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THE REVIEW

Devoted to the Interests of McMinnville College in Particu-
lar and Higher Education in General.

NOVEMBER, 1897.

VOLUME III.

NUMBER 2.

McMINNVILLE, OREGON.

Published Monthly during
the School Year - - -

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Published Monthly during the School Year at

McMINNVILLE COLLEGE, McMinnville, OREGON,
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ASSOCIATE EDITORS.

Edith Mitchell, Philergian society; A. L. Black, Y. M. C. A.; H. M. Ramsey, Athletics; Belle Grover, Y. W. C. A.; Nellie Latourette, Missionary Society.

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VOLUME III.

NOVEMBER, 1897.

NUMBER 2.

EDITORIAL NOTES.

"Humanity is constitutionally lazy," wrote Dr. J. G. Holland in his essay on "Indolence and Industry." "I have yet to see the first child take naturally to steady work, or the first young man look forward with no desire to an age of ease. There are multitudes of men who love work, but they have learned to love it, and have learned that they are made truly happier by it."

Perhaps we all know, better than we wish we did, that the first assertion is true. Perhaps we are conscious of a seemingly innate tendency to idleness. Perhaps we love ease better than activity; vacation than work-time; recreation than application. Perhaps we are often oppressed by the consciousness that we labor by constraint and necessity rather than by willingness and desire. If it be so, what then?

If laziness is constitutional, and we possess inherent or other tendencies to idleness, these must be in some way overcome if our lives are to be either happy or successful; for idleness is incompatible alike with true happiness and true success. Goodness is essential to true happiness, and goodness and idleness hate each other. No idler can be good. The habit-

ually lazy man is a bad man. He who will not engage himself in activities enlisting his powers simply gives the devil a grip on his life of which his satanic majesty is quick to take advantage. "Constant occupation prevents temptation." "Idleness is the mother of vice."

And he who would succeed must work. Accomplishment, attainment do not come to us free. Labor is the price which God has ordained to be paid for all things good. "All values have their basis in cost, and labor is the first cost of everything on which we set a price." We are not to happen upon riches, or knowledge, or moral character. The true ends of life are only to be reached by those who strive. Were it not so, success would not be appreciated even when attained. We prize the things which cost; and in proportion as they cost. Perhaps God made us lazy for a purpose. If labor were pleasure pure and simple, we would pay no price and would prize no purchase.

Another thing is to be said—God has endowed us all with a certain stock of vitality. We have life whether we will or not. We possess the capacity for doing. This capacity will manifest itself in some way. Energy will exert itself. Great vitality makes great saints or great sinners according to the channels of its expenditure. This consideration makes plain the relation of idleness to moral character. To quote again from the same author: "There is really nothing left to an idle man who possesses any considerable degree of vital power, but sin. A man who has nothing to do is the devil's play-fellow. He has no choice in the matter. He can find no sympathy anywhere else. Good men find nothing in him congenial. Industrious men have no time to devote to him, and would have no sympathy with him if they had. All the decent world is in league against an idle man."

The secret of the attainment of character and of success, then, lies in the proper expenditure of the vital energy which God has given us as our stock in trade. This means the formation of right habits of activity. It means the directing of the streams of the life in proper channels. It means, if we will

believe it, in the last and truest analysis, the placing of our life's energy in the hands of Him, for guidance in its expenditure, who has so richly endowed us with capacities.

The application of the principles here dwelt upon to college life and to college men and women is not far to seek. The one supreme opportunity which comes to any life for the formation of right habits of thought and action is the opportunity offered in these years of preparation. Indeed, this is the true purpose of such institutions as that whose privileges we enjoy. The function of the college is to develop power and to foster habits of its proper expenditure. The formation of right habits of study, of thought, of conduct—this is the end, which if a student miss, he forfeits all. The key word is "work." If you cannot get into the grip of that idea you are lost so far as your success in school life is concerned. All that has been said of the idler in other capacities applies with added emphasis to the idler in school. Some never get away from the idea that the etymology of the word "school" is indicative of the character of the present-day institution known by that name. "Schola" may have meant "leisure" to the Romans; it even may have come to mean "idleness" to them; but most unhappy is the student who supposes that school life today means leisure or idleness. The reverse is true. The watchword here is "work." There is little danger of working too hard. Let the energy we possess be faithfully and rightly expended and the issue is not uncertain.

