The Monmouth Rose

The custom of naming a rose to be the "official" rose is common in the towns and cities of the Northwest.

The fertile soil and warm climate making the propagating and growing of this beautiful flower a delight.

At the meeting of the Civic Club, February 28, the question of choosing a Monmouth Rose was introduced and discussed. The Club was unanimous in favor of such action and chose "Virginia R. Cox," a red rose recommended by all growers as one of the best where it is to be used for display in parkings and massed in beds. The Women's Social Hour Club and Priscilla Club also decided in favor of Virginia Cox. The president of the Commercial Club assured the Committee of his heartiest support. The members of the Normal School faculty while not unanimous and not all making a choice, gave the same time their sanction. Two prominent florists of Portland, J. R. Pilkington and Clarke Brothers, have offered to supply two-year-old rose plants, in lots of 100 addressed to one person for $15.00 per hundred. A good plan is for each neighborhood to unite in their order and thus secure the reduced rates, one of their number to order and distribute the roses. This is an easy, economical and delightful way to beautify our homes and our town and give pleasure to every one who resides in or passes through the town. Only by each one doing his part can anything of value be accomplished. We have a short time left this spring to plant and we can all be ready for planting next winter.

Principal's Club Held Meeting

The regular meeting of the Polk County Principal's Club was held at the Hotel Gail in Dallas, last Saturday night. Dr. Stetson, of the University of Oregon, was the speaker for the evening and gave a very interesting address in which he outlined what he thought the schools might do for the rural community. Dr. Stetson's suggestions were well received.

In the business session the secretary was instructed to write to Sen. C. L. Hawley extending to him the thanks and commendation of the Principal's Club for his vigorous action in support of the appropriation for the much needed new building for the Monmouth Normal School.

Those present at the meeting were Dr. Stetson, Mr. and Mrs. H. C. Seymour, Mr. and Mrs. E. L. Hatton, Miss Alice E. Quint, Miss Alexandra Fisher, Miss Fay Ellerson, H. H. Dunkerberger, G. C. Hart, F. Sisemore, E. L. Kennell, C. A. Arpke, F. L. Kirkpatrick, D. C. Rowe, R. G. Dyksten, W. A. Fletcher, J. H. Rennow, E. M. Blaky and W. I. Ford.

The next meeting will be held April 3.

EARLY SUBMARINES.

Aristotle Says They Were Used During the Siege of Tyre

Professor M. Z. Tourneur of Dieppe, France, says that submarines have almost as hoary a past as aeroplanes, which, as is well known, involve ideas that are centuries old.

The result of his researches has proved that submarines were built as early as the beginning of the seventeenth century. The origin of the invention is older still. Aristotle tells how Alexander the Great made use of submarines during the siege of Tyre more than [illegible] years before Christ.

A Dutchman named Cornelius van Drebbel astounded London in 1620 with a submarine that held twelve oarsmen and some passengers, among whom was King James I.

Previous to this, in 1534, a monk suggested the idea that a ship be constructed of metal so as to be water tight and able to resist the pressure of water. If a sufficient weight were placed in such a ship so as to equal the volume of water displaced it could go on wheels at the bottom of the water or else sail beneath the surface by means of oars," he said. "Air for the passengers [illegible] time for twelve hours [illegible] to "[illegible] and appropriate the rice and other things that the passengers [illegible] with the air [illegible] on the surface for a time [illegible] [illegible] a little but, was an eyewitness to these experiments of Fredice, which were carried on till 1630 with ultimate success.

Stretching.

Stretching is good exercise. When a man cannot wake up in the middle of the night or in the morning and take a giant stretch he might to kick himself into some sort of comprehensibility. A vigorous stretch in bed or out of it is calculated to excite all the nerves, muscles, veins and arteries of the entire system, thereby stimulating the heart action and enlivening the dormant brain. You may not know that the brain sleeps. It requires a stirring up. All the cords and tendons in the body need rest. They need stretching also. All the vitals must be aroused. Stretching is a first rate tonic. Stretch, stretch, stretch!

Education.

I consider a human soul without education like marble in a quarry, which shows none of its inherent beauties until the skill of the polisher fetches out the colors, makes the surface shine and discovers every ornamental cloud spot and vein that runs throughout the body of it. Education, after the same manner, when it works upon a noble mind, draws out to view every latent virtue and perfection, which without such help is never able to make their appearance and would otherwise be lost.—Selected.

History.

When Sir Robert Walpole retired into private life time hung heavy on his hands, and Horace exerted himself to amuse his father. One day he offered to read to him.

"What will you read, child?" asked Sir Robert wearily.

Horace suggested history.

"No, no," replied the veteran statesman; "not history, Horace; that can't be true."

The Herald solicits your aid

No. 10,071

REPORT OF THE CONDITION OF THE

First National Bank

At Monmouth, in the State of Oregon, at the close of business, March 4th 1915.

RESOURCES.

