

Polk County Observer

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HELP LIGHTEN THE LOAD.

Help lighten the load!
Humanity stumbles ahead on its road,
Urged o'er the deserts, beset by the goad;
Many bend under burdens of hunger and care
And women must suffer and toil and despair;
And even the children astray in the strife,
Are bowed by the weight till they weary of life.
Hark! unto each soul that is hero, not slave,
How clear sounds the call to arise and be brave.
Help lighten the load!

Help lighten the load!
With all of the strength that the heart can command,
With all of the power of brain and of hand,
With wills set to sacrifice, struggle and dare,
With love that seeks ever each burden to share,
With unflinching endeavor that stops not to ask
The length of the journey, the cost of the task,
Come, sons of the kingdom! Come, children of God!
And along the dark path by the world's anguish trod
Help lighten the load!
—The Outlook.

HE IS OUR PRESIDENT.

The Observer is Republican. It fought for Charles Evans Hughes for president. The people of the United States in their sovereign capacity as electors have chosen Woodrow Wilson as president. Until the probable contests are over The Observer will hope that Mr. Hughes was elected.
But in the meantime Mr. Wilson is the President. The Observer will uphold President Wilson's hands as far as it is within its power to do so. As an American this is its plain duty. It is its further duty to give the benefit of every doubt to the president of the United States. It will do so. The very heavy burden of proof will rest with the accusers of the president's actions.
Woodrow Wilson is now The Observer's president; he is our president.

THE WOMAN VOTERS

In last Tuesday's election a new factor entered the political arena. It was Mrs. and Miss Voter. In twelve states the women, as well as the men voted on the national ticket. It is estimated that there were about 2,000,000 women who cast ballots out of the 4,000,000 who were qualified to vote in the suffrage states. And, while it is not definitely known, a guess that they decided the question in these suffrage states is not amiss.
Appreciating the importance of the woman vote both parties made strenuous efforts before the election to secure support of the women. Campaign literature was prepared especially for them and campaign orators addressed them with arguments intended to influence them in the support of a particular ticket. The general belief that the division among the women voters would bear a similarity to the division among the women voters would bear a similarity to the division among the male voters, however, did not work out, for apparently a majority of the women votes in the states west of the Mississippi voted differently than their brothers and husbands if figures of former elections may be used as a basis.
The result of the election furnishes a new problem for politicians and office seekers—the problem of satisfying the women voters as well as the men.

PREPAREDNESS AND PENSIONS

An interesting comparison between the cost of preparedness and the cost of pensions is drawn by a writer in the current number of Leslie's magazine, supporting an argument that reasonable preparedness always pays in the long run. Since the civil war this nation has paid out in pensions the enormous sum of \$4,940,000,000, whereas no such amount would have been required had the government been really prepared to deal with the situation at the commencement of that struggle. It would not have been necessary to put so many men in the field and the dispute would have ended more quickly, and the result would have been a saving of many millions of dollars to the government. Many enlightened public men are

strong advocates of the plan of providing military training and service for every able bodied citizen, and this is a question that has yet to be settled by the people of this country. Such a plan will cost something, to be sure, but the cost would be small as compared with the cost of actual war, even a small war. Yielding to the public demand for better preparedness the last session of congress increased army appropriations approximately \$200,000,000 a year, yet this would pay the war expense of any one of the principal belligerent nations of Europe less than two weeks. If, therefore, preparedness will help to prevent war, or will shorten the time of an unpreventable war, it is the cheapest kind of insurance. And this nation has made only a start in real preparedness.

WAR HELPS GOOD ROADS

In an indirect way the European war is claimed to be helping the good roads movement in this country, which is explained in the following manner. Thousands of American tourists who formerly went to Europe have been kept at home during the past two years, and many of them have taken to touring this country in automobiles. American merchants, hotelmen and others have discovered it is worth while to make an effort to attract this trade, and of course the first essential is good roads. Therefore, a keen rivalry has sprung up between different states and sections in the matter of good roads, and both east and west this additional influence is having the effect of hastening road improvements.
Nor is this new influence entirely confined to the United States proper. The same thing, we are told, is responsible for a very energetic good roads campaign now under way in the Hawaiian islands. Hilo, the second city of the territory, has led the way and has constructed handsome concrete boulevards leading from the wharves throughout the business section. The outlying districts, under the management of a progressive local government, have put their highways in thorough order and automobilists may now enjoy motoring over hundreds of miles of perfect macadam highways amid charming scenery. It is now asserted that the island of Hawaii offers a motoring paradise without a peer in the world.

