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Contractor and Builder
All kinds of Carpentering and Repair
work neatly done.
Let me figure with you on that new
building you are going to have built.

Monmouth Grange 476
Meets the second Saturday in Each
Month at 10:30 A. M.
Public Program at 2:30 p. m. to which
visitors are welcome.
P. O. POWELL, Master.
MISS MAGGIE BUTLER, Sec.

CHRISTIAN SCIENCE SOCIETY
In Odd Fellows Hall
Services, - 11.00 a. m.
Subject:
"Mortals and Immortals."
Sunday School, - 10.00 a. m.
Wednesday evening meeting, 8.00 p. m.

BAPTIST CHURCH
G. A. POLLARD, PASTOR
Sunday School, - 10.00 a. m.
Preaching Service, - 11.00 a. m.
C. U. E. Meeting, - 6.30 p. m.
Preaching Service, - 7.30 p. m.
Prayer Meeting Wednesday, 8.00 p. m.

Second Hand Goods
J. D. Stevens
Second Hand Store
Main St. north of lumber yard

RHEUMATISM
ANTI URIC, the famous root
and berry remedy for rheumatism
Contains no opiates or chemicals,
and will not injure the most deli-
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sults guaranteed or money re-
funded. Price \$1.50 per outfit.
For sale by the
PERKINS' PHARMACY

A. N. Halleck buys junk of all
kinds and pays highest
prices. 26tf

GOOD ROADS POINTERS

A vote for the road bond bill will be
a vote for a state-wide system of good
roads without increasing direct taxes.
Don't forget this when you vote June
4th.

Whether the road bonds are voted
or not the auto license and the millage
tax will have to be paid just the
same. Where would there be any
economy in voting them down?—Mc-
Minnville Register.

Those who argue against obtaining
outside money through the six mil-
lion bond issue are working against
the improvement of the by-roads or
laterals which they claim to main-
tain.—Pendleton East Oregonian.

"This is the greatest measure ever
contemplated by the state of Oregon,"
said Governor Withycombe, discus-
sing the \$6,000,000 road bond bill at
the state-wide good roads rally in
Portland. "It means more to the state
than any measure in its history, be-
cause the one thing we need is high-
ways in Oregon."

Industrial preparedness, military
preparedness, economic insurance and
common horse sense rise up to slap
the contrary Mr. Spence's statements
in the face. The bond issue IS prac-
tical, IS necessary, IS without tax
obligation, DOES make the auto own-
er bear ALL the burden and SHOULD
carry.—Astoria Astorian.

Eighty per cent of the automobiles
in Oregon are owned by persons liv-
ing in the cities, and not one cent
of the proposed \$6,000,000 bond issue
is to be used on roads in cities. All
the money goes on county roads, and
as only 20 per cent of the auto license
will be paid by those living in the
country, that means that the auto
owners living in incorporated cities
will pay \$4,800,000 of the \$6,000,000
bond issue.—Tillamook Headlight.

It is time for us to get out of the
mud. We need and must have good
roads. They will add to the wealth,
thrill and happiness of our people and
our state. This measure (\$6,000,000
road bond bill) does not add one far-
thing to our taxes; it simply capital-
izes waste. No sane man or woman
should offer a single word of opposi-
tion to this movement.—Governor
Withycombe at state-wide good roads
rally in Portland.

Six years ago the people of Califor-
nia voted \$18,000,000 bonds for good
roads. The measure received only a
small majority. Last November they
voted an additional \$15,000,000 of
bonds for further road work. The
vote at the second election was 4 to 1
for the bonds. There's a reason. Cal-
ifornians were satisfied with their
first investment. Road construction
in California has yielded satisfactory
dividends to the people of that state.

The State Highway Commission has
adopted the following policy with re-
gard to road surveys:

Whenever any County shall make
application to the Commission setting
forth a desire to do construction work
on post roads, forest roads or any
other state highway within its limits,
the Commission will authorize a defi-
nite location survey establishing
grades and alignments. The expense
of such surveys will be paid for from
the state funds of the Commission.

