

BEAVERTON ENTERPRISE

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THE GLORIOUS FOURTH

We have come a long way since the nation celebrated its first birthday, and we've learned a lot of things. We have discovered that it is not wise to make war, but the part of wisdom to be prepared for it. We have found that nations, like individuals, are sure of trouble if they hunt for it, but apt to escape it by being ready to meet it if it comes. All of which is worth something to us as we come again to celebrate the birth of our country—its 154th birthday. This Glorious Fourth sees us farther from war than we have been at any time in history and with a greater hatred for war and the things that make war than we have ever had. The Fourth of July has come to mean more to us, since today it finds us meaning more among the nations of the world. Today they look to us for both precept and example. They honor us for our desire to maintain peace, and they are glad to join with us in seeking ways to make the happiness and prosperity and contentment of the whole world secure.

Fireworks and noise-making on the Fourth doesn't mean that we glory in warfare, or that we are boasting of our strength. It is just our way of celebrating an event that has had a lot to do with making the world both better and peaceful. We're happy because we are at peace with the world, and we want the world to know it. There's no chip on our shoulder; no hatred in our hearts; no ill-will toward other nations. We've grown from nothing to the world's greatest republic in 154 years—and what nation wouldn't be happy to celebrate such an achievement? The Fourth of July offers us an opportunity to unburden our happiness which is just another name for patriotism, and to work off a lot of excess enthusiasm. And this year, the same as for 154 years, we're doing it in the hope that some day the whole world will have occasion to rejoice with us over the fact that a nation can be peace-loving and patriotic at the same time.

DOES IT PAY

Scarcity of doctors in rural sections has commanded a great deal of attention from public men within the past few months. Numerous remedies to correct the evil have been proposed, and various reasons are assigned for the shortage. But none of them have hit the spot. The answer is simply—bad roads. Far distant communities that can be reached by hard-surfaced roads have no difficulty in securing medical attention. But the man away back at the end of a mud trail is the fellow whose family suffers most and oftenest. Nowadays a doctor can drive fifty miles on improved roads in less time than it takes to cover two miles of horrible mud road. As a result, the sick suffer and die. There's far more to good roads than their saving in

Secretary of State Hal Hoss Denies Issuing Rules Regulating Speed

Recent news stories purporting to quote Secretary of State Hal E. Hoss as having issued rulings affecting the state speed law of 35 miles an hour, have been emphatically denied by Hoss, who said in a recent statement: "Oregon's speed limits are fixed by the state legislature, and there has been no change from the 35 mile limit. Reports recently circulated would lead one to believe that I had encouraged fast travel on Oregon highways, but the story was unfounded. What I have in mind is a recommendation to the legislature next January that they fix a speed regulation in conformity to the National code being adopted uniformly throughout all the states, which has as its basic principle the substitution of 'recklessness' where speed in excess of the limitations is charged. This is strictly a matter for the state legislature and I am not usurping their prerogatives.

"And in the meantime, the Oregon speed laws are just as effective as they ever were, and I have advised the state traffic division that anyone caught speeding should be shown absolutely no consideration because he thought the limits had been raised."

time and money. There is the matter of human life. If we will look at it from that standpoint, instead of figuring on how much money we can save, maybe we'll do less kicking about the cost of roads and take a little more interest in getting every mile of highway in our territory improved.

OUR CHANGING TIMES

Straws still show which way the wind blows, and changing business conditions still serve to show how times have changed since our fathers were boys. We see where the J. B. Sickle Co., of St. Louis, the oldest saddle and harness makers in the United States, have gone out of business. Since away back in 1854 this concern was widely known throughout 15 western states. When St. Louis was the frontier of the west and all wagon trains started from there, this was the city's best known business concern. But with the advent in recent years of the tractor and truck and passenger auto the harness maker found it harder and harder to keep going. Many of them turned to upholstery. In most towns ready-made harness and saddlery came to be part of general merchandising, and the harness maker found a new competition undreamed of 25 or 30 years ago. There will always be a demand for harness and saddles, of course. But the harness shop, like the blacksmith shop, has seen its day and as a business both of them have just about passed into history.

By the time the average college boy of today succeeds in accumulating horsehide, the pigskin, the coonskin and finally the sheepskin, poor father hasn't much hide left either.

A news dispatch says Lithuania is exporting rags to the U. S. So that is where the tail ends we see hanging down from the new skirts come from.

If you have a hard time making ends meet, think of the poor little moth. She's always on the ragged edge.

King Alfonso of Spain has been made a member of the cigarmakers' union. You can't tell these days when a king may have to go to work.

Ice Cream has been shipped successfully by parcel post. It should be marked "Not delivered in five days, never mind."

Gasoline costs 80¢ a gallon in Africa. We bet the sheiks there never take a dusky belle riding unless they mean to propose.

We might improve conditions by putting the brain under the hood of the car and the motor in the driver's head.

Summer School Opens At Lincoln High School

A real international flare, in addition to the broadening influence of educators drawn from every part of the United States, will mark the University of Oregon Summer sessions which open at the Lincoln High School in Portland and on the campus at Eugene Monday, June 23, it is announced by Alfred Powers, director.

