THIS PAPER issued in two sections; Section One—Pages 1 to 8—Local news, stories, correspondence and Denison locals.

Aldrich chas curator
Historical dept

THE DENISON REVIEW

THE PAPER YOU TAKE HOME

The advertisers using Review columns are responsible and worthy your patronage.

VOL. 52 DENISON, IOWA, WEDNESDAY, MARCH 7, 1917. No. 10

AUTOMOBILES AND R. R. CROSSINGS

Number of Locomotive Engineers Appear Before Railway Committee and Ask Regulations.

STOP AT RAILROAD CROSSINGS

House Votes for Free Textbooks—Bill to License Food Establishments—Comfort Stations.

DES MOINES, March 3—A number of engineers appeared before the joint railway committees and plead for the passage of a law compelling automobiles to make a full stop or have auto under full control upon approaching a railway in order that oncoming trains may be detected in time to avert a collision. The engineers were serious in their plea. They stated that nobody but an engineer knows of the nervous strain under which they labor because of the recklessness of autoists. One engineer whose engine had killed five people actually cried as he plead with the committee. "You men do not know what a terrible strain engineers are under since automobiles have become so numerous. People will make a dash for a crossing when a train is approaching at full speed and put it up to the engineer to avert a wreck," said the engineer. Representative Finley of Henry county took vigorous exceptions to the demand of the engineers and declared that a law compelling autoists to stop at every crossing would relieve the railways of all responsibility should accidents occur. He urged the passage of legislation to eliminate the grade crossing entirely and spoke in behalf of his bill which is intended to establish a rule that the railroads are to pay the full cost of building overhead or underground crossings ordered by the state railway commission. The bill under discussion by the engineers is H. F. 46, by Wilson of Louisa, which originally required the placing of warning signs at a distance of 200 feet from dangerous crossings, and which has since been amended to include the feature requiring automobiles to stop before crossing tracks.

Would Pay for Iowa Building at 'Frisco Fair.

Failing to get an appropriation from the 35th general assembly to be used for the erection of a building at the Panama-Pacific exposition, a bunch of fellows from the Greater Iowa commission went about over the state getting commercial clubs to pledge money to be used for the purpose. A dozen cities contributed an amount sufficient, the building was erected, the state entertained hundreds of thousands of visitors in a creditable manner. Iowa carried off numerous prizes and medals and after it was all over the 36th general assembly was asked to make an appropriation to reimburse those who had contributed and made the erection of a building possible. Without such a building Iowa would have cut a sorry figure at the big show. It seems that some Waterloo boosters jumped into the limelight at the psychological moment and announced to the people of the state that the enterprising citizens of that city would erect a building and present it to the state. Well, the last general assembly refused to reimburse those cities that had contributed, putting up as a defense the promise made by Waterloo to erect such a structure. And now comes Senator Jackson of the Floyd-Chickasaw district with a bill to appropriate $35,000 to pay for the building aforesaid. The Greater Iowa commission had charge of the state exhibit at Frisco and after making a most creditable display, had several thousand dollars left out of the appropriation voted by the 35th general assembly on condition that none of it was to be expended in the erection of a building and this money was covered back into the treasury. There is some sentiment favorable to the passage of the Jackson bill and an effort will be made to create more.

House Votes for Free Text Book Plan.

The McFarlane free text book bill passed the house by practically a unanimous vote. The bill provides that upon petition of ten per cent of the voters in any district an election may be called to vote upon the question of free school books. All books furnished under the operation of the law will become the property of the district and when children remove from one district to another the books are left behind. Of course parents may buy the books for their children if they so desire and such would be the individual property of the owner. There is also a bill pending looking toward the uniformity of text books by counties. The measure is intended to simplify the present law which has not met with favor in many instances. The present law providing for county uniformity of text books provides that the county superintendent, auditor and members of the board of supervisors constitute the county board of education. When petitions shall have been signed by one-third of the school directors of a county, other than those in cities and towns, and filed in the county superintendent's office at least thirty days before the annual school election, asking for uniformity of text books in the county. Within fifteen days after filing the petitions the board of education shall meet and provide for the submission at the next regular school election.

Licensing All Food Establishments.

