

The Herald

RICHARD B. SWENSON
Editor & Publisher

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, MAY 11, 1917.



Monmouth Meditations

There are people in Monmouth who still imagine they are liable to five per cent city taxes.

Many a good German mother is prone to admit at this stage of the proceedings that she did not raise her boy to be a Prussian.

The German government can point proudly to the fact that it has succeed in making more enemies than any other government that ever existed.

Everywhere you go it is the same story. The sod on vacant lots is turning under the plow, the harrow and the pulverizer are in use in use and all are interested in getting the seed into the ground at the proper time.

Every hint of popular disturbance that indicates that people of the Fatherland are rising up against the rule of the Hohenzollerens is eagerly read in this country. Even good Republicans are anxious that Germany shall go Democratic.

While the price of everything that goes into a newspaper has gone up in price and everything bought at the store is also higher than formerly, the subscription price of the Herald still holds the same. The patron should show his appreciation of this fact by keeping his subscription paid up.

The submarine that will give the Home Gardeners the most trouble, has a coat of fur, is blind and has claws on the end of its four propellers. It tunnels its way under the cloddy billows of the garden and aims its torpedoes with malice and cunning. It is about time to put in a call for the destroyers.

There is no list published of enlisted men in all branches of Uncle Sam's service in the middle west but does not contain a certain percentage of German names. Instances are numerous of men who were pro-German before the declaration of war, who have turned abruptly about face and are now ready to offer their lives in behalf of their country. The pro-German in these days is apt to be the renegade Yankee who is anxious to curry favor to his own advantage.

It is often true that people who live next door to one another are not as well acquainted as people who live in different states. Such a gathering as that staged by the Commercial Club last Friday noon was worth

its cost through the mere sociability involved. Living apart engenders suspicion and dislike and there is nothing like an occasional gathering to accent the fact that there are a lot of good fellows in Monmouth. Let us have more of these get together affairs.

There is a growing sentiment in favor of postponing the pavement of Monmouth avenue until a future date. Labor is more expensive, its cost having risen with other costs. Teamsters now charge \$5 per day where last year \$4 was the price. Some argue, if work stops now times will get worse instead of better. This would make it a philanthropic project to undertake the work. If the city were footing the bill there might be reason in this argument. But to ask private property owners to conduct work at war prices for the purpose of community good is asking too much of them.

The prospects are that while everything is high there will be plenty to do and easy money in the very near future. Three billion dollars are to be expended in this country in the near future in the process of preparing for war and this will affect every legitimate channel of trade. Just now we are undergoing the readjustment stage, but soon easier conditions will be felt. The only trouble is this will give those in places to extract monopolistic charges an opportunity to do so, but if the administration lives up to its promise to look after the excess profits it will earn the approval of a grateful country.

While many were opposed to the first move that made the break with Germany a reality, most Americans now are a unit behind the government. They are willing to go to any extent to secure triumph. The selective draft, the oppressive taxes, the speeding up that is required to supply food for the world, these will be taken in good part and accepted that the high ideals of the nation may be victorious. But what shall be said of others who while the many are making these sacrifices, are themselves reaping the profits of peculiar conditions and turning the patriotic spirit of the country and their countrymen to their own pecuniary profit?

Bandon is enthusing over the prospect of taking advantage of its beach facilities in the same manner as Newport has developed Yaquina beach. Bandon has an unusually fine beach, with rocky formations that attract the interest of all tourists. We surmise however that a development of its beach will do the same for Bandon as it has for Newport, build it up in two towns. For although the Bandon beach is prettier it is not sheltered from the wind as the Yaquina beach is and the tendency would be to build cottages below the lookout on the site of the original Bandon. Now that the railroad into Coos county is a reality and the town is accessible its unrivaled beach is bound to attract the attention of the summer tourists of Oregon.

