

Red potatoes, Burbanks, \$1.50
 1500 Golden's Store.

The Public Schools

Report of the schools of Polk County for the school month ending February 13, 1915.

Number of schools operated during month	49
Number of pupils enrolled on time	2915
Number of pupils remaining in last report	2904
Number of pupils registered new during month	23
Number of pupils retained secondary during month	39
Number of pupils expelled during month	484
Total number pupils on register during month	3431
Number of pupils dropped during month	485
Total number on register at this report	2915
Number of days absent during month	19.74
Number of days absent during year	76216.96
Number of days absent per pupil	26.145
Number of pupils under 16	613
Number of pupils under 14	1095
Average number of pupils attending	2289
Average daily attendance	24.47
Percentage of attendance	16.2
Number of visits by persons	329
Number of visits by members of school board	53

The following schools have been placed on the roll of honor for having made 95 per cent in attendance or over: Zena, Dallas, Smithfield, Eola, Pedee, Red Prairie, Bridgeport, Ballston, Monmouth High School, Airlie, Orchards, Polk Station, Perrydale, Gooseneck, Butler, West Salem, Rickreall, Oakpoint, Buena Vista, Elkins, Independence, Buell, Spring Valley, Montgomery, Lincoln, North Dallas, Saver, Fir Grove, Crowley, Concord, Lone Star, Oakdale, Black Rock, Falls City, Liberty, Cherry Grove, Oakhurst, Mountainview, Rock Creek, Hopville, Highland, Fern, Mistletoe, Wildwood, Broadmead, Valley Junction and District No. 73.

The following schools have been placed on the roll of honor for having made no tardies during the month: Smithfield, Red Prairie, Parker, Valley View, Orchards, Gooseneck, Oakpoint, Buena Vista, Spring Valley, Fir Grove, Montgomery, Upper Salt Creek, Crowley, Liberty, Oakhurst, Mistletoe and Broadmead.

The following schools have become standard: Fern, Rogue River, Butler, Parker, Black Rock, Hopville and Buell.

Valuable Cow is Shot

Mr. Cephas Nelson, whose ranch is four miles south of Dallas, had a valuable Jersey cow shot one day last week by a careless hunter, whose name is not known. Although the animal was not killed, she is ruined as a milker, and since the accident has fallen off in flesh to such an extent that it will not pay her owner to put her in condition for beef. "It might have been a person instead of the cow," said Mr. Nelson, "and therefore there should be something done to restrain hunters from roaming about the country and shooting at random."—Observer.

Dogs of Luxury

The appearance of little dogs as objects of luxury goes back to the most ancient times, says the London Globe. Documents are not wanting to show that Greek and Roman women had pet dogs which they idolized. Even men, particularly among foreigners, were not ashamed to walk the streets of Rome with pet dogs under their arms. Tertia, the daughter of Lucius Aurelius Paulus, was so fond of her dog that in the moment of bidding farewell to her father, who was about to leave his country and his family to wage war against Persus, king of Maceonia, she frankly admitted that the sadness imprinted on her face was due to the death of her pet dog Persa.

Cheerfulness

The true secret of good health and immunity from disease lies in finding out and practicing the golden mean of every creed. Cheerfulness is one of the best ends to length of days. It is possible to cultivate this quality, and in the interests of those about us, no less than in our own, it ought to be cultivated.

PAYROLL OF CIVILIZATION MET BY FARMER

WANTS NO "DEADHEADS" ON LIST OF EMPLOYEES.

A CALL UPON THE LAW MAKERS TO PREVENT USELESS TAX UPON AGRICULTURE.

By Peter Rooford
 Lecturer National Farmers' Union

The farmer is the paymaster of industry and as such he must meet the nation's payroll. When industry pays its bill it must make a slight draft upon agriculture for the amount which the farmer is compelled to honor without protest. This check drawn upon agriculture may travel to and fro over the highways of commerce; may build cities; girdle the globe with bands of steel; may search hidden treasures in the earth or traverse the skies, but in the end it will rest upon the soil. No dollar will remain suspended in midair. It is as certain to seek the earth's surface as an apple that falls from a tree.

When a farmer buys a plow he pays the man who mined the metal, the woodman who felled the tree, the manufacturer who assembled the raw material and shaped it into an article of usefulness, the railroad that transported it and the dealer who sold him the goods. He pays the wages of labor and capital employed in the transaction as well as pays for the tools, machinery, buildings, etc., used in the construction of the commodity and the same applies to all articles of use and diet of himself and those engaged in the subsidiary lines of industry.

There is no payroll in civilization that does not rest upon the back of the farmer. He must pay the bills—all of them.

The total value of the nation's annual agricultural products is around \$12,000,000,000, and it is safe to estimate that 95 cents on every dollar goes to meeting the expenses of subsidiary industries. The farmer does not work more than thirty minutes per day for himself; the remaining thirteen hours of the day's toil he devotes to meeting the payroll of the hired hands of agriculture, such as the manufacturer, railroad, commercial and other servants.

The Farmer's Payroll and How He Meets It.

