

Polk County Observer

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BY LEW CATES

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UNITE FOR CO-OPERATION.

The Polk County Fruit Growers' association should be represented at the gathering to be held in Portland on next Saturday, when representatives from canneries, evaporators and other similar plants in Oregon, Washington, Idaho and Montana will assemble at the instance of the Northwest By-Product board. While the meeting is intended to be primarily one of representatives of plants now in existence, commercial organizations and fruit associations in districts where these industries are not now developed are invited to be present for the purpose of familiarizing themselves with the situation. The main purpose of the meeting is to endeavor to develop means that will put the by-product business as it now exists in a better position to handle the business of today, and particularly in a better position to meet the enormous expansion that must take place within the next few years.

The feature that would be of especial interest to Dallas is the proposed discussion of ways and means to bring about a closer co-operation of all plants with a view to stabilizing the market, expanding the market and especially providing that the construction of additional plants shall be harmonized with the business as it now exists in such a way as to prevent demoralization. The suggestion has been made that there should be brought about either a general sales agency or a number of sales agencies working together with a view to standardizing the product and improving the marketing facilities of all, which plan appears to be entirely feasible from every angle. The standardization of the pack, means that the product of any or all canneries may go upon the market with a guarantee as to quality.

The Fruit Growers' association of the county is interested in the establishment of a cannery at Dallas, believing that much fruit now, either rotting on the ground or being sold upon the market without profit could be canned on the co-operative plan to the financial gain of the grower. Representatives from the "local" association at this meeting would get a firsthand insight into the modus operandi of the business.

SPIRIT OF CO-OPERATION.

The modern spirit is the spirit of co-operation, the spirit of sympathy and mutual helpfulness. The person who holds aloof from his fellows is robbing himself of most of the joy of life. Working with and helping others is the best and easiest way of helping ourselves and winning happiness. No man can safely or wisely take all and give nothing from his fellows or his community. The person who does so is in truth an Ishmaelite—an outcast. We hear too much nowadays, about the necessity of selfishness; it is a false doctrine that all so-called altruism is in fact selfishness, says the sage of the Coos Bay Times.

The truth is that many men have reached a higher plane of living and thinking, where they can see that substantial and permanent happiness consists more in the consciousness of having done their duty to their fellows than in merely having accumulated a surplus of goods; more and more they realize that their fellows and their communities have a share in their wealth because without their aid they could not have prospered.

No man becomes prosperous in isolation; he must deal with his fellows. He cannot provide himself with even the necessities—not to say the luxuries of life—without the aid of others. He owes his happiness, even his existence, to the willingness of others to have social and commercial intercourse with him. If he has any doubts on this point let him imagine himself, without a community, without neighbors and consequently without schools, churches, stores and other facilities that exist in and are made possible by the "spirit of co-operation."

LAST OF ITS KIND.

Within a few weeks the Canadian Northern Railway company will lay the last mile of track on its transcontinental line between Quebec and Vancouver, thereby marking the completion of one more railroad operating entirely across this continent. This road has been under construction for

a number of years and is the most northerly of the so-called transcontinental lines. From Quebec, where connection is made with its own line of Atlantic steamships, it extends westward through Montreal, Ottawa, Toronto, Port Arthur, Winnipeg, Regina, Edmonton and Calgary, to Vancouver on the Pacific. While the main line is only something like 2,100 miles long, numerous branches and feeders increase the total mileage of the system to slightly more than 9,000 miles, nearly two-thirds of which have been in operation for several years.

The completion of this new transcontinental road is a matter of considerable interest, especially as prominent railroad men claim it probably will be the last transcontinental line to be built during the present generation. It is still less than half a century since the first transcontinental road was constructed—the present Union Pacific system—and many persons still living recall how the accomplishment was hailed with widespread joy and satisfaction. Since then the eastern and western parts of the continent have been connected at numerous points by modern and up-to-date railways, until travel and freight transportation between the two coasts is a very simple matter, compared with former days. But the need of such communication has apparently been met, for the present, at least, and the new Canadian road will probably be the last transcontinental line to be planned and built, until the population and commerce of the still sparsely settled districts of the west call for additional facilities of this kind.

SOME GUNS, THIS.

And now we are told that the Germans are providing themselves with guns having an effective firing range of twenty-eight miles. The missiles fired from these monster cannon weigh something like one ton, each, and the Germans believe if they can plant these guns at Calais, on the French coast, they can dominate the English coast for practically six miles from the channel shores. In other words, it is claimed that these guns will shoot entirely across the English channel, crush out armed resistance to a German army of invasion, and permit the Germans to land an expeditionary force on the shores of Great Britain.

The Germans certainly are strong with their big guns, and considering what they already have accomplished and demonstrated, along this line, one will scarcely be inclined to dispute or scoff at the claim they now have guns which will enable them to stay in France and bombard the shores of England. In fact, the renewed attempt of the Germans to press on to Calais may be part of a plan to secure a desired location for these big guns, which are capable of scattering death and destruction for nearly thirty miles.

