

## NEWBERG GRAPHIC.

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### For Better Mail Service.

Several months ago the Graphic made an attempt by personal correspondence to enlist the sympathy and assistance of J. C. Hayter of the Polk County Observer, in a newspaper campaign for a morning train out from Portland, returning in the evening, but without success as Mr. Hayter answered that he was so well satisfied since Dallas had secured passenger service out of there in the morning and returning in the evening that he preferred to let well enough alone and ask nothing more at the hands of the S. P. people. The Graphic never believes in shying at a shadow and has continued the campaign, believing that the railroad company owes it to the people to give better passenger and mail service.

Take two points on the Yamhill branch, Sherwood and Newberg and the situation is this. Distance from Portland, seventeen and twenty-six miles respectively. If a passenger desires to spend the night in Portland he must be away from home two days and the Portlander who has business along the line must come out in the evening, remain all the next day and return the day following. Sherwood has four rural mail routes and Newberg three, with probably seven hundred families to serve. The government is paying the carriers \$600 a year for delivering this mail at the doors of these people, and yet on account of the poor mail service the mail lays over a day in the postoffice and is consequently a day old when it reaches the people. This makes a daily paper "ancient" when it reaches the subscriber. Even the reader of a morning paper who lives next door to the postoffice never knows when to expect his paper as the "mixed" train gets in all the way from noon to four o'clock in the afternoon. Consequently the evening papers take the lead. At Newberg sixty copies of the Oregonian are received by the agent and one hundred and seventy copies of the Telegram.

On last Saturday the writer called on W. E. Coman of the passenger department of the S. P. and in a few minutes conversation laid some of these matters before him. He said he was glad to be reminded of the conditions just at this time as the officials were considering some important changes in the passenger service on the West Side lines. The Graphic is convinced that the people have a good friend in the person of Mr. Coman and further that he will go as far in the improvement of the service as the officials in the head offices will permit.

It is always expected that a railroad company will put on more trains when the business is in plain view, but it is also true that a company can often be induced to increase the service when the profits may not be so plainly in sight, if the people continue to press their claims for up-to-date service. The S. P. has been "slow" with the Yamhill branch but the Graphic expects to see within the next sixty days

a change for the better with a morning train out of Portland which will run to McMinnville by way of Whiteson and then back to Whiteson and on to Sheridan, and returning by same route in the evening. Such a change would give us a morning mail, an opportunity to reach Portland in the evening, and also rail communication with the county seat—three important changes that the people will very much appreciate.

Much comment has been made from time to time regarding the amount of money used by Hanna in the campaigns of 1896 and 1900, and it is often charged that his methods were very corrupt. In reviewing the career of the dead senator, the Brooklyn Eagle says: "Mr. Hanna was a great advertiser. He put republican speeches, statements, interviews and arguments into the Bryan papers everywhere at advertising rates, on news and editorial pages, and thus carried the McKinley antidote wherever the Bryan bane was spread. That was sensible, simple, startling and revolutionary campaigning. It did work which could not be perceived, could not be stopped and could not be undone. It was as permeating as a hypodermic injection. It was as plain and practical as book-keeping. It cost a great deal of money. But the statement of it drew a great deal of money from contributors, and the success of it vindicated the course pursued. We believe that the republican campaigns of 1896 and 1900 were the most expensive and the most honest that were ever waged by a political party in modern American history. We know that the critics of the campaign charged wholesale corruption against it. But they never proved their charge, and Mr. Hanna's political books of receipts and expenditures were as open to view as his account books in his business, and not a single allegation against his integrity had anything to rest on, except anger and the invention of those whom he beat in the democracy and of those on whose obsolete methods in republicanism his business policy in campaigning severely reflected."

Milton is one of the live towns of Eastern Oregon, and the Eagle, which is one of the best exchanges that comes to our table, says in a recent article: "Milton owns her water and electric light systems, which yield a clear revenue of \$2000 per annum, and all without the aid of saloon tax or blood money." Strange as it may appear to some people, towns will actually grow and prosper in Oregon without the aid(?) and consent of saloons, and the Graphic predicts that as the years go by and the blind eyes receive their sight there will be more Oregon towns falling into line for temperance and decent living. Of course it is to be expected that in some of the old mossback villages, where beer has been boozing through the skins of the fossilized inhabitants for forty years and more, it will require the rejuvenating influences of several first-class funerals to work a reform; but time works wonders and there is hope for the future.

Of course it is of interest to the people to speculate on who the probable candidates for the county offices are to be in the coming campaign, but it means a good deal more to those living in this

community if they can know that an efficient man will be selected to fill the position of road supervisor in each and every district. All are interested in the improvement of the public roads, and it is none too early for each district to be hunting for a man for road supervisor who has the ability to lead and the push to make himself felt among his neighbors. There are many "good fellows" who are all right when at home at work for themselves who are not worth a snap when carrying on a public enterprise where the services of a body of men are to be utilized.

Congress has put the cruel and ugly practice of docking horses under the ban. Hereafter no more horses with docked tails may be brought into the District of Columbia, and the docked horses already there are to be numbered and registered. One member only spoke in defense of docking, and Congressman Grosvenor of Ohio, who was a warm advocate of the bill, retorted to his opponent that it seemed a "pity that the Almighty hadn't some wise counsel when He created the horse, and no doubt he would have formed the animal with tail sticking straight up!" A fine mane and tail adds one-half to the beauty of a horse, and why any one should want to butcher up this most noble animal by docking is hard to understand.

The Baker City Herald says of Hon. Binger Hermann: He has served as congressman in the 49th, 50th, 51st, 52nd, 53rd and 54th congresses into the 58th, his last election being in June, 1903. Mr. Hermann is known in every home and fireside in Oregon and is highly esteemed for his services to the people and state at large. No one has done more for the state or its people than Mr. Hermann, and no one enjoys the confidence of the people more than he does. His splendid abilities are best recognized by the long term of office the people confer on him. His fine diplomatic qualities were recognized by Presidents Grant and William McKinley. His personal magnetism is one of his strong characteristics.

Postal Inspector Butler who was in town a few days ago and who has been all over Oregon remarked that Newberg had the appearance of being rather a new town, and that is what they all say when they see the building that is going on and the houses that are being repainted. Let everybody make a special effort to keep Newberg looking new. An enviable reputation is worth more than money. Let the good work go on.

The North Yamhill Record which was laid on the shelf some months ago has been resuscitated by T. L. Van Orsdal who has leased the plant from Vine W. Pearce. There is always room for one more in Yamhill county and we see no reason why the new man at the helm should not be allowed to show his hand in the field of journalism.

Several months ago a high official of the Southern Pacific looked over Newberg, dined with a committee of our citizens and "made believe" that we were to be given a new depot—lest you forget, uncle Koehler, lest you forget.

Mr. Groundhog need not be in any haste about coming out to look for his second shadow.

The humane officer ought to bring suit against the Evening Telegram for inflicting unnecessary punishment on its readers by publishing that lot of "verse" that has been appearing in its columns during the week in the "Dreaming Contest."

Don't bother your brain about the tattler and scandalmonger. When this rattlebrained individual is not gossiping about you, his tongue is going about some one else. Let him snap at your heels like a "fice" for he could not live without it.

The convention of the first congressional district will be held at Salem April 13, when a successor to Hermann will be nominated.

### Mysterious Circumstance.

One was pale and sallow and the other fresh and rosy. Whence the difference? She who is blushing with health uses Dr. King's new life pills to maintain it. By gently arousing the lazy organs they compel good digestion and head off constipation. Try them. Only 25c at F. H. Caldwell & Co., druggists.

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