

The Herald

D. E. STITT, Editor.

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Monmouth, Oregon.

FRIDAY, OCT. 18, 1912.

WANT SOME CHANGES.

There is a move being made to interest the Railway Commission to see if Monmouth cannot secure some concessions in the present railroad service. Her citizens are tired seeing trains backed into and out of the city, especially when it is a noted fact that a large percentage of accidents on railways is due to such custom.

Then, too, there is still the inconvenience of purchasing tickets to different railway points as can be done at other places, while the baggage question has generally to be solved by buying a ticket at Independence or Dallas in order to check your baggage to its destination.

Well, the Commercial Club is moving and they have the citizens of Monmouth behind them.

To Regulate Public Utilities.

Governor West was one of the first men appointed on our State Railway Commission, and it was his splendid record while serving on that Commission that had much to do with his election to his present high office. While a Commissioner he saw that all public utilities corporations doing business in the state ought to be under control of that commission, and he had much to do with framing the Malarkey bill, which was passed by almost a unanimous vote at the last session of the Legislature. The Governor promptly and cheerfully signed it, but the interests applied the referendum. Now it is on the November ballot for rejection or approval. It should pass. All public utilities corporations should be in charge of our Railway Commission. We need no new boards, no new commissioners for this work. The Railway Commissions of 20 states have such control. Oregon is behind the times in taking control of such concerns. Vote 314 X Yes. It will be almost a crime for the voters to defeat this excellent measure.

Hard Arraignment.

If anything farther was needed to send the divided army of privilege into rout it has been provided by the senate committee that has been investigating presidential campaign contributions.

The disclosures made show nothing more nor less than the monstrous fact that the presidency of the United States has been secretly purchased by trust magnates like Harriman, Archbold, Morgan and Perkins. It is no exaggeration. The millions that have been put up by Wall street and nothing else have served to keep the old republican party in power. It was such money that elected McKinley, Roosevelt and Taft. The money was put up for that purpose. The

men who put up the money expected to get value received for their coin and they have had it. The fact has been clearly proven and can be proven a thousand times over if necessary.

It has been an abominable situation. We have not had a government of the people, by the people and for the people. Americanism as it was known to Jefferson and Lincoln has been dethroned and the power has passed to an oligarchy of privilege that has operated stealthily yet effectively to advance their own selfish interests at the general expense. It has been done so long that we now have a nation wherein the disparity in the distribution of wealth is something fearful and constitutes a problem harder to solve than was the slavery problem because the present trouble is nationwide.—East Oregonian.

A French specialist advises people to crawl around on all-fours to aid digestion after eating a hearty meal. It would be interesting to know where President Taft stands on this policy.—Toledo Blade.

Stony Point, N. Y., reports a man who has taken a solemn vow not to let a razor touch his face until T. R. is elected. Will it be a landslide or a close shave?—Toledo Blade.

Socialist Column

\$2,000 per year and a six-hour day is what Socialism offers for your vote. How this can be brought about will be explained by Fred D. Warren, editor of the Appeal to Reason, at Salem on October 21, at 8 p. m.

Following is a portion of the Socialist platform relating to collective ownership and unemployment:

Working Program.

As measures calculated to strengthen the working class in its fight for the realization of its ultimate aim, the Co-operative Commonwealth, and to increase its power of resistance against capitalist oppression, we advocate and pledge ourselves and our elected officers to the following program:

Collective Ownership.

1. The collective ownership and democratic management of railroads, wire and wireless telegraphs and telephones, express services, steamboat lines and all other social means of transportation and communication and of all large-scale industries.

2. The immediate acquirement by the municipalities, the states or the federal government of all grain elevators, stock yards, storage warehouses, and other distributing agencies, in order to reduce the present extortionate cost of living.

3. The extension of the public domain to include mines, quarries, oil wells, forests and water power.

4. The further conservation and development of natural resources for the use and benefit of all the people:

(a) By scientific forestation and timber protection.

(b) By the reclamation of arid and swamp tracts.

