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BY H. W. BRUNE

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CONTROL OF NATIONAL HOUSE.

A good deal of attention is being given to the close division of political strength that will exist in the house of representatives when congress again assembles. As the situation now stands the Republicans have 214 members, the Democrats 213, the Progressives two, the Prohibitionists and Socialists one each, and two are classed as "independents," besides which there are two contested seats, these contests to be decided in the regular manner after congress meets. It thus appears that neither of the major parties will have a clear ma-jority and the "balance of control" will be held by the handful of members representing the so-called minor Not even the settlement of parties. the contested seats, moreover, will alter this rather remarkable situation, for giving both to either the Demo crats or the Republicans will not furnish a majority to those parties.

Many are inclined to regard this situation as unfavorable to the best interests of the country. They declare it will make it difficult for the party in power to carry out its program and is likely to result in so-called log-rolling and "playing polities." The result may mean the defeat of meritorious measures and the passage of objectionable legislation, subject. of course, to the influence and checks of the senate and the president. Even some Republicans, in fact, do not hes itate to express regret that the Democrats will fail to have a working majority in the next house. They argue that as the Democrats are in control of the other branches of the government, it would be better if they also had a free rein in the house. that the onus of responsibility would be clear to the people. And there is something in this worth thinking about.

### IT'S THE "PACE THAT KILLS."

The American people rather pride themselves on their "push" and energetic activities, yet statistics seem to show they pay a rather heavy pen alty for their tendency to rush + through life and perhaps neglect their physical well being. For instance, figures presented at the recent annual meeting of life insurpresidents, held at New York. ance show that the average age of Americans at death is only forty-three years, and, further, that of 1,300,000 Americans annually examined for life insurance, 100,000 are rejected for physical disabilities. This indicates to these experts in mortality that American people are literally rushing A slower pace, they to their graves. intimate, would delay arrival at the destination.

E. E. Rittenhouse, of the Equitable Assurance society, said the Life death rate was rapidly increasing. He laid it to too great haste, too little exercise, a marked tendency to impair digestion by eating food hard

of recklessness. But he explains it will be equally unwise-even dangercultivate, or encourage, an -to ous actual feeling of fear and apprehen-Bishop sion concerning what the future may have in store for this country and its interests

Mr. Reynolds nicely summarizes this thought in the following exstudied to get his full meaning. He subscription taken unless paid for lyance. This is imperative. ble about the extent and the sudden-ness of the readiustment that will occur after peace is declared. Caution is one thing; the creation of public fear is quite another. This country

will continue to raise crops and make and sell goods, and the sooner we reach the conclusion that the cessation of hostilities in Europe will be the best thing that can happen to the business world the better."

The whole idea, in other words, is that the American people must combine confidence with caution in preparing for the conditions to be faced at the conclusion of the great war, and they must avoid both extremes of sheer recklessness and downright fear. And if the people-particularly the business men and bankers-of this land heed and follow this admonition, there is every reason to believe the success and prosperity of this nation will receive scarcely a jolt in the readjustment sure to follow the war, which, of course, is the sincere hope of every patriotic citi-Zen.

Additional gold imports of \$25,000,-000 were reported from New York one day recently, breaking previous records of this kind. And there was a time when it used to give bankers and financiers the shivers, if gold exports from this country amounted to as Oregon in making the presentation of much as \$5,000,000 in a whole month,

Tom Lawson intimates that insiders cleaned up \$60,000,000 on advance information of the president's recent peace note. And no doubt Tom will also modestly admit that he got his share.

The general health of President men seem to thrive on troubles, which who will sacrifice bis case and his would drive other men to distraction.

After all, life is full of compensations. Just think what it would mean if you had to buy fuel and ice at the ame time.

Cheer up! Even Uncle Sam has found himself a trifle short of ready money

# \*\*\*\*\*\*\*\*\*\* **OTHERS' OPINIONS**

## Be a Guide Post.

than a tombstone, depicting a relic of C. last week. the times and things that were. I'd rather have a living, breath- be designed by a skilled highway ening knowledge of being a useful onit gineer just as an edifice of equal cost in humanity's scheme than to have planned in all its details, in advance

people murmur vainglorious praise over my deaf and mouldering elay. I'd rather have a few of the common flowers of earth offered me by funds is, in my opinion, to exchange some one I had helped over a thoruy them for good roads—roads which hedge and through a trying moment: can be traveled with heavy loads safehedge and through a trying moment: can be traveled with heavy loads safe-some one to whom I had proven a ly and surely every day in the year harbor of refuge in time of stress, and all hours of the night. to digest and a disposition not to be than to have garlands of sweetest

> life is done I'd rather eat the crust of pover- ear to the ground ready to change I'd rather be a guide-post, plain need replacing from time to time. The way, than to be a tombstone, carved is in the expense incident to relocatfrom choicest marble, crected in a ing a road from one faulty location

farm. last week, in an address on "Effic- rich fertile and beautiful country ient Citizenship.