The annual payroll of agriculture approximates \$12,000,000,000. A portion of the amount is shifted to foreign countries in exports, but the total payroll of industries working for the farmer divides substantially as follows: Railroads, \$1,252,000,000; manufacturers, \$4,355,000,000; mining, \$655,000,000; banks, \$200,000,000; mercantile \$3,500,000,000, and a heavy miscellaneous payroll constitutes the remainder.

It takes the corn crop, the most valuable in agriculture, which sold last year for \$1,692,000,000, to pay of the employees of the railroads; the money derived from our annual sales of livestock of approximately \$2,000,000,000, the yearly cotton crop, valued at \$920,000,000; the wheat crop, which is worth \$610,000,000, and the oat crop, that is worth \$440,000,000, are required to meet the annual payroll of the manufacturers. The money derived from the remaining staple crops is used in meeting the payroll of the bankers, merchants, etc. After these obligations are paid, the farmer has only a few bunches of vegetables, some fruit and poultry which he can sell and call the proceeds his own.

When the farmer pays off his help he has very little left and to meet these tremendous payrolls he has been forced to mortgage homes, work women in the field and increase the hours of his labor. We are, therefore, compelled to call upon all industries dependent upon the farmers for subsistence to retrench in their expenditures and to cut off all unnecessary expenses. This course is absolutely necessary in order to avoid a reduction in wages, and we want, if possible, to retain the present wage scale paid railroad and all other industrial employees.

We will devote this article to a discussion of unnecessary expenses and whether required by law or permitted by the managements of the concerns, is wholly immaterial. We want all waste labor and extravagance, of whatever character, cut out. We will mention the full crew bill as

Illustrating the character of unnecessary expenses to which we refer

Union Opposes "Full Crew" Bill.

The Texas Farmers' Union registered its opposition to this character of legislation at the last annual meeting held in Fort Worth, Tex., August 4, 1914, by resolution, which we quote, as follows:

"The matter of prime importance to the farmers of this state is an adequate and efficient marketing system; and we recognize that such a system is impossible without adequate railroad facilities, embracing the greatest amount of service at the least possible cost. We further recognize that the farmers and producers in the end pay approximately 95 per cent of the expenses of operating the railroads, and it is therefore to the interest of the producers that the expenses of the common carriers be as small as is possible, consistent with good service and safety. We, therefore, call upon our law-makers, courts and juries to bear the foregoing facts in mind when dealing with the common carriers of this state, and we do especially reaffirm the declarations of the last annual convention of our State Union, opposing the passage of the so-called 'full-crew' bill before the thirty-third legislature of Texas."

The farmers of Missouri in the last election, by an overwhelming majority, swept this law off the statute book of that state, and it should come off of all statute books where it appears and no legislature of this nation should pass such a law or similar legislation which requires unnecessary expenditures.

The same rule applies to all regulatory measures which increase the expenses of industry without giving corresponding benefits to the public. There is oftentimes a body of men assembled at legislatures—and they have a right to be there—who, in their zeal for rendering their fellow-associates a service, sometimes favor an increase in the expenses of industry without due regard for the men who bow their backs to the summer's sun to meet the payroll, but these committees, while making a record for themselves, rub the skin off the shoulders of the farmer by urging the legislature to lay another burden upon his heavy load and under the lash of "be it enacted" goad him on to pull and surge at the traces of civilization, no matter how he may sweat, foam and gall at the task. When legislatures "cut a melon" for labor they hand the farmer a lemon.

The farmers of the United States are not financially able to carry "dead heads" on their payrolls. Our own hired hands are not paid unless we have something for them to do and we are not willing to carry the hired help of dependent industries unless there is work for them. We must therefore insist upon the most rigid economy.

Legislative House-Cleaning Needed.

While the war is on and there is a lull in business, we want all legislative bodies to take an inventory of the statute books and wipe off all extravagant and useless laws. A good house-cleaning is needed and economies can be instituted here and there that will patch the clothes of indigent children, rest tired mothers and lift mortgages from despondent homes. Unnecessary workmen taken off and useless expenses chopped down all along the line will add to the prosperity of the farmer and encourage him in his mighty effort to feed and clothe the world.

If any of these industries have surplus employes we can use them on the farm. We have no regular schedule of wages, but we pay good farm hands on an average of \$1.50 per day of thirteen hours when they board themselves; work usually runs about nine months of the year and the three months dead time, they can do the chores for their board. If they prefer to farm on their own account, there are more than 14,000,000,000 acres of idle land on the earth's surface awaiting the magic touch of the plow. The compensation is easily obtainable from Federal Agricultural Department statistics. The total average annual sales of a farm in the continental United States amounts to \$516.00; the cost of operation is \$340.00; leaving the farmer \$176 per annum to live on and educate his family.

There is no occasion for the legislatures making a position for surplus employes of industry. Let them come "back to the soil" and share with us the prosperity of the farm.

When honesty is merely a good policy it is a poor virtue.

Lazy farmers are just as useless as dead ones and take up more room.

When the soul communes with the spirit of nature the back to the farm movement prevails.

There are two kinds of farmers. One tries to take all the advice he hears and the other won't take any at all.

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SOUTHERN PACIFIC

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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.

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