

The Herald

D. E. STITT, Editor.

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Monmouth, Oregon.

FRIDAY, APRIL 2, 1915.

The Married Worker

In their proposal for preferential employment and a \$3 wage for resident married workers, the representatives of organized labor are on sound ground.

No body can well dispute that such workers ought to have preference over nomadic unmarried men. Who is ready to take the position that the head of a household, whose work is seasonal and cannot continue through the year, should support a family on less than \$3 a day?

Approximately \$1,000,000 of the \$1,250,000 of bonds, if voted, will be paid out for labor. If it goes to resident married labor all the money will be spent in Portland and be disbursed among Portland people for the necessities of life.

It will be paid out for painting and repairing little homes, paid out for children's shoes and school books, paid out for groceries and meats, paid out for vegetables and flour, paid out for the limitless little requirements that go to support a household. It will remain a part of the circulating medium of Portland, to help lubricate the channels of trade.

If, on the other hand, it be disbursed in the employment of nomadic laborers who are here today and yonder after the job ends, only a part, at best, will be spent in this city. As an economic proposition, it is more profitable to do public work on a basis of \$3 a day to resident heads of families than on \$2.25 to the other class.

If there is sound argument in the demand of made in Oregon goods, there is just as good argument for well paid home workers.

In either event, efficiency is to be considered. On this point, where is there likely to be a more efficient worker than the sober, industrious man who is determined to make good for the sake of a family of children?—Portland Journal.

Why Capital Is Timid

(From the Wall Street Journal)

In a letter too long to quote in full, F. W. Harris of Renton, Washington, complains that Wall Street will not lend its money for the obviously needed development of the west. He ascribes this to lack of leadership of men like the late E. H. Harriman; and here are two paragraphs in which he suggests channels for capitalists enterprise:

"In the Far West and Pacific Coast we need at least two more railways running north and south. One situated between the Rockies and the Cascades, and one along the Pacific Coast. We need 10,000 miles of branch lines. We have ten millions of

acres of land awaiting irrigation.

"We have never had sufficient backing to go after the Oriental trade. James J. Hill made an attempt a few years ago, but too much was expected at the start. From Hong Kong to Seattle it is about 6,000 miles. Hong Kong to Europe is 10,000 miles. We can get that trade if we are patient enough to develop it."

If the west wants capital for such enterprises as Mr. Harris describes, it must show that it can be trusted with it. He finds much to admire in the late E. H. Harriman—now. But when Mr. Harriman was alive the state legislatures were doing all they could to fetter his energies and to render his enterprises ultimately unprofitable. They have certainly succeeded in the latter respect; and in the former it may be said that Mr. Harriman achieved great things, not because of the people of the West, but in spite of them.

Wall Street does not invest its own capital. That is used for its banking business. But it collects capital from saving people all over the country, and distributes this where the security of the investment looks good. It acts not merely as a financial banker, but as a trustee. It is responsible for the quality of the investment it recommends.

Doubtless the West would be benefited by much more railroad extension than Mr. Harris indicates. But if he will only read the evidence in the western rate case he will see why Wall Street cannot recommend the investment at present. The western state railroad commissions themselves are sufficient to frighten away any investor; and this in face of the fact that the western railroads as a whole are much under-capitalized.

If the west is really willing to prove its sense of responsibility to the investor, it will move Congress to repeal the navigation laws, including the latest folly, and will impress upon the railroad commissions, Federal and state, that they are regulating and not punitive bodies. The west may realize with advantage to itself that commissioner Clifford Thorne is a poor substitute for E. H. Harriman.