B.

Will pastors of our churches in Oregon permit a personal word? If this comes to your notice, will you not consider yourself authorized to act as agent for THE REVIEW in your own church? As pastor you are familiar with the plans and purposes of a large number of young people in your church and congregation. If you know young people who expect to spend sometime away at school, would you kindly send the names of such young people to the managing editor? He will place their names on THE REVIEW mailing list and they will receive the paper this year. It will be the means of interesting them in McMinnville college and of bringing students to us next year if not before. Please do this.

B.

In harmony with the above, it may be well to say that the college depends, in very great degree, upon the interested co-operation of the pastors of our churches for its success. May it not be that the pastors will come soon to feel that they are the college's agents in their respective churches? That would mean something of extra labor, perhaps, where pastors are already overloaded with work. Still, the college so much needs you. Will you not be the college's representative on your field, speaking a word for the school in public and private as opportunity is afforded, directing the attention of your young people to our work, handling our catalogues and literature, and fostering interest in our educational work as you may be able? It will mean very much for the school if you will do so.

B.

A company of soldiers went out into a field to drill. The captain gave an order, which was carelessly obeyed. The men in the maneuver did not appear very well. The lieutenant addressed the captain to tell him why the men did not drill well. Then the sergeant broke in on the conversation, not to confess his own faults or disobedience, but to tell the wrong actions of the lieutenant. After that first one man and then another chimed in expressing his idea as to what the movement ought to be. The poor captain knew what the trouble was and did his best to bring about a state of strict discipline. The law did not give him power over the men to punish them. He knew the enemy would come soon. Already the advance notes of challenge could be heard. "See," said he to the veteran inspector, "I must either meet the enemy with a half-drilled, undisciplined company and suffer defeat or else disband the company, and bear the disgrace of disloyalty to my country and want of patriotism. Our land would then be overrun by the unopposed bands of the enemy." "My advice, captain, is that you formulate a code of laws enforcing by fine obedience, silence in the ranks when under arms, faithful discharge of duty, promptness and regularity in all the affairs of the company, and that you have no one to be a soldier who will not sign the code. Patriotism and enthusiasm will come with efficiency in maneuver and the development of power through drill and discipline." Great bodies of men, strong powers of mind can only do their best under condensed government.

A STUDY IN TRANSPORTATION.

BURT B. BARKER.

This work is taken up as a study for two reasons. First, In order that it might create an interest in this great branch of economics. Second, In order that it might prove a stimulus to that line of work most neglected in our smaller western schools; namely, investigation.

Altogether too few of us stop to think of the importance of transportation, of the part which it now plays in our national existence, and is destined to play in the future study of economics.

Let us look at ourselves for a moment. What countries have representatives on our person? There is the wool and cotton of our clothes from Spain and Brazil, the silk of our lace from France, the rubber of our overshoes from Ecuador, the leather of our shoes from Argentine Republic, the gold of our watch from Australia, the silver of our chain from Peru, the iron of our knife from England, the fur of our cape from Siberia, the dye-stuffs of our garments from Porto Rico, the linen of our handkerchief from Ireland.

But more. Look over your dinner table and see what you can find. There is the coffee from Jamaica, the tea from Japan, and the chocolate from Ecuador, all sweetened with sugar from Cuba. There is your rice from Madagascar, seasoned with salt from Persia. The raisins of your pudding are from Germany, the flavoring from Venezuela, while the cocoanut covering is from Bolivia. There, too, are your spices from the East Indies, your pepper from Western Africa, and your olive oil from Portugal, and your olives from China, to say nothing of the Damascus steel of your knives and the many Oriental countries represented by your many styles of tableware.