Use of school-houses as social cenloyalty and action are characteristics

"Immigration, brought on by peace ope, will bring to the Pacific coast an alien population for which an adequate system of care and distribution must be devised. Changing ideals with possible serious consequences. In the unrest of today, Bishop Sumner

the senses."

the senses." Speaking of a recent visit to the east, the speaker said: "People seem but you can't get them by wishing for them." to have gone mad, drunk and intoxicated with the over supply of wealth

that is pouring in at the price of human blood." Desire for wealth leads to adulteration of goods, exploitation of child labor, degeneracy of art and literature to the point where "genius stands in the market place with its soul for sale."

Out of these conditions arise the problems of the day. Foremost among them is the right of the child to be well born. Bishop Sumner commendhe issuance of a marriage license. another problem in which Oregon has shown a progressive spirit.

"The efficient citizen," said Bish-op Sumner, "is the man who will give of himself and of his best, that children may be born, that they may he well born, and that being born, be efficient administration of the govwhose loyalty will be formulated in payer? terms of action."

Wishing Will Not Built Good Roads.

"Do you realize what a tremendous loss of money there is annually in this state on account of roads being located by guess work, of intrusting the execution of our road programs to men ignorant of the importance of grade and alignment oblivious to the absolute necessity for adequate and proper drainage and unqualified in

I'd rather be a guide-post, direct, every way to supervise the labor of ing humanity along the pathway that other men," said Rufus Holman to leads to a bigger and better future, the Good Roads conference at O. A.

"A road is a structure and should of its construction, by an architect The best employed for the purpose. use to which we can put the public

"Incompetent men or timid men examined by a doctor until down roses banked against my mound when can not build such roads; nor can stid men seeking public favor, with one ame amount in its building. American's proclivity for rushing through his business affairs had a tondeney to keep down weight that had been earned by the sweat of hon-opposition. None of the things of the new for unnecessary officials in tendency to keep down weight, the beavy, fattening foods he eats so of an effulgent nature, gathered by generations have been built by cowmuch more than counterbalance it the struggling many and moistened ards. A road properly located should out of the original sum that at presthat he is apt to take on fat and it with the tears and sighs and monstened ards. A road property located should ent the road is only begon in fact. ies although the wearing surface will of the undertaker is correspondingly and weather-beaten, but of use to all great loss is not in maintaining the not blame or assess all the cost to the who journey along life's lonely high surfaces of our roads so much as it antomobiles. seeluded spot of the silent city of to another. The most economical plan The business man who does not adin road work, as in all other work, is I'd rather see a fellow-creature's to build the best you can in the first vertise, simply because his grandfath face light up with joy and gladness at some kind deed I had done, than to have the word of sympathy utter-ed to those left behind when the sound of crunching wheels is heard Oregon have spent upon our roads aries for the same reason. The bus out front and the plumed chariot from the beginning of the work to iness man who does not advertise be changing from physically active lives, rolls slowly along the road toward date a sofficient amount of money and cause he tried it once and failed, labor that if it had all been spent should throw away his eigar because I'd rather feel the warm clasp of efficiently, we would have today a the light went out. a friendly hand; hear the whispered system of ronds from one end of the who does not advertise because he thanks of a risen brother; see the state to the other and from the cen- doesn't know how to write adver-A word of valuable and important sunshine of love banishing the dark ters of population and market towns tisements should stop eating becau advice is given to the American peo- clouds of sorrow and strife and re- to the remote rural sections which he can't cook. The business man who ple by Mr. George M. Reynolds, prom- morse than to be the possessor of would excell the roads of any other does not advertise because somebody earth's greatest riches, envied, hated state in " union as they exist today, said it did not pay, should not be and estracised by all cursed with a How much longer are we to continue lieve the world is round, because the

Keep them away from the just a lot of bumps and dust between city and the curse of the card index two fences. Every foot of that road system of urban business," advised should at least be well drained; it has Walter Taylor Sumner of been there a long, long time and pass-Portland at the O. A. C. convention es through a dense population and a

all the way. Think what the excessive cost of transportation along ters in the work of making farm those roads must be at all seasons of pression, which should be carefully life more attractive was urged by the year and particularly in the win-studied to get his full meaning. He Bishop Sumner. More attention to ter time which is usually the most says: "Notwithstanding the necessi- the socializing aspects of education advantageous time for the farmer to was declared as necessary in both dispose of his crops and then think city and country. "Efficient citi- how many years the users of those zenship demands certain definite roads have been paying that excessive qualities," he asserted. "Knowledge, transportation cost! Apparently they don't realize what it is costing them which must be possessed by the bulk or they would remedy the conditions, of the voting population if we are And yet no doubt if the county courts to deal adequately with the problems of the counties concerned would tear forced on us by changing conditions." into those roads in a really masterful way they would be promptly recalled after the war situation clears in Eur- by a surprised and startled constituency alarmed at the magnitude of the expenditures necessary for such

work. "In this state for generations we present an ethical condition fraught have been assailed by demagogues who have harped upon low taxes and high taxes. The amount of taxes is ces the dominance of the idea of not so much the point as what is pur-'the supreme reality of that which chased for the public good with the we feel and see and apprehend with taxes. They never go into that phase

Suver, Ore., Jan. 4, 1917. Editor Observer, Dallas.