A bill by Senator Adams of Kossuth would license all establishments "engaged in the preparation or sale of food" and placing them under direct supervision of the state food and dairy department. Bottling works, bakeries, candy factories and stores, ice cream factories and stores, canning factories, slaughter houses, meat markets, restaurants, cafes and dairy lunches are brought under the provision of the bill. License fees of $5 a year for bottling works and $3 for the other establishments are fixed by the measure.

Municipal Comfort Stations Provided.

Representative Coakley's bill providing for municipal comfort stations in all cities of Iowa of more than 5000 population was favorably reported by the house committee on public health. The bill passed the house last session, but was lost in the shuffle of the closing days of the senate.

House Friendly to Prairie Chickens.

A five year closed season on prairie chickens will be established in Iowa if the senate concurs in the action of the house. The McFarlane bill, providing for the closed season, was passed 69 to 33.

Representative Lee of Sac county offered to amend the bill by proposing an open season of two months instead of three and a bag limit of four birds instead of eight. The amendment was voted down.

It is believed that the Turner bill providing a closed season for quail will carry also.

Government Aid in Road Building.

Senator Balkema, chairman of the committee on highways in the senate, has drafted a bill which gives the methods to be pursued in receiving Iowa's allotment of the money set aside by the government for the improvement of post roads, that is, roads over which rural mail carriers pass. Something over $2,000,000 will come to Iowa within the next five year period. The Balkema bill provides that federal aid shall be extended to the counties in proportion to area. Senator Balkema does not believe that federal aid should be injected into the general road law In the house a different attitude is assumed. The Johnston-Pitt highway measure has a rection relative to federal help, granting to the highway commissioner authority to receive such aid and make suitable provisions therefor.

The Elwood bill, which has been offered in the house as a substitute for the Johnston-Pitt bill, requires that the federal aid received shall be distributed among the counties in the same proportion as the automobile registration funds are distributed. This, under the present law, is in proportion to the number of townships in each county. It provides that the funds expended by the state to meet the federal aid provisions shall be taken from the automobile registration fund and that when this fund is insufficient the amount shall be made up from the road and bridge funds of the various

(Continued on Page Eight.)

Correct Way to Display the Flag

Now that many people are displaying the colors just to show their allegiance during our international troubles a few notes as to what rules should be observed in correct conduct toward the stars and stripes may not be amiss:

Holidays when the flag should be displayed at full staff are as follows:

Lincoln's birthday, February 12th; Washington's birthday, February 22d; battle of Lexington, April 19th; Memorial day, May 30th; flag day, June 14th; battle of Bunker Hill, June 17th; July 4th; battle of Saratoga, October 17th; surrender of Yorktown, October 19th; Evacuation day, November 25th.

Other rules given as follows:

On Memorial day the flag should fly at half staff from sunrise to noon and full staff from noon to sunset.

To show respect for the flag it should not be hoisted before sunrise or allowed to remain up after sunset.

At "retreat" sunset civilian spectators should stand at attention and uncover during the display of the flag. Military spectators are required to stand at attention and give the military salute. During the playing of the national hymn at "retreat" the flag should be lowered but not allowed to touch the ground.

When the national colors are passing on parade or in review, the spectator, if walking, should halt, and if sitting, rise and stand at attention and uncover.

When the national and state or other flags fly together, the national flag should be on the right.

When the flag is flown at half staff as a sign of mourning it should be hoisted to full staff at the conclusion of the funeral.

Legislation to preserve the American flag from desecration, mutilation or improper use has been passed by thirty-one states and three territories.

COUNTY TAX IN STATE 92 PER CENT

The Reports From the Auditors Are Now All in and the State Has Made Deductions.

THE TOTAL TAX IS $54,267,625

Increase Over the Sum Levied Last Year of $3,591,592.19—The Road Tax Figures.

DES MOINES, March 2—Reports have been received by the state auditor from all of the county auditors of the state showing the tax which is to be collected in each county in the state during 1917. Of this amount 92 per cent is for county taxes and 8 per cent for state taxes. Included in the 8 per cent collected for state purposes is the monies which pay the district judges in each county of the state, the state aid paid to county fairs, to consolidated schools and normal training.

As has been pointed out before, the very large per cent of the state tax goes to the state educational institutions, maintained for the benefit of the people of all the counties in the state, and to the institutions under the state board of control to which the unfortunates from all of the counties are sent.

