

Boy Scout Notes

The Scouts held their last regular meeting Friday afternoon at 3.50 o'clock in Miss Doughty's room in the Public School Building. Mr. Cornwell, the scout master, gave an interesting talk on "Why are we boy scouts?" It was decided at our meeting to allow only scouts on our hikes in the future and to allow only scouts at our meetings beginning two weeks from now, with the exception that one meeting a month should be set aside for visits from parents and others interested in the boy's welfare.

John Stegler and Charles Spring successfully passed the tests for the first time.

The chief purpose of the Scout movement is the building of character. Character is what a person really is, not what he seems to be; it is the strength of his moral, mental and physical qualities.

"The Scout Law Daily" is a rule of the Scouts and it is one well worth being put into practice by everyone.

The Scouts have a tent and a general basket ball team and are using the High School Gymnasium for practicing. They expect to play the Independence Schools soon.

The sixth basement room of the school building is being cleaned and arranged as a special Scout Den for the Scouts to use as a meeting place and carry out their programs.

The Public Schools

Report of the schools of Polk County for the school month ending December 25, 1914

Number of schools operating	100
Number of pupils enrolled	10,000
Number of pupils attending	8,000
Number of pupils dropped	2,000
Number of pupils transferred	500
Number of pupils enrolled during month	1,000
Number of pupils dropped during month	500
Number of pupils transferred during month	200
Number of pupils enrolled at close of month	11,000
Number of pupils dropped at close of month	3,000
Number of pupils transferred at close of month	1,000
Number of pupils enrolled at beginning of month	10,000
Number of pupils dropped at beginning of month	2,000
Number of pupils transferred at beginning of month	500
Number of pupils enrolled at end of month	11,000
Number of pupils dropped at end of month	3,000
Number of pupils transferred at end of month	1,000
Number of pupils enrolled at beginning of month	10,000
Number of pupils dropped at beginning of month	2,000
Number of pupils transferred at beginning of month	500
Number of pupils enrolled at end of month	11,000
Number of pupils dropped at end of month	3,000
Number of pupils transferred at end of month	1,000

The following schools have been placed on the roll of honor for having made 5 per cent in attendance or over: Zena, Dallas, Smithfield, Eola, Bridgeport, Lovierville, Ballston, Salt Creek, Parker, Valley View, Monmouth High School, Monmouth, Polk Station, Orchards, Airlie, Bethel, Oak Grove, Perrydale, Gooseneck 10 per cent, Rickreall, Oakpoint, Elkins, Independence, Popcorn, West Salem, Buena Vista, Spring Valley, Upper Salt Creek, Montgomery, North Dallas, McCoy, Suver, Crowley, Powell's Camp, Sunnyslope, Concord, Liberty, Pioneer, Oakhurst, Falls City, Mountainview, Highland, Mistletoe, Maple Grove, Valley Junction, Broadmead, Fern, Rock Creek and District No. 73.

The following schools have been placed on the roll of honor for having made no tardies during the month: Zena, Smithfield, Parker, Polk Station, Oakpoint, Spring Valley, Upper Salt Creek, Crowley, Pioneer, Fir Grove, Highland, Mistletoe, Fern and Orchards View.

The following schools have become standard: Oakpoint, North Dallas, Mountainview, Buena Vista, Elkins, Highland.

School Rallies have been held as follows: Cherry Grove, Fir Grove, Polk Station, Guthrie, Elkins, Antioch, Lewisville and

Highland. A meeting of the school officers of the county was held Saturday, January 9th, with a good attendance. The meeting was one of the best ever held in the county. Dr. Winship of Boston, Mass., gave a lecture on school conditions in general.

A principal's club meeting was held on Saturday evening, January 9th, with a large attendance. At this meeting all of the teachers of the county had been invited to attend in honor of Dr. Winship and a goodly number were present. Frank K. Welles, assistant state school superintendent, and W. R. Rutherford, city superintendent of McMinnville, were also present at this meeting.

We would like particularly to call your attention to the number of visits by parents, 2,000. Also to 255 visits by students of the school boards.

The work in general over the county is moving nicely. A good deal of sickness, measles and mumps and even scarlet fever is breaking into the work in some communities.

The school board, teachers, children and pupils of the Zena school have the sympathy of every person interested in the welfare of the county over their recent loss of their modern, up-to-date school house and while they regret this loss, the pupils of Zena are made of the right "stuff" and they are planning to rebuild another house equally as good or better just as soon as the weather will permit.

