

The Herald

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With the recent improvement in the many crafts for aerial navigation, the wonderful achievements of wireless telegraphy and telephony, comes the thought, where will it all end? If we recall the conditions in these lines fifty years ago they seem like ancient history. How long has it been since the first telephone came into use? The writer doesn't know exactly, but it was during his boyhood days and he remembers making and using one that was constructed of twine strings stretched along fence stakes for poles and the receivers and transmitters were made of tin cans, with one end covered with half tanned squirrel skins, drawn tight while wet and allowed to dry. A small stick was the anchor on the inside of the skin and there you were. They were fully as serviceable as the modern ones, up to the limit of distance used, which was from 100 yards to half a mile. More elaborate ones were made to order and the wires (?) were indeed copper ones. From this beginning has come the modern telephone system that is but just beginning to foreshadow the great perfection that will yet be attained. The phonograph with its multitudinous ramifications, the myriad forms of electrical apparatus and machinery, the improvements in machinery of various kinds and developments and discoveries in plant and animal life, all attest that this is becoming the age of science. How many years ago would it have been safe for any one to have predicted any one of the things mentioned, that are now common, as being about to be invented? Even in the lifetime of men who are not yet called old, we dare say that had one had the temerity to make public announcement that he would manufacture in a short time a machine that would re-produce the human voice and repeat messages talked into it, he would have been incarcerated as a dangerous person, or put to death as being in league with the devil, provided he undertook to make good his assertions. How different is it today. We take for granted almost any assertion that is made and pass it up as being the proper province of the party making it to show us; in other words we "are from Missouri" and that is all there is to it. It has been asserted that Edison, the great electrical wizard, has remarked that it is possible to establish, through magnetical and electrical apparatus, communication with the invisible, the unseen, or as some call it, the spirit world, but that it having no commercial value he has not devoted his energies in that direction. It is not in our

province to say whether this can be done or not, but forecasting the next fifty years from the happenings of the past fifty, or even ten, we hesitate to question its being done. The Nineteenth century was said at its close, to be the greatest the world would ever see, yet there has been almost as great development during the first nine years of the Twentieth century as during the whole of the past 100 years and we are frank to confess that present indications point to still greater in the very near future. When Jules Verne's book "Around the World in 80 Days" made its appearance, very few if any took it seriously and no doubt the idea would have been ridiculed all over the world had anyone stated seriously that he could do it, yet it has been done in much less time. So it is with other things and it may safely be said that "what is fiction today may be facts tomorrow."

Have we a railway station on the Southern Pacific or any other system? This question is asked in the light of the fact that people coming here from outside points have to pay an extra ten cents on trunks from Independence, notwithstanding their tickets read to Monmouth. This we have on the word of one of our reliable citizens. We would like an explanation from either the S. P. or the I. & M. officials. Another thing that is passing strange is that we have no accommodations here for the transient traveler who wishes to stop over night and who has a trunk. At all regular stations of any railroad system that we are familiar with when one arrives his trunk is taken care of and if not called for within 24 hours storage is charged. Here it is said that trunks will not be allowed placed inside the depot building, even over night, pay or no pay. This must certainly be orders from headquarters and as the agent here is working under Southern Pacific orders we must attribute this condition of affairs to that system. Judging from our past experience with the head officials of the freight and passenger departments of that system we cannot believe that this matter is known by the head officials, but it must emanate from the department of some subaltern who must needs keep busy or lose his job, and thinking that Monmouth is away off in an out-of-the-way place he gets busy with a lot of rules that are extremely hurtful to the growth of the town. There are other discriminations that exist against this place that we believe are not known by the head officials, but in due time they will be made public and care will be taken that those whose duty it is to attend to such matters shall know and we shall demand a reason for such treatment. Monmouth is growing and it would grow faster if we had decent treatment from the railroads and the only way to get it is to go after it.

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