The total of all taxes to be collected by all of the counties of Iowa this year as reported by the county auditors is $54,267,625.44. Of this amount $4,409,239.05 is state taxes. For strictly county purposes here is therefore to be collected $49,858,386.29.

The total amount of taxes to be collected this year shows an increase over the amount to be collected last year of $3,591,592.19. The increase in the amount of state taxes to be collected this year totals $49,261.21.

There is an increase in the property valuation, however, of about $10,000,000 and in moneys and credits of $32,000,000. This will make a total increase in values of $42,000,000. The higher the property valuation, the lower the tax required to raise a specific sum.

Moneys and Credits.

The moneys and credits this year as listed for taxation total $307,258,698 as compared to $275,361,700 last year. The total property values are $955,143,629 as compared to $945,061,505 the previous year.

City taxes show an increase of about $800,000. The district school tax has increased about a million and three-quarters over a year ago.

The total road taxes to be collected in all of the counties of the state show an increase of about $225,000 over the previous year. This year the total road tax will amount to $5,728,530 as compared to $5,502,749 the previous year.

The road taxes come under four heads as follows: County road and permanent road tax, county road building tax, township road tax and road dragging tax. The taxes in each of these funds the past two years follow:

County road and permanent road tax; 1916, $886,183.79; 1917, $921,980.03.

County road building tax: 1916, $1,423,325.96; 1917, $1,440,016.40.

Township road tax: 1916, $2,474,814.31; 1917, $2,626,954.50.

Road dragging tax: 1916, $718,627.90; 1917, $739,580.90.

The total state levy, including capitol extension, is 4.5 mills. There will be raised for capitol extension this year $166,390. This tax is .17 mills. The state tax not including capitol extension is 4.33 mills. As was shown in the first part of this article the entire amount to be raised for state taxes his year is $4,409,239.05, as compared to $4,359,977.84 last year.

Robert Fastje, who has been in Chicago for the past few weeks, taking a course in piano tuning, returned home the first of the week. Robert will be associated in the piano business with his father, John Fastje.

Many debtors now draw a long breath and rejoice that Pay Up Week does not come again for another year.

There is a feeling also among some that Go to Church Sunday is a kind of Pay Up Week when you can keep God satisfied for one more year.

It is perhaps natural that the bone dry law should make many people shiver to the marrow.

A great many people won't observe lent as it interferes with their inalienable right to acquire a Monday morning headache.

Enormous sums of money are asked by the investigating committees, but then cigars and whitewash come high.

WARREN TEMPLE TELLS OF CHINA

Denison Young Man Acts As Traveling Salesman in North China and Tells of Experiences.

TRAVEL BY BOATS AND CARTS

Cities and Towns Unkept and Sanitary Conditions of the Worst—Physicians Busy All the Time.

Pengpu, Tahwei Prov., Jan. 22, '17.
Editor of Denison Reivew,
Denison, Iowa.

Dear Friend: I noticed in one of your papers some time ago, an article saying that I was discharged from the navy and that I was now working in Shanghai for the British-American Tobacco company, Ltd., and because you said that I was located in Shanghai and only made the larger towns, I will endeavor to tell you something of my work in China and then let you judge for yourself as to whether I only make the large towns or not, ha, ha.

I am now located in North China in the southern part of the southern division, and I make the small towns as well as the large ones. The small towns in China are all dirty and the large cities are as clean as Chinese cities go, and that is not saying very much for the majority of all Chinese cities.

I have been in Chinese cities where there is so much dirt and so much stagnant water around that all the Chinese doctors and also the missionary doctors are kept busy night and day to save the lives of hundreds of people who have caught some contagious disease from being so dirty and living around so much stagnant water and also from drinking this stagnant water.

And you talk about poor people in the good old United States, why the people of the United States do not know what poverty is. I could tell you about the poor people of China for a week and then never tell half of the real circumstances concerning the many poor in China..

Now about the way we travel and the way we live in this great big country of China, the land of the pig tails and the rising sun. When a person joins the company he is sent out on what we term frontier work and, believe me, it is at times hard work and also very trying. In some places we have to do all our traveling by house boats and of course this is not bad in the summer time except for the mosquitoes which are as big as horse flies, but in the winter time it is very cold and very disagreeable. In the winter as well as in the summer the boat is propelled by the coolies working on board. On the top of the boat a pole is erected and at the top of this a line is made fast; this is then taken ashore and the men pull the boat from town to town. By this method one is able to make about 60 to 70 Li in one day. But in the winter the progress is very slow because of the ice that has to be broken by a gang of coolies in front of your boat, and if you are lucky and have a good gang of coolies you will make possibly 1 or 2 Li in one day.

