

The Herald

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RICHARD H. SWENSON
Editor & Publisher

MONMOUTH, OREGON

ISSUED EVERY FRIDAY

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Monmouth Meditations

The magazines which prepare their material several weeks in advance are still prodding up the public to fight the war to a successful termination.

Judging from a letter which appeared this week in the Oregon Voter, Prof. M. S. Pittman still spells RURAL SCHOOLS with capital letters.

Prune men are profiting by these pleasant days in the process of pruning their prune trees.

As for the water situation during the past week, there are still a few incorrigibles who were able to retain enough surplus sense of humor to crack jokes about it.

If the Sinn Feiners ever get control of Ireland the Emerald Isle might as well be staged and set to music. The effect should be just about as diverting for the spectators as a comic opera, although rather tough on the people who have to live with the actors.

Come to think about it, Cuba is entitled to a place at the peace table. She was one of the independent powers to declare war. At the table, she could furnish some of her justly celebrated tobacco with which to keep the peace pipe supplied.

Considerable heat of temper was displayed during the time our water system was disarranged but they who did the perspiring were the people in charge of the operations.

Have you learned to write it 1919.

With two whole days gone, the Monmouth hotel has not changed hands in 1919.

Thanks to the liberty bond issues, the average family has not been impoverished, but rather enriched by the war. Many have money laid aside who would not otherwise have done so.

It appears to take just about as long to get peace terms signed up as it did to fight the war to a successful termination.

Now in the time of New Year resolutions, we suggest a few aims toward which the city might strive during the coming year.

An emergency water supply. A pipe line laid to Independence might be one way of securing this. A concerted effort to keep our streets clean and with an adequate wearing surface.

A through line of alleys on both side of Main street in the business district.

Cheaper water that would enable all to keep lawns green in the summer time without prohibitive expense.

Completion of paving in the city to connect with paving to Independence and Dallas.

The adoption by charter amendment of a financial system that will cause general running expenses to keep within the amount annually placed in the general fund and the creation of a separate fund to care for special expenses.

Renewed vigilance and diligence in that age old task of keeping the city picked up and in presentable condition.

From the contradictory nature of the reports and the general inconsequential character of the mass of the correspondence that gets into the daily papers from Europe, the enterprising representatives of the press abroad are getting hard pressed to supply their regular amount of reading matter.

WELCOME, 1919!

Nineteen-Nineteen, welcome!
Oh, I'm glad you've come!
Though you're yet a mystery—
Tongue discreetly dumb.

Nineteen-Eighteen, scurrying!
That's because you're here.
And I'm glad—but, just a moment,
Till I dry this tear.

He was kind to me you see;
Kind as I deserved;
Though when it came to punishment,
His justice never erred.

But I've let him carry off
All unpleasant things;
Keeping safe in Memory's box
Only that which sings.

New Substitute For Gasoline

What may be the solution of the problem of finding a cheaper and more efficient substitute for gasoline has been announced by Major Oliver B. Zimmerman and Captain E. C. Weisgerber of the gas and oil division, with the permission of the War Department. This announcement that a substitute has at last been found is made definitely and without qualification, and it is stated that in a very near future the substitute, called Liberty fuel, will be manufactured for the open market.

In making it Captain Weisgerber says he fully realizes that all previous efforts along this line have failed; that every previous announcement has fallen short of the mark, and that consequently his statement is going to be challenged from a thousand sources by incredulous experts everywhere. Exhaustive tests have been carried on with airplanes, motorcycles, automobiles, trucks, etc., all under Government supervision, and the substitute can be used by the automobilists in place of gasoline without any change in the carburetor and with out any detrimental effects on the car. It can be produced in quantity for less than half the cost of gasoline, gives more mileage per gallon, greater speed, has less heating effect on the lubricating oil than gasoline and starts easier.

The substitute is in liquid form manufactured by a still process, composed of commodities which are now a drug on the market and which are plentiful enough to assure supplies to meet the future demands. The formula is a secret in the hands of the general engineering depot and the inventor. The cost of manufacture is said to be 40 per cent lower than that of making gasoline.

