

The Herald

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Editor & Publisher

Entered as second-class matter December 3, 1906,
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, APR. 27, 1917.



Monmouth Meditations

The hero of 1917 is apt to be the man who causes a cabbage to grow where a bunch of weeds formerly thrived.

The girls of Hood River have agreed to kiss all the young men who enlist which is a grand little idea, comprehending business and pleasure.

Lost, strayed or stolen: An unwavering and inflexible determination on the part of Polk county to have a concrete bridge built across the Willamette at Salem.

Without making any odious comparisons, while cones and spoons decorate the new concrete in front of Walker's the post office front has a nice collection of dog tracks.

In order to be real patriotic the girls of Hood River should announce their readiness to kiss the young man who can grow the greatest quantity of beans on a given square rod of land.

The Odd Fellows and the Grange, two leading fraternities of Monmouth, are increasing in membership rapidly, an evidence of social spirit that is gratifying to those who want to see the city prosper.

"What can I do to help?" is the constant query of loyal citizens. The answer is raise food or make gunpowder. These are the most pressing needs just now. Since the munition factories of Monmouth are well supplied with help it looks like a case of shouldering the hoe handle.

It is reported that Congressman Kahn of California, who leads the administration fight for selective conscription in the house, is a Republican and a native of Germany. With equal truth it can probably be added that he is descended from certain venerable patriarchs named Abraham, Isaac and Jacob.

The hired man shortage is getting to be a common complaint, the Herald being the latest to suffer. But the fact that so many young men feel impelled to volunteer in defense of the flag indicates a healthy condition in patriotism in our midst.

Governor Withycombe announces that he is in favor of trying out a selective volunteer system before resorting to selective conscription. People who have analyzed our reasons for engaging in the present war say first that we are opposing militarism and second that we are to fight for the spread of democratic conditions. It is hard to see how any kind of conscription harmonizes with either aim. Of what avail is it for us to oppose militarism in Germany if in the process we

fasten upon ourselves a system of the same sort?

It may be said in favor of the administration's selective conscription plan that it will be a long step toward the centralization of Federal authority. When the war is over this organization may be used to further public works. The strongest argument in favor of the road bonds is that it will result in the work of road making in the state being done in a more systematic manner. Local interest will cut less figure. The big local man with the pull will have less influence in diverting road work for private instead of public good. There will be more system in the letting of road work and the money will accomplish more.

DON'T FORGET THE GOOD ROADS RALLY

Governor and Highway Commissioners Included in List of Speakers.

Governor Withycombe and Highway Commissioners Benson, Thompson, and Adams are included in the list of speakers for the State-wide Good Roads Rally to be held in Portland, Saturday, April 28th. The committee in charge of the gathering also plans to have five-minute talks by a number of Mayors from various Oregon cities.

Representation at the meeting will be unlimited. Every club and organization throughout the state that is interested in good roads and is favorable to the road bond bill has been invited to send as many representatives as find it possible to attend the rally.

The railroads have granted a special rate of one and one-third fare for the round trip, based on the certificate plan, for those attending the meeting. Reports from throughout the state indicate that the attendance will be large.

GOOD ROAD POINTERS

County money now spent on trunk lines will be used on laterals and other less traveled roads if the good roads bond issue is voted by the people at the June election.

Clackamas County, the home of C. E. Spence, Grange leader, who is opposing the road bond bill, is reported to have spent \$1,000,000 on roads in the last ten years and has three or four miles of improved roads to show for it.

Vote for the road bonds June 4th. It is good business.

In 1916 the people of California voted bonds to the amount of \$18,000,000 for good roads by a small majority. Last Fall by a 4 to 1 vote they approved a further bond issue of \$15,000,000 for the same purpose. Californians know a good investment when they see it.

"Stop renting your roads—buy them."

"Paying as we grow is better than paying as we go" was one of the pointed remarks of Highway Commissioner Adams when he recently addressed a meeting of Portland Realty men.

People won't go back to the farm until they have roads to get there. Assist the "Back to the Farm" movement by voting for the road bond bill at the June election.