Teaching classes at the sessions, and available for lectures and special addresses will be Kiang Kang-Hu, newly appointed professor of Chinese Studies, McGill University, and Moises Saenz, assistant secretary of education, Republic of Mexico. Professor Kiang Kang-Hu will offer an interesting course in Oriental art, which will give the students a background of the culture of the orient as well as definite ideas on art, while Senor Saenz will be on the staff for education.

Professor Kiang Kang-Hu, who is noted as an author of books in both English and Chinese, is holder of high Chinese degrees through competitive examinations and has been a professor at Peking Imperial University and Nanking Government University, as well as having done considerable teaching in this country. Senor Saenz, who was educated both in the United States and Mexico, is known for research work in schools of Mexico and for his writings, and has had a long and varied career in school administration and other educational work in his country.

Additional interest is attached to the summer session this year since two unique ventures, a summer cruise to Hawaii for 100 students and their faculty members, and a post session trip to Alaska are also on the schedule. The Hawaiian-bound students will pass through Portland Monday night for Vancouver where they will take ship. After six weeks in Honolulu they will return about August 15. The Alaskan cruise, which proved so successful last year, will take place in August.

Nationally known educators who will be with the university for the sessions here and in Portland include Dr. Alexander Goldenweiser, famous anthropologist of Washington, D. C.; Dr. David Snedden, professor of education, Columbia University; William Morris Davis, authority on geography from Harvard University; Charles G. Vannest, professor of history and education, Harris Teachers' College; Dr. Grace M. Fernald, University of California at Los Angeles, and a number of others. Leading professors of the University of Oregon have also been retained for many of the courses.

Of special interest in Portland will be the Platoon Demonstration School, to be maintained at Shattuck School, a short distance from Lincoln High School, where the regular session will be held. Grades from the fourth to the eighth will be maintained, and teachers be given an opportunity to watch the work under the direction of experts.

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DAIRYMEN NEED SUMMER PASTURE

When summer warms up and rains cease most dairymen in Oregon, except in specially favored sections, see their pastures dry up and their cream checks begin to shrink. At such times no amount of winter rainfall is of any use in relieving the pressing feed problem.

If something could be done to provide from four to six months green pasture during the hot summer and early fall the average dairyman would see the world through rose colored glasses for sure.

The Oregon Experiment station believes that such pasture can be supplied in most dairy regions through the plan of establishing irrigated Ladino clover pastures and has just issued a bulletin on the results obtained with such a pasture at Corvallis. Unlike many crops, this one that seems to be suitable either east or west of the mountains, in fact about anywhere that irrigation water can be obtained for it.

The pasture at the college was established in 1927 on 11 1/4 acres of heavy land that had not been cropped for several years. For the two years following the pasture carried an average of from 34 to 42 cows by rotating the herd over three divisions of the field. Last year it was pastured almost continuously from May 9 to October 17 and carried an average of 37 cows per acre.

Experiment station men figured all costs carefully and the exact amount of feed obtained expressed in terms of equivalent alfalfa hay and corn silage. They found that the amount of feed eaten per day by each cow would have cost about 12 cents if supplied as hay and silage, while as pasture it cost less than 5 cents.

Dairymen find that the Ladino clover is ideal for milk production as well as to keep up body weight and general good health of the cows.

The new bulletin is called "Irrigated Pastures for Dairy Cattle," by L. R. Jones and P. M. Brandt, and is now ready for free distribution.

LOOKING FORWARD

Among other things forced upon the attention of thoughtful Americans lately has been the trend from the country to the suburbs and from the down-town city districts to those same suburbs. Suburban America is growing at a tremendous rate, spreading out from our cities far into the country, expanding the towns nearby, reclaiming the decaying villages, searching out and remaking the abandoned farms, and filling whole valleys with modern country homes. Not much vision is required in fact, to see that at the present rate nearly all of this country will be one great Suburbia before the turn of the century. Even the large western farms will be fenced by broad motor highways, thickly dotted by modern country houses.

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CHEVROLET'S New Service Policy wins nationwide approval

On January 1st of this year, the Chevrolet Motor Company announced a new service policy—the most liberal ever offered in connection with a low-priced automobile. Immediately it was greeted with enthusiasm by Chevrolet buyers everywhere—because its many unusual features materially add to the economy and lasting satisfaction of Chevrolet ownership. Briefly, it provides—

- for free inspection and adjustment at the 500-mile mark, and free inspections every 1000 miles thereafter.
- for free replacement of any

material—including both parts and labor—that may prove defective, within the terms of the standard warranty.—that this replacement will be carried out by any Chevrolet dealer in the United States—regardless of where the owner may have traveled during the warranty period. Backing this policy is one of the largest service organizations in the automotive industry—consisting of over 10,000 authorized Chevrolet dealer service stations in the United States alone. Come in! Learn all the other reasons why it's wise to choose a Chevrolet Six!

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