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 Auditor—Wm. W. Felson  
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 Surveyor—Herman Campbell  
 Supt of Schools—Charlotte Jones  
 Coroner—Frank W. Deason  
 Public Admin—Ella Thorwaldson  
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 2nd—J K Olafson, Gardar  
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 4th—W J Watts, Leroy  
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**THE PROGRESS OF THE WAR.**

Very little of special importance has occurred in the European war this week. There have been no changes on the battle lines that show up on the maps. The casualty lists of the British forces, during the activities of the last three months, show losses of from 3,000 to 4,000 daily. On the supposition that these losses are about the same as suffered by the other armies in the field of action, and that Russia, France, Germany and Austria have each lost the same, and that the smaller nations like Turkey, Bulgaria, Roumania, etc., at least together equal those of one of the larger nations, then to get the aggregate losses of all the fighting foes we must multiply the losses of the British by six, which makes the astounding total of from 20,000 to 24,000 daily. Of course this is but a rough estimate but necessarily it must be approximate, and goes to prove that the war must exhaust sooner or later for want of men if for no other reason. Our neighbors across the line are mourning the loss of a very large number of their sons and brothers who are named in the long casualty lists

printed daily. Can you realize what it means to be reading over such lists every day fearing to find the name of a brother, son or husband?

Zeppelin raids over England are getting to be almost an every day occurrence. How much real damage these monsters of the air are doing is disputed. The official reports nearly always claim that the damage is but slight while individuals claim that they are much larger. Four zeppelins have been destroyed lately by British guns.

A peculiar thing is that while the Germans make persistent attacks on England that they mostly keep away from Scotland, ignore Ireland and though practically just as near attack London but omit Paris. As yet whether the Zeppelin or the aeroplane is the more effective as a war machine is not settled, though along the actual battle lines the Zeppelin has so far not been used, while the chief use of the smaller craft has been in scouting in which they have been very successful.

All things and critics point to the continuation of the war through the winter, though there is always the possibility of something decisive happening at any time. Taking it as it looks we think Germany and Austria would be willing to make peace at the present time on the basis of territory occupied. The entente allies would be willing to make peace on the basis of the boundaries at the beginning of the war. These positions are of course incompatible and hardly possible of compromise. But that all the countries would welcome peace is very certain, though for military reasons neither country dares to say so.

Perhaps, one of the most satisfactory apparent issues of the war is that as time goes on we find how little danger that this country has of being drawn into the fight. And further that we never were in any great danger of such a catastrophe. It is quite apparent that neither of the warring nations wants the United States against it. As a matter of fact the moral and commercial weight of the United States would be sufficient to decide the struggle, without using our army or navy. The struggle over there is so equal that the power of the U. S. if it declared for or against one or the other, would tip the balance—and the governments over across the water all appreciate the fact.

**TAXATION**

**TWO SAMPLE TOWNSHIPS.**  
 Statement of the 1915 taxes for Carlisle and Joliette townships:

Purpose	Total	Per Capita
State taxes	\$2,114 08	\$5 50
School taxes		
2 mill	835 80	2 20
Local levy	5,080 58	13 20
County taxes	4,887 00	12 60
Township	3,987 33	10 30
Less railroad taxes		\$13 80
		14 40
Per capita, without railroad		\$29 40

Purpose	Total	Per Capita
State taxes	\$1,562 03	\$3 00
School taxes		
2 mill	617 55	1 20
Local levy	2,828 30	5 50
County taxes	3,569 42	7 00
Township	2,542 83	4 90
		\$21 60

Population, 5 for each vote, Joliette 385, Carlisle 615.

**FOURTH CHAPTER**

In this closing article of this series we call special attention to the townships of Joliette and Carlisle. We gave the assessment figures in these two townships to show that the figures for the state, county and townships are approximate as to valuation and that the rate of taxation varies mostly from local needs and local assessments and that the state and county levies vary but little, either per capita or in percentage.

Thus it will be seen by the figures that Joliette as a whole pays a very much larger per capita tax than does Carlisle. These two townships lie alongside each other and are both of the same area consisting of two congressional townships. Owing to the fact that there are more people in Carlisle it is probable that the land is therefore more valuable per acre, though both townships have a very large amount of uncultivated lands and non-resident farms.

While the fact that so large a part of the land is held in these townships by non-resident speculators is a direct disadvantage in many ways, yet when it comes to taxation the resident population has some opportunities of advantage. It is as we have said, the resident population that levies the bulk of the taxes. It is clear therefore that the residents can well afford to pay heavy taxes when by the same motion they force the non-resident speculators to pay equally. This is all the more true because the residents have the disposal of the non-resident tax money. The non-resident money goes to help pay for schools and roads where they are need-

ed—where the people live. Again, while the assessor may be perfectly honest in his valuations, it would be remarkable if he did not see to it that the non-resident land was assessed—properly.