We cannot conceive how a farmer
can oppose the present good roads
movement when it means so much to
him to have good roads to take his
products to the market. The State
of Oregon is endeavoring to bring
about a comprehensive system of road
building, which it should have done
years ago, but, strange to relate, ob-
jection is raised by farmers, who will
be the most benefited by a system of
hard surfaced trunk roads. Take
Tillamook County for an illustration
with a hard-surfaced highway through
the county. The farmers would use
it 12 months of the year and the sum-
mer auto travel three months of the
year.—Tillamook Headlight.

I don't believe in going in debt for
something that we don't need, and I
don't think bonding is the best way.
But, there you are, under the system
that this government is run it is the
only way to get what we need, and
we all agree that we need good roads
and we know that macadam will not
stand the traffic. Will we wait until
we have the money, or go in debt, for
what we all say we need? I have
come to the parting of the ways, and
say, I believe those men who figured
on the license paying for the bonds
know what they are talking about.—
C. A. Schuebel, Clackamas County
farmer, in a communication to the
Oregon City Enterprise.

In arriving at a sensible conclusion
as regards the road bond issue it is
not unwise nor untimely to reckon
along the line of a twentieth century
resident. Do not harken back to the
days when our grandfathers crossed
the plains in a prairie schooner drawn
by a yoke of oxen, but just remember

WHY INDIVIDUALISM IS AS DEAD AS A SMELT

By George W. Perkins.

"Individualism" is as dead as a smelt.
That is my contention.

In this country we have been living
in an age of the utmost freedom to the
individual. It has been the individual-
istic period.

In the early days, when instantaneous
intercommunication did not exist, when
education was meagre and science un-
developed, what the individual did was
of comparatively small consequence, for
his deeds did not reach very far and did
not affect many people.

With intercommunication drawing
the world together in one centralized
community, the act of the individual
can affect a large number of persons;
therefore, that form of freedom which
is simply another expression for li-
cense to do as one pleases can no
longer exist.

Society is finding it necessary to take
away much of what has hitherto been
called "freedom of the individual." In
my judgment this process is only in its
infancy.

Until recent years little broad think-
ing was given to this problem and dif-
ferences were settled on the basis of
"might makes right." All this is rap-
idly changing and we are entering a
period of new industrial relationships.

In my judgment we are just now
entering a period of copartnership,
where the tool user will be part tool
owner and where capital and labor
will share more equitably in the
profits of the business in which they
are jointly engaged.

This advance is inevitable because of
our educational system, which teaches
the workman to think for himself.

It is inevitable because strikes and
lockouts can never be settled satisfac-
torily or permanently by merely rais-
ing a man's wages.

No mere increase in wages can ever
satisfactorily solve this problem. It can
be solved only on the basis of profit
sharing.

By profit sharing I do not mean bonus
giving.

Profit sharing can be done satisfac-
torily only when the business concern makes
public its transactions, so that the la-
borer and the stockholder can know as
much about the business as does the
manager himself.

In the adjustment of difficulties be-
tween capital and labor I am confi-
dent that open books will accomplish
much more than open shops.

About the only goal we have had has
been the almighty dollar. The first
question asked when a man dies is,
"How much was he worth?" with

that this is an age of famous ideas.
Permit a few present day arguments
to confront you, then look them
squarely in the face. That is the
only way to settle the matter honest-
ly. That being the case we are cer-
tain that every voter who has not
already become convinced that Ore-
gon should be pulled out of the mud
will resolve to do his bit by casting
his vote for the first real sensible
measure ever placed before the peo-
ple which was intended to do a real
good for the state and not make a
few grafters rich.—Cres Bay Harbor.

The state pamphlet on the six mil-
lion dollar bonding measure will soon
be in the hands of the voters. Do
not throw it away without a careful
study. This seems like an opportunity
for improved roads that we are not
likely to get again if now turned
down.—Hermiston Herald.

Our Bargain Column

Good new driving harness for
sale. Monmouth Transfer.

For Sale: The two Bullis lots
and small house. Inquire of W.
J. Miller. 35

Full line of Pictorial Review
patterns now on sale at the Mon-
mouth pressing parlor.