Progress at this speed compels one to be on a trip for weeks at a time and when your food is exhausted you are compelled to live on Chinese food and this does not settle very well on a foreigner's stomach, and besides the food is very dirty and has been washed in river water which has the same color as the old Boyer river at home.

But the mode of travel on land is very hard. One travels by cars and wheelbarrows. The wheelbarrows are so made that two persons can ride, and are propelled by two coolies, one in front and the other behind.

The roads in China are like our trails out west at home. And I can tell you they are not at all smooth, but on the contrary they are full of holes and stones and over these you must travel Li after Li all day long, bumping up and down like a ship in rough weather. One Li is equal to 1-3 of our mile.

But after you have made one or two of these trips you become accustomed to the life and one begins to like it. When I came up here I weighed 133 pounds and now I weigh 165 pounds, so you see it agrees with me. Now traveling by what they call Peking carts are a great deal worse for they are built so heavy and are so narrow that when you sit down in one of these vehicles you clasp your hands around your knees and ride all day and also sleep in this position. And, believe me, when you have ridden all day in one of these things you are glad to get out and stretch your legs after reaching a village at night.

But one's troubles are just begun when he reaches a village. Here he must find a hotel and they are nothing but inns made of sticks plastered over with mud and they generally [illegible] six windows and no way to close them and in the winter it is sure cold sleeping on the hard cold mother earth. And in the summer you have to sit up nights to keep the dust off of you so that your staff can find you in the morning. Some life, what?

But one consolation, when traveling in this manner you do not have a lot of stock to look after, for these trips are only inspection trips. The Chinese salesmen travel with all the stock and sell cigarettes in towns all along the way until we reach the end of our trip and then I go out with them to see that they work the town properly.

Now as to the places in which we live on the land. The house we live in on the land are built by the Chinese under the supervision of a foreigner. These houses are owned by our dealers and are rented from them. The reason for this is that foreigners or foreign firms are not allowed to rent or build on Chinese property. This is true throughout China. The houses are very nice and are furnished by the company the same way our good homes in the United States are furnished. So you see when we get back to heaquarters after being on a ten days' or two weeks' trip we are pretty thankful to the company and to God for being so good as to furnish us with such a good home.

Hoping you and your readers will be interested in this little article and that it will induce some of the young men to seek positions in China, ha, ha.

Your old friend,
W. W. Temple,
Traveling Rep. B. A. T. Co. Ltd.

PRES. WILSON'S INAUGURAL TALK

In Making Inaugural Address for Second Time President Sounds Solemn Warning to Country.

WAR BROUGHT ADDED DUTIES

Nation Drawn Into Current by European Affairs—Firm Stand for Armed Neutrality Taken.

WASHINGTON, D. C., March 5—President Wilson's inaugural address was as follows:

"My fellow citizens:

The four years which have elapsed since last I stood in this place have been crowded with counsel and action of the most vital interest and consequence. Perhaps no equal period in our history has been so fruitful in important reforms in our economic and industrial life or so full of significant changes in the spirit and purpose of our political action. We have sought very thoughtfully to set our house in order, correct the prosser errors and abuses of our industrial life, liberate and quicken the processes of our national genius and energy and lift our politics to a broader view of the people's essential interests. It is a record of singular variety and singular distinction. But I shall not attempt to review it. It speaks for itself and will be of increasing influence as the years go by. This is not the time for retrospect. It is time, rather, to speak our thoughts and purposes concerning the present and the immediate future.

Altho we have centered counsel and action with such unusual concentration and success upon the great problems of domestic legislation to which we addressed ourselves four years ago, other matters have more and more forced themselves upon our attention, matters lying outside our own life as a nation and over which we had no control, but which, despite our wish to keep free of them, have drawn us more and more irresistibly into their own current and influence.

"It has been impossible to avoid them. They have affected the life of the whole world. They have shaken men everywhere with a passion and an apprehension they never knew before.

No Feeling of Malice.

