

NEWBERG GRAPHIC.

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Vulgarity and profanity are synonymous.

Along with the wireless telephone which is said to be on the way, an eye is kept out by a good many fellows for a tongueless mother-in-law.

The citizens of Tillamook cling to the old adage "Between two evils choose the least." They voted out the saloons but they still let the cows run at large.

Monday's Oregonian contained a large picture of a park, recently donated to the city of Eugene by Mr. and Mrs. Thomas G. Hendricks, pioneers and public spirited residents of the city. The Graphic is just waiting for an opportunity to insert a picture of a plot of ground donated to Newberg by some of our public spirited citizens for a public park.

A dispatch from Seattle says the liquor forces claim they have elected enough men to the legislature in Washington to defeat the proposed local option law. The dispatch says further that the liquor men laid low until the nominations were made, then they went to the men who were known to be "right." Here is another proof that liquor men care little or nothing for party politics. They simply want to know how a candidate stands with relation to their business, regardless of the ticket his name is on. If he is "right" he gets the liquor man's vote. Here is "food for thought" on the part of other people.

Industrial enterprises don't come to a town by chance, neither do they come at the beckoning of the street corner brigade. Anything that is worth having is worth going after. We have done pretty well here in Newberg in the past by way of reaching out after the things that have helped very materially in our commercial advancement, but it is no time at this date to find a man sleeping at his post. When the time comes that the people of a community settle down with that satisfied feeling that conditions are good enough without any further effort for advancement, the retrograde movement with a downhill pull is not very far away. It is simply a case of being wise or otherwise.

With a cannery located at Newberg some fruits that have been allowed to go to waste might be saved to be sure, but don't get the idea that a cannery will be able to handle any old thing that may be offered. Both sides of the ledger must be watched very carefully if a cannery is made to more than pay the operating expenses, and if one should be located here the farmers, fruit growers and truck men must be educated to prepare for it by growing the things that the trade demands. The fact that a farmer has a dozen pear or apple trees that each season bear a full crop of gnarly fruit that will give the pigs the stomach ache, is no evidence that he is prepared to supply a cannery with fruit that can be used with profit.

Round trip tickets to Portland are no longer sold at the \$1.05 rate on Saturday mornings, but the rate is still in effect for the Saturday evening train and also on Sunday. This cuts out anyone who may want to go to the city on business and it may be a

very good thing for the merchants of Newberg, but the Graphic does not believe that the change will prove to be a money maker for the railroad company. In fact there is little doubt but that the road would make more money if the regular rate was fixed as low as one dollar for the round trip, for it is a well established fact that a low rate stimulates and increases travel. With the coming of an interurban line the S. P. people will readily see their way clear to make even a lower round trip rate to Portland than one dollar and not lose much time in doing it either.

The big corporation lawyers sent to the senate to represent the railroads and the trusts rather than the people, may withdraw from the senate chamber with high heads when Senator LaFollette arises to speak, but when he gets out among the common people they hear him gladly.

It is the small five, ten and twenty acre tracts that have been the making of Newberg, and real estate men say the demand for such tracts at the present time is very good. Farming on a big scale reads well in the magazines and many nice looking pictures may be made from such farm scenes, but it is worth little to community life. It is the little tracts of land well tilled, with many mouths, little and big, to be filled that counts most for home life, good schools and prosperity for the merchants and the shop keepers.

One very admirable trait of W. J. Bryan is the open, frank manner in which he expresses his views on all questions without equivocation. While traveling in Japan he is said to have "everywhere committed himself unequivocally to the Christian position," and since the Japanese were very favorably impressed with him, the missionaries are enthusiastic over the religious influence of his visit in Japan. Roosevelt also stands before the world as a high type of the Christian statesman, and one who can preach a very effectual sermon when occasion seems to demand it. It lowers no man's dignity to stand up before the world and let it be known that he is a believer in the Christian religion.

The Railroad Situation.

(The Statesman.)

What shall be done to save the industries of western Oregon from paralysis, is a question forced upon our people by the apparent indifference of the Harriman railway system in its inability or neglect to supply freight cars or provide adequate means of transportation to move the product of the farms, the factories and the mills. It is a serious question and one which the Harriman system must answer to the reasonable satisfaction of the people of Oregon or there will be trouble.

Oregon has been very favorable to the railroads in its legislation and in its application of the laws. There is still a desire to maintain a position of friendly encouragement and fair treatment to the railroads, but the people are beginning to think that their interests and the interests of the state are being neglected by companies. They are beginning to believe that the inland portions of Oregon are discriminated against in the interest of other states and of the large cities.

Mr. Harriman has western Oregon in his power now. He has no competition in this field and, in fact, the same may be said of all Oregon. Instead of stimulating its development or equipping his roads to do the business of the development we have, he seems to be devoting his energies and his capital to the absorption of other lines of railroad in the east so as to tighten his monopoly, stifle possible rivalry and insure his sole occupancy of this great field. That is the way it looks to the business man, manufacturer and farmer of Oregon today and they are beginning to look around for a means of relief.

The representative of all these interests will soon meet as a lawmaking body in Salem and their conclusions, according to

present public temper, would be difficult to predict. It would pay the Harriman interests to get closer to the people, ascertain and recognize their needs, and make some tangible effort to respond to them. There must be relief and the people will find a way to get it if the railroads do not voluntarily do their part.

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