For every such engine of warfare, however, there is some antidote, and one may safely guess that the opponents of the Germans are not idle in planning checks and defenses for anything the clever Germans may produce. However, it may worry the British a bit to hear that their foes now have guns that will "reach them," even from the shores of France. And one may also readily believe that the British will leave no stone unturned to prevent the Germans from placing these big guns where it would be possible to try the experiment.

A REASONABLE REQUEST.

Among other bills pending before congress at the present time is one to amend the postal regulations so that the receivers of registered mail, either letters or parcels, shall be required to not only sign their names, but also to give the place at which the parcel or letter was delivered. The request for this change comes from merchants, who complain that the present system of simply requiring a signature is unsatisfactory and frequently leads to errors and misunderstandings. They say it would materially aid in the subsequent identification of receivers of registered mail, and also help to establish the fact of delivery, if the recipient is obliged to specify where the letter or parcel was delivered.

This appears to be a very reasonable request and one that should be granted. The thing asked is a very simple matter, at most, and if the old system has proved to be inefficient and unsatisfactory in this respect, it would be a benefit to the service, as well as to patrons of the registered mail department, to make this suggested change in the regulations.

JITNEY AUTOS.

So-called jitney autos are now in use in many parts of this country—autos which cover regular routes and carry passengers for the same fare charged by the street companies. This mode of conveyance is just now causing the street car company of Portland to sit up and take notice, because of the large patronage the jitney is receiving. The jitney autos are more comfortable and more speedy than are ordinary street cars, and it is claimed

they are finding much favor with the public in cities where this service is now in vogue. Street car managers naturally oppose this new form of competition which cuts into their business and receipts. But the people look at it in another light, and finding actually better service in the use of jitneys, the latter are encouraged and apparently have come to stay.

TALK ACROSS CONTINENT.

The first telephone conversation to be carried on between the eastern and western shores of this continent has been recorded. President Wilson was on the line at Washington, while at San Francisco President Moore of the Panama-Pacific exposition waited for the message of congratulations which had been arranged for this remarkable experiment. Through the 3,400 miles of intervening wire the mysterious electric current carried the subtle vibrations, the spoken words being reproduced with clearness and distinctness.

It is within the recollection of middle-aged people of today when the first announcement was made of the discovery of the telephone principle—an invention whose rapid development and application to commercial use has been one of the wonders of the age. Today the telephone is in use all over the world, and it has become such a common, every-day convenience and necessity that one can scarcely imagine what the world would do without it. Even so-called long-distance messages have become so common that they fail to arouse interest, but the long-distance message this week was of an unusual character and therefore noteworthy. For it was the first time the human voice had been carried to such an extreme distance, and marked the culmination of successful telephone development.

So many wonderful inventions have occurred during the past half-century that people no longer wonder at things which would have aroused their interest and astonishment a few decades back. Even a successful conversation across the American continent will probably be taken as a matter of course, yet it is a feat of the greatest importance. And having witnessed the perfection of the telephone thus far, one wonders if the limit has even yet been reached. Will it not be possible in time to talk across the seas themselves, or even to girdle the globe with wires which will carry conversation completely around the world?

Things are "coming Uncle Sam's way" in more senses than one these days. For instance, he is getting the cream of the business of supplying European nations with all sorts of goods and commodities, and instead of a flood of outgoing gold to meet the obligations of American securities maturing abroad—a thing which was much feared by our financiers at the commencement of the war—gold is now actually flowing in this direction.

When you come to think of it, is it not a bit funny that the camel was chosen as the animal emblem of the prohibitionists? The camel, you know, is able to go a long time without water, while the prohibitionists want nothing but water and plenty of it.

If the mania for investigating and probing everything conceivable under the sun keeps on, we will probably have an investigation of the much mooted question: "Who struck Billy Patterson?"

It is a fact that some men kick because their wives allow the house to get cold when they want to sit down comfortably to read about the freezing troops in the trenches.

The Falls City News last week knocked a column-to-the-page off its size. And, too, just when prosperity is returning.

Only eighteen days more of the Oregon legislature's economy session. And then comes the referendum election.

Who'll be the first to put on a jitney between Dallas and Independence? Something must be done.

You have the opportunity today to ask the ground hog, "What about it?"

February, the shortest month, comes just when a short month is most needed.

Post Wants Meeting Place.

U. S. Grant Post, G. A. R. of this city has no comfortable or adequate place in which to hold its meetings, and this being the case it has adopted a resolution requesting the legislature to provide means with which to finish a room in the armory for its use. It is estimated that the cost of the improvement will not exceed \$175. Since the inception of the post some months ago it has been meeting in the armory building, but the room in which these meetings are held is unfinished, and unfit for the purpose.

OTHERS' OPINIONS

In Memory of John H. Lewis.