It has been hard to preserve calm counsel while the thought of our own people swayed this way and that under their influence. We are composite and cosmopolitan people. We are of the blood of all nations that are at war. The currents of our thoughts as well as the currents of our trade run quick at all seasons back and forth between us and them. The war inevitably set its mark from the first alike upon our minds, our industries, our commerce, our politics and our social action. To be indifferent to it or independent of it was out of the question.

"And yet, all the while we have been conscious that we were not part of it, we were conscious despite many divisions, we have drawn closer together. We have been deeply wronged upon the seas but we have not wished to wrong or injure in return; have retained thruout the consciousness of standing in some sort apart, intent upon an interest that transcended the immediate issues of the war itself. As some of the injuries done us have become intolerable we have still been clear that we wished nothing for ourselves, that we were not ready to demand for all mankind—fair dealing, justice, the freedom to live and be at ease against organized wrong.

"It is in this spirit and with this thot that we have grown more and more aware, more and more certain that the part we wished to play was the part of those who mean to vindicate and fortify peace. We have been obliged to arm ourseves to make good our claim to a certain minimum of right and of freedom of action. We stand firm in armed neutrality since it seems that in no other way we can demonstrate what it is.

(Continued on Page Three)

The Oil and Gas Fields of Oklahoma

Written by A. J. Gary

Independence, Kan., Mar. 1, 1917.
Editor Review:

In riding over this half sterile country, where only a small per cent of the land, under normal conditions, produces what might be called a bumper crop, my mind unconsciously wanders back to the time, when the original pioneer, the trail blazer, first sought to carve out for himself, a permanent abiding place, in this land of many varying moods. It was no child's play to conquer Kansas. It required men and women who had been steeled in the bitter school of adversity, to accomplish that Herculean task. Only pure bred Anglo Saxon Americans would have had the nerve to stay on the job.

In vision I see these home seekers, after having succeeded under the most adverse conditions, in bringing a full harvest almost to maturity, baring the breast, as it were, to the blithering, withering blistering simoon of the desert, which in a few short hours had rendered his seasons labors valueless, all his bright hope blasted. This was the early history of Kansas. At least three years out of five required real men and women to bear this burden and still keep smiling.

These early pathfinders little dreamed that down deep in the earth, beneath their barren acres, for many ages there had been stored in nature's laboratory, millions upon millions, yea billions of dollars worth of what was destined to become a large percentage of the motive power of the word. The power that would plow their own and their neighbor's fields, the power that would grind their feed and haul the products of their labors to market the power that would whirl them across a continent in their own private car at almost the speed of the average railroad train.

In vision I see a wonderful future for your country and mine. It is not the pessimistic vision of the annihilation of the earth and all that is, including the rolling of the scroll, and some thunderous voice calling out that time shall be no more. To me, time always was and always will be. It is not the fulfillment of the vision of the hoary headed prophet Balaam who spoke thru the medium of his own; nor is it any of those other old prophets who spoke in riddles and rhymes, including the inspired lunatic of the Isle of Patmos.

But let me prophesy. I can do it in a language you can understand, and unless some misfortune should overtake you, and you die a premature death, you will live to see the fulfillment of my prophesy; and the oil and gas of Kansas and Oklahoma, and their allied industries are going to play a very essential and vital part in the fulfillment of this prophesy.

I behold an era of road building, and the mud road governor of Iowa is powerless to stop it, an era of railroad building both of new lines and double tracking. An enlargement of railroad terminals, and almost doubling of railroad equipment, and the defunct Clifford Thorne will be powerless to stop this. It takes money to build and equip a vast railroad system.

The only known method of getting the money is to sell stocks and bonds. People will not invest their money unless they are reasonably sure of a dividend. The railroads cannot pay a dividend, unless a railroad commission, clothed in common sense, and a spirit of fairness will permit them, the railroads, to charge enough for their services so that after paying operating expenses, a certain percent for wear and tear there is enough left to pay the stockholder his dividend. This is an abstract proposition which the veriest tyro should be able to comprehend.

I see the beginning of the development of the vast illimitable resources of this country, upon a scale the like of which the world never before saw. There has been a new alightment made, there is a new level of prices. We sincerely hope that we never again will see the time when the farmer of Nebraska is forced to build a fire out of the corn to warm his bare footed children, while the shoemaker's children in New England were starving. Ala the stuffed prophet Grover Cleveland.