The Mission of Man

Man is born into the world to attain a certain purpose. That purpose may be honorable or dishonorable, just or unjust, humane or barbarous as he chooses. He may live for himself alone or for man-kind in general. He may compete fiercely with his fellow men or co-operate with them through love. He may be actuated by an insatiable selfish material greed—the greed for the almighty dollar or by a desire to serve—a desire to benefit others as well as self. He may make it possible for the world to be controlled by an overwhelming desire for the Almighty Dollar or by an inviolate desire for Service to Mankind. He alone shall determine whether his mission shall be destructive or constructive, whether after he has departed this life, praises of genuine gladness shall be sung to his honor or a sincere eulogy be pronounced over his grave. But one man alone can not settle matters right if matters are wrong; it requires the concentrated effort

of a united educated people to do it. His mission is destructive will make for evil, ignorance, discontent, hatred and prejudice his mission assumes eternally the aspect of war—whether engaged in actual warfare or in the preparation for it. His mission if constructive will make for love and righteousness. Nourished by education his mission is to blot out the stains of ignorance, to make clean the paths of his fellow men and to keep the torchlight of progress ever burning that it may reveal and destroy the dark and wicked undergrowth which might choke out and keep hidden the true growth of light and righteousness. The two view points of the mission of man are the destructive and the constructive. The destructive view point will be treated next issue and the constructive view point in the issue following.

WILBERT F. CORNWELL,

Monmouth, Oregon.

March 27, 1915.

LINCOLN'S QUESTION.

It Stilled the Storm of Applause For His Opponent, Douglas.

Professor James T. McLeary of Mankato, Minn., who for fourteen years represented a district of his state in congress, told this Lincoln story:

"A friend of mine told me that when a boy he attended with his father one of the famous Lincoln-Douglas debates in Illinois. My friend's father was a Lincoln man, but the place in which that particular debate took place was a Douglas stronghold.

"Douglas spoke first, and he was frequently interrupted by vociferous applause. The cheering and the hand clapping at the end lasted four or five minutes. When Lincoln was introduced the crowd broke out into cheers for Douglas and kept it up for several minutes. Lincoln meanwhile waited patiently.

"When at length the enthusiasm had subsided Lincoln extended his long right arm for silence. When he had partly got this he said in an impressive tone, 'What an orator Judge Douglas is!'

"This unexpected tribute to their friend set the audience wild with enthusiasm. When this applause had run its course Lincoln, extending his hand again, this time obtained silence more easily.

"What a fine presence Judge Douglas has!" exclaimed the speaker earnestly. Again tumultuous applause followed the tribute.

"How well rounded his sentences are! How well chosen his language is! How apt his illustrations are!" ending up with, 'What a splendid man Judge Douglas is!'

"Then when the audience had again become silent at his call Lincoln leaned forward and said:

"And now, my countrymen, how many of you can tell me one thing Judge Douglas said?"

"My friend told me he searched his own heart for an answer and found none. Afterward he asked his father if he could remember anything Judge Douglas had said, and the latter remembered practically nothing. 'But,' my friend said to me impressively, 'even now, half a century later, I can recall practically all that Lincoln said.'—Kexchange.

FORBES' GREAT FEAT.

His Newspaper Story of the Last Days of the Commune.

One morning after the siege of Paris, when the city was believed in London to be still in the hands of the commune, Sir John Robinson, manager of the Daily News of London, reached his office to find the late Archibald Forbes lying on the floor asleep, his head on a postoffice directory, while the printers were hard at work on his manuscript, the story of "Paris In Flames," a most vivid description of the last days of the commune.

"Forbes had telegraphed from Dover announcing his coming," said Sir John Robinson, "the printers had been waiting, and thus the country heard of those terrible days for the first time.

"London was ablaze with excitement.

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ment. Boulevard street was impassable through the smoke and burning Mr. Gladstone was questioned that afternoon and could only say he hoped the story was exaggerated.

"When Forbes awakened from his slumber amid all this turmoil what a spectacle he was! His face was black with powder, his eyes red and inflamed, his clothes matted with clay and dust. He was a dreadful picture. He had been compelled to assist the communists in defending a triangular space upon which three detachments of the Versailles troops were firing and had actually taught the citizens how to build a barricade."

By aid of dummy dispatches addressed to Lord Granville and the queen Forbes escaped from this threatening triangle and wrote all the way to England, being the solitary passenger on the mail boat.

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