We would also call attention to the fact that while Joliette has a very large railway assessment which pays more than one-fourth of all taxes in the township yet Carlisle which lies close by and has a railroad near both the east and west boundaries gets no railroad money except its small share of what goes to the county. To us this has always seemed wrong. The present system of local taxation of railroads and similar public utilities is unjust in that while the whole people support these utilities only the cities, townships and school districts through which the railways and telephones run get the benefit of their assessed valuation when it comes to taxation for local purposes. There are some school districts in this county which get pretty nearly enough taxes from the railroads which when added to the state and county apportionment to pay the entire salaries of their teachers, while right alongside are districts that get nothing in the way of direct tax from these utilities.

While the best method of railway taxation has not yet been found, it is apparent that this present fashion is very unequal. In the territorial days all railways paid on a gross earnings scheme and the money all went to the state. The law was later changed to its present form with the result that now the state expenses are paid by taxation of all property, instead of largely by the income derived from the railways.

However, there is not much probability of this law being changed because the bulk of the legislators are selected from the cities and towns or interested school districts, all of which have railways to assess.

Personally, we believe the fairer way would be to pay all railway taxes into the county treasury and then distribute equally among all civic corporations, or else let the county use it and thus make the levy for county expenses that much less, which would give each taxpayer his proportionate part of the railway revenues.

In conclusion, it is not the tax levy that the taxpayer need bother about so much as the tax expenditure. If the taxpayers think they want a new city hall, a \$200,000 court house or a \$50,000 bridge and vote for such things, they vote the tax levy. If Joliette farmers vote at town meeting to put cement sidewalks in front of the stores in Joliette village out of highway taxes, then they must expect high road taxes.

Every reader will agree with us that the amount of money already levied during the past twenty five years should have built a well graded road on every section line in the county—but there are hundreds of miles either but half done or not done at all. It will take more taxation to do them.

The heaviest taxes as we have shown are paid by the school levies. Some years ago the legislature abolished the old-time annual school meeting. Since that time the financial business of each district has been run by three men. The only thing the taxpayers know about the finances of the district now is when the school boards publish the annual statements in the newspaper. There are over one hundred districts in this county, and from observation and experience, we think not over one half of them ever publish that annual statement.

We give these examples of the methods by which the taxes are spent locally. The townships are not much better than the districts. Very few of the taxpayers know where the money goes. They may hear the annual statement read at town meeting if they happen to be there, but during the year they know but little of what the supervisors are doing. There is no published report.

It's not unequal taxation or assessment. It is not the possible escape of some invisible property, it is not where the money runs in, so much as the places where the money runs out where the taxpayer wants to fix his attention. The taxpayer will not kick at high taxes if his money comes back to him in the form of local expenses for benefits and improvements, but he has a right to kick even at a low rate of taxation if that money is wasted or spent for things not needed.

**WHO ARE BRITISH?**

A "British" but not English friend calls us down because we have been using the term "English" as applied to the fighting forces, instead of "British." He is correct in this, but after all the word "British" is a little mixed itself. Webster says, "British—of or pertaining to Great Britain." The same authority



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**J. Heneman.**

says, "Great Britain—largest island of Europe and includes Scotland, England and Wales." Thus strictly speaking only the inhabitants of the island of Great Britain are British.

In the larger sense, which is included in the words "British Empire" we get a considerable mixture of races and nationalities, some of whom at least would object to the term British as applied to themselves. Take for instance a brown native of the East Indies, a negro from Jamaica, a Chinaman from Hong Kong or an Irishman from Cork.

Over in Canada we suppose they are British, but we note they more often say "Canadian" or if they must speak in Empire terms they hyphenate as "British-Americans" but never as "Canadian-British."

However, hereafter, when referring to the army, when we say "British," we shall include all that are fighting under the "British" (not English) flag.

**THE LUCKY NUMBER!**

Seven states will vote upon prohibition November 7. They are California, Montana, Michigan, Nebraska, South Dakota, Idaho, Missouri. The last named recently secured a dry amendment on the state ticket through the initiative. The territory of Alaska will also vote wet or dry. In Maryland, the city of Baltimore and other wet city and county units will vote separately upon the question.

It is rather perplexing to some of our readers to find Idaho listed as one of the nineteen states already dry and also as one of the seven states to vote in November. This is the explanation: Idaho is now under statutory prohibition. At the coming general election she will vote on a constitutional prohibition amendment.

Additional editorial on 5th page.

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