

Polk County Observer

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THE MARCH OF PROHIBITION.

The rapid progress of the prohibition movement in this country during the past two or three years is a thing to cause serious reflection. For it certainly affords considerable basis for the confident claim the entire nation will be "dry" within a very few years. It is now pointed out that within a short time only twenty states will be left without statewide prohibition, and while this may not mean a "bone dry" condition in all the other states, an increasing number constantly are coming under this rigid rule. Oregon and Tennessee recently have joined the dry column, not only prohibiting the sale of liquor within their borders, but also prohibiting shipments into those states. Both branches of the Indiana legislature also have passed a prohibition bill, and similar legislation is pending in Minnesota and several other states.

Florida, Utah and New Mexico are yet to act in conformity with the pledge of their elected officials to enact "bone dry" laws, and when this has been done there will be left only a score of states that may be classified as really "wet," these states being New York, Pennsylvania, New Jersey, Connecticut, Massachusetts, New Hampshire, Vermont, Rhode Island, Texas, Missouri, Louisiana, California, Nevada, Wyoming, Maryland, Illinois, Wisconsin, Kentucky, Ohio and Delaware. Of these twenty states, moreover, the majority have local option laws of one kind or another restricting alcoholic trade.

In numbers of states, therefore, the "drys" are in the majority, as a result of last fall's elections. The bulk of the nation's population, however, is still in wet territory, and probably will remain there, so long as New York, Pennsylvania and Illinois remain local option states. The Bryan prohibition campaign is dependent on the south for its greatest support, as the list of "dry" states shows. Down south the question is largely one of negro control. Drunkenness among negroes has terrorized many sections and is responsible for the stringent anti-liquor laws there.

There is some talk among congressmen of making prohibition a national issue, should the United States become involved in the war, but even if this step is not taken it seems a safe prediction that the country will be dry in a few more years anyway.

RIGHT KIND OF PATRIOTISM.

Henry Ford, of Detroit, has been known as an ardent pacifist, but in the present national crisis he is setting a splendid example of loyalty and patriotism. He has issued a statement in which he not only says he will "stand by the president," but he adds that in case of actual war he immediately will turn over his immense manufacturing plant for the use of the government, to be operated without one cent of profit, while he will contribute his personal services gratis and "will work harder than ever before."

That is the kind of talk that shows the true spirit of American patriotism—patriotism that does not rest on selfish or mercenary motives, but is based on an ardent desire to be of real service to the government without thought of compensation or returns. To think of self-interest is natural, but when it comes to a question of protecting national safety and defending national honor the true patriot quickly subordinates all thought of self-interest and is ready to give everything—even his life—for the common good and welfare. This was the spirit of George Washington and the other early patriots who founded this nation, and it is good to know this same spirit still lives in the hearts of many American citizens. And so long as it does live this nation will survive every shock and test, for no power on earth can prevail against a people who are firmly united for the preservation of liberty, justice and righteousness, and whose fervent patriotism makes them ready to make a sacrifice of anything and everything for the common welfare and the protection of common interests.

Not all self-professed patriots are of this order, perhaps, but there are many who do subscribe to this rule of practice and requirement, and who thereby form the backbone and life of this nation's patriotic spirit. And the more this spirit is cultivated and developed, the more invincible will

this nation become, on the principle that "thrice armed is he whose cause is just." Much has been said about military preparedness, but the very first step toward national safety and the preservation of national honor is to spread and intensify the spirit of true patriotism. And Henry Ford and many other good citizens are helping this movement along by setting the right kind of personal examples.

SHIP BUILDERS KEPT BUSY.

These are busy times for American ship builders. According to a survey recently made there are about 700 vessels of all kinds now under course of construction in American ship yards, while new contracts are being closed daily. Practically every firm engaged in this line of industry has all the work it possibly can handle, and in many instances construction operations are being pushed night and day, with every prospect there will be no let-up in this rush for at least many months to come.

Some of the vessels under construction are for government use, many others are to meet the pressing need of foreign nations for additional merchant shipping, but a considerable number of the ships being rushed to completion are for American account and will enter the world's carrying trade flying the stars and stripes. This, in fact, is the most gratifying feature of this situation, for it indicates a real revival of the American merchant marine has set in, meaning the solution of a problem that has given much concern to American statesmen and business interests during recent years.

