

**THE ONTARIO ARGUS**

PUBLISHED EVERY THURSDAY

Entered in the postoffice at Ontario, Oregon, for transmission through the mails as second-class matter.

W. C. MARSH



**Sowing The Seeds of Peace.**

"The great opportunity of America," says Jane Addams, "is to utilize the immigrant population to form a humanitarian public sentiment so strong that it will make itself felt in the utmost parts of the earth." Coming from the chairman of the International Congress of Women, the words are worth thought.

And according to Miss Addams' own account of the prevalent attitude of the alien population in Chicago, it is easy to encourage such a sentiment. It already exists to a surprising extent. When a Boy Scout company was organized in one of the poorer sections of the city, the Russian Jews withdrew their boys and would have nothing to do with it, because the training seemed to savor slightly of militarism.

"We came to America," said the Russians, "to get rid of this militarism. We don't want our boys contaminated with the military drill."

"We got one proof after another," adds Miss Addams, "that the various peoples were prejudiced against militarism. In this present war we realize that never before has the brutality of war so revealed itself." And she concludes that now, while immigrants and children of immigrants are intensely interested in every phase of the European war, "We should take advantage of this opportunity to forge a public opinion that will be much more international than could be wrought by any other nation in the world."

The schools particularly offer facilities for driving home the lesson. It is likely that the American public school, properly and neutrally utilized for this purpose, would prove to be the most powerful of all factors for the promotion of universal peace.

**1865 Memorial Day 1915**

Half a century ago this nation awoke from its four years' nightmare of war and saw the daybreak of peace. North and south the news of Lee's surrender was welcomed—in the former section as the successful outcome of the long struggle for the preservation of the Union, in the latter as the inevitable end which had been foreseen for months if not for years. Day by day the superior northern forces had wielded their iron ring around the Confederacy, crushing resistance with over-poweringly superior forces.

Throughout the land on the humming wires of the then recently invented telegraph went the tidings, "Lee has surrendered!" to be followed by the thought in every mind, "The war is over!" No official notification verified this popular verdict, since the war did not end officially for many months, and fighting took place in Texas in May. But both north and south recognized that Lee's surrender meant the downfall of the Confederacy. In the latter section of the country the news was received in fearful gloom, and preparations began for saving what might be snatched from the holocaust of defeat. In the north everywhere were spontaneous, exuberant outbursts of joy, and preparations were begun for the time when "Johnnie" should come "marching home again." In both north and south devout persons thanked God for the coming of peace after the long years of war.

"The war is over." Throughout the breadth of the north this was the jubilant cry with which people greeted one another on the morning of April 14, 1865," says Ida M. Tarbell's "Life of Abraham Lincoln." "For ten days reports of victories had been coming to them—Petersburg evacuated, Rich-

mond fallen, Jefferson Davis and his cabinet fled, Lee surrendered, Mobile captured. Nothing of the confederacy, in short, remained but Johnston's army and it was generally believed that its surrender to Sherman was but a matter of hours. How completely the conflict was at an end, however, the people of the north had not realized until they read in their newspapers that Good Friday morning the order of the secretary of war suspending the draft, stopping the purchase of military supplies and removing military restrictions from trade.

"Such a day of rejoicing the world has rarely seen. At Fort Sumpter scores of well known citizens of the north, among them Henry Ward Beecher, William Lloyd Garrison, General Robert Anderson and Theodore Tilton, raised over the black and shattered pile the flag which four years before Charleston, now lying desolate and wasted, had dragged down.

"Cities and towns, namlets and country roadside blossomed with flags and bunting Stock exchanges met to pass resolutions. Bells rang. Every man who could make a speech was on his feet. It was a millennium day, restoring the broken homes, quieting aching hearts, easing distracted minds. Even those who mourned—and who could count the number whom that dreadful four years had stripped of those they held dearest?—even those who mourned exulted. Their dead had saved a nation, freed a people. And so a subtle joy, mingled triumph, resignation and hope swept over the north. It was with all men as James Russell Lowell wrote to his friend Norton that it was with him:

"The news, my dear Charles, is from heaven. I felt a strange and tender exaltation. I wanted to laugh and I wanted to cry and ended by holding my peace and feeling devoutly thankful."

Washington almost went literally mad with joy when it heard of Lee's surrender. A contemporary account says:

"Yesterday (April 10, the day after Lee's surrender) was a gala day in Washington. A vacation was given the clerks in the treasury department, and the workmen in the navy yard, who immediately formed in procession, accompanied by bands, proceeded to call on the leading officials. The president and General Halleck made addresses, the cannon on the fortifications thundered forth salutes, bells were rung and the general enthusiasm given vent to in innumerable spontaneous manifestations."

Writing of the surrender in the New York Tribune, Horace Greeley said:

"Lee has surrendered! Three words only, but how much they mean! Last night at 11 o'clock this news reached us, and before we had finished reading the dispatch cheer upon cheer rang through the night air, so quickly had the intelligence, not ten minutes off the wires, escaped to the street, to be carried, like the flash from mountain top to mountain top that gathered the clans from a whole mountain side, into thousands of households, to be repeated in prayers of thanksgiving from thousands of family altars."

Before the north could fairly do its garments of rejoicing and before the south could realize it must thereafter set its feet on the path of industrial rebuilding came the terrific shock of Lincoln's assassination, only five days after Lee's surrender. Gloom overspread both sections, the north because it had lost its father and its friend; the south felt the dread, happily unfounded, of reprisals for a madman's deed.

