that he had had a strenuous journey, as does every one who travels with "Sam" Hill.

(Next Sunday an account of the construction work on the Pacific highway in the Rogue River valley will be offered.)

NEWS AND REVIEWS FROM UNIVERSITY AND COLLEGE

General Stiffening of Standards at University of Oregon Results in Further "Flunking" by Students; Happenings at Eastern Institutions.

University of Oregon.

The general stiffening up of standards, which resulted last semester in the ousting "flunking" of 21 students and the putting of eight more on probation, was continued this semester by the faculty of the University of Oregon. As is evidenced by figures compiled by Registrar A. K. Tiffany, 24 students have "flunked out" and will not be allowed to re-enter the university in the fall. That this number is not much larger is attributed by Mr. Tiffany to the fact that the rumor of what was coming spread among the students several months ago and the realization has been general that a sterner application to study was necessary this year than ever before.

The "fans" were particularly urgent in their demands upon the athletes that they should play safe in the matter of scholarship. The track team is the only athletic organization that has lost any considerable portion of its power to win victories. "The incidents are," says Mr. Tiffany, "that the faculty will continue to stiffen up the requirements. The additional energy that this puts into the work of the students more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

Reed College.

Professor William Conger Morgan will take charge of the department of chemistry at the University of Oregon summer school.

Professor Harry Beal Torry and Professor William Fielding Ogburn left last week for the east. They are visiting the University of Minnesota, the University of Wisconsin, Columbia university and other eastern institutions.

The annual tea and reception of the Association of Collegiate Alumnae to college women was given yesterday afternoon at Reed college. The hostesses were Mrs. Torrey, Miss Rossiter, Miss Rowland and Miss Reed.

Yale University.

The Yale alumni advisory board, at its meeting, discussed a report on the advisability of having moving pictures more than makes up for the unfortunate side, which is the denying of higher education to these few young men."

The chairman was authorized to appoint a committee to study further the matter of moving picture films, and another committee to report on present conditions affecting the conduct of major and minor athletics at the university.

The commencement meeting of the Yale corporation, the corporation voted to comply with the request of the anonymous donors of the professorship, and the conferring of the degree of religion by calling it the Gilbert L. Stark professorship, after the late Gilbert L. Stark, '07, of Saginaw, Michigan.

The conferring of the degree of electrical engineer, for which there

Information for these columns is furnished by a committee of the Portland branch of the Association of Collegiate Alumnae.

NORWAY ALSO BARS MINE

Christiania, Norway, June 27.—The Norwegian parliament has followed the lead of Secretary of the Navy Daniels and adopted a resolution prohibiting the consumption of intoxicating liquors by officers of the Norwegian army and navy during their terms of service. The enlisted men were already enforced abstinence from their messes on the warships and in the garrisons are now to be made "dry."

On to Prineville. Just as serious doubt of being on the right road were