Many plans have been suggested and urged for the solution of this problem, but it now looks as if it will work itself out in a natural and entirely satisfactory manner. The terrific destruction of shipping brought about by the European war has caused an imperative demand for a large number of new vessels to take the place of those which have been lost, while ocean rates have advanced in a manner to furnish a strong incentive for investment in merchant shipping. Almost every nation with maritime interests and facilities is hastening to enlarge its merchant marine, and shrewd Americans are going into the game on a large scale.

It thus appears that large accretions soon will be made to the American merchant marine, sufficient to restore much of the old-time prestige of American shipping on the high seas. This will be an important advantage to this nation, of course, and especially important in connection with the anticipated readjustment of world business after the war. With the revival of the American merchant marine, however, it is obvious that American navy interests must be enlarged to correspond, not only because this shipping must itself be protected, but because American prestige must be upheld wherever this shipping goes. Fortunately, congress is working to supply this need of adequate naval protection, and the new American navy will meet the new requirement in a satisfactory manner.

Now the federal trade commission is going to probe the high cost of living. All the investigations undertaken so far, however, merely have resulted in aggravating the evil.

It's a good thing we had our national campaign and election last year, instead of having them come in this year of general disturbance and uncertainty.

Members of congress probably now wish they had hurried up a little more during the early part of the session.

OTHERS' OPINIONS

Foul Tactics.

Salem now proposes to force Polk county to build a steel bridge. A bill has passed the house which gives the state highway commission power to build bridges over inter-county streams without the consent of the county courts. The highway commission is favorable to steel. Even if the bill passes the senate, is signed by the governor and becomes a law there will be some fight before Polk county will be led down to the water and shown a steel bridge. The Monitor believes that the people of this section of the county, without a dissenting voice, will back up the county court in restoring to every legitimate means to defeat such an unfair attempt at coercion. Messrs. Kirkpatrick, Manson and Beckett will be endorsed if they scratch and claw, kick and bite and hit in the clinches.—Independence Monitor.

Road An Important Link.

The most important and valuable road work, to Marion, Yamhill and Polk and Tillamook counties, and in fact to all of western Oregon, is the proposed highway leading into Tillamook county by way of Sheridan and through the Nestucca country. It

is proposed to practically eliminate the Coast mountain grades by a cut-off, and to thus place the ocean within three hours of Salem by easy automobile travel. This will make the only passable road from Tillamook county into the Willamette valley, and one that will be kept open the year through. There is no one in all this section that would not benefit from the opening of this proposed highway, and it would add immensely to the attractiveness of all this section to the eastern excursionists who are coming in increasing numbers to add to the wealth of all Oregon.—Statesman.

COUNTRY CORRESPONDENCE

AIRLIE

Mrs. A. B. Packard is visiting friends in Independence and Monmouth for a few days.

Mrs. Percy Hadley was a Monmouth visitor Wednesday.

Z. A. French and son shipped a car of potatoes from Independence Wednesday.

Fred Ritner, a prosperous farmer near Podes, has been hauling tile from Airlie for the past week.

Ray Campbell, who has been quite sick the past two months, left for Oregon City Friday morning, where he will be under the doctor's care for a few weeks.

C. E. Dodson, who was quite seriously injured last week is getting along nicely.

A son was born to Mr. and Mrs. Wilcox Friday. Dr. L. L. Hewitt attended and reports both son and mother doing nicely.

H. V. Ballantyne is in Portland on business this week.

J. V. B. Butler of the Normal addressed a joint meeting of the Elkins and Airlie Parent-Teachers' association, which was held at the Airlie school building Saturday. Dinner was served at noon by the Airlie ladies after which a very nice program was given by the children. The building was packed and everyone enjoyed a good time.

Mrs. A. R. Lewis is still on the sick list.

IS RURAL SCHOOL WEEK

NORMAL STUDENTS ARE GETTING PRACTICAL EXPERIENCE

Twenty-Eight Teaching in Polk Schools This Week; 100 in Other Counties.

This is rural school week for the Monmouth Normal.