Yet again. Enter your parlor. There stands the piano, here an old bronze Pompeian urn found in some curiosity-shop; the carpet is Brussels, while in front of the table lies a Turkish rug. Standing in the corner is your alpine-stock, a souvenir of your journey up the Alps. On the wall hangs a painting which you proudly inform one is the work of an Italian artist:

near it suspended by a ribbon is a shell which you tell me is from the South Sea Islands.

All of this means—what? It simply means that we have the products of more countries than we know the capitals of ministering every day to our wants. And how do we come by these products?—By transportation. Do we know that in 1890 (according to the eleventh census report of Transportation, Part I.) the total value of property employed in transportation in the United States was \$8,555,840,244.76?

Do we realize what this means? It means that the total value of property employed in transportation in the United States is about $\frac{1}{8}$ of the total value of all our tangible property. It means that it is equal to $3\frac{1}{2}$ times the value of all our live-stock, farm implements, and machinery; seven times the amount of gold and silver coin and bullion; and is about 1.5 of all the real estate and improvements thereon.

It means that it is more than the total value of all the real and personal property in the United States in 1850, and is more than $\frac{1}{2}$ of the same at the opening of the Civil War.

It means that the total value of property employed in transportation in the United States in 1890 was equal to fifteen times the value of all the real and personal property in the state of Oregon; was more than the total value of real and personal property in the entire Western or Southern Central or South Atlantic divisions of states; was equal to the total value of real and personal property of the richest state in the Union—New York.

It means that it had an estimated value equal to \$14 per head for every man, woman, and child within our borders.

Do we farther know that the gross earnings in transportation was \$1,232,205,987.73? What does such a sum mean? It means that the gross earnings to our various transportation companies during this year was a sum of money equal to all the gold and silver coin and bullion together in our country; a sum sufficient to purchase (at estimated value of real and personal property) the state of Maryland, or Nebraska, or Kentucky, or Colorado, or the states of Oregon, Idaho, Nevada, Arizona, and Wyoming combined.

Do we know that there were 2,538,371,641 people carried, which is equivalent to moving the population of the United

States, as it was then, about forty times? Do we know that there were 814,442,327 tons or 1,628,884,654,000 pounds of freight moved, employing 981,265 persons or as large an army of men as is estimated to have been enlisted in our Civil War?

Thus we see the important part which this branch of industry is playing in our economic life. We know that without it, and the perfection to which it has come, we would still be wearing the "home-spun" of our grandfathers and living on the fruits and grains of our own fields.

It would probably be well to give, at this point, a brief sketch of the steps through which we have passed in coming to our present condition in transportation.

Man, in his early efforts to transport, took advantage of nature's own traffic courses—her waterways. Upon these the Indian first launched his canoe, made his way to new fishing and hunting grounds, or led his expeditions of peace or war. "The French found them easy paths for their invasions, and the Iroquois and the colonists used them in excursions. In the Revolution, their shores were stained with the blood of conflict. In the war of 1812, the border waters were fought over more than once." (Roberts' "New York," Vol. 2, p. 524 American Commonwealths' Series).

Such has been the part our waterways have played. But the Indian, thrown on his own resources, used in the first place the burden-strap. This was passed around the forehead and beneath the load which rested upon the back. For articles too small to be thus carried, baskets came to be made, which were also carried by means of the head-strap. With their burdens secured in this way the Indians were able to move from place to place. To overcome the snows of winter, snowshoes are found to have been made whereby the snow from a hindrance to became a means of facilitating travel. Among some of the tribes dogs came into service, and with them sleds as a mode of transportation.

With the introduction of the horse by Europeans, we find a big step forward is made. First the pack is introduced, and later a method of hauling called "travail." This was simply fastening a long pole to each side of a horse, allowing them to drag behind. Boughs were fastened to these forming a plat-

form on which the burden was placed and then bound securely. Among the Indians little advancement was ever made beyond this.

With the whites, we find two lines being developed simultaneously—one on land, the other on water. On the land at first the settlers must needs be contented with the Indian trail and his "travail." But soon there came the use of the cart and with it the widening of the trail. The trees were merely cut off close to the ground, allowing the wheels to pass over or around them. Following this each man took it on himself to maintain his own part of the road. This led to the grubbing and widening of it. Later a tax was levied for maintaining the common roads.