Thank goodness we will not have to go through it again for four long years.

Of course we will have a good old Thanksgiving regardless of the election.

OTHERS' OPINIONS

1901 Advertising Answered.

Again the Oldsmobile demonstrates the longevity of advertising. From Hearne, Texas, there recently arrived at the factory an inquiry for one of the original curved dash Oldsmobile runabouts, in response to a series of advertisements run in 1901—the first automobile advertisements ever printed.

The elapsed time between the date of the advertisements and the postmark on the inquiry is more than 15 years, which is probably the record for any individual advertisement.

Once before the Oldsmobile received a long-delayed inquiry from its original series of advertisements, last year, when a prospect wrote for a curved dash car, from Evergreen, Va.

This was considered so remarkable at the time that it was commented on by advertising men throughout the United States. That, after the lapse of a year, the advertisement should repeat, is even more astonishing.

McMinnville can be placed on the map again on Tuesday by making that excursion to Eugene a hummer. The Commercial club at Eugene will show the visitors a good time. If you can spare the time, take that trip and see the valley and one of its most progressive and growing cities. Already many farmers have signified their intentions of making the journey.—McMinnville News-Reporter.

Book-Learning on the Farm.

A striking example of the benefits of academic agricultural training is set forth by the case of Alfred Carlstead, graduate of the University of Minnesota. Carlstead's father was a farmer of the old type who in a lifetime of hard work was able to accumulate only a farm paying a very modest living, a few long-used implements and several debts. When he died bequeathing this estate to his three sons, Alfred, the eldest, was just about finishing his agricultural course at the university. Alfred was nineteen.

The boy's friends advised him to sell the farm and go to the city to make a living. They laughed at his idea that his technical education

would avail against his handicap of youth, inexperience and inherited debt.

Alfred Carlstead set his teeth and went to work. The first year was not marked by success. More friendly advice to give up was forthcoming. Last year was the fourth year of his experiment, Alfred Carlstead, 23 years old, with two brothers younger, owns the farm clear and well-equipped, every debt incurred by the father has been paid, and the boys have more than \$20,000 in the bank.

The education alone could not have done this. Pluck and grit and self-control and stick-to-it-iveness were needed also. But not all the pluck and persistence in the world could have turned the trick without the technical knowledge the boy had acquired at the university.—The Dallas Chronicle.

The Effect of Good Roads.

To determine as far as possible the exact dollars and cents effect on a county of the improvement of bad roads, specialists of the Office of Public Roads and Rural Engineering of the department made economic surveys in eight counties in each of the years from 1910 to 1915, inclusive.

This study of the increase in the values of farm lands in the eight counties reveals the rather interesting fact that following the improvement of the main market roads the increase in the selling price of tillable farm lands served by the roads has amounted to from one to three times the total cost of the improvements. The increase in values in those instances which were recorded ranged from 63 per cent to 80 per cent in Spotsylvania county, Va.; from 68 to 194 in Dinwiddie county, Va.; 70 to 80 in Lee county, Va.; 25 to 100 in Wise county, Va.; 9 to 114 in Franklin county, N. Y.; 50 to 100 in Dallas county, Ala.; 25 to 50 in Lauderdale county, Miss.; and from 50 to 100 in Manatee county, Fla. The estimates of increase were based for the most part upon the territory within a distance of 1 mile on each side of the roads improved.

In Spotsylvania county a careful record was made in 1910 of 35 farms located on the road selected for improvement. Of the 7 farms sold in 1912 the prices actually paid show increases of from 37 to 116 per cent over the 1910 valuation. The average value after the roads were improved was \$28.26 per acre, as compared with \$17.31 previous to the improvement. In 1913 four transfers of farm land were on the basis of \$30.11 per acre, whereas the properties were listed in 1910 at only \$13.80 per acre. It appears that the 1,451 acres sold in 1913 increased in value \$28,500, or 80 per cent, or from \$24.46 to \$44.10 per acre.

In Dinwiddie county, Va., the actual price of 43 farms sold or offered for sale from 1909 to 1914 ranged in price from \$8.38 to \$43.74 per acre before the roads were built, and from \$24.70 to \$75.60 per acre after the roads were improved.

