

NEWBERG AWAITS ELECTRIC LINES AS MEANS OF GREATER DEVELOPMENT



Pigs on John Crawford farm near Newberg.

By A. D. C. Newberg, Or., Sept. 13.—Newberg is assuming city airs these days. Electric cars into Portland are promised before Christmas, and the tracks for the new line are laid down the principal street of the little city of 3000 for over three quarters of a mile connecting with the old line of the Southern Pacific. Therefore, the boosters and the people who love progress and development are rejoicing. Newberg is noted for several things. It is one of the most orderly cities in Oregon, while its educational institutions are of the best. Many families are settled in Newberg for these two reasons. The town is also the commercial center of a large number of fruit and dairy farms, and a great deal of business is done in fruit and dairy products. The scenery around the town is rolling, the hills orchard, timber and verdure clad, the farms well tilled and the houses look homelike and American. "We can show the opportunities here for men who want homes," said one of the business men, P. A. Morris, who knows the country like a book. "We have plenty of opportunities left. We have soil, climate, close markets, top prices for products, and can raise more mortgage money than any other place in the state." He took out of his drawer a picture of the "mortgage raiser" owned by John Crawford, a farmer near Newberg. There are nine brood sows and their offspring. There is a steady stream of them going forward from Newberg to the stock market in Portland every month in the year, but especially in the fall.

Loganberries are becoming a very profitable crop now, one man, A. B. Mellinger, having seven acres in one field and five in another. The vines grow anywhere in this vicinity profusely, bear tremendously and yield a very fine quality of berry. Newberg is noted for its berries of all kinds, and the shipments in season are very large. Walnuts, prunes and apples are the principal fruits, and the walnut crop is already proving to be an important item of export, fully 400 acres in the immediate vicinity of Newberg coming into bearing. Hop lands of the best are soon to be turning in their brown bales by the hundred. The hill grown hops are considered the best quality, but the valley lands give the larger yield. Alfalfa is being planted and grown very successfully on both hill and valley lands, and promises to be the principal forage crop in another few years. Three good crops are obtained in a season. Four are sometimes cut. The coming of the Portland, Eugene & Eastern electric line into Newberg will be followed by the Oregon Electric within a few months beyond a doubt. This will give Newberg the best kind of suburban service and greatly develop the country around. Originally a Quaker Settlement. Newberg was founded in 1853, and a great many Quakers settled in and around Newberg, the section being known as the Chehalis valley. Its colleges, known as Pacific colleges, is controlled by the Friends, but is non-sectarian, and in its progress and success every citizen of Newberg is interested

either directly or indirectly. It is sure to prosper with the coming of better transportation facilities. Land in the vicinity of Newberg can be secured unimproved for from \$100 to \$200. A partly improved place of 58 acres two and a half miles east of Newberg recently sold to a Colorado man for \$170 an acre. The farmer selling had too much land and was wise enough to realize it. One of the most successful and unpretentious farmers in this neighborhood is G. Schaad, who came from Nebraska 12 years ago. He leased 43 acres about two miles from town, and in three years paid for it. He raises berries and fruits and does some dairying. "In Nebraska," said he, "sometimes I raised no crop on 300 acres of land and sometimes very little. I worked hard and got nothing. Here I get the results of my labor. The harder I work, the more I get. Crops are sure, prices good, markets close. What more can a man want? Some here who do not get much do not work much. I have noticed them." Fred Schaad, his son, is a boy of 15. He has an acre of corn that is expected to take at least one of the prizes offered in this county. His corn is certainly superb. "That is the way I hope to keep my boys on the farm," said the elder Schaad. "They get what they work for, and they are putting money in the bank by agricultural operations."

companies and the English liners are fitting ships for the trade of Europe and the Pacific northwest, but there is commerce and business for all. These ships can bring 1,000,000 or more of immigrants yearly from the farms of Europe to the northwest, and they will find homes and farms and employment and fortune here. Who then will set bounds to the achievements or limits to the progress and prosperity of the mighty and fortunate people who shall call these glorious western regions home and country? It is a fascinating prospect, but not more fascinating than inevitable unless some mighty catastrophe should overtake mankind or the Archangel Michael's trumpet sound the world's doom.

