

The Herald

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Monmouth
Meditations

Many causes contribute to the rejoicing at the conclusion of peace. A Lane county man, agriculturally avocated, is glad because he believes it will lead to more rain in the Willamette valley next year.

Grocers in Polk county are having trouble in keeping a stock of sugar to meet the individual limit of sale now raised to four pounds. We take it, however, that the refiners have the sugar as will appear in due time and that they are only too anxious to sell it while the selling is good.

After sampling the consignment of prunes recently left at the Herald office by the Monmouth Orchard Co., we understand why it is that Uncle Sam requisitioned Oregon's prune crop for his soldiers. There is nothing too good for the boys who turned the tide against the kaiser's forces.

One favorable thing for the continuance of business during the adjustment from war to peace is that people must buy. They have been limiting themselves to the essentials so long that the reserve has been about exhausted and new goods must be bought.

A recent road map of the state of Oregon got out by the state highway commission gives rise to a difference of opinion in the editorial sanctums of Dallas and Independence. The Dallas papers state that it cuts Monmouth and Dallas off of the main trunk line leading south from Portland on the west side of the Willamette while in Independence it is stated that only Dallas is cut off. One thing is sure, the map does not carry the name of Monmouth although there is a bend in the road which looks as if it might be directed through our midst. Possibly there may be an explanation, but it does not appear at this time.

All will agree that it is fitting that the president attend the peace conference in France next month. Since it was the acceptance by the Germans of terms he proposed that brought the war to an end and since the well known Teutonic cunning will be brought to bear to twist the words of the original proposal to suit their ends, it is only proper he be on hand with his own interpretation. As for actively conducting his duties on this side of the water at the same time, and as has been his custom, initiating and directing legislation even to using the veto by cable and wireless, we opine he will have his hands full.

A warning has been sent out to hog owners not to try to market their stock all at once. The tendency of course, is to rush the pig to slaughter for fear the price will drop. This act defeats its end and causes a drop in the market because

of the large amount of stock offered. The prospects are that live stock of all kinds will be high for some time to come.

Of course all are now interested in how peace will affect business. There is a feeling abroad that we are in for a big slump in prices but the prospects are that this will be gradual and cheap prices will not prevail for some time. This because so much of our industry is steadied by government control and because the stopping of manufacture will insure a sure market for some time to come. On the heels of this will come a demand that the government continue to control prices on the theory that if the government can keep prices down when they would have gone higher, it can also keep prices up when they will go down in the course of free competition. There already is a strong demand that the government fix standard prices of labor and maintain them by law, as in many instances has been done during the war. In view of conflicting interests and the innate selfishness of humanity which is never satisfied with what is offered, this will be a hard thing to do. One thing which the government can do, however, and probably will, is to institute road improvements, of which there is a crying need from one coast to the other, and in this way give employment to surplus labor. With a plan of this kind rationally carried out there should be congestion of labor nowhere for the road-work would automatically absorb the overflow. We have spent a great deal of money preserving liberty in the world and now we should spend more freely in the future in preserving and distributing its benefits.

Lord Robert Cecil surmises that there is considerable humbug about the surrender of the Germans. Amid the talk about anarchy and riots in the fatherland and the dominance of the socialists, he thinks it queer that when the new officers are announced, the reactionaries have a prominent place in the list. He thinks the change of government is a pretense to get easier terms and greater advantages in the peace adjustment. Little glimpses we catch in the word pictures of correspondents throw various lights on conditions. It is stated that the allies have to exercise constant watchfulness to keep German soldiers out of their lines. In one place two hundred soldiers were met who had fraternized with the Russians on the eastern front and expected to be warmly welcomed by the western enemy. They were made to join their retreating comrades at the point of the bayonet. At another place a correspondent talked with fifty "landwehr". They were glad that peace was here but were not willing to acknowledge they were beaten. When Antwerp was evacuated the inhabitants all had Belgian flags, made in Germany and brought in by German merchants and sold in anticipation of the occasion. All reports agree that the Germans are on far friendlier terms with the Bolsheviks than are the latter with the allies. Suppose Germany organizes Russia. The mines of the Urals are far better than those taken from them in Alsace-Lorraine. If they can organize European Russia they can afford to pay any kind of an indemnity. Then there is the kaiser in Holland, backed up by the memories of the Germany of the last half century! The peace commissioners surely have some serious problems before them.

E. K. PIASECKI, Lawyer, Dallas, Ore. Probating of Wills and Settlement of Estates a Specialty. tf

Organizing Road Building

The Highway Transport Committee of the Council of National Defense is now well organized to encourage and promote all endeavors to utilize the highways to their full modern extent, and to this end is now directing the establishment of highway rapid-motor service. This is not necessarily a product of the war, but a delayed work that would have been successful if formulated before this because of the facilities available through the use of modern trucks, and this conclusion has been proven sound by the satisfactory results obtained by motor transportation in support of the war.

Julius L. Meier, regional director of the highways transport committee, has begun a vigorous campaign to establish dependable motor truck transportation based in many respects upon present Governmental parcel post delivery methods of the postoffice department. He is checking up localities that have motor truck lines and those where such facilities are now lacking. State Director Amos Benson has been out checking conditions of highways in localities that are now planning the immediate establishment of such rural motor express service, and especially has he been active in causing the early completion of highways that were begun this summer. Earnest response from the contractors to comply with his wishes has been gratifying to him.

Chairman of District No. 1, Fred A. Rasch, will leave in a few days to make a study of the conditions with a view to establishing receiving stations at the road junctions on the main highways, and at the farmer's premises, so there will be prompt receipt and dispatch of all commodities shipped or delivered.

Facilities should be arranged so that a farmer who puts any produce on his shipping platform with instructions to the carrier may return to his farm and continue his work without any need for personal exchange of felicities.

The motor express service will stop but a moment and be on its way. The farmer may put in the box a request for merchandise to be purchased for him and returned on the same day, and in this wise he can order meats or fish with as much ease as if living in the city and having available market home deliveries.

Mr. Herbert Nunn, State Highway Engineer, is giving his earnest co-operation to this work, and in view of the termination of the war it looks as if road building will be a major industry very soon, until both city and country reap the full advantages of such service as only good roads can give.

With the establishment of the rural motor express giving regular daily service over fixed routes, with definite schedules of stops and charges, starting in the country and gathering farm products and delivering them to the city, and on the return trip carrying merchandise, supplies, etc., for those along the route, the farmer will be as advantageously situated in every respect as if directly located within the city. The co-operation of the Federal Railroad Administration has been assured and where formerly congested terminals and shortage of equipment caused great delay and wastage, there will now be put forth every effort to avoid any such recurrence by the rural motor express and motor short hauls in the cities.

The great need always is for the early encouragement of enterprises seeking to pioneer. If the farmers and merchants will understand and utilize the service as soon as it becomes available they will be the great gainers from such service.

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