Allow me to answer the gentleman who wrote under the heading, "The Only Salvation," in the issue of January 2, in the Observer, on the subiect of increase of license of automobiles to pay for road improvement. At present most of us pay a yearly license of \$3 for autos; the proposal to double this hereafter might not be ed highly the action of the state of unreasonable, everything considered, but now along comes "Oregon Vota health certificate a prerequisite to er" in a recent issue and proclaims to the world the very interesting The use of intoxicating beverages is statement that the already overburdened property taxpayer should not have to pay for good roads but that such a great doubling and trebling of the auto tax should come as will build and keep up good roads.

Does the said "Oregon Voter" realize the injustice of laying blame Wilson is said to be better than it they may have a square deal and an to the innocent automobile for all the has been for several years. Some equal chance in life: he is the man bad roads? Does he stop to think that he is advocating more expenses pleasure to the end that there may for the taxpayer when he proposed an auto tax three or four times what it ernment, and that he may give heed is now? For who owns automobiles to the moan of the needy and sinful; but a taxpayer? And who will have he is the man whose knowledge and the added license to pay but the tax-Besides, why impose a license on

the automobile any more than on the wagon, or the carriage or the various other kinds of vehicles which are to be found on our public highways? There is such a thing as being considered reasonable, but you know there is a limit and let's keep with-

in the limit, if possible. There are some laws which if examined properly would be positively unconstitutional and very unjust. take it that the man fortunate enough or unfortunate enough to own an auto is willing to bear a just proporbut tion of the cost of good roads,

just because he wishes to travel or give his family the pleasure of riding in a car as others do, he should not be expected to bear all the blame or pay all the cost of the road on which he already pays his just share of taxes.

There is such a thing as extravarance and waste of public money in building roads; for instance, one million dollars or more is said to have been already expended on the Columbia highway from Portland down the The railroad paralleling the said highway cost only about the

less than the "up-to-date" kind, for me as I prefer should wear blue jean overalls be- air of Oregon to of the east. cause they are cheaper than good tailor-made clothing .- Coos Bay I met a brother rette and he says Times.

ing to winter here I will close by w las friends a happ New Year. Yours GEO \*\*\*\*\*\*\*\*\* COMMUNICATION \*\*\*\*\*\*\* ٠

Ramsey Wants

Judge William R

ville is a candidat

trict judge in Hav

sey has practiced

Sherwood Made

L. C. Sherwood

ty warden at the

The county coun

Writes of Iowa. Greene, Iowa, Jan. 3, 1917.

Editor Polk County Observer: I received my regular semi-weekly letter this morning, the Observ-It is a welcome visitor and I Oregon. He was a read every line in esevry issue of it. preme bench of Or We arrived here December 21, after nor Oswald West. having stopped at Nampa, Idaho, for

two days and at Omaha for two days. It has been pretty cold here for a webfooter, the thermometer having registered as low as 20 degrees below zero, but it has turned warmer and under Warden M we have about six inches of snow to Rickreall to I now. There seems to be just as many made road superautos running, however, as any other kind of vehicle.

But if the thermometer does get Consider Road Alta low, living is high enough. Potatoes are \$2 per bushel here, flour petition for a road \$2.90 per sack of 50 pounds, corn Dallas-Monmouth 811/2 cents per bushel, oats 471/2 cents F. W. Bell and o

per bushel and everything in pro- ruary term. The portion. Old Webfoot is good enough ceived this week.

# Specialism Wins

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**Oregon Power** 

It was brought out that while the was stated that with every pound of of a sorrowing world. excess weight accumulated the coming hastened.

If there is anything in the Darwinian theory, it is likely that our remote ancestors, swinging from limb to limb through the trees, led lives of the dead. almost ideal health. When they left the trees for the eaves, it is probable they underwent a high mortality rate until their bodies adjusted themselves to the changed conditions, And it may be that we Americans are now suffering a similar experience in chiefly out of doors, to physically inactive lives, chiefly indoors.

## EXTREMES TO BE AVOIDED.

inent banker and financial expert of in discussing the business

the green spot on the hill.

Chicago, 10 answer of this nation after the con-outlook for this nation after the con-elusion of the European war. Mr. Reynolds frankly says that "big problems" confront this country, and he regards it as highly essential that proper prudence and cantion be ex-project Newer before, he declares. Efficient Citizenship. Efficient Citizenship.

veying and preliminary work, and Let us strive for efficiency and economy in our public road work and G. A. PETERSON.

The

The bus-

The business man

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