

# The Herald

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Entered as second-class matter September 5, 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, JAN. 21, 1916.

"GOD GIVE US MEN!"

Under the above caption someone wrote the beautiful poem shadowing the desire for men as leaders to lead the human race out of the entanglements into which the many efforts at government and guidance are involving the world. The cry is still going out, and the world is anxiously awaiting the appearance of this latter day leader that the warmth and sunshine of Peace may again mantle the earth as with a blanket.

A mighty leader is a great boon to any people, but unless there is a desire to be led on the part of those needing a leader there is not likely to be much achieved in the movement.

Europe needs something just now, but so far as we can observe it is an application of the Golden Rule, and without that there can be nothing secured but a patched up peace.

"Men are but boys grown tall," and in times past they have had to be whipped into line, so that the big effort now in the Eastern continent is but a sample of the past, except that it is on a larger scale, and is still in process completion.

Nothing comes until the world is prepared for it. When European nations are ready for the cessation of hostilities they will cease in that quarter at least.

## Silver and Gold Production for The Year 1915 in the U. S.

Increases in the mine production of silver were especially notable in Montana, Utah, and Arizona, and were considerable in Idaho, Alaska, New Mexico, and Texas; but large decreases were reported from Colorado and from Nevada, following similar decreases in 1914. Preliminary totals, based on ore marketed as distinguished from ore smelted, indicate a record output of nearly 74,000,000 ounces of silver from all domestic mines for 1915; but some of this was produced under stimulation of better prices at the close of the year and will reach metallic form at the smelters and refineries this year.

The imports of silver into the United States for the 10 months ending October 31, 1915, were valued at \$28,504,857, of which \$17,006,255 came from Mexico, \$5,410,020 from Canada, \$3,577,627 from South America, and \$1,489,709 from Central America, according to the records of the Bureau of Foreign and Domestic Commerce. The exports for the same period were valued at \$40,795,086, of which \$29,642,271 went to England, \$5,563,811 to Hongkong, \$2,273,500 to France, and \$1,892,374 to the West Indies. The total imports of silver in 1914 were valued at

\$25,959,187 and the exports at \$51,603,060.

The year just closed was of unusual interest with respect to the enormous flow of gold into the United States from Europe, mainly a result of the greatly increasing balance of trade in favor of this country since the outbreak of the war. For the first ten months of 1915 the imports of gold were \$345,560,273, of which \$216,302,182 came by way of Canada and \$28,214,049 from England direct, \$24,246,139 from Australia, \$19,950,810 from Japan, \$13,460,700 from South America, \$11,519,880 from France, \$9,998,389 from the West Indies, and \$6,282,182 from Mexico. The exports of gold for the same period were \$15,875,480 of which \$13,975,450 went to the West Indies.

The imports of gold in 1914 were \$57,387,741 and the exports are \$222,616,156.

## The Freedom of the Seas

In commercial circles, one of the first lessons that a young business man is obliged to learn is the fact that figures may be made to lie; in politics nothing is more misleading than a scintillating catch word. The "Crown of Thorns" almost brought immortality to our late Secretary of State, but not quite. In the present war nothing has appealed to the sympathy and understanding more than the proposition put forward by Germany for "freedom of the seas."

What is really intended by such an appeal; what is the real significance of the term? At first the answer seems readily given; but should the reader ask the question of his friends he would be surprised at the variety of replies it would bring forth. This proposition as put forth by Germany is evidently a protest against the dominance of Great Britain on the high seas. But the questions naturally arise—Has Germany ever been hindered or ever suffered from want of such freedom until the present war began? Has she been the victim of a selfish policy on the part of Great Britain, that has curbed the growth and development of either the Imperial Navy or her mercantile marine; has she suffered from preferential duties or any prohibitory laws which have curbed the growth of her foreign commerce or the development of her marine power? Has England during the last half century exercised her overpowering naval forces against the development of any of her neighbors? On the contrary, has not Germany, as the chief commercial rival of England during this period, developed her maritime marine resources, both naval and mercantile, in a manner which is unprecedented?

Let the facts speak for themselves; and by way of showing the unhindered growth of Germany's deep sea trade, let us look at the record of her principal company, the Hamburg-American. Organized in 1847 this line commenced active operations in 1848 with four sailing ships of 2,441 total tonnage. In 1860 it possessed six sailing ships and five steamers of 14,800 tons; in 1870 eleven steamers of 30,000 tons total; in

1880 twenty ships totalling 55,000 tons; in the next decade the feet was more than doubled, consisting in 1890 of forty-one ships aggregating 122,883 tons. In the following decade the tonnage was more than trebled, the line possessing in 1900 eighty-three ships totalling 323,931 tons. It had doubled again by 1910, the list showing in this year one hundred and fifty-eight ships of 876,015 tons. At the opening of the war in 1914 the total tonnage had risen to over 1,200,000. In that same year, the North German Lloyd, whose growth during the same period has been also phenomenal, possessed a total tonnage of about 850,000.

Evidently her two great steamship companies have had no cause to complain of interference with the freedom of the seas.

Now as to the general maritime trade of Germany: We find that during the calendar year 1913 there entered German ports 14,262,000 net registered tons of German ships and 12,840,000 tons of foreign ships, and that there cleared from German ports about the same amount of shipping, equally divided between foreign and German, the total entered and cleared being 54,238,000 net registered tons of shipping. The total quantity of goods imported and exported by way of the seas in this year reached the huge total of 78,835,105 tons.—Scientific American.

The plant of the Universal Portland Cement Company, a subsidiary of the Steel Corporation, is nearing completion, and the first cement will probably be made about February 1. The present activity in the steel business continues; it is believed that between 2,500 and 3,000 men will be employed in the Steel Corporation's two Duluth plants next spring.

## Prune Demand Firm

The remainder of that part of the 1915 Polk county prune crop purchased by the J. K. Armsby company will be put in boxes immediately and shipped to New York to fill an order from the company's main offices. It is customary to hold some of the prunes until just before the picking of the new crop, and this fall the company packed a large number of boxes of prunes left from the previous season for shipment just before the new crop was unloaded at the plant. This order of things will be changed this year, however, and the remainder of the 1915 crop, consisting of approximately 3 carloads, will be packed for shipment as soon as possible. For several days hands have been busy at the big plant preparing boxes to receive the pack and bright and early Monday morning the steam will be turned on to commence putting the fruit in the boxes for shipment. A full force of help will report for work Monday and the order that will entirely clean out the bunkers of the plant will be made ready with all possible haste. The season for the Armsby company has been an unusually good one, and further evidence of this statement is had in the fact that the last of the season's crop will be shipped out before the actual packing season is finished.—Observer.

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