

# The Herald

D. E. STITT, Editor.

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Monmouth, Oregon.

FRIDAY, APRIL 26, 1912.

### The Gold of Manhood Shows Forth in the Presence of Death

It is meet, as a word of finality, concerning the recent sea tragedy, that we should pay tribute to some of its specific acts of heroism—to all of them, in fact, if it were possible to know them all.

As we read of the incidents that were crowded into those four or five terrible hours, we are strong hearted indeed, if we do not experience a fullness about the throat and a mistiness about the eyes. It is not the contemplation of suffering that so strongly works upon us, as the quality of the heroism displayed, which was nothing short of sublime.

The general behavior of Captain, of officers, of passengers, of crew; the forbearance of all these, their studious service and sacrifice, of encountering death on behalf of the weak and the dependent members of that ship's company, constitutes the one predominant tone of human nobility in this last grim drama of the sea. But here and there this heroic tone was emphasized by acts that cause us mentally to uncover and stand with bowed heads in awe and reverence.

Consider the answer of the young man who was taking his wife to one of the lifeboats when he was told in stern tones that the "women must go first." He knew all about that; he had not a thought of any other course; he just wanted to see that his wife was made as comfortable as circumstances would admit, and with that duty performed, he stepped back cheerfully and courteously to await the end.

There, too, was the chivalry of an American millionaire, doing the best he could in tone and manner to comfort his panic-stricken young wife, by saying to her in a tone of gay assurance, as she left the ship, that he "would join her later on."

There is the case of that other passenger who came to one of the boats with the two little boys who answered, when warned back to make way for the women: "Why bless you, I don't want to go; but for God's sake take these two boys, for their mother is waiting for them in New York."

There's the story of the gallant American soldier and gentleman who evinces every consideration for the comfort and safety of the young woman he put in the lifeboat, after which he lifts his hat in courteous adieu and steps back on the vessel's deck to serve the others in distress as best he may until the end comes.

There are incidents that comprise the minor chords of heroism which run through it all, of which the story of it probably does not carry one-hundredth part.—Telegram.

### The Lesson of the Tragedy

Under the above heading the Eugene register makes comment as follows of the great sea disaster, the wreck of the Titanic:

"Disasters such as the sinking of the Titanic are a stern rebuke to the belief of the modern man that he is well nigh omnipotent. So startling have been the achievements of modern times, so far have humans gone in harnessing and controlling the forces of nature, and in protective measures against her destructive moods, that we almost come to believe that we are beyond the reach of such danger. We look upon the marvelous accomplishments of recent times, and tell ourselves that the ocean has been robbed of its terrors. In our pride, we come to believe that the creations of man are able to cope at will with elemental forces, and come off unscathed.

The wreck of the Titanic is a grim blow to our conceit. The Titanic was the most modern of all ocean vessels. It was believed to be superior to the dangers of the sea. It was equipped with fifteen air-tight bulkheads, and was believed to be unsinkable, even though half of these should be filled with water. Yet its giant hulk was shattered, and in less than four hours it went to the bottom.

But while our pride in our own power has been grimly rebuked, there is still left us cause for gratification. A decade ago, the Titanic would have gone to her ocean grave, and the world would have remained in ignorance, unless by chance some ship had picked up a boat-load of survivors, or some stray bit of wreckage that would have imperfectly told the story. Those who succeeded in reaching the life boats would have been saved from death by drowning only to die more slowly by starvation and exposure.

As it was, within a few minutes the wireless flashed out the call for help, and every ship that was within reach of the call turned from her course and raced to help the stricken vessel that was in extremity. Within a few hours the whole world knew of the ocean tragedy, and hurried to offer immediate help. Those who could reach the boats or cling to some fragment of wreckage were saved.

The bonds for building the water works system were purchased by the Lumbermens National Bank of Portland the premium aggregating about four hundred dollars that being not only the best bid, but a good one. There should be no further delay now as the company bidding had already examined the proceedings of the council in the matter and passed upon them as being correct. The last of the papers only remains to be sent in.