Tender memories were awakened when I saw the announcement of the death of John H. Lewis. He was my schoolmate, though several years my senior. In 1857 the La Creole Academic institute was opened in its building there only partially completed under the tuition of Prof. Horace Lyman and Miss Lizzie Boise. The names and faces of probably all who attended regularly are recalled by me. Both of the teachers and a large majority of the pupils have heard a call summoning them to the "unseen and silent temple" across the valley. To all of us the "first" and the "second" bells have long since rung and to many the final one has sounded against which neither "tardy" nor "absent" could be marked. Some of the larger boys had been volunteers in the Yakima Indian war. John H. Lewis was one of them. Tall of stature, cheerful of countenance, generous of nature, a lover of a good joke and eager to learn, were some of the characteristics of this pioneer boy. His father was Wm. H. Lewis, affectionately called "Uncle Buck." John was born in Jackson county, Tennessee, July 23, 1837, and came to Oregon with the family, across the plains in 1852.

I am not aiming to write an obituary for I have not the data at hand, but simply a heartfelt tribute to a lifelong friend and schoolmate. I remember well when he was paying court to Miss Martha Means, a lady of queenly figure and genial disposition, who became his wife. I have known but few finer looking couples. Upon April 27, 1914, they celebrated the fiftieth anniversary of their wedding. That speaks volumes for them. A journey of half a century. How many strange experiences of joy and of sorrow, of labor, of earnest endeavor and of final triumph.

What strange mysteries are life and death. Our earliest consciousness finds us environed in the first from which there is no egress, except ingress into the second. We may not symbolize them by the student finishing his wonted or prescribed course and graduating into the second. Merit in the former entitles him to honor in the latter. We cannot measure the merit of a well-lived life, nor determine the honor accorded it in the great beyond. A philosophic view of life emphasizes every consideration for striving after true excellence. That does not necessitate one's being great or famous. Many lives have been warped into partial deformity by a continued strain for notoriety.

Four children, three grandchildren and two great-grandchildren attest the preservation by this model couple of the family, an institution much neglected in these latter times. "Good man and true," respected citizen, beloved parent and husband, schoolmate and friend, allow an old-time companion who lingers behind to add a branch to thy well merited chaplet of well done.

"To the past go more dead faces, every year as the loved ones leave vacancies every year. You are growing old they tell us. You are more alone they tell us—every year. But the true life draws nigher, every year. And its morning star climbs higher every year. Earth's hold on us grows slighter, and the heavy burden lighter, and the dawn immortal brighter, every year." J. D. LEE, Portland.

NOW UP TO THE PEOPLE.

Constitutional Amendment Will Go On Official Ballot.

With practically not a dissenting vote the house on Friday adopted the Kellaher resolution, senate joint bill No. 12, providing that the question of amending the constitution to give the governor the single item veto power, and after its approval by the governor will be in position to be placed upon the ballot at the special election next November, should the legislature make provision for such election to pass upon such measures as the referendum may be invoked upon by the people or referred to the people by the legislature.

The house also adopted house joint memorial bill No. 5, urging the passage of the bill before congress for increasing the efficiency of the national guard, but turned down house resolution No. 22 requiring Secretary of State Olcott to furnish the house with a dozen pairs of scissors.

Booklet Being Distributed.

The community booklet published by The Observer printery for the Dallas Commercial club is now in the hands of Secretary U. S. Loughery, and large numbers of them are being sent abroad in the hope of inducing contemplating homeseekers in other states to locate in Polk county. Ten thousand of these booklets, with some additional information regarding other towns of the county, will be sent to the Panama exposition for distribution there.

Do Business at Home

There are hundreds of swindlers in the land who take people's money for subscriptions and move to the next town to spend it. Usually these confidence men offer magazines at greatly reduced prices.

Don't pay money for subscriptions—goods not delivered—to people you do not know. Your dealer pays rent and taxes and guarantees that your subscriptions will be properly placed with the publisher. Also he is on the spot as the publishers' agent when anything goes wrong.

Do business at home.

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ABUNDANT PROOF

What a Citizen of Dallas Says About Chiropractic Treatment.

The actual experiences of home people should be convincing to the minds of doubting ones. We have repeatedly proclaimed through these columns that chiropractic adjustments when properly applied give the desired results, and now comes Mr. A. S. Collins of this city, himself a benefactor, to substantiate our statement. Mr. Collins, who formerly resided at Burns, Oregon, was advised by his family physician to go to Portland for hospital treatment for heart and stomach trouble, which advice he accepted without getting good results. Com-



ing to Dallas he was treated by Dr. W. L. Holloway, chiropractic-neuro-path, and here is his own story over his signature:

Dallas, December 9, 1914—Last May I went to Portland with heart and stomach troubles. I doctored there until November without any relief, when I came to Dallas and commenced to take treatments from Dr. W. L. Holloway. I am now in better health than I have been for twelve months.

A. S. COLLINS.
Other equally convincing testimonials are at hand. If you are a sufferer, bring your troubles to me—consultations and examinations are absolutely free.

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