NEW BOOKS FOR THE LIBRARY

- GENERAL WORKS. Escott—Master of English Journalism; a study of personal forces. 1911. BIOGRAPHY. Muzey—Spiritual Heroes; a study of some of the world's prophets. 1912. Booth—Authoritative Life of General William Booth, Founder of the Salvation Army, by G. S. Ralston, with a preface by General Booth. 1912. Bright—Life of John Bright; by G. M. Trevelyan. 1913. Heliopin—Michael Heliopin and His City; a biography; by Gustav Follak. 1912. Twedle—Thirteen Years of a Busy Woman's Life. 1912. BOOKS IN FOREIGN LANGUAGES. Briles—La Française; piece on trois actes. Ed. 2. Hauptman—Hannele himmlerfahrt. Die wasserwaer roman. Herzog—Die Huerlinger roman. Zobelitz—Sieg; roman. DESCRIPTION AND TRAVEL. Bradley—Gateway of Scotland. 1913. Cox—Memories of Old Surrey. 1911. Crawford—Thinking back; 23 years without a break in the long grass of Central Africa. 1912. Grant & Grant—African shores of the Mediterranean. 1912. King—City of the West. 1911. FICTION. Beach—Iron Trail. Bentley—Woman in Black. Doyle—Firm of Girdlestone. MacLennan—The Quaker. Gilson—Legend of Jerry Ladd. Lighton—Billy Portuna. Pothier—Joseph Guarnierous. His Book and His Master, Andrea Gialberti. 1906. Rackham—Book of Porcelain, fine example in the Victoria and Albert museum, painted by William Gibb. Sanger—Seven Years a Showman; My Life and Adventures in Camp and Caravan the World Over. Sentenach & Cabanus—Painters of the School of Saville. 1911. Primi—Firefly; a comedy opera in three acts; the book and lyrics by Otto Hauerbach; vocal score. Ed. 2. 1912. MacDowell—Zwette (Indiantech). Suite, op. 48, for pianoforte zu 4 handen bearbeitet von Otto Taubmann. 1905. HISTORY. Haggard—France of Joan of Arc. 1912. Richardson—National movement in the reign of Henry III., and its culmination in the baron's war. 1897. LITERATURE. Hertz—King Rene's Daughter; a Danish lyrical drama; tr. by Theodore Martin. Ed. 3, rev. 1904. Robertson—Literature of Germany. 1913. PHILOSOPHY. Moore—Principles of Ethics. 1903. RELIGION. Bosworth—Studies in the Life of Jesus Christ. 1905. SCIENCE. Johnson—Theory of errors and

IN TREMONT BOYS ARE SO ANXIOUS TO FIGHT FIRES THEY PAY FOR PRIVILEGE



Left to right—A. B. Strowbridge, president; Peter Wiser, chief; Frank Linderman, foreman; Victor Flink, assistant foreman; W. L. Goodman, pipeman; J. Zimmerman, pipeman; F. E. Foote, vice president; P. A. Kirchheimer, hydrant man; L. Russell, press agent.

Clang, Clang! 'Tis the gallant fire boys rushing to the scene of devastation. See them dash through the streets, dragging after them their new truck, latest model of fire-fighting machinery. Hear their chief, shouting courage to their already fearless hearts. Tremont's volunteer firemen, instead of being paid from the coffers of the city, are required to pay for the privilege of belonging to the organization. Those who don't pay are summarily "fired," to make room for others who will pay to keep up the expenses of their new engine house. The company is rapidly coming to be the social nucleus of the Tremont section, with a ladies' auxiliary to keep alive the fires of gentility while the men are putting out the fires of incendiarism. The volunteers were organized last December, with a big membership, and the young men and sturdy boys of the neighborhood fairly clamoring to get in

and be heroes. They turned out strong at the fires, and even stronger at the dances and picnics. Business men contributed heavily to the cause, and with the money raised the engine house was built, the tower erected, the truck and 500 feet of hose purchased, and all are free from debt. Now the membership consists of 20 men in good standing, some who fell short on their dues having lately been dropped. Atop the tower at the back of the fire house hangs a bell that some day may be as historic as that rung out at Faneuil hall when Liberty's cradle was rocked. The bell was the first one cast in Portland by L. Zimmerman, back in 1876. For many years it has sounded alarms of fire from various bellies, the last previous one being the old Sunny-side fire house. Chief Peter Wiser and President A. B. Strowbridge, of the Tremont volunteers, secured the bell, and it has cried out many a warning.