Up to this time fords had been the only means of crossing streams and consequently it was often necessary to travel a number of miles in order to reach a place where one could be effected. But with the levying of the tax we see ferries being built and the roads consequently straightened. But on account of the meagerness of the tax, it was often impossible to improve the roads in the worst places, so investment companies were organized and given the right to build turnpikes and charge a toll. In places where the roads were hard to work this plan was followed almost exclusively. With the advent of these turnpikes bridges replace the ferries.

Along with this development of the roads we find another line of advancement in the means of transportation by water. Naturally the early settlers took up their first homes along the great waterways. After the canoe and small boat, we find large rafts being builded and produce being in this way taken to the markets. Later these came to be provided with covers as a protection against the weather, and as a result we finally see the ark. All this was good for easy passage only one way, and it was the effort to get around this that led to the use of the sail.

On account of the great use to which waterways were put it is found that early attempts were made to clear them of their obstructions. This took the form of dredging bars and widening channels. But there were always some places, such as rapids and falls which could not be passed. So from endeavoring to get rid of the obstacles came the efforts to go around

them, giving rise to the building of canals. "The valleys cut by nature suggested to all acute observers how the gaps might be supplied with canals to take the place of the 'carriers' familiar to the Indians and boatmen." (Roberts, "New York," Vol. 2, p. 524). Cadwallier Colden, when surveyor general, glancing at the Mississippi, saw in 1724 "opened to view such a scene of inland navigation as cannot be paralleled in any other part of the world." In 1776 Captain Joseph Carver explored the country to Green Bay, and thence to the Mississippi, and suggested that the Northwest might be connected with the sea "by canals or shorter cuts and communication opened by water to New York, Canada, etc., by way of the lakes." Governor Sir Henry Moore suggested portage by canals on the Mohawk river, when, August 17, 1768, he went up this river for that purpose. Again in 1784 Christopher Colles submitted plans to the State Legislature for constructing a canal around the falls in the same river. (Ibid).

"The first canal built in the United States, according to some accounts, was a short line in Orange County, New York, in 1750, for the purpose of transporting stone. Probably the first charter under which active operations were prosecuted was granted by an act incorporating the "James River Company," passed by the Legislature of Virginia on January 5, 1785. This company constructed a canal around the James River falls, a distance of about seven miles." (J. L. Ringwalt, "Transportation System in the United States," p. 41).

The boats used on these were flat-bottomed, forty to fifty feet in length, steered with a large swinging oar and carrying a movable mast in the center with a square sail and top-sail. With a fair wind these boats would go from five to seven miles an hour against the stream. In absence of wind they were pushed by four men on either side with long poles, which were placed either in the water or against the bank. By such means it was possible to go from fifteen to twenty miles a day against the current. (See Ringwalt or Roberts, Vol. 2, p. 526-7).

In 1791 began the experiments with steam navigation by John Stevens. In 1796 John Fitch built a steamboat, but met with little success. The following year Mr. Livingstone secured an exclusive right to the use of the Hudson river

within the state on condition that he build a boat within a year which could secure a speed of three miles an hour. He failed in this, but later found an ally in Robert Fulton, who in 1827 succeeded in building a boat, "Clermont," which attained the marvelous speed of five miles an hour. (Ibid, p. 529).

With the success of steam assured as a means of water transportation, the interest in canals and means of opening up the great West was quickened. Governor De Witt Clinton, Gouvenir Morris, Albert Gallatin, and others saw the future of the West if once an opening could be made into the interior which would assure water communication with the East. About this time the cry of "internal improvement" was coming to the ears of the public. As a result many states rushed into road and canal building, their investments in many instances reaching into the millions of dollars.

Doubtless the greatest enterprise which resulted from this, and which in turn added new interest to such endeavors, was the building of the Erie canal in New York. It shall be our purpose to take up this subject in the next study.

WEDDING BELLS.

Wednesday night, October 6th, Mr. Joseph Kirk and Miss Maud Grover were united in the holy bonds of matrimony at the home of the bride's parents in the college building.