Place the burden of building the roads on those who wear them out—the automobiles. The state license on automobiles has been doubled and the owners of these machines are willing to pay the increased fee. All they ask is that the money so raised shall be expended in construction of good roads. Vote for the road bond bill and assist to bring that about.

Auto license fees alone will pay all the costs—principal and interest—of the \$6,000,000 road bond bill and leave a substantial balance for other roads. And all this without an additional cent of taxation for the farmer.

Every automobile owner in the state should vote for the \$6,000,000 road bond bill. His license tax was doubled by the last legislature and he will have to pay the increased fee anyway. If the road bonds are voted at the

special election at issue, the money derived therefrom is to be expended in the construction of a system of state-wide hard-surfaced roads.

Will the people from the interior be benefited, inquires J. F. Hutchinson, of Douglas County, in a communication to the Roseburg News. There is no question about that, he replies in answering his own question. The bonds mean better roads for every section of the county and better roads mean many things. The farm or ranch can be sold for more money if one wishes to sell. Marketing is facilitated and the cost is lessened. The sooner we get permanent roads the sooner will taxes grow less. Good roads cost less to maintain. If we dump our money each year into a few mud holes and keep it up from year to year we have benefited no one, not even the men who fill the mud holes, for they have to pay part of the taxes, too.

"To our way of thinking," says the Hillsboro Independent, "perhaps the chief argument in favor of the road bonds is that the cities and towns as well as an additional proportion of the total valuation will pay the largest share, and the burden will be shifted from the farmer's 20 per cent to the remaining 74. Not only that, but the complaint that the city automobilist has worn out the roads he did not pay for is met and in the future he will travel the road that cost him more than was paid by the farm he passes and in addition the far total of his automobile licenses, a proportion of which was returned to his own county, will now pay the interest on the loan he made to build the roads."

POLK COUNTY IS FOR GOOD ROADS

"The people of my county are just about ready to adopt the good roads slogan of the Clatsop County enthusiasts—'Make It Unanimous'—so far as the \$4,000,000 road bond bill is concerned," reports C. L. Hawley, a farmer and stockgrower of McCoy, Polk County. "Of course, the voters of my home county are not a unit for the measure, but I find very little opposition to it."

"I think I am safe in saying that under the present system of road construction in this state and considering the amount of money we have expended on them, the roads of Polk County compare favorably with those of any other county in the state. But we are not satisfied. We want more and better roads and believe the proposed bond measure offers a practical plan for inaugurating an era of permanent road construction from which every section of the state will benefit without increasing direct taxes."

"When it comes to a choice between being in mud up to our knees or being in debt up to our knees my people are willing to assume something of a financial obligation if it will insure getting us out of the mire."

Harvey G. Starkweather, of Milwaukie, Clackamas County, for 21 years a member of the Grange and who assisted in drafting the rural credits legislation in this state, has the following to say in approval of the pending \$4,000,000 road bond bill:

"I am not prepared to say whether this bill is as good as the one proposed by the State Grange committee or not, but the question now up to the Oregon voter is upon the bond issue, and speaking from the standpoint of a farmer and Granger since 1894 I feel that the state's interest will be best served by an affirmative vote on the measure next June, and I sincerely hope when the whole question has been carefully studied that the Grangers of the State, including the State Master, will be found on the side of progress assisting to pull Oregon out of the mud."

"A good road is a thing that will last forever, when properly kept in repair," remarks an exchange. "The next generation has no right to be enjoying an improvement that their fathers sweat to pay cash for. The children of today can use the improved roads in going to school so why shouldn't they help pay for them. Under a bonding system the cost is distributed over a long period of years and is more just than a pay-as-you-go system which means a heavy tax upon the farmers of today if roads are really made good, or it means a continual tinkering with the roads and eventually getting no real improvement."

In an editorial endorsing the good roads bond bill, the Portland Journal said in part:

Shall we go on wasting tax money in the filling of mud holes or shall we concentrate our expenditures on the most important roads and when they are made efficient pass on to the next in importance and so on?

Shall we continue to spend forty or fifty million dollars during the next ten years without system, as at present, or shall we spend that amount in a business-like way on some definite plan?

We can not get away from the fact that we must spend for good roads whether we have them or not.

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