The Tremont volunteers work in conjunction with Engine House No. 31, with Captain Frank Zellner and Lieutenant R. E. Beery, of the paid department, as honorary members. Whenever an alarm reaches the volunteer headquarters, the warning is flashed at once to 31, and it is not long before plenty of help arrives on the scene of destruction. Six fires were met and conquered last month, during the reign of terror established by the "firebug." In no case was the dwelling destroyed, and the volunteers claim the credit. New hose is to be purchased to enable the firemen to connect to points further away from the hydrants. By means of dues exacted of members and the fines taxed up for non-attendance at fires the company expects to enlarge its plant from time to time. Eventually more apparatus will be bought, and the residents of the Tremont section are already coming to look to the fire ladders for much social enjoyment.

WORLD'S INEVITABLE POPULATION INCREASE ASSURES DEVELOPMENT OF ALL NORTHWEST

Immense Is Only Comprehensive Word Descriptive of Region So Rich in Resources and Opportunities; Railroad Building Is Significant.

By P. A. O'Farrell. Vancouver, B. C., Sept. 13.—Immense is the only comprehensive and illuminating epithet suitable to the Pacific northwest. It is immense in resources, immense in extent, and immense in possibilities. It enjoys the ideal in climate, and it is magnificent in the picturesque beauty of its landscape and the sublime grandeur of its mountains. In the fertility of its soil and in the abundance of its products, it excels the fairest lands of Europe and in the abounding wealth of its forests, and of its mines it stands peerless and alone. Seventy years ago the Hudson Bay company was lord and master of all this magnificent region. There were not 5000 white people between the Great lakes and the Pacific and between the Missouri and California and the Arctic ocean. Ten millions have since come into occupation, or an increase of two thousand fold, and before the school boys of today have all passed beyond the Great Divide, there shall be three hundred millions calling this glorious Pacific northwest home and country. To many such a prospect is utterly incomprehensible, and to others it sounds ridiculous. But look at the experience of such men as Lord Strathcona and R. B. Angus, president of the Bank of Montreal, or of Father Albert Lacombe of Alberta. In their span of life the earth's population has more than doubled, and its wealth and opportunities have grown one hundred fold. Father Lacombe's Experience. Father Lacombe remembers when Ireland had more people than the United States, and when Dublin was a bigger city and a greater port of commerce than New York. In his school boy days, there was not a steamboat on the Mississippi or on the St. Lawrence, nor was there a wagon road, nor a bridge, nor a steel rail, nor a factory, nor a town, city or mill, and hardly a farm or a garden west of the Mississippi or north of Mexico. He went out into the wilderness in 1849, and he lived in the wilderness for 30 years, or until the Northern Pacific and the Canadian Pacific railways waked it to life and to civilization. Father Lacombe has seen the popula-