During this week about 125 students of that school are getting practical teaching experience in the rural districts of Polk, Yamhill, Marion, Benton and Washington counties. 28 out of this total number are spending the week in Polk county schools, the balance are divided equally among the other four counties, two students to each of twelve districts. Besides the regular school work these students will conduct a special session at a designated point in each county on Saturday, which will include a Washington Birthday program, with appropriate songs, recitations, etc. The Saturday session in Polk county will be held at Elkins school.

The 28 students in Polk county are divided among thirteen schools as follows: Ruth Williams of Monmouth and Gertrude Swank of Albany are at Oak Point school; Tina Roberts of Independence and Dora Pratt of Grants Pass are at Valley View school; Stella Arnold of Portland and Jessie De Carrie of Portland are at Montgomery school; Audrey Holmes of Central Point and May Johnson of Phoenix are at McCoy; S. D. Stephens of Heppner and R. W. Kellow of Tillamook are at North Dallas; Cyril Richardson of Independence and Glen Brown of Rieckrell are at Enterprise school; Francis Wilbur of Portland, Mary Connelly of Standfield, Mary Roriek of Corvallis and Ethel Hughes of Canyonville are at Elkins school; Blanche Herman of Harrisburg and Mabel Fleetwood of Carwells, Wash., are at Orchard View school; Edna Perryman of La Grande and Mary Kotan of Crabtree are at Crowley school; Flora Hayes of Umapine and Esther Pearson of Roseburg are at Salt Creek school; Barbara Steinburg of Monmouth and Ruth Wilson of Suver are at Broadmead school; Ruth Jamison of Santa Clara, California, and May Lavin of Portland are at Guthrie school; Mabel Craven of Rieckrell and Laura Gard of Portland are at Parker school.

Farm Sells For \$30,000.

The farm of G. L. and A. L. Sperling, two and one-half miles north of Independence, was sold recently for \$30,000 to John Titus of North Dakota. The farm consists of 220 acres, is highly improved and is considered one of the best in the Willamette valley.

GOVERNOR WANTS FLAX

GOVERNOR ACTIVE IN BEHALF OF NEW INDUSTRY.

Oregon State's Experiments Show Results; Legislature Was Asked For \$10,000 Appropriation.

The legislature of Oregon was asked this year to appropriate \$10,000 for further experimentation in flax growing and for assurance that the growing and milling industry already under way at the state penitentiary may be continued. Governor James Withycombe is one of the most active men in the state in behalf of the new industry. He recommended legislative enactment favorable to it in his message at the opening of the session, and is now quoted further on the subject as follows: "Our flax experiment is a success. The question now is whether we shall be able to compete with foreign growers. I do not doubt that we shall."

The experiment referred to by Governor Withycombe was the establishing of a flax mill and farm at the state prison as provided for by the legislature two years ago.

Oregon flax raisers sold to state authorities last year 822 tons of straw and received at the penitentiary flax mill \$15 a ton. This crop was grown on 622 acres. At present 85 men are employed in the mill, and last autumn 150 prisoners pulled flax in the fields. Though the industry was operated at a loss in 1915, because of adverse circumstances, the profit for two years will be about \$3700.

Early in 1915, the legislature appointed a special committee consisting of three senators, including the president of the senate, and four representatives, among whom was the speaker. After these men had made a report on the flax question, the legislature, in February, 1915, empowered the state board of control to establish and maintain a flax plant and to purchase equipment. For these purposes \$50,000 was appropriated from the general fund.

The board of control invested \$13,700 in a flax establishment and spent \$26,200 for straw, labor and other necessities.

Last autumn 50 tons of straw were retted in the field. The excessive rains which fell at that time made it necessary to drive the moisture from 35 tons of straw by warming it in a hop dryer. Fifteen tons had been cared for before the rains came.

The value of the flax bought in 1915 and 1916 will be \$61,200 after all the straw has been treated. It is estimated that \$19,600 more will be spent for labor and equipment before all the flax on hand is reduced to fiber, seed and tow. If to the net value of products, \$41,600 is added, the value of the plant, \$12,300, after 10 per cent has been deducted for depreciation, the assets are \$53,000. From this amount the governor subtracts liabilities, \$10,300, and legislative appropriation, \$39,900. He then finds that the profits for two years are \$3700.

Library To Get "Life of Lincoln." Twenty-six libraries of the state are to receive sets of Nicolay and Hay's "Life of Lincoln," according to reports from Salem. Dallas is listed among the 26.

TOWN TOPICS

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