### REGULAR PORTLAND LETTER

Portland, Or., Apr. 23—More than 1700 commercial organizations in Oregon, Washington, Idaho, Montana, Minnesota and North and South Dakota are interested in the congress of the Northwestern Development League at Seattle June 5 to 8. In response to the official call of President Lewis Pennell, the

names of 1185 delegates from cities and towns in the Northwest have been received at the St. Paul office of the League. Governors of the seven states are naming two delegates from each county.

At this congress plans will be discussed for making known the opportunities of the American Northwest everywhere. Business men who have given a year to studying the needs of the Northwest will report their plans and every effort will be made to strengthen and make effective the present organization.

To encourage the raising of flax by Oregon farmers, E. H. Smith, western seed manager of the American Linseed Oil Co., has announced that his firm will distribute up to 100 bushels of seed flax if each rancher will sow one-quarter bushel on one-half acre of land according to directions accompanying each package of 14 pounds of seed. This seed will be shipped freight prepaid upon application to the Portland Linseed Oil works. This should give each grower from 8 to 12 bushels of seed which he may retain unconditionally for use next year.

Determined to reach Portland in time for the Elks' convention beginning July 8, Cecil Stone, Charles Johnson, Fred Lyons and Herman Clark have started to walk from their home at Brookfield, Mo., to this city and expect to cover every inch of the distance on foot. This unique journey was started in jest. All four had expressed a desire to attend the Portland convention but the state of their finances would not permit them to travel by train. "Why not walk?" suggested one. "I'm with you," echoed the other three. So they started. They have mapped out an itinerary and a schedule that will bring them into Portland on Monday, July 8, at 10 a. m. The Elks convention commission in Portland has agreed to pay their return transportation.

Twenty-five members of the Bayocean Commercial Club joined in a building-bee and in one day erected a structure which will serve during the Summer months as the temporary quarters of the Club. A large fireplace made of cobble stones is one of the interior features. A permanent club building will be erected next Spring.

Alfred R. Lee, of the Bureau of Animal Industry, United States Department of Agricultural, while on a recent visit to the Oregon Agricultural College at Corvallis, gave it as his opinion that within a short time the Pacific Northwest would be shipping out larger quantities of poultry products than are now being imported. He also stated that few states have natural advantages for successful poultry raising equal to those of Western Oregon.

During March 30 vessels were loaded at the several sawmills on the Lower Columbia, their combine cargoes amounting to 23,633,000 feet of lumber, 198,000 shingles and 1,250,000 feet of piling. Three of the vessels went to foreign ports with cargoes totaling 4,225,000 feet.

**The Ruling Passion.**  
A gambler on his deathbed, having seriously taken leave of his physician, who told him that he could not live beyond 8 o'clock next morning, exerted the small strength he had left to call the doctor back, which having accomplished with difficulty, for he could hardly exceed a whisper, "Doctor," said he, "I'll bet you 5 guineas I live till 9."—London Tit-Bits.

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May, 2-3-4-9-10-11-14-15-17-18-24-29  
June, 1-6-7-8-13-14-15-17-18-19-20-21-24-25-27-28-29  
August, 1-2-3-6-7-12-15-16-22-23-29-30-31  
September, 4-5-6-7-8-11-12-30

Imperial Council Mystic Shrine, Los Angeles, Apr. 30 to May 4  
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### ADMINISTRATORS FINAL NOTICE

Notice is hereby given to whom it may concern, that the undersigned administrator of the estate of Samuel H. Peterson, Deceased, has this day filed his final account in said estate with the Hon. County Court of Polk County, Oregon, and the same has been set for hearing by said Court on Saturday, April 27th, 1912, at the hour of 1 o'clock, p. m. of said day, at which time all persons having objections thereto if any there be, are hereby notified to appear in said court in Dallas, in said County and State and present their objection for adjustment.

Dated at Dallas, Polk County, Oregon, this 21st day of March, 1912.

G. A. PETERSON,  
Administrator of the estate of Samuel H. Peterson, Deceased.  
SIBLEY & EAKIN, Attys. for estate.

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