One of the sights peculiar to Bandon in the early months of the year, are the patches of furze which, covered with bright yellow blossoms illuminate the bench land bordering the ocean like so

many patches of sunlight. The furze was introduced from Ireland by the original "Lord" Bennett who founded Bandon. It made feed for stock in the old country and this was Bennett's idea in introducing it, but climatic changes induced a much ranker growth and made the stuff impossible as food. It is of the thistle family and grows so thick along the ocean that it renders certain areas impassible to man or beast. It is considered a pest and measures are taken to prevent its spreading, but when ablaze with bloom, it is a pretty sight to look upon.

It must appeal to the common sense of justice that it is not fair to ask the property owners to pay for the whole expense of the paving that will be necessary if the road bonds carry. For in that event the paving must extend from the city limits on the north to the east limits. For while it may be all right in the down section where the holdings are small and building more concentrated; the cost to property owners in the residence district is much greater in proportion to benefits received. A different situation prevails than the paving laws contemplated. Paving as considered by municipal ordinances was for local benefit while much of the benefit of the through paving will be sectional.

It surely is one way to combat the submarine menace to build wooden ships, but as the naval board points out, the best way is to get at the nest and throttle the thing before it starts. The wooden ship theory is like the gold cure or the moral suasion theory to cure the drink evil. Abolish the manufacture and distribution of the stuff and there is no occasion for the various cures. At one time it was seriously proposed to pay tribute to the Barbary states that our commerce might be free from their pirates. But the course taken was to invade the pirate's lair and the thing was ended forever. If the submarines are put out of business the war is over, and all are keenly interested in developments looking forward to this end.

There never was a proposal made but that some one came forward with a scheme that would do the thing better (in his own mind). Example: A bright mind has concluded that since the revenue to pay the road bonds is provided for anyway, the auto license fee having been doubled, we should save interest on bonds by doing as much work each year as can be paid by fees and taxes received. This man agrees with the general idea that the roads should be improved, but differs as to the manner. This would spread the work out through a period of a dozen years or more. In the first place the commission would not sell the bonds faster than the money was needed to finance the work. There will be no interest to pay on money not actually used. Bonding will enable the work to be done in two or three years instead of a dozen. It is calculated that the auto owner, who is to pay the bill, will save a considerable portion of it, in saving of gasoline, and damage to tires and machine, and this will more than offset the interest. But lastly, the only way a democratic form of government can be effective is for the masses to act in unity. If every time there is occasion

The Roof Over Your Head



will be a good one if it is made of our shingles. Made of the best materials, well seasoned, if properly put on they will last for years. Same way with our lumber. It is the best and for that reason, the cheapest to use.

Willamette Valley Lumber Co.

Phone Main 202. . . . Monmouth, Oregon

Monmouth Transfer and Feed Stable

All kinds of transferring done promptly and on short notice

FRANK SKEEN, Proprietor.

Monmouth, . . . Oregon

MONMOUTH DAIRY

J. M. Mc DONALD, Prop-

INSPECTED BY STATE BOARD OF HEALTH

Come and see our fine herd of Jersey Cows and clean, sanitary barn

Phone 2405 MONMOUTH, ORE.

C. G. GRIFFA,

Plumber and Steam Fitter.

Carries in Stock

Bath Tubs, Toilet Fixtures and all kinds of Plumbers' Supplies, nickel-plated or otherwise.

All orders attended to promptly and work guaranteed.

MONMOUTH, OREGON

Electric Light and Power

WIRING

Credit given up to 4 months on payment. Have your building wired now and pay later.

See GLEN WHITEAKER at Monmouth Hotel

to act the people divide themselves to follow every side issue proposed, nothing will ever be accomplished. The whole trouble with Spence and other like opponents of the bonds idea is that they are not placed where they can boss things. Not being able to rule, they seek to ruin. If they are able to accomplish this, Oregon might as well sit down for another doze, while its neighbors, Washington and California, go forward after the good

things in sight.

PATENTS

obtained through the old established "D. SWIFT & CO." are being quickly bought by Manufacturers. Send a model or sketches and description of your invention for FREE SEARCH and report on patentability. We get patents or no fee. Write for our free book of 30 needed inventions.

D. SWIFT & CO.
Patent Lawyers. Estab. 1889.
307 Seventh St., Washington, D. C.