In Lee county, Va., a study of eight tracts along the roads before and after improvement indicated that these properties increased about \$23 per acre, or about 70 per cent.

In Wise county, Va., a study of eight representative farms located on roads showed that they increased in value from an average of \$49.06 per acre before improvement to \$79.44 after the roads were improved. There were increases in valuation in other sections of from \$60 to \$90 or even \$100 per acre.

In Franklin county, N. Y., the figures seem to indicate that the change from earth, sandy, and loam roads to gummy macadam was followed by increases averaging \$12.50 per acre, or about 30.7 per cent.

In Dallas county, Ala., careful investigation seemed to indicate that road improvement has added at least \$5 to each acre of land within a half mile of improved roads. Tracts sold at from \$8 to \$10 per acre were sold again after road improvement at from \$20 to \$25 per acre.

In Lauderdale county, Miss., the total assessed valuation of real property outside of the city was \$2,757,546. This increased in 1914 after road improvement to \$3,183,809, or 15.4 per cent. Local real-estate men place the increase in land values on account of improved roads at from 25 to 50 per cent.

In Manatee county, Fla., careful study of sales and real-estate records indicated that the improvement of roads has added from 15 to 100 per cent, or at least \$15 per acre, to the selling price of all lands within one-half mile of improved roads. This would give a total of \$611,000, or more than twice the value of the bonds issued.—News Letter, U. S. Dept. of Agriculture.

Dayton Corn Show This Week.

Plans are finished for the Dayton corn show Friday and Saturday of this week. Ear corn is said to be plentiful and good this year and it is thought a large number of growers will compete for the prizes offered.

DARING WHALERS.

Risks They Take When They Dive With the Harpooned Animal.

Many of the Japanese whalers are most expert and daring men. After a whale has been cornered, harpooned and is slowly giving out from exhaustion the nimble expert of the whaling crew must prove his mettle.

The skilled Jap, after jumping upon the animal's back and cutting two gashes in the head, one on either side, through which a rope must be run and tied, cannot always perform his work in one trial. Often the animal makes a deep dive. But the little Jap must hold fast to his quarry and dive also, trusting to the fates that his own air supply in his lungs will last as long as that of the whale's.

The Jap is safer from being drowned than from being crushed by the infuriated animal's tail. If the little Jap lets go it usually means his death, so he hangs on to the diving quarry. Frequently these whalers lose their lives from drowning, but the members of their crew look upon this misfortune with something of a fatalistic regard.

But the main business in hand is the capture of the whale. As the fight progresses and the maddened, frightened mammal grows weaker and finally is dying the boat crews row closer to the body and pray for the ease of his departing spirit. Members of the crew will call out the words, "Joraku, joraku, joraku!" and on the third day after the mammal has been hauled ashore a service is held and prayers offered for the animal's future contentment of spirit.

As soon as the animal has been towed to the shore line he is cut up, the Japs making huge excavations and penetrating inside the animal's body, as though entering a mine shaft or gallery. It is a gruesome sight, but is looked upon purely as a matter of course among the Jap whalers.—Exchange.

HOLD UP YOUR HEAD.

It Will Stimulate You Mentally as Well as Physically.

In a letter to Robert Grimshaw of the New York university William Muldoon gives advice that it would be well for every man and woman, boy and girl in America to take to heart. He says:

"I was taught in early manhood not to throw my shoulders back, stick my chest out, draw my stomach in or hold my chin down like a goat preparing to butt, but to always try and touch some imaginary thing with the crown of my head. If one tries to do that—first understands how to try and then tries—he doesn't have to pay any attention to the rest of his physical being. That effort to touch something above him not with his forehead, but with the crown of his head, will keep every particle of his body in the position that nature intended it should be.

And as a boy I was advised to frequently back up against the wall and make the back of my head, my shoulders, hips, heels all press against the wall at the same time, and in that way get an idea of what was straight, or, in other words, how crooked I was becoming by drooping."

Both to young and old Mr. Muldoon's "hold your head up" suggestion is inspiring. Try it. The effect physically and mentally is immediate. When the head goes higher the impulse is to deeper breathing. A man finds more elasticity in his limbs. He steps out with more ease. There is more spring to his gait. He isn't a lumbering, shambling creature, but a man alive. With the elevation of the crown of the head there seems to come clearer thinking, a more buoyant feeling and a brighter outlook.—Commerce and Finance.

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