tion of the United States and Canada grow from 10,000,000 to 110,000,000, an increase in these two countries alone of 100,000,000. He has seen the world's population grow from 600,000,000 to 1,800,000,000, and he has seen the world's wealth and commerce and money multiplied a hundred fold. Wonderful beyond expression are the changes and transformations and developments which Mr. Angus and Father Lacombe have seen, the changes and achievements which the school children of today shall witness will be still more strange, more marvelous and more vast. The Pacific northwest is a white man's land, and there are an additional 700,000,000 of white folks due upon the earth during the coming three score years and ten, and three hundred millions of them will find homes, opportunities, renown, and fortune, in these glorious northwest and west. The Prophetic Vision. This prospect explains the immense activities of the railroad builders, and of the great young people already here. It explains the cutting of the Panama canal, and the mighty developments now due in Alaska, and in all the islands and continents washed by Pacific seas. Not always do men understand the impulse or instinct or inspiration that drives them onwards to gigantic enterprises. Only one man in a million looks steadily into the future and divines or anticipates its needs. The great statesmen of the world and its great captains of industry are only spokes in fortune's wheel, or links in the chain of destiny. Man's evolution and his destiny are still a mystery, and the world's movements taking place under our very eyes are beyond the comprehension of even the great and wise. Railroads to Far Northwest. Seattle is calling in tones of thunder for a railroad to Dawson City, Chisana, Fairbanks and Nome. This great highway which is now the dream of Seattle and will be its achievement by and by, will link up San Francisco, Portland, Tacoma, Seattle, Vancouver, Fort George, Day and Nome and Nome with branches running out to the Peace river and the Mackenzie, and to Chisana and Fairbanks, and the other great coal and gold and copper

mining districts. The Southern Pacific and Northern Pacific form the first span in this mighty railroad project between San Francisco and Seattle. The Canadian Pacific on the Great Northern will form the second span to Vancouver, and the third span, 1400 miles long, to Dawson City, will be the Pacific Great Eastern, and the last span from Dawson City to Nome, will be built by the United States government. The Pacific Great Eastern is now being run out from here to Fort George, a distance of 450 miles. Four thousand men are at work, and railroad contractors are building this span of the Pacific Great Eastern to Fort George. There it will cross the Grand Trunk Pacific and run 1000 miles northeast through the Peace river and the Mackenzie to enable the people of those vast and rich regions to market their products at Vancouver. The main line will run northwest through the wonderfully rich Lake Stuart region, and thence through the coal fields of the Nass valley to Dawson City, whence it will meet the United States line to Berlin. The railroad must be built under an international agreement. There are a hundred reasons from a military standpoint why it should be built. And there are another hundred reasons from a humanitarian standpoint why it should be a great international double track trunk railway. There is no question but that this railroad will be built, but it ought to be built at once. It is bringing the richest diggings of the world and the biggest copper deposits of the world to within five or six days' journey of Chicago and New York, and within two or three days of the Spokane, Portland, Seattle and San Francisco. This railroad from Mexico to Nome will be the greatest of tourist highways. When built it will be possible to complete the circle of the world in 25 days. Alaska has immense possibilities in coal and oil, and there are 80,000,000 acres of land that will yet be cultivated to grow wheat and beef to help to feed the world. In the Mackenzie and its tributary valleys are also 50,000,000 acres of wheat lands and coal and oil and fishes, and already the builders of the Pacific Great Eastern are rushing this railroad right through the heart of British Columbia to open up the Mackenzie and the Yukon valley to the trade and commerce of the world. The Grand Trunk Pacific running from Winnipeg to Prince Rupert will meet the Pacific Great Eastern at Fort George and will come into Vancouver over the Pacific Great Eastern tracks. Other Rail Developments. Grand Trunk Pacific will be completed next year from ocean to ocean, and so will the Canadian Northern, which will run from Vancouver to Duluth and to Montreal. Before the end of next year the Soo, a subsidiary of the Canadian Pacific, will have a through line of its own from Chicago to Vancouver. This Canadian Soo line will run through Montana and the Kootenai to Prince Rupert and Vancouver, and through Spokane to Portland in connection with the C.-W. R. & N. Hitherto the Great Northern has been able to reach Vancouver only from Seattle, but under the new arrangements the Great Northern can cross the Hope mountains over the tracks of the Canadian Soo line and this arrangement will give the Hill system a direct line from Chicago, St. Paul and Spokane to Vancouver. All these railroads will have more business than they can handle before their present developments are finished, and by that time they will have to inaugurate new campaigns of railroad construction. And equally so with the fleets of commerce that are preparing to capture the trade of Vancouver and Puget Sound. Japan has already begun extending her fleets to trade between Europe and Vancouver and the Orient, as well as between the Atlantic seaports of the United States and Vancouver. The great German steamship

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