No matter with what secrecy such an affair is arranged, the who, where, and when are usually known to some prior to the appointed time. So it is not to be wondered at that on the memorable night in question a body of between thirty and forty people was seen moving quietly across the lawn into the brooding shadow of the college mother oak.

A sound as of the southing of the wind in the oak boughs that swelled and swelled into a song broke on the stillness of the night. The stars peered down in silent awe. The college door swung noiselessly open then, as though afraid of marring the melody, drew back and stood enraptured.

Hardly had the last strains died away over the campus when a young man stepped from out the shadow and said: "Ladies and gentlemen, won't you come in?"

Well, that was irresistible. Led by two professors with one to guard the rear lest the courage of some of the young

men should fail and they should flee we filed into the room. Soon nuts, cake, fruit, and candy became plenteous.

The entire company was startled on hearing the bride's father say a little later that none might leave till they had each delivered an address. Professors Barker and Northup manfully did their part but the others escaped by shaking hands with the bridal couple and wishing them a life of length and happiness.

VISIT OF THE STATE CONVENTION.

Friday, October 22, the Oregon Baptist State Convention, which met in McMinnville on the 19th, attended the assembly services at the college in a body. It afforded the students and faculty much pleasure to look into the faces of their friends and to hear the addresses from many of them.

President H. L. Boardman introduced the speakers.

Rev. J. C. Richardson, of Eugene, one of the pioneer ministers of the Coast, read Psalm 19, gave a series of short, apt comments and led the assembly prayer.

Dr. James Sunderland followed. He said that while there seemed sometimes something rough about a college yell yet he liked it. It reminded him of old days; when he was in college. Then he spoke of the college's contribution to the missionary ranks—Misses Skinner and Walton. He said that Christian education is a part of our missionary and denominational life. The educational situation in Western Washington was spoken of with much pathos yet supreme confidence in the attainment of ultimate good. President T. G. Brownson, of California College, was referred to in loving words, saying that instead of going where the burdens were lighter he had gone where they are very heavy.

Rev. H. B. Turner, of Portland, called attention to three points and a climax—first, It is worth while to know the meaning of success; second, It is well to live a noble life; third, It is well to be of good courage; the climax, "Keep a straight upper lip, if you die hard." All were well illustrated but the climax.

Senator Carter, of Benton County, spoke of the difference in educational facilities of his boyhood days and the present; of the hardships endured by the early pioneers; how it was necessary to live on game, not having any salt, and almost without flour for an entire winter. He concluded by saying "Success depends upon yourself." This he illustrated by referring to the good choice he made when he selected a wife. Mrs. Carter was present.

Mrs. Virginia Watson, of Portland, spoke briefly of character and character building. That the only true foundation

on which to build is Christ. She endeared herself still more to the hearts of the students by telling them she learned her A, B, C's in McMinnville college.

Miss Katherine Glen, professor of music in the college, sang sweetly a contralto solo entitled "Cradle-Song," by Kate Vannah.

Rev. C. A. Woody, editor of the Pacific Baptist, told us that the finished product of colleges must justify the expenditure. He said he often fixed his eye upon the road when out walking in hopes of finding a gem, and so when in a classroom he constantly sought to pick out the gems. The finished product is a cultured mind—that means an alert mind, a sincere mind. Upon the students depends the place that will be occupied by the college among its constituents. Lastly he laid great emphasis upon solidity of thinking as the great end of college training.

Rev. C. P. Bailey said he was a student in this institution thirty-five years ago, in the days when Dr. Geo. C. Chandler was president. He told how he had been a bad boy and how the professor had laid his hand on his shoulder and in kindest tones told him to be honest, to do good to remember when a man, to imitate Jesus, to never become discouraged but always look to God and he will help you. He said he had half-a-dozen girls. He thought he would be sending them down here soon.

Miss Mattie Walton, returned missionary from Japan, and Rev. D. C. Williams, of Shedd's, both alumni of the college, spoke briefly.

President H. L. Boardman spoke a few words expressing the appreciation by students and faculty of the visit of the convention. Singing a hymn closed this most enjoyable service.

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for Me."