(c) By the storage of flood waters and the utilization of water power.

(d) By the stoppage of the present extravagant waste of the soil and of the products of mines

and oil wells.

(e) By the development of highway and waterway systems.

5. The collective ownership of land wherever practicable, and in cases where such ownership is impracticable, the appropriation by taxation of the annual rental value of all land held for speculation or exploitation.

6. The collective ownership and democratic management of the banking and currency system.

7. The abolition of the monopoly ownership of patents and the substitution of collective ownership, with direct rewards to inventors by premiums or royalties.

Unemployment.

The immediate government relief of the unemployed by the extension of all useful public works. All persons employed on such works to be engaged directly by the government under a workday of not more than eight hours and at not less than the prevailing union wages. The government also to establish employment bureaus; to lend money to states and municipalities without interest for the purpose of carrying on public works, and to take such other measures within its power as will lessen the widespread misery of the workers caused by the misrule of the capitalist class.

Industrial Demands.

The conservation of human resources, particularly of the lives and well-being of the workers and their families:

1. By shortening the workday in keeping with the increased productiveness of machinery.

2. By securing to every worker a rest period of not less than a day and a half in each week.

3. By securing a more effective inspection of workshops, factories and mines.

4. By forbidding the employment of children under sixteen years of age.

5. By abolishing the brutal exploitation of convicts under the contract system and substituting the co-operative organization of industries in penitentiaries and workshops, for the benefit of convicts and their dependents.

6. By forbidding the interstate transportation of the products of child labor, of convict labor and of all uninspected factories and mines.

7. By abolishing the profit system in government work, and substituting either the direct hire of labor or the awarding of contracts to co-operative groups of workers.

8. By establishing minimum wage scales.

9. By abolishing official charity and substituting a non-contributory system of old-age pensions, a general system of insurance by the state of all its members against unemployment, illness and invalidism and a system of compulsory insurance by employers of their workers, without cost to the latter, against industrial diseases, accidents and death.

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Monmouth Time Table

The following is the schedule time for the arrival and departure of trains at Monmouth.

No. 64.	Independence to Dallas and Portland,	6:35 A. M.
No. 61.	Independence to Airlie,	6:40 A. M.
No. 62.	Airlie to Independence and Salem,	8:00 A. M.
No. 65.	Dallas to Independence and Corvallis,	8:55 A. M.
No. 68.	Independence to Dallas,	11:05 A. M.
No. 69.	Dallas to Independence and Portland,	1:25 P. M.
No. 66.	Independence to Dallas,	2:40 P. M.
No. 125.	Independence to Monmouth and return to Independence and Salem,	3:55 P. M.
No. 73.	Dallas to Airlie,	3:55 P. M.
No. 72.	Airlie to Independence,	5:35 P. M.
No. 70.	Independence to Dallas,	6:40 P. M.
No. 126.	Independence to Monmouth and return to Independence,	7:25 P. M.
No. 71.	Dallas to Independence,	7:45 P. M.

Church Directory.

EVANGELICAL CHURCH

W. A. GUEFFROY, Pastor.

Morning service at 11:00 o'clock
Evening service at 7:30 o'clock
Sunday School at 10:00 a. m.
Y. P. S. C. E. at 6:30 p. m.
Prayer Meeting Wednesday evening.

CHRISTIAN CHURCH.

K. H. SICKAFOOSE, Pastor.

Morning Service at 11:00 a. m.
Evening Service at 7:30 p. m.
Sunday School 10:00 a. m.
Y. P. S. C. E. 6:30 p. m.
Prayer Meeting Wednesday 7:30 p. m.

BAPTIST CHURCH.

Preaching Service, 11:00 a. m.
Sunday School, 10:00 a. m.
B. Y. P. Union, at 6:30

W. C. T. U.

Local Union meets every second and fourth Friday in the Evangelical church at 2:30 p. m.

Brown & Sibley, attorneys and abstracters, 610 Mill Street, Dallas, Oregon.

Professional Cards

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