

The Herald

D. E. SPITT, Editor

Second-class postage paid at Monmouth, Oregon, under the Act of March 3, 1879.

ISSUED EVERY FRIDAY

Subscription Rates

One year	\$1.50
Six months	75 cts
Three months	50 cts

Monmouth, Oregon.

FRIDAY, JULY 2, 1915.

Romance Of Shrapnel

One of the most interesting stories in the history of warfare is the evolution of the deadly missile known as shrapnel, which is playing an important part in the present war. It is a shell filled with bullets, and is the invention of Henry Shrapnel, a noted English artillery officer. It was first used in 1804 in the British bombardment of the Batavian settlement of Surinam in the Dutch East Indies. A report of the attack says: "The enemy was so astonished at these shells as not to be able to explain how they apparently suffered from musketry at so great a distance as 2000 yards."

In the Peninsula war the victory of Vimeira was due largely to shrapnel. The French could not understand where the little balls came from, and the soldiers swore that the devils were in the British shells. From Vimeira little is recorded of shrapnel until the battle of Waterloo, in which it was effectively used. The secret of the shell could not be solved by the French.

After Waterloo the use of shrapnel almost ceased in the British army, and in the Crimean war it was not employed at all.

In the American Civil war both the Union and Confederate armies used it, but it was not until later that its present effectiveness was fully secured. This was done by the Prussians in the Franco-Prussian war. The shell did tremendous execution against the French, especially at Sedan. In the Russo-Japanese war the missile was used with great effect by both the contending armies, and in the Balkan war the successes of the Serbians, Bulgarians and Greeks were largely due to their French shrapnel firing field pieces.

The life experience of Colonel Shrapnel was similar to that of many other inventors. After devoting the best years of his life to the perfection of his invention and spending his private fortune upon it he ceased to be a popular hero and died a disappointed man.—Oregon Journal.

Struggle For Nationality

The tremendous struggle for empire in Europe has tended to overshadow another great movement—the struggle for nationality.

In the heart of Europe are a number of subject races which have proved indifferent material under the hands of the conqueror. They are strong races, holding tenaciously to their languages, retaining ancient customs, marrying among themselves. Such peoples are the Magyars, the Bohemians, Poles, the Slavish and Rumanian

stocks under the sovereignty of Austria-Hungary. A pamphlet, just come to us, makes a plea of national rights for still another race, the Lithuanians.

These people number now only three millions. They were once much more numerous. In the middle of the Fourteenth century they liberated a great part of the Russians from the yoke of the Mongals. In the next century, they stayed the eastward march of the Teutons. In the sixteenth century, they contracted a political union with Poland and, with that country, were ruthlessly divided between Russia and Prussia. Identity was further lost through the development of the Napoleonic wars. In spite of these conquests and subjections, the Lithuanians still aspire to autonomy and now appeal to the world to compel its granting.

The checks on war which Europe has put in practice—intermarriage among the royal families, alliances, the Balance of Power—have failed lamentably. If Europe sincerely desires that permanent peace shall follow the present war, it may have to give every race the right to choose the government it desires, the right, if it elects, to govern itself independently.—Toledo Blade.

Only two resolutions for amendments to the constitution were passed by the last legislature, and will have to be submitted at the next session again for adoption or rejection, and one amendment was passed for submission to a vote of the people. The indications are that at the next election the ballots will not be a yard long and cost one dollar each to cast and count.—Oregon Voter.

The repainting of the warehouse building has had the effect to obliterate large advertisements that neither helped the looks of the property nor the beauty of the town. Cities present a much better appearance without that kind of ornamentation, and there are a few more whose disappearance would be no drawback to the city.

A little girl once told us that she never saw a banner half as sweet and beautiful as the United States flag. She did not realize that she looked with her soul as well as with her eyes, and that the thrill made the flag beautiful. Let us all try to see it as she sees it.—Toledo Blade.

An exchange says: "An Indiana woman got a decree of divorce because her husband deserted her one hundred and eighty nine times in thirty seven years. He must have liked her cooking to come back so often."

With the X-Ray you can look through a solid wall, but it will take a stronger search light than that to pierce a political motive.

THE SOUTHERN PACIFIC WAY

The Southern Pacific's dining car department is a busy one these days. More conductors are being put to work, the commissary crews are being strengthened; and every diner the company has—in number, 105, or more than any other railroad in the United States—is on the go. The increased activity is occa-

sioned by the heavy exposition travel, which, according to Superintendent Allan Pollok, is apparently at its flood so far, and increasing. As the westbound transcontinental business is especially heavy, the dining car activities are naturally greater, and more so than would be noticeable were the travel confined to local business.

The Southern Pacific is overlooking no chance to advertise the communities through which it passes in an effectual way. Its commissary purchases are made locally almost entirely, so that as a diner passes through a territory it may automatically display the products raised along its run. Likewise, the first fruit and vegetables of the season are placed on the tables so that this feature of western products may be made known to travelers. An example of this is the first figs, canteloupes and melons from Imperial Valley this year.

"With our stocking-up places located at New Orleans, Houston, San Antonio, Los Angeles, San Francisco, Oakland, Portland and Seattle and Ogden," says Pollok, "we are in touch with general conditions all over the west and south; and the noteworthy fact is that from each of these places traffic and other business has recently taken on a sudden prosperity. We know this by reports sent to the general offices each day. Not only are more people traveling but business in general is more active. Prosperity seems to be coming rapidly."

W. F. SCOTT

Contractor and Builder

All kinds of Carpentering and Repair work neatly done.

Let me figure with you on that new building you are going to have built.

THE Weekly Oregonian

The best Weekly Journal of the Northwest. Gives all the News of the World.

Price per year	\$1.50
Herald one year	1.50
Both papers for	2.50

Keep your Eye
on this space
Next Week

MONMOUTH MERCANTILE CO.

Monmouth, Oregon

POULTRY SUPPLY STORE

THOMAS BOULDEN, Proprietor

KEEPS ON SALE

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

Garden Seeds in Package or in Bulk.

Will Pay Cash for Eggs and Poultry.

Monmouth, Oregon

WE INTEND

To merit your patronage by always maintaining:

- The highest quality of everything in our stock.
- The lowest prices consistent with that quality.
- The truthful representation of everything advertised.
- The absolute guarantee that goes with every article sold.
- The standard of service that insures the positive satisfaction of every customer.

WALTER G. BROWN,

Watch Repairer and Jeweler.

Perkins Pharmacy

THE GLORIOUS 4TH

will be celebrated in various towns along the Southern Pacific and special

Low Round Trip Fares

Between all stations in Oregon (where the one way fare does not exceed \$6.00) will be in effect July 3, 4 and 5, with final return limit July 6th.

Convenient Train Service To All Points

Call on nearest Agent for full information, fares, train schedules, etc.

Southern Pacific

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