

The Herald

D. E. STITT, Editor.

Entered as second-class matter September 8, 1908,
at the post office 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, DEC. 24, 1915.

Is Prosperity Here?

Certain politicians, for personal and party ends, are preaching that the period of financial depression is past and that prosperity, with a big P, is already with us. They point to the reports of our enormous export trade and the activity of our factories as an evidence that the fickle jade has again taken up her permanent residence "in our midst." They say that Europe is borrowing money from this country as never before and that our railroad yards and docks are congested with goods for foreign shipment such as was never before seen.

But they are very careful to avoid a suggestion that all this is only temporary and wholly dependent upon the abnormal conditions created by the European war. They fail to mention that when the war ceases this so-called prosperity will cease and leave nothing behind it and they fail to recognize the fact that the railroads and other great corporate activities are neither borrowing money nor expanding their operations, by either building new lines or improving their present properties.

Perhaps no better index of the real prosperity of this country can be found than that which is afforded by the railroads. These are the arteries of trade and when they are busy, when they are expending money in expansion and betterment, there is a very substantial prosperity behind it all. With one-sixth of all the railroads in this country in the hands of receivers and with no desire on the part of any of them to borrow or use money for development or betterment there is presented a condition which refutes the claim of present prosperity made by the politicians and presents food for serious thought as to what will come to this country when the war is over.

The railroads are our largest employers of labor and they are being good now after the drastic lessons of the last few years, so let's give them a square deal. Nobody wants to destroy the railroads, but everybody wants to see them regulated as they now are and increased activity in the railroad world will mean that prosperity is at least on the way.—Rural Spirit.

A Destructive Blow

Hundreds of thousands of bushels of grain sold for export are tied up in western elevators and warehouses because of embargoes placed on grain shipments to the east by practically every railroad connecting with Atlantic seaboard ports.

Lack of vessels to handle the exports is advanced as the reason for the refusal of the railroads

to accept further grain shipments. Warehouses and elevators at Atlantic ports are choked with grain and all the ports are congested with freight awaiting ocean transportation.

The following are the railroads which refuse to carry further grain out of Chicago: The New York Central, Pennsylvania, Lehigh Valley, Baltimore & Ohio, Wabash, Erie, Norfolk & Western and Lackawanna. In a public statement, the head of the traffic department of the Chicago Board of Trade said: "All of the port terminals of the railroads are choked with exports. The ships in service are inadequate to handle the traffic. The fault does not lie with the railroads, but with insufficient ocean shipping facilities. The Baltimore & Ohio has 4000 cars of grain stored at eastern ports."

This is the condition President Wilson foresaw when he urged the last session of the 63rd congress to pass the Ship Purchase bill. In his great speech in Portland, Secretary McAdoo said that if Congress had passed the bill promptly, the government could easily have secured an ample supply of ships.

In the interest of the farmers whose grain is now under embargo out of Chicago, the presence of government-owned ships carrying wheat to Europe at reasonable rates would be a highly desirable circumstance. For years, the government has been doing that sort of thing in the steamship lines operated in connection with the Panama railroad.

The Ship Purchase bill was proposed in good faith to meet war conditions. Had it been promptly passed, a great deal more deep sea tonnage would now be available, and it is probable that there would now be no railroad embargo on American wheat.

What is far more to the point, with government ships operating in the wheat carrying trade at reasonable rates, the extortionate rates, four to ten times higher than before the war, would never have risen to present unconscionable figures, and farmers would have received much higher prices for their wheat.

The Ship Purchase bill was beaten by a filibuster, led by Senator Burton. That filibuster was one of the most destructive blows ever struck at the farmers of the United States.—Journal.

The old year is fast receding and Christmas almost here, hence, the HERALD management wishes its patrons a very happy Christmas and a prosperous New Year. As this is a good time for resolutions let us resolve to work for a better town and a better paper and a more prosperous community. There are ways to build up our city if we will seek them out and there are many ways to make it look better to the stranger who passes our door. Let us send a good report away by them.

The Peace Commission seems to have accomplished but little, but Mr. Ford contemplates to remain in Europe until the war is over and announces that he will endow a permanent foundation for the Hague to stop all war. The Prince of Peace pur-

poses to make a change in the hearts of men and nations. Will anything else bring peace? We fear not. The peace commission is reported to have quarreled on its way to Europe. Well, man is carnal yet and most everyone is set in his own way.

Definite Facts Secured On Cost Of Apple Growing

Oregon Agricultural College, Corvallis, Dec. 6.—It costs on an average \$112.82 per acre to clear the land and plant to apple trees, in the Pacific Northwest.

The average cost of production of apples in orchards of six to nine years of age with an average yield of 120 bushels per acre, on an acre basis, is \$140.92. Of this sum \$30.71 is for maintenance, \$57.03 overhead, and handling, \$53.18.

The average cost per box under these conditions is \$1.18, of which more than 25 cents is for maintenance, 47 and 3-4 cents for overhead charges, and about 44 and 1-2 cents for handling.

These and other facts vital to apple production in this section were brought out in an extensive survey of hundreds of orchards, conducted by the Oregon Agricultural College division of Horticulture. These results have been published in a bulletin, "Economics of Apple Orchard-ing," copies of which may be had by writing to the College. Horticultural experts of many states, Canada and England, have endorsed the bulletin as the most complete, accurate and convincing publication that has ever been issued on the subject of orchard economics. Fruit men of Oregon have only to learn that it was prepared under the direction of Professor C. I. Lewis, chief of the division, assisted by H. A. Vickers, in order to have the greatest confidence in its comprehensive and dependable character. And a careful study of its conclusions will make the grower better acquainted with his industry and with ways of holding down needless costs.

DEPARTMENT NO. 2

In the Circuit Court of the State of Oregon for Polk County.

James L. Barry, Plaintiff
vs.
Jennie M. Barry, Defendant

To Jennie M. Barry, the above named defendant: IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled suit and Court within six weeks from the date of the first publication of this Summons, to-wit:—on or before the 27th day of December, 1915; and if you fail so to answer for want thereof, the plaintiff will apply to the Court for the relief therein demanded, to-wit:—For a decree dissolving the bonds of matrimony now existing between you and the plaintiff, and for such other and different relief as to equity seemeth just.

You are further notified that this summons is served upon you by publication thereof in the Monmouth Herald, a weekly newspaper of general weekly circulation in Polk county, Oregon, and published at Monmouth in said County, pursuant to an order of Hon. John Teal, County Judge of said Polk county, made and dated on the 9th day of November, 1915, at Dallas, Oregon. This summons is served upon you by publication in said newspaper for a period of six successive and consecutive weeks immediately prior to the 27th day of December, 1915. The date of the first publication of this summons is November 12th, 1915, and the date of the last publication thereof will be December 24th, 1915.

B. F. SWOPE,
Attorney for Plaintiff.

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