Concrete work of all kinds. A.
L. Tollman. 28-6t

Good house and barn for rent.
Excellent garden with choice
fruit and place for chickens. In-
quire, Mrs. R. H. Simpson.

To Exchange

Modern Twelve Room
House, good corner, close to
College and business district
for something in Monmouth.
Describe fully. Address 453
Madison St., Corvallis, Ore.



Government ownership of railroads
may be as desirable in this country as it
is in Germany, but we must first have
public servants who will at least come
somewhere near the standard of Ger-
many's public servants in efficiency and
honesty.

Centralization is the order of the day.
The telegraph, the telephone, the au-
tomobile and the airship are the causes.
They have wiped out not only old prece-
dents and customs, but State and na-
tional lines as well.

A man living in Boston who wishes
to talk to a man living in San Fran-
cisco simply rings a bell, puts a little
instrument to his ear and proceeds to
talk. There is hardly a miracle in the
Bible more wonderful than this.

The doctrine of "State rights" is be-
ing rapidly demolished.
The State, viewed as an individual
with the right to do as it pleases within
itself, without regard for other States,
can no longer be tolerated.

We must therefore take on a new na-
tionalism.
The mighty changes taking place in
Europe tell us with unmistakable voice
that the reconstruction period is at hand.
The man of the future must realize it.
He must not look back to the setting but
forward to the rising sun.

In recent years we have been hearing
a great deal about government owner-
ship of our railroads.

Trains into Monmouth

L've Portland 7:15, a. m.	Gerlinger 10:33,	Independence 11,	Monmouth 11:10
" Salem 9:45, "	" " " " " "	" " " " " "	" " " " " "
" " 1:40, p. m.	" " " " " "	" " " " " "	" " " " " "
" " 4:00, "	Gerlinger 4:38,	Independence 4:55,	Monmouth 5:05
" " 6:15, "	" " " " " "	" " " " " "	" " " " " "
" Portland 3:20,	Connects with above	" " " " " "	" " " " " "
" Corvallis 6:45, a. m.	Independence 7:35,	Arrive Monmouth 7:45	" " " " " "
" " 1:15, p. m.	" " " " " "	" " " " " "	" " " " " "
" Dallas 7:00, a. m.	Arrive Monmouth 7:25	" " " " " "	" " " " " "
" Airlie 9:30, a. m. and 3:55, p. m.	Arrives Monmouth 9:05 a. m. and 4:30 p. m.	" " " " " "	" " " " " "
Leave Independence, 7, a. m., 7:35, 8:45, 11, p. m.	1:30, 2:20, 3, 4:15, 4:55, 7:20	" " " " " "	" " " " " "

Trains out of Monmouth

L've Monmouth 7:15 a. m.	Independence 7:35,	Gerlinger 7:49,	Ar Salem 8:30
" Same as above	" " " " " "	" " " " " "	Portland 11:10
" Monmouth 1:50, p. m.	" " " " " "	" " " " " "	Salem 3:15
" Same as above	" " " " " "	" " " " " "	Portland 5:55
" Monmouth 4:35,	" " " " " "	" " " " " "	Salem 6:00
" " 9:05, a. m.	Dallas 10:10	" " " " " "	" " " " " "
" " 4:30, p. m.	" " " " " "	" " " " " "	" " " " " "
" " 9:05, a. m.	Independence 10:50,	Corvallis 11:50	" " " " " "
" " 5:10, p. m.	" " " " " "	" " " " " "	" " " " " "
" " 7:25 a. m. and 3:20 p. m.	Arrives Airlie 8 a. m. and 3:50 pm	" " " " " "	" " " " " "
Leave Monmouth 7:15, a. m., 8:15, 9:05, 11:15, 1:50, 2:35, 3:20, 4:35, 5:10, 7:35	" " " " " "	" " " " " "	" " " " " "

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Team, wagon and harness
Black mare, 5 yr. old, weight 1150
3 in. Mitchell wagon, wide tire
Wood rack, cost \$25
Stover 4 1/2 horse power feed grinder
New Way engine and wood saw
(Including gumming outfit)

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