

# The Herald

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MONMOUTH, OREGON

FRIDAY, APR. 6, 1917.



## Monmouth Meditations

The sidewalk man is beginning to get busy.

A year ago this week the cherries were preparing to blossom.

Junior Day, 1917, will not be reckoned among the least of them.

This is the week when the conscientious Biddy is busy producing Easter eggs.

A year in Monmouth has convinced the meditator that Nature is considerably partial to this section.

Judging from the growth made the past week it will be some time before the local potato crop is ready to harvest.

With nineteen soldiers, rookies and veterans, in the national guard, Monmouth has done something to help give us an army. But it is apt to do more before that five hundred thousand is enlisted.

Prospects for shipbuilding look good for some years to come. So many craft have been sunk or destroyed that it will take some time to catch up again. Ship building has been an important industry in the northwest and is apt to become more important.

People to whom the European war seemed foolish and unnecessary when it started nearly three years ago, are beginning to realize that it will have results in the reduction of caste and social standing in all the nations engaged in it. So with these occasional wet days that are so irritable, they are producing live arguments for those good road bonds that are to be voted on next June.

It might be possible to beat the proposed debt limitation charter amendment once but it will pass eventually. It must pass for the city can not keep house without it. If defeated the first time, it will pass on a second attempt and then the re-action is apt to raise the limitation, for 5 per cent is low. Any council which can contract a new debt can legalize an old one. There you have the whole thing in a nutshell.

There are a number of reasons why it would be good policy to allow Roosevelt to raise an army to take to Europe. In the first place, it would facilitate the raising of soldiers for enlistment would be easy and there would be hundreds and thousands who would volunteer to be included therein. In the second place, the effect abroad would be salutary. No other American is as well known abroad as is Roosevelt. His name would add strength to our allies and confusion to our enemies. His knowledge is comprehensive and his judgment good. Vast numbers of Americans who denounced the views of Roosevelt last summer are sharing those same views today. It would be a good political move for the success of a United America depends on a practical demonstration that this

present trouble is non-partisan. Roosevelt in the van of our army would do more to make foreign countries believe we are in earnest than any other one thing we might do.

It has been said that when the people of the state understand them they will favor the road bonds. It has been demonstrated that they will not add burden to the tax payer. We have tried the old plan of building a bit at a time and it has not worked. The present road agitation in Oregon is an echo of similar moves in other parts of the Union. Good roads are being built by the bond plan, done in a systematic manner, by men who have made a specialty of road making and who build roads to last. Good roads in Polk county will make farming more attractive and will add actual, if not speculative value to the farms of the county. There is no reason why hard surface roads built in Polk county should not be permanent. Where the ground is not subject to freezing and thawing, the great disturbing element of other sections, the roads will last for a long time. Why should we not have good roads as well as bad ones. We live but once and while traveling back and forth we might as well have hard roads to travel on as slosh around in the mud. Eastern Oregon is practically unanimous for good roads. There is no reason why the Willamette valley should not be likewise.

One of the best features of the Spanish-American war was the way in which North and South took advantage of the opportunity to demonstrate that the scars of the Civil war had been healed. General Wheeler shared the honors with northern born men and the wave of patriotism that united all sections of the country was inspiring to share in. So, at the present time, although many have disagreed as to sufficiency of cause, now that war is determined on there will arise a similar condition to demonstrate that Americans are one people. If the administration is big enough to realize that where all sorts and conditions are depended on to defend the flag, all corners of the body politic must be respected, we will see a demonstration decisive enough to convince any one that there is no hyphen as far as American citizenship is concerned. From now on, it is the duty of Americans to put forth their best efforts to help this nation win. Help can be given in many ways. The youth and stronger men can take their share in active duty on the firing line and there is also a prominent part to be played in the more quiet avenues of commerce. A great general said that an army crawled on its stomach and if it is not fed it can not fight. Growing food in times of war is as important as fighting and all can enlist in this sort of work. The harvest of next fall is being planned now and it is a mark of patriotism to see that the harvest be as large as possible.

The Ladies' Home Journal which has waged successful war on patent medicine advertising and similar grievances, now comes to the front in favor of a crusade on cats. The management of the Journal has been doing some investigating and has found that something like a million song birds are killed by cats each year which would, had their careers not been thus suddenly terminated, have eaten about a billion worms, bugs and bacteria and the world would have been that much better off. The Journal suggests a national law that each cat allowed to arch its back and purr must have a license and a bell about its neck and that it no longer be permitted to prance with deft and joyous tread upon the ridgeboard of the roof but must be kept in confinement at night. While it is acknowledged that the cat is a musical animal and is highly entertaining when engaged in solo or duet performances and a feline quartette is calculated to inspire one to thoughts of assassination and vindictive tort-

ure, it also has other practical uses. For instance, if there were no cats we are assured there could be no fiddle strings. The killing of such a large number of cats as is advocated by the Journal would result in a glut of the fiddle string market, followed by a scarcity. To avoid this we suggest that the Journal work out a practical method for conserving the fiddle string supply to see that nothing is wasted. This accomplished, let the slaughter begin.

**"Unification of Regulation is Essential."**  
A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands Joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

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