Yours respectfully,
H. C. SEASIDE

FOUGHT IN THE TREES

Curious Duel Between a Pair of Polk Birds

In the straggling days of the early part of the nineteenth century the dueling hero is France was the Marquis Merle de Sainte-Marie, whose claims of honor were almost incessant. One of these is said to have been so ridiculous that it helped to set in motion the current of feeling that has since made dueling so much less honorable than it once was.

It appears that one day there called upon the marquis one Pierrot d'Issac, himself a famous duelist. Now, in French pigroet means sparrow and omelet means blackbird.

D'Issac struck himself on the chest with emphatic dignity. "Marquis," said he, "I am a Bonapartist and you are a royalist. Moreover, I am the sparrow and you are the blackbird. It seems to me that there is one bird of us too many."

"I quite agree with you, monsieur," politely replied the marquis, "and my choice is pistols, and, as is appropriate for birds of our species, let us fight in the trees."

Pierrot d'Issac was agreeable to this unique suggestion, and as if it were not a sufficiently ridiculous thing that one man should challenge another because his name was Sparrow and the other Blackbird the duel was actually fought from trees. The seconds stood on the ground below.

At a given signal the pistols were fired, and there was a rustling among the leaves of one of the chestnut trees. Pierrot d'Issac came tumbling to the ground "like a ripe chestnut," as one of Sainte-Marie's seconds expressed it, whereupon Merle de Sainte-Marie in a facetious mood began to chirp triumphantly in imitation of the song of the blackbird. D'Issac waited till he had recovered from his wound and then challenged Sainte-Marie for the chirp.

This time there was nothing amusing about the encounter. It was fought with swords, and Sainte-Marie was badly wounded. The sparrow had avenged himself on the blackbird.

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MARKETING WORLD'S GREATEST PROBLEM

WE ARE LONG ON PRODUCTION, SHORT ON DISTRIBUTION.

By Peter Radford
Lecturer National Farmers' Union

The economic distribution of farm products is today the world's greatest problem and the war, while it has brought its hardships, has clearly emphasized the importance of distribution as a factor in American agriculture and promises to give the farmers the co-operation of the government and the business men the solution of their marketing problem.

This result will, in a measure, compensate us for our war losses, for the business interests and government have been in the main assisting almost exclusively on the production side of agriculture. While the department of agriculture has been dumping tons of literature on the farmer telling him how to produce, the farmer has been dumping his products in the nation's markets at the price of a market.

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RATE INCREASE NECESSARY

FARMERS' UNION OFFICIALS THINK RAILROADS ARE ENTITLED TO MORE REVENUE.

Products of Plow and Farmer Who Lives at Home Should Be Exempt From Increase.

By Peter Radford,
Lecturer National Farmers' Union.

The recent action of the Interstate Commerce Commission in granting an increase in freight rates in the eastern classification of territory; the application of the roads of state and interstate commissions for an increase in rates, and the utterance of President Wilson on the subject bring the farmers of this nation face to face with the problem of an increase in freight rates. It is the policy of the Farmers' Union to meet the issues affecting the welfare of the farmers squarely and we will do so in this instance.

The transportation facilities of the United States are inadequate to effectively meet the demands of commerce and particularly in the South and West additional railway mileage is needed to accommodate the movement of farm products. If in the wisdom of our Railroad Commissions an increase in freight rates is necessary to bring about an improvement in our transportation service, and an extension of our mileage, then an increase should be granted, and the farmer is willing to share such proportion of the increase as justly belongs to him, but he has some suggestions to make as to the manner in which this increase shall be levied.

The freight rates of the nation have been built up along lines of least resistance. The merchant, the manufacturer, the miner, the miller, the lumberman and the cattlemen have organized and in many instances they have pursued the railroad without mercy and with the power of organized tonnage they have hammered the life out of the rates and with unrestrained greed they have eaten the vitals out of our transportation system and since we have had railroad commissions, these interests, with skill and cunning, are represented at every hearing in which their business is involved.

The farmer is seldom represented at rate hearings, as his organizations have never had the finances to employ counsel to develop his side of the case and, as a result, the products of the plow bear an unequal burden of the freight expense. A glance at the freight tariffs abundantly proves this assertion. Cotton, the leading agricultural product of the South, already bears the highest freight rate of any necessary commodity in commerce, and the rate on agricultural products as a whole is out of proportion with that of the products of the factory and the mine.

We offer no schedule of rates, but hope the commission will be able to give the railroad such an increase in rates as is necessary without levying a further toll upon the products of the plow. The instance seems to present an opportunity to the Railroad Commissions to equalize the rates as between agricultural and other classes of freight without disturbing the rates on staple farm products.