O mare aeva si forme
Forme ure tonitru
Iambic cum as amandum
Olet hymen promptu.
Mihi is vetas an ne se
As humano erebi.
Olet me cum mare to te
Or eta peca pi.

Alas plano more meretrix
Mi ardor vel uno.
Inferiam ure art is base,
Tolerat me urebo.
Ah me vi ara scilicet!
Vi laudu vimen thus
Hiatu as arandum sex
Illuc Ionicus.

Heu sed, heu vixen imago
Mi missis mare sta!
O cantu redit in mihi
Hibernas arida!
A veri vafer herisi
Mihi resolves indu
Totius olet hymen cum
Accepta a tonitru!
—Selected.

PHILERGIAN NOTES.

They say old Philergian is dead. Probably the next issue of THE REVIEW will contain its obituary.

A Song rendered by a trio consisting of Misses Glen and Dorris and Prof. B. B. Barker was very much enjoyed by the society.

The inaugural address of our president, Reuben Thompson, on "Some of the Elements of success," was practical and well delivered.

The meetings so far have been very discouraging both in attendance and programme. Those whose names were on the programme being conspicuous on account of their absence.

The questions that have been debated are: "Resolved, that two societies can do better literary work for McMinnville than can Philergian;" "Resolved, that the best literary work cannot be done in a society with either sex excluded."

As may be seen by the questions debated, the society has been especially interested in discussing the advisability of laying Philergian away beside the now almost forgotten Nikian and forming at least two new societies. The old society is dear to many of the old students, and they have made a fight for its life. However, the majority of the society are determined on division. On what basis the division will be made cannot now be said.

YOUNG MEN'S CHRISTIAN ASSOCIATION NOTES.

Prof. H. L. Boardman has kindly consented to lead the Bible readings for the remainder of this quarter. These readings promise to be very interesting and instructive. They should be attended by every young man in the institution.

No one who attended the Y. M. C. A. meetings last year can fail to notice the decided improvement, both in attendance and interest, this year. This is as it should be. The interest in this work should always be on the increase. Our meetings

next month should be better than they have been this, and the last month of the year should be the best of all.

At a recent meeting of the programme committee the work for the remainder of this quarter was outlined and leaders chosen. This programme may be seen on the Y. M. C. A. bulletin board. One important feature of this programme is the Bible readings conducted by Prof. Boardman.

For several years the Y. M. C. A. of McMinnville College has been confronted with a very perplexing problem. Various committees have puzzled their brains over the matter, but no amount of thinking, or head-scratching either, seems to avail anything. The new year opens with a new committee and as they are determined to "let x equal the unknown quantity" we feel sure our records will soon be straightened out.

Mr. R. R. Gailey, traveling secretary of the Students' Volunteer Movement, visited the Christian Associations Monday evening. He gave a short address on the origin and growth of the movement which was very interesting. Tuesday morning he spoke on the subject of "Foreign Missions" and as a result a class was organized for the study of missions. It is hoped that a missionary committee will soon be appointed. Mr. Gailey was accompanied by our secretary, J. A. Dummitt, who gave us a pressing invitation to send a number of delegates to the Y. M. C. A. convention at Portland next January.

COLLEGE AND CAMPUS.

Owls are "not in it" with Wiseacres.

Did you chew gum? No. Do you now? Yes!

President Boardman's talks in chapel are excellent.

The young ladies are doing good work in the gymnasium.

Grandma Burnett loves students and would be glad if they should call occasionally.

It is reported that Miss Eva Hall, of Oakland, Oregon, will enter college Monday.

Is it not about time for some kind of social gathering for breaking the routine of student life?

The Worthy Grand Order of Independent Wiseacres held

a short "butting match" Friday night.

The college telescope enabled Rev. Ray Palmer to delve into the hidden mysteries of the heavens recently.

A new walk has taken the place of the dilapidated one that formerly served near the Cusine creek bridge.

If you have a friend who is likely to attend college soon won't you please send his name to the managing editor?

"Oh, my! Did you see that? Prof Boardman pretty near caught me eating an apple in the hall during study hours!"