You may think I am getting a long way from the oil and gas fields of Oklahoma and Kansas but I am not. It is not very far from oil to grease. As we travel thru the labrythine mazes which oil travels before it reaches the ultimate consumer, the fine Italian hand of the Standard Oil company, will be discernable. I hold no brief for the Standard Oil company, but let me assure you it is at times a helping hand. I will be able to point this out to you as we go along this intricate and devious pathway.

The first step in the oil game is some enterprising and visionary fellow goes out and gets a lease on several hundred acres of land, which is not a difficult matter, unless there are some paying wells in the immediate vicinity, when he would have to pay a bonus of from one dollar per acre up, owing to the propecsts. The rule is, the land holder gets one-eighth of what the oil brings at the refinery.

The rustler then manages to interest three or more daring spirits, which sometimes is not an easy matter. It takes unlimited nerve to play the oil game. Having succeeded in interesting enough capital to form a company, it is not safe to launch the undertaking with less than $10,000; the next thing is a driller. Having decided upon the particular spot where they will tempt fortune they start the machine. They have to go from six hundred to two thousand feet, sometimes deeper, although rarely over seventeen hundred feet.

The driller gets one dollar and ten cents per foot, the prospector furnishing the necessary casing. A good driller will drill 100 feet per day. They go down to what is called Mississippi limestone. If they strike this without finding oil the well is a duster. They pull the casing out and plug the hole, not at the top, but at the bottom. The law requires this. There is a vein of sand on top of the limestone which is called oil bearing sand. The oil is in what are called pools, which are evidently depressions in the suface of the limestone. Some are of a greater depth than others and [illegible] of a greater radius.

The object in plugging the hole at the bottom is to keep the water from contaminating any oil that might be anyhere in that vicinity. The method used is as follows: They take a dry piece of wood and drive down into the bottom of the hole below the sand. The water swells the wood and prevents water from coming up from below. They then fill the hole with brocken rock up above the sand, drive in another plug, and the trick is done. This is done under the supervision of a state official who is called a state plugger. When a well is pumped out, or is abandoned for any reason, the same process is repeated.

The prospectors will not abandon their enterprise on account of one duster, that being what a dry hole is called. They will move the machine to another location and yet another, although they seldom go broke in trying to develop one field. If they strike oil in paying quantities they can put their nerve in cold storage and keep it for further reference; it is easy going from this on. They pull the tools out of the well and send for the well shooter. This is a man as ex-Governor Shaw said about old Uncle Clarke Winans, peculiar unto himself, he is engaged in a super hazardous occupation. He is not permitted to bring his dangerous explosives inside the corporate limits of a city, and while engaged in his occupation every body gives him a wide berth. He gets $150.00 for placing a charge of nitroglycerine in the bottom of a hole and shooting it off.

This is done to clean the sand out of the bottom of the well, loosen up things generally and facilitate the flow of the oil. They are now ready for the pump. They usually build an engine house and install a gasoline engine of about twenty-five horse power. The next thing is some oil tanks, wooden staves are used mostly.

If this well looks good they immediately drill six or eight more within a few hundred feet of it. The object in doing this is that it doesn't cost any more to pump out of half a dozen wells than it does one. One pump would drain the pool in time, but time is the essence of this business and it waits for no man.

Here is where the much talked of Standard Oil company shows itself. This little battery of wells may be miles away from a refinery or a railroad. This find is valueless if you can not get it to market. It costs long money to build a refinery, but the Prairie Oil and Gas company, which is a subsidiary of the Standard, will lay a small pipe up to your little plant, furnish you with a pump and when you have got your tanks full they will come and measure your oil, pay you cash for it, and the game goes merrily on. It costs about fifteen cents a barrel (44 gallons) to land this oil in the company's main line.

These men would never have taken the chances they did to develop this property if they had not known it had a cash market value right at their plant. The people here do not curse the Standard Oil company; they know it takes millions upon millions to handle this product successfully.

(Continued next week.)

Unrented Property

IS A POOR INVESTMENT

Whether it is a farm, house, store room, garage or room

A Review "For Rent" Ad

Will rent your property. The cost is but *A Penny a Word*

Phone 23

Review Publishing Co.