

# The Herald

D. E. STITT, Editor.

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Monmouth, Oregon.

FRIDAY, JAN. 29, 1915.

### TO ATTRACT TRAVEL

"Make hay while the sun shines" is an old adage, but is nevertheless good advice and is certainly adaptable to the efforts put forth and the preparations made and in the course of settlement by the Southern Pacific in advertising the attraction of the Pacific Coast, the places of interest and the scenes of grandeur and beauty that are to be found throughout the length and breadth of the coast and along the many lines of travel which people will take in visiting the Famous Pacific Coast.

In pursuance of their purpose to attract and induce visitors to the Exposition at San Francisco the Southern Pacific Company is circulating another pamphlet, elegantly printed and containing beautiful pictures of the Exposition grounds and buildings and the various places of interest that will attract the sight-seer.

### Why Highway Plans Fail?

Judged by surface appearances, the world is in an anomalous state of mind. Nobody wants war; everybody desires peace, yet to make any tentative suggestion looking to the abandonment of war and the restoration of peace is considered an offense even in the case of officials.

Peace, disarmament, quarreling with the victorious competitors, these are the things upon the world's peace-brother. It seems to be the sentiment that he talks and earnestly about and prepared peace plans would only add to the rage of the fighting world.

We wonder if there is a red-emptive moral courage that does seem to be shown when we meet at the present time among the neutral nations of the civilized world—a courage that will openly overcome this hesitancy to discuss in a general forum of mind the possible and early realization of peace.

As the war has progressed the idea has gained ground that it cannot end until one or more of the combatants suffers absolute exhaustion. There is neither conscience, humanity nor logic in that contention. If it were true it would mean the alternative of inevitable conflict, or the world under one master. It would prove that every political ideal the world has cherished has been nothing better than a dream of the iridescent order. It would deny all faith in human progress. It is no doctrine to be addressed to the ear and understanding of true democracy.

True enough, we cannot interfere and say to this or that warring nation, or to all of them, "you must not fight." But appreciating the higher mission of

democracy which this war has emphasized, if not disclosed, we might be a powerful factor in marshaling and concentrating the peace sentiment of neutral nations to earnest protest against this exhaustion and annihilation theory.

Warring nations are not at all mindful of the neutral opinion concerning them. Of that, there is abundant evidence. Why, then, should neutrality alter in its mission of peace?—Portland Telegram.

### Highway Mismanagement

A problem in connection with highways is the question of maintenance. It is one that county and state officials have to meet. As a means of saving revenue for the purpose of the highway commission of New York has recommended to the legislature of that state that motor license fees be readjusted upon a fair and equitable basis, taking into consideration the horsepower and weight and the fact that they are relieved from local taxation. He declares that such a readjustment could be made as to produce sufficient funds to take care of the upkeep charges on the state highways without asking for a direct appropriation from the legislature. He would also impose a mileage charge for each mile of road covered by the motor bus, which are now operating on practically all of the improved roads. Also he would tax foreign cars touring the state and suggests that this might be done by imposing an additional cost in each gallon of gasoline purchased by foreign cars while in the state. He would place the collection of all motor license taxes with the highway department.

He also advocates the use of convicts in getting out stone and the establishment of quarries by the state.

It is estimated that it will cost New York \$1,000,000 for such maintenance the coming year.—Portland Journal.

There is a commission at work trying to adjust matters between the Engineers and Firemen wage agreement. The colored engineers and firemen would a case in their salaries and the various companies are trying to show that the state would work a help with the legislative committee, and make the statement that various engagements are not increasing a good deal more than three of the percentages in the United States.

### Forest Notes

The District Forester of Portland, Oregon, reports that for the season of 1914 there were 1300 fires of all classes on the National Forests of Oregon, Washington and Idaho. Of this number 979 were extinguished by rangers or guards before any appreciable damage had been done. Each of the remaining 338 burned over 10 or more acres.

According to the District Forester, the 1914 weather conditions were the most favorable to the spread of fire since 1910. Had the strong north and east winds of 1910, again prevailed, the season would have been worse, since the forest cover was drier. In spite of the extreme dryness which rendered the forests like tinder, only about one-

fifth as much timber was killed as in 1910.