1.	Loans and discounts		$110,388.71
2.	Overdrafts, secured, $.....; unsecured, $ 97.52		97.52
3.	U. S. bonds deposited to secure circulation (par value)	$15,000.00	15,000.00
5.	Other bonds pledged to secure postal savings	2,000.00	2,000.00
8.	Bonds, securities, etc., pledged as collateral for State or other deposits (U. S. postal savings excluded)	$6,500.00	
8a	Other bonds, securities, etc., owned unpledged (other than stocks), including premiums on same	$25,230.28	31,730.28
9.	Subscription to stock of Federal Reserve bank	$2,400.00	
	Less amount unpaid	$1,600.00	800.00
10.	Banking house, $8,500.00; furniture and fixtures, $1,500.00		10,000.00
12.	Due from Federal Reserve Bank		2,973.72
13.	Due from approved reserve agents in central reserve cities	$12,293.09	
	Due from approved reserve agents in other reserve cities	$24,227.45	36,520.54
14.	Due from banks and bankers (other than included in 12 or 13)		1,553.69
15.	Outside checks and other cash items, $340.13; fractional currency, nickels and cents, $125.00		465.13
18.	Notes of other national banks		155.00
20.	Lawful money reserve in bank:		
	Specie	$11,594.45	
	Legal-tender notes	$	11,594.45
22.	Redemption fund with U. S. Treasurer (not more than 5 per cent on circulation)		750.00
	Total		$224,029.04

LIABILITIES.

1.	Capital stock paid in		$ 30,000.00
2.	Surplus fund		10,000.00
3.	Undivided profits	$8,957.22	
	Reserved for taxes	$	
	Reserved for	$	$ 8,957.22
	Less current expenses, interest, and taxes paid		$ 1,797.96 7,159.26
6.	Circulating notes	$15,000.00	
	Less amount on hand and in Treasury for redemption or in transit	$ 600.00	14,400.00
8.	Dividends unpaid		210.00
9.	Demand deposits:		
	Individual deposits subject to check	$99,722.87	
	Certificates of deposit due in less than 30 days	$14,590.81	
	Cashier's checks outstanding	$ 1,298.62	
	Postal savings deposits	$ 891.94	
	State, county, or other municipal deposits secured by item 8 of "Resources"	$ 8,642.20	125,246.24
10.	Time deposits:		
	Certificates of deposit due on or after 30 days	$	37,013.54
	Total		$224,029.04

State of Oregon, } ss
County of Polk, }

I, W. E. Smith, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

W. E. SMITH, Cashier.

Subscribed and sworn to before me this 10th day of March, 1915.

WALTER G. BROWN,
Notary Public.

CORRECT—Attest:
WM. RIDDELL,
J. B. V. BUTLER,
IRA C. POWELL, } Directors

Two World Expositions Now Open

Reduced fare round trip tickets, permitting stop-overs at all points in either direction, to the Panama-Pacific International Exposition, San Francisco, and to the Panama-California Exposition, San Diego, *on sale every day to November 30.*

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A new booklet describing the trip from Portland to San Diego including the two Expositions, the scenic beauties of Oregon, the Siskiyous and Shasta Mountains, San Francisco, the beach and outing resorts of California, the San Joaquin Valley and Yosemite National Park. Free on application to nearest Agent.

SOUTHERN PACIFIC

John M. Scott, General Passenger Agent, Portland, Ore.

Local Time Card

Of the Independence And Monmouth Railway---Effective December 15, 1914

Train No. 1 leaves Independence 7:00 A. M., arrives at Monmouth 7:10 A. M., connects with train for Airlie.

Train No. 3 leaves Independence 7:35 A. M. after connecting with S. P. train No. 354 from Corvallis, arrives at Monmouth 7:45 A. M.

Train No. 5 leaves Independence 8:45 A. M., arrives at Monmouth 8:55 A. M., connects with train for Dallas.

Train No. 7 leaves Independence 11:15 A. M. after connecting with S. P. train No. 101 from Portland, arrives at Monmouth 11:25 A. M., connects with No. 351 for Airlie.

Train No. 9 leaves Independence 1:10 P. M., arrives at Monmouth 1:20 P. M., connects with No. 352 for Dallas.

Train No. 11 leaves Independence 2:20 P. M. after connecting with S. P. train No. 102 from Corvallis, arrives at Monmouth 2:30 P. M.

Train No. 15 leaves Independence 3:50 P. M., arrives at Monmouth 4:00 P. M.

Train No. 17 leaves Independence 6:30 P. M. after connecting with Motor Car from Salem, arrives at Monmouth 6:40 P. M.

Train No. 19 leaves Independence 7:30 P. M. after connecting with S. P. train No. 353 from Portland, arrives at Monmouth 7:40 P. M.

Train No. 2 leaves Monmouth 7:15 A. M., arrives at Independence 7:25 A. M., connects with S. P. train No. 354 for Portland.

Train No. 4 leaves Monmouth 8:15 A. M., arrives at Independence 8:25 A. M., connects with train from Dallas arriving at Monmouth 7:25.

Train No. 6 leaves Monmouth 9:05 A. M., arrives at Independence 9:15 A. M., connects with train from Airlie.

Train No. 8 leaves Monmouth 11:35 A. M., arrives at Independence 11:45 A. M., connects with train No. 351 from Dallas.

Train No. 10 leaves Monmouth 1:30 P. M., arrives at Independence 1:40 P. M., connects with S. P. train No. 352 from Airlie, also S. P. train No. 102 for Portland.

Train No. 12 leaves Monmouth 2:35 P. M., arrives at Independence 2:45 P. M.

Train No. 14 leaves Monmouth 4:05 P. M., arrives at Independence 4:15 P. M., connects with Motor Car for Salem and Dallas.

Train No. 16 leaves Monmouth 4:50 P. M., arrives at Independence 5:00 P. M.

Train No. 18 leaves Monmouth 7:45 P. M., arrives at Independence 7:55 P. M.

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