The gentleman who lost a fine black bow tie recently can recover the same by calling at THE REVIEW office, in the college building.

New railings have been put along the college walk through the park. Some of the boys say they would make better seats if they had been planed.

Rev. Ray Palmer, of Portland Second Baptist Church, was present at assembly last Wednesday and addressed the students. He is an earnest speaker and his words were much appreciated.

We have the pleasure of announcing the marriage of Miss Maud Grover and Mr. Joseph Kirk, which occurred Wednesday, October 7th. THE REVIEW extends congratulations and best wishes to the happy couple.

President Boardman's announcement that THE REVIEW office needs a job press and paper cutter receives our heartiest endorsement. We only wish to add that the size of press needed is a 10x15 quarter medium, which would take two pages of the paper at once. We hope someone who loves our college will lay up treasure for themselves by enlarging the college's facilities to this extent.

At the beginning of practice the football team was greatly inconvenienced by the lack of a place in which to don their suits. The kindness of Mr. A. C. Chandler in giving them the use of his house on the campus has removed this difficulty. Further than that, the boys have fitted the rooms with tubs and a stove so that they have hot and cold water for bathing. The boys feel like cheering for Mr. Chandler every night after practice.

The Y. W. C. A. room on the second floor is finished. The library has been moved into it and it is now ready for use.

At 1:10 each Wednesday, the regular weekly devotional meeting is held in the association room. Let as many as possible attend these meetings.

The Bible Study class has begun most encouragingly. Eighteen are enrolled as members of the Friday afternoon class. The outline for the next week's work will be found each Friday on the Y. W. C. A. blackboard.

The second week of October was observed as the week of prayer for young women. Two Sunday morning prayermeetings were held. Thursday Prof. Northup led a public meeting in the chapel. On the remaining days there were noon prayer services for girls only.

Immediately following assembly on Friday, the 22d of October, a meeting of the association was called, to meet Mrs. Watson of Portland, who brought greetings from the Y. W. C. A. Northwest committee, of which she is a member. Mrs. Watson spoke of the importance of the association, especially in the Bible Study department. She spoke of the lasting comfort and pleasure found in the Scriptures and of the wondrous influence possible for the Christian Association girls. She congratulated the association upon its numbers and environment, and assured the girls of the warm sympathy and help of the Northwest committee.

Miss Vose, superintendent of the Portland Chinese mission, gave a short talk filled with beautiful truths. She spoke of the treasures hid in the Bible and reminded us that only those who delve deep would find the prize. She read from Psalms, "One thing have I desired of the Lord, that will I seek after that I may dwell in the house of the Lord all the days of my life to behold the beauty of the Lord and to inquire in His temple," and showed how the earnest desire is followed by prayer, and the prayer always brings its promised reward. Her closing thought was that by giving up ourselves to his will we may be made symmetrical pillars of strength and beauty unto the Lord.

NEWBERG VS. McMinnville in Football.

Last Saturday the celebrated football team of Pacific College, of Newberg, Oregon, came to McMinnville in full force. Many of their friends drove over with them.

The teams began the game promptly on time, Newberg having the ball. The game from the very beginning was hotly contested. In the first half Newberg got a touch-down and successfully kicked in goal. The ball then passed to McMinnville, who lost it by kicking out of bounds. The rest of this half was so hard-fought that time was called without further gain for either.

In the second half the McMinnville boys showed their lack of rigid, endurance-making, physical training. They put up a heroic resistance, but were not equal to the well-coached, well-trained, three-year-old veteran Newbergs. In this half the visiting team scored 12, making a total of 18 to 0 in favor of Newberg.

There were a few accidents but nothing serious. A split hand, a broken finger, a bloody nose, and a few minor bruises is the sum.

The home team has been organized but about a month and have not trained very hard, yet they did excellent work. Especially to be mentioned are the Thompsons, Hayes, Smith, and Knapp.

Far from being cast down by this defeat, the McMinnville boys consider it a Greene's Retreat. The fact that in their raw condition they met so old and experienced a rival as this and held them down to a score of 18 argues that soon the laurel wreath must be transferred to their brow.

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