

HALSEY ENTERPRISE
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Governor Patterson, in his address at Chicago last Saturday, said in part: "Consider the outstanding advantages Oregon has to offer the prospective settler. We have the finest timber in the nation. We have, in abundance, the water power which the industry of tomorrow will demand. Our mineral resources are practically untouched. Of eighteen million potential acres of farm land, less than five million are under intensive cultivation. We have a beautiful country, an exceptionally pleasant climate, and a land of unsurpassed fertility, with all the multiplied resources through which great commonwealths are built up. Opportunity still waits at the end of the Oregon Trail for those who feel the urge which has ever impelled the hardy, the resourceful, and the ambitious, to push on into the West."

In a recent issue of his syndicated column, "Today," Arthur Brisbane refutes George Bernard Shaw, the English socialist, when he says that accumulated money is the root of all evil.

Brisbane replied that it is accumulated money that has harnessed Niagara Falls, built the Panama Canal, and has placed automobile production on a quantity basis that has given the American people 24,000,000 inexpensive motor cars. Great accumulations of capital, like great accumulations of water going downhill, represent power. Eliminate accumulated capital and you would eliminate possibilities of higher civilization.

He says the people have brains enough to watch and control accumulated capital and take advantage of the benefits conferred by it, quoting these figures to prove that the country is prosperous: In May, corporations in which millions of employes are stockholders, declared dividends of \$847,900,405, and in June dividends will total \$500,000,000.

The first of June, the total number of persons employed by all Detroit motor car factories was 359,073, highest on record—real prosperity.

The community house question is kept alive by progressive citizens.

Legal action started at Salem to prevent collection of taxes on property of social fraternities will not receive support from the 51 fraternal organizations on this campus, representatives of the groups at Oregon State Agricultural college have decided. While the various student living groups feel, in common with other taxpayers, that their assessments may be unduly severe, there is no disposition to join in any move to obtain exemption. Reports from a neighboring campus that fraternities here would assist in the fight are entirely unfounded say student leaders.

With railroads and other interests exploiting the advantages of this state as a place for combined summer school study and outing, Oregon is becoming the mecca for the vacation students, according to Dean M. Ellwood Smith, director of the summer session at Oregon State Agricultural college. The Northern Pacific railroad this year purchased 400 specially printed posters of the summer session here containing the insignia of the railroad and has posted these along their entire system. The Great Northern obtained a large number of the regular posters and displayed them through the east and middle west. The posters show campus and outing scenes and set forth the advantages of the state as a place for summer study. The session opened June 18.

Father's Day, an event you cannot help but enjoy, when you are remembered by a card or little gift from those who but a few short years ago were toddling about the house or sitting on your knee listening to fairy tales.

After reading of the severe wind storms which have been visiting portions of the middle states recently we are reminded of how fortunate we are to be living in this wonderful and kind old state of Oregon.

With a gasoline tax of 8 cents a gallon or thereabouts, we don't think mileage would crawl up so fast on the old bus.

Hoover promises to do his part toward the farm relief bill if elected.

And it was unanimous at the convention.

Boys and Girls

Byron Louth, 9 years old, of Seattle, Wash., is declared to be the champion run-away, having left home exactly 137 times since he was four years old.

Alice Buckman, 16-year-old sophomore of Omaha, Neb., high school, is the only girl to make the boy's baseball team. She has played

TRANSPORTATION

By Thomas ARKLE CLARK, Dean of Men, University Illinois

REMEMBER when the first piano seat buggy came into our neighborhood. It was something classy, and the boy that had it was the envy of the community. It wasn't everyone who could afford a buggy, and we who had been contented to take our sweethearts to singing school and exhibitions and the Fourth of July celebration in a farm wagon were of the opinion that buggies would never become common. They cost too much in the first place, and then after you got one it required a good deal of care to keep it in shape, and a weather-proof shed to keep it in, but it wasn't five years until buggies were as common as motor cars are today. No respectable gait in my community was without a buggy of his own—and a buggy whip with a bright-colored ribbon on it.

The bicycle came along next, and at first, of course, only the affluent and the sportsmen could hope to possess one. If you "remember way back" you will recall that the first bicycles were way up in the air, and it was like falling out of the third story window to be thrown from one, but they lowered them presently. I paid one hundred and fifty dollars for my first one, and then they began to tumble in price, and everybody in town, from children in the first grade to the Baptist minister, who wore a silk tie as he rode about among his parishioners, bled a bicycle. Every tyro had made a "century," which meant he had ridden a hundred miles or more in a day, and which, broadly speaking, was equivalent at the present

ent day of making a hole in one or at least two.

When Billy Simpson brought the first "horseless carriage" to town, the college students used to cut classes and stand on the sidewalk in open-mouthed amazement to see him go by. Nothing in the way of transportation that we had seen could come within a thousand miles of it. Why, the pesky thing could go fifteen miles an hour, if it could go one. It was a good while before anyone else in town essayed to duplicate Billy's venture. The machine would never be very practical, we all prophesied, nor very common.

I saw in the city papers the day after Labor day that half a million cars passed along Michigan avenue during twenty-four hours, and at many points along thoroughfares five thousand cars passed every hour. Everyone now, from the office boy to the president, has his own car.

They have begun the manufacture of airplanes near the town where I used to live. "For the common trade," the advertisement says. Only the best materials will be used, the most expert workmen only will be employed, and the latest and most scientific models will be followed. Prices will be reasonable and quite within the reach of people of moderate means. It isn't a long time since I saw the first wonderful flight at our county fair, and I suppose before we can more than turn around we shall find every man with his own airplane. Well, the world moves.

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ed in eight games and stands the fourth in batting and fifth in fielding.

Catherine Feraud, 17 years old, who crossed swords with the best women fencers in California, won the championship in the contest held at Los Angeles recently.

Bettie Robinson, aged 13, of South Beach, Ind., won first prize of \$1,000 awarded by the National

Spelling Bee. Pauline Gray of Akron, Ohio, won second prize of \$500.

Mary Washburn is New York's star girl sprinter, and has also excelled at basketball, hurdle racing, base ball, swimming, hockey, and a few other sports.

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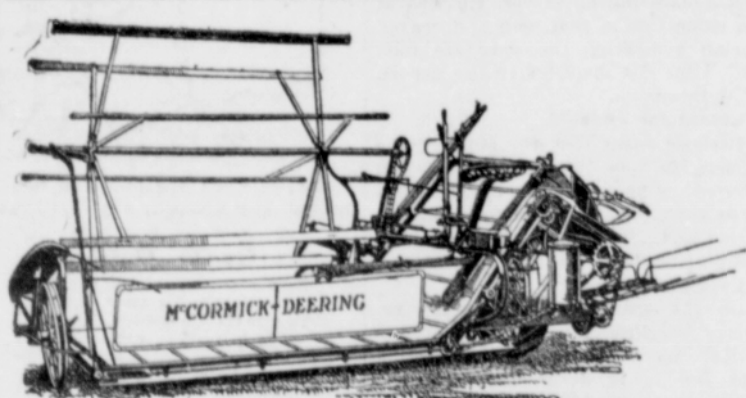
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