In the tests by Army officers, mainly conducted by Captain Weisgerber, the new fuel was used in a passenger car, motorcycle, airplane, tractor and truck in comparison with gasoline. In the tests by the bureau of standards at the laboratories it was used in a class B truck engine and a 150-horse power Hispano-Suiza airplane engine in comparison with gasoline.

Used on a passenger car the fuel drove the car 17 1/2 miles per gallon as against 9 miles per gallon on gasoline, and increased the speed from 47 to 69 miles per hour.

In a hydroplane with the engine at 1600 revolutions per minute the plane remained in the air 22 min-

utes longer on 10 gallons of gasoline. A Harley-Davidson motorcycle was driven 23,000 miles in severe tests and showed no corrosive action and no carbon. Weighing 593 pounds with its load the motorcycle journeyed 256 miles without adjustments on 4.66 gallons of Liberty fuel, consuming 14 quarts of lubricating oil, averaging 55 miles per gallon. The average speed was 22.5 miles per hour. Used with gasoline over the same route and at the same speed the motorcycle averaged 32.18 miles per gallon and consumed 4 quarts of oil. A Garford 3-ton truck weighing 7373 pounds with its load averaged 10.4 miles per gallon with Liberty fuel over 232 miles, used 2 gallons of water in the radiator and consumed 2 1/4 quarts of lubricating oil, or 103.1 miles per quart. The journey was made at a speed of from 9 to 12 miles per hour, the lower speed during rain. With gasoline the truck averaged 6.37 miles per gallon, consuming 45 gallons of gasoline, used 8 1/2 gallons of water in the radiator and 4 1/2 quarts of lubricating oil at the rate of 63.5 miles per quart of oil. The truck easily traveled the Cumberland district mountains on Liberty fuel, and failed to do this with gasoline. In the report of tests of the Liberty fuel by the bureau of standards signed by W. S. Stratton, chief of the bureau, it was stated that three grades of the fuel were submitted marked "type A", "type B" and "Liberty fuel", the first two being for passenger cars the third for airplane consumption.

Dedicated to the Juniors

With all their boasted genius, the members of the JUNIOR CLASS have yet to prove to the rest of the student-body that they are as brilliant as they seem to think. We have no particular desire to contradict anything which the JUNIORS have asserted for the simple reason that we do not consider their statements worth refuting. We will even go so far as to grant them that they may well be at the back of the inspiring "PEP" which has manifested itself in the student-body meetings of school year '18-'19; said "PEP" looks just about like the general run of things they do.

Be this as it may, the JUNIORS certainly have one or two enterprising young authors, whose talent should be devoted to bigger things. By conscientious practice in the arts, they may at some future time become very successful in some other form of occupation. When they do, let them tell us about it; at present we will content ourselves by reading their monthly report cards, which determine for us the brilliancy of the JUNIORS, and give us all necessary information concerning them.

The JUNIORS evidently believe in the old adage, that "He who tooteth not his own horn, the same shall not be tooted".

Respectfully submitted by the Seniors.

Dr. Foster, D. C. Uses electricity in all forms. Room 21, National Bank Bldg. Dallas, Oregon.

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

A. N. Halleck buys junk of all kinds and pays highest cash prices. 26tf

Notice of Final Settlement

Notice is hereby given that the undersigned as administrator of the estate of L. C. Gwin, deceased, has filed his final account in the County Court of the State of Oregon for Polk County, and that Saturday the 4th day of January, 1919, at the hour of 11 o'clock in the forenoon of said day, at the court room of said County Court in the City of Dallas, Oregon, has been appointed by said Court as the time and place for the hearing of objections to the said final account and the settlement thereof.

C. H. Gwin, Administrator of the estate of L. C. Gwin, deceased.
Swope & Swope, Attorneys.
Dated and first published December 6th, 1918.

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There's a Salesman from Virginia



who was chewing and swapping yarns with the men on the Post Office corner. "Have a chew," says he to Jake. Jake doesn't think he's chewing unless his cheek bulges out like he had the mumps. "Call that a chew?" he snorts. "Sure!" says the

salesman. "This is Real Gravely. That small chew satisfies, and the longer you chew it the better it tastes. That's why it doesn't cost anything extra to chew this class of tobacco."

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