The success in keeping the timber loss to a comparatively low figure is largely due, says the District Forester, to the fact that the Service has six times as much telephone line as in 1910, nearly two and one-half times as much trail, and many more high peak lookout stations. In 1910 the Service did not have a single lookout station but for many miles had not fought fire to any extent. In 1914 it had 1000 lookouts in every locality, with well thought-out and recorded plans for any fire that might occur. When a fire was reported there was no loss of time. Men and supplies were rushing toward it within a few minutes. For instance, on the Fremont Forest last summer the ranger at Silver Lake R. S. received a telephone message of a fire 12 miles away. In accordance with a prepared plan, he went on horseback three-eighths of a mile to Silver Lake, where he collected a crew of ten men and took them to the fire in hired automobiles, arriving there forty-eight minutes after the fire was reported to him. This would have been impossible in 1910.

An analysis of causes shows that 150 fires were started by railroads or by others along their rights of way, 27 by lightning, 93 by incendiaries, 127 by brush burners, 319 by campers, 9 by sawmills, and 275 are charged to miscellaneous causes. The report calls attention to the fact that only the lightning fires are unpreventable. Every one of the others is due to thoughtlessness, lack of judgment or maliciousness of man. Many men through city habit unconsciously throw away burning matches or tobacco, and a forest fire often results. Emphasis is placed on the fact that the community loses six to eight dollars in wages on every thousand feet of timber destroyed. By this fact over one million dollars is forever lost this District by the thoughtless acts of its citizens during the summer of 1914.

### ORDINANCE NO. 181

An ordinance authorizing the sale by the City of Monmouth, Oregon, to Allen Johnson of said city, of the following described real property: Commencing at a point 20 feet east of the northwest corner of lot 3 in block 16 in the City of Monmouth, Polk county, Oregon, running thence north 200 feet, thence east 15 feet, thence north 200 feet, thence west 15 feet to the place of beginning, for the sum of \$10.00.

### The City of Monmouth Does Ordain

Section 1. That the City of Monmouth, Oregon, does hereby authorize the sale of the following described real property to Allen Johnson of said city, upon the payment by said Allen Johnson to the treasurer of the said city, the sum of \$10.00, lawful money of the United States of America, for the use and benefit of said city: Commencing at a point 20 feet east of the northwest corner of lot 3 in block No. 16 in the City of Monmouth, Polk county, Oregon, running thence north 200 feet, thence east 15 feet, thence north 200 feet, thence west 15 feet to the place of beginning, the entire being a part of said block 16.

Section 2. Upon the payment of the said sum of \$10.00 by the said Allen Johnson to the said treasurer of said city, the mayor and recorder of said City of Monmouth shall, for and in the name of the said City of Monmouth, Oregon, make and deliver to the said Allen Johnson, a good and sufficient deed to, and for the real property above described, and attach the name of said city thereto and subscribe their names thereto as mayor and recorder of said city respectively and affix the corporate seal of said city thereto and acknowledge the same in form and manner as by law provided.

Passed by the common council on the 26th day of January, 1915.

Approved by me the 26th day of January, 1915.

P. H. JOHNSON, Mayor.

ATTEST: D. E. STITT, City Recorder.

## POULTRY SUPPLY STORE

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Best Grade Chic Feed. Best Grade Grit, Bone and Oyster Shell.

Garden Seeds in Package or in Bulk.

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Monmouth,

Oregon

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## IMPORTANT EVENTS

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## Surveying and Subdividing

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## NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned administrator of the estate of Smith M. Fuller, deceased, has filed his final account in the County Court of the State of Oregon for Polk County, and that Saturday, January 30th, 1915, at 10 A. M. thereof, at the Court room of the said County Court in the City of Dallas, Oregon, has been appointed by said Court as the time and place for the hearing of objections to the said final account and the settlement thereof.

JOHN FULLER, Administrator of the estate of Smith M. Fuller, deceased.

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PHONE 502, DALLAS, ORE. The Herald solicits your aid