

The Herald

D. E. STITT, Editor.

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Monmouth, Oregon.

FRIDAY, DEC. 31, 1915.

The Best Hated Nation

If in the next twenty years we escape aggression from abroad, it will not be for any sentimental reason. There is no love wasted upon us by any of the powers.

The people of Germany are deeply resentful against us because we have sold munitions of war to the enemies of Germany and because we have had much to do with stopping the submarine warfare. This has been shown not merely by the attacks of the German Press, but also by the accounts of travelers and the private letters which have strayed into print. The people of Britain have been resentful because of our protests against the illegal blockade, the seizure of American vessels and the failure to give the British cause the fullest support, moral and material. Canadian newspapers have sneered at us for what they call want of spirit in the treatment of the Lusitana case. We have seen an Australian cartoon which makes Uncle Sam out a sort of usurer, fattening on the troubles of the belligerents. In France and Italy, the feeling is the same. We suppose that even Turkey and Greece, though they do not have to be taken into account, feel no more kindlier. Belgium and Serbia, in the same rank, may some day give us an example of the benefits forgot.

We may as well make up our minds to the fact that in case it ever suits the purpose of any European power to attack us, or offend us, or tread upon our policies, there will be no other power flying to our sides. The United States stands alone in the world. At present it stands, virtually defenseless.—Toledo Blade.

The New Giant

What a few years ago was a fragile child of playful attributes has grown into an industrial giant. It is only when the record of automobile construction and automobile achievement is reviewed that an idea may be formed of the magnitude of the automobile industry. The record is amazing and we must look to the electrical industry for a rival.

A review of the last fiscal year shows that \$625,000,000 went into the purchase of automobiles made in America. Another \$100,000,000 worth was purchased for foreign use—a greater sum than the stupendous loan to the allies. Thirteen million barrels of gasoline were consumed together with 20,000 gallons of lubricating oil and 8,000,000 tires. It is estimated that the automobiles traveled 10,000,000,000 miles.

The importance of this in-

dustry is shown when it is noted that 90 per cent of the cost of manufacture is for labor. There are 448 factories in thirty-four states and a single state boasts 51,000 workmen engaged in making automobiles. Assuming that each automobile carried only three passengers, the total passenger mileage reaches the 30,000,000,000 point. The railroads record only 34,000,000,000 passenger miles. Thus it will be seen that the auto is something of a factor in competing with the railroad lines, although the effects of this competition have been felt most keenly by the traction companies which have been stripped of millions by the ill-starred jitneys.

The automobile has become a huge figure in our social and industrial life. It has given the good roads movements its strongest impulse. It has brought about a renewed agricultural activity and added to the facilities for food distribution. Between the automobile and the telephone, rural life has been revolutionized and brought into a new era of growth.

So far as the elements of competition with transportation lines is concerned, there can be no question that certain industrial reactions must follow the growth of this virile young industrial giant; yet it must be recalled that gas and electric lighting have adjusted their once inalienable differences; that the electric and steam lines have worked out a profitable state of co-existence and so the automobile will reach a basis of adjustment in the world of transportation. Anyway, the automobile is now a force to be reckoned with. It has become a robust giant quite able to take care of itself in a world of competition. From the state of a costly plaything it has achieved a place as a modern necessity.—Weekly Oregonian.

Self-Sustaining Department

The State Banking Department under Superintendent Sargent has taken another step toward becoming self-sustaining.

Instead of three examiners in the field, it will have two at \$166 a month and an office assistant at \$135.

The legislature gives this department \$15,000 for two years but only \$5000 of this will be used.

The bank department collects fees and it is Mr. Sargent's plan to make it self-sustaining after 1916.

With South Carolina Dry

South Carolina has gone dry and the brewers and distillers are jubilant. They always sell so much more liquor in dry States than in wet States, that they always order new autos, build additions to their houses and increase their capitalization whenever a State goes dry. The feint they make of opposing prohibition, of buying votes, debauching voters, bulldozing business men, printing tons of lying circulars full of fake statistics—of course that fools no one. The whole world knows that the brewers and distillers just adore prohibition, because they sell so much more liquor under prohibition than under local option, and sell so much

more, booze in the local option countries than in the wet ones. The figures prove it, and the brewers and distillers pay for the figures.—William Allen White, in Emporia Gazette.

ORDINANCE NO. 134

An ordinance to amend Section No. 1, of ordinance No. 155 "An ordinance prescribing the material to be used, and the manner and method of construction to be observed in the building of sidewalks within the corporate limits of the City of Monmouth, Oregon, providing further for the building and maintenance of uniform curb lines within said city; for specific authority for repairing and building sidewalks and curb lines; for penalties of the violation of the terms of this ordinance and matters kindred thereto, and repealing all ordinances and parts of ordinances in conflict with this ordinance or any part thereof," passed by the common council of the City of Monmouth, on the 2nd day of July, 1912, and approved by the Mayor, of said city, on the 2nd day of July, 1912.

THE CITY OF MONMOUTH DOES ORDAIN:

Section 1. That section 1 of an Ordinance entitled, "An ordinance prescribing the material to be used, and the manner and method of construction to be observed in the building of certain sidewalks within the corporate limits of the City of Monmouth, Oregon; providing further for the building and maintenance of uniform curb lines within said city; for specific authority for repairing and building side-walks and curb lines, and for penalties for violation of the terms of this ordinance and matters kindred thereto, and repealing all ordinances and parts of ordinances in conflict with this ordinance or any part thereof," passed by the Common Council of the City of Monmouth, Oregon, on the 2nd day of July, 1912, and approved by the mayor on the 2nd day of July, 1912, be and the same is hereby made to read as follows:

Section 2. That all side-walks hereafter built within the corporate limits of the City of Monmouth, Oregon, shall be constructed of cement-concrete, and shall be of the following width, to-wit:

On Main street to its intersection with Broad street to its intersection with Monmouth Avenue, eight feet wide, or wider, if the Common Council shall so direct, and on the remainder of said Main Street shall be five feet wide, or wider, if the Common Council shall so direct. On West side of Monmouth Avenue all cement-concrete side-walks shall be built as follows: Beginning at the Northeast corner of the College grounds of the State Normal School and extending to its intersection with Clay street, said sidewalk shall be eight feet wide, or wider, if the Common Council shall so direct; and on all other streets and parts of streets, in said city, said side-walk shall be five feet wide, or wider, if the Common Council shall so direct, except on the West side of Monmouth Avenue, commencing at the corporate limit on the Northern boundary, and running thence South to the Northeast corner of the property of Mrs. Mary A. Stine, in Murphy's addition to Monmouth, the side-walk shall be four feet wide, or wider, if the Common Council shall so direct, except that the last 16 feet shall gradually widen to five feet, and that all such side-walks when so built, shall conform to the requirements of the grade established by the city. All cross-walks shall be built of like material at the intersection of said streets and according to the direction of the Street Commissioner, or Street Committee, unless otherwise ordered by the Common Council.

Passed by the Common Council on the 28th day of December, 1915.

Approved by me the 28th day of December, 1915.

P. H. JOHNSON,

Mayor.

ATTEST:

D. E. STITT,

City Recorder.

Himes Engineering Co.

Surveying and Platting

Estimates furnished on Drainage and Irrigation Work.

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