Even a more astute Secretary of State than Mr. Bryan would have found the present world situation somewhat puzzling.

The report that England proposes to abolish whisky by taxing it is now being told as the latest joke in every mountain cabin in Kentucky.

Japan has picked not only the psychological moment but also the psychological country for the realization of her designs.

When less of innocent life is involved it becomes difficult for the average citizen to consider the destruction of a ship on a basis of sheer technicality.

**KNOW THY COUNTRY**

**I—Introductory**

"Know America" is a slogan that should ring out from every school room, office, farm and shop in this nation. No man can aspire to a higher honor than to become a capable citizen, and no one can merit so distinguished a title until he is well informed of the resources, possibilities and achievements of our country.

This is a commercial age and civilization is bearing its most golden fruit in America. We are noted for our industrial achievements as Egypt was noted for her pyramids; Jerusalem for her religion; Greece for her art; Phoenicia for her fleets; Chaldea for her astronomy and Rome for her laws. Likewise we have men who will go down in the world's history as powerful products of their age. For, standing at the source of every gigantic movement that aways civilization is a great man. The greatest minds travel in the greatest direction and the commercial geniuses of this age would have been the sculptors, poets, philosophers, architects, and artists of earlier civilizations.

As Michael Angelo took a rock and with a chisel hewed it into the image of an angel that ever beckons mankind upward and onward, Hill took the desert of the Northwest and with bands of steel made it blossom like a rose, dotted the valleys with happy homes and built cities in waste places.

As Gutenberg took blocks of wood and whittled them into an alphabet and made a printing press that flashed education across the continent like a ray of light upon a new born world, McCormick took

a bar of iron and bent it into a reaper and with one sweep of his magic mind broke the shackles that enslaved labor of generations yet unborn, and gave mankind freedom from drudgery, and lifted the human race into a higher zone of life.

As Nelson organized the English navy and made England mistress of the sea, enabling the British Isles to plant her flag upon every continent washed by the ocean's waves, and to make footstools of the Islands of every water, Morgan organized a banking system that has made America master of the world's finances, brought Kings to our cashier's windows, the nations of the earth to our discount desks and placed under the industries of this nation a financial system as solid as the Rock of Gibraltar.

There is no study quite so interesting as progress; no sound so magic as the roar of industry and no sight so inspiring as civilization in action. A full realization of America's part in the great events of the world past, present and future will thrill every human heart with pride, patriotism and faith in Republican institutions.

Through the courtesy of the Agricultural and Commercial Press Service, the readers of this paper will be permitted to study America; her agricultural, manufacturing and mineral development, mercantile, banking and transportation systems which are the wonder of the world. The first article of the series will deal with transportation and will appear at an early date.

**KNOW THY COUNTRY**

**II—Railroads**

In discussing the commercial achievements of this great age, we shall approach the subject as the historian chronicling events. This series will endeavor to record in writing the supremacy of American men and industries in the world's affairs and perpetuate an appreciation of our marvelous industrial achievements by presenting simple facts, figures and comparisons that are overpowering in their convictions.

America holds her proud place among the nations of the earth today on account of her supremacy in transportation facilities. The mighty minds of the age are engaged in the problems of transportation, and the greatest men in the history of the world's commerce are at the head of the transportation systems of the United States.

In the discussion of transportation, let us consider separately our Railways, Telegraph and Telephone, Express, Public Highways, Steamships, Street Railways, Interurban and other forms of transportation, and this article will deal with railroads.

The United States has the largest mileage, the best service, the cheapest rates, pays labor the highest wages, and we have the most efficiently managed of the railways of the world. They stand as a monument to the native genius of our marvelous builders, and most of the railroads in foreign countries have been built under American orders.

The railroads represent a larger investment of capital than any other branch of human activity. The mileage in the United States exceeds

the accepted distance from the earth to the moon. We had in 1911, the last year in which figures for all countries are available, on the earth's surface, 639,981 miles of railway divided as follows: United States 241,199, Europe 207,432 and other countries 191,350. The United States has 38 per cent of the world's mileage, seven per cent of the estimated population and about five per cent of the area. The total capital invested in the railways of the world is \$50,000,000,000, divided as follows: United States \$13,000,000,000, Europe \$25,650,000,000 and other countries \$11,350,000,000. Reduced to a mileage basis the capitalization is as follows: The world \$78,000, United States \$54,000, Europe \$124,000, and other countries \$59,000.

A comparison of rates is equally as interesting and the United States takes the lead in economy and service. The average rate per ton per hundred mile haul is as follows: United States 76c, Great Britain \$2.53, France \$1.44, Germany \$1.44, Russia 92c, Austria-Hungary \$1.30, Italy \$2.30 and Switzerland \$2.82.

The average yearly pay of all railroad employes in the principal countries is as follows: United States \$757, Germany \$392, Italy \$345, Austria \$322, Great Britain \$279, France \$260 and Russia \$204.

About 30 per cent, or 188,000 miles, of the railways of the world are government owned. About half the railway mileage of Europe is government owned.

A comparison of the economy, in time and money and the convenience in travel, will be made in a later article.

German Destroyed 125 Merchantmen. Amsterdam, Holland.—The Mittag Zeitung, of Berlin, has published a list of merchantmen said to have been destroyed by the German navy since the beginning of the war. According to it, German vessels have sunk 111 steamships, with a total tonnage of 400,000; four auxiliary cruisers, with a total tonnage of 32,500; one sailing vessel, one schooner, eight minesweepers and one troop transport.

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