What is a Fair Rate?

We do not know what constitutes a basis for rate making and have never heard of anyone who did claim to know much about it, but if the prosperity of the farm is a factor to be considered and the railroad commission concludes that an increase in rates is necessary, we would prefer that it come to us through articles of consumption on their journey from the factory to the farm. We would, for example, prefer that the rate on hogs remain as at present and the rate on meat bear the increase, for any farmer can then avoid the burden by raising his own meat, and a farmer who will not try to raise his own meat ought to be penalized. We think the rate on coal and brick can much better bear an increase than the rate on cotton and flour. We would prefer that the rate on plows remain the same, and machinery, pianos and such articles as the poorer farmer cannot hope to possess bear the burden of increase.

The increase in rates should be so arranged that the farmer who lives at home will bear no part of the burden, but let the farmer who boards in other states and countries and who feeds his stock in foreign lands, pay the price of his folly.

Local Time Card

Of the Independence And Monmouth Railway---Effective December 15, 1914

Train No. 1 leaves Independence 7:00 A. M., arrives at Monmouth 7:10 A. M., connects with train for Airlie.
Train No. 3 leaves Independence 7:35 A. M. after connecting with S. P. train No. 354 from Corvallis, arrives at Monmouth 7:45 A. M.
Train No. 5 leaves Independence 8:45 A. M., arrives at Monmouth 8:55 A. M., connects with train for Dallas.
Train No. 7 leaves Independence 11:15 A. M. after connecting with S. P. train No. 101 from Portland, arrives at Monmouth 11:25 A. M., connects with No. 351 for Airlie.
Train No. 9 leaves Independence 1:10 P. M., arrives at Monmouth 1:20 P. M., connects with No. 352 for Dallas.
Train No. 11 leaves Independence 2:20 P. M. after connecting with S. P. train No. 102 from Corvallis, arrives at Monmouth 2:30 P. M.
Train No. 15 leaves Independence 3:50 P. M., arrives at Monmouth 4:00 P. M.
Train No. 17 leaves Independence 4:30 P. M. after connecting with Motor Car from Salem, arrives at Monmouth 4:40 P. M.
Train No. 19 leaves Independence 7:30 P. M. after connecting with S. P. train No. 353 from Portland, arrives at Monmouth 7:40 P. M.
Train No. 2 leaves Monmouth 7:15 A. M., arrives at Independence 7:25 A. M., connects with S. P. train No. 354 for Portland.
Train No. 4 leaves Monmouth 8:15 A. M., arrives at Independence 8:25 A. M., connects with train from Dallas arriving at Monmouth 7:25.
Train No. 6 leaves Monmouth 9:05 A. M., arrives at Independence 9:15 A. M., connects with train from Airlie.
Train No. 8 leaves Monmouth 11:35 A. M., arrives at Independence 11:45 A. M., connects with train No. 351 from Dallas.
Train No. 10 leaves Monmouth 1:30 P. M., arrives at Independence 1:40 P. M., connects with S. P. train No. 352 from Airlie, also S. P. train No. 102 for Portland.
Train No. 12 leaves Monmouth 2:35 P. M., arrives at Independence 2:45 P. M.
Train No. 14 leaves Monmouth 4:05 P. M., arrives at Independence 4:15 P. M., connects with Motor Car for Salem and Dallas.
Train No. 16 leaves Monmouth 4:50 P. M., arrives at Independence 5:00 P. M.
Train No. 18 leaves Monmouth 7:45 P. M., arrives at Independence 7:55 P. M.

Church Directory

EVANGELICAL CHURCH	
F. M. FISHER, Pastor.	
Morning service at	11:00 o'clock
Evening service at	7:30 o'clock
Sunday School at	10:00 a. m.
Y. P. A. Meeting at	6:30 p. m.
Prayer Meeting	Wednesday evening.
CHRISTIAN CHURCH.	
H. F. JONES, Pastor.	
Morning Service at	11:00 a. m.
Evening Service at	7:30 p. m.
Sunday School	10:00 a. m.
Y. P. S. C. E.	6:30 p. m.
Prayer Meeting	Wednesday 7:30 p. m.
BAPTIST CHURCH.	
G. A. POLLARD, PASTOR	
Sunday School at	10:00 a. m.
Morning worship,	11:00 a. m.
Christian Union Endeavor,	6:30 P. M.
Evening worship,	7:30 p. m.
Prayermeeting	Wednesday, 7:30 P. M.

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