

Newberg Graphic

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SOME GOOD ROAD BUILDING.

In a recent visit to Newport the writer noted many improvements that have been made in the past two years about the Bay City, among which are an electric light system, a water system, the new Abbey Hotel which is a splendid building, many new cottages of modern architecture, improved streets and sidewalks, but nothing we saw impressed us so much as the work being done by Lincoln County in road improvement.

From the time of our first trip by the overland route to Newport made thirty years ago, we have continued to hear and read of the Siletz country and with each journey to this seaside resort, made from year to year, we have had it in mind to make the side trip to Siletz, and when on our recent sojourn by the sea Dr. H. J. Minthorn, the old family doctor for all Lincoln county from Waldport to Tillamook on the north, offered a seat in his buggy for a drive to Siletz we did not hesitate to accept. If there is a man, woman or child, paleface or Indian, living along that sixteen mile drive over the hills and mountains and along the water courses, who does not know and respect the good Doctor, he was not in evidence on that fine afternoon, for everybody we met had a pleasant smile of recognition and a word of greeting for him. And why shouldn't they, for these many years he has been answering the distress call at all hours of the night and through all kinds of weather, traveling over Indian trails and next to impassable roads to reach the bedside of the suffering.

On the way out of town we were shown two proposed sites for High School grounds that were to be voted on soon, both of which seemed to be so well located and so near together that little contention could be anticipated. Newport already has a very good public school building.

In traveling many of the old wagon roads in the Coast mountains one may easily conclude that the men who surveyed them simply took old Indian trails as being along the line of least resistance for the time, and let it go at that, without regard for easy grades, and this method seems to have been followed in the early days in Lincoln county. But things are being done differently now, since a hard headed son of the Emerald Isle has been having a say as a member of the board of County Commissioners. He believes in doing things for the future and when plans were being made for substantial road improvements from Toledo and Newport to Siletz, he held out for efficient engineering work and staid with it until he got it. The wisdom of his course is easily pointed out in a ride over the new road that is being made, where easy grades have taken the place of the horse killing mountain climbing over the old road.

The road between Toledo and Siletz has been graded and is being macadamized this season and the road from Newport to connect with this road has been resurveyed and is being widened and graded this season, and next year it is to be macadamized. From the Toledo end of the road crushed rock is being hauled with a traction engine and a train of three cars, each holding seven yards.

From the Siletz end gravel is being taken from the Siletz river

bed with a big scoop and donkey engine. It is run through a crusher, then through a screen, after which it is hauled by wagons. Most excellent work is being done and Lincoln county people will have cause to feel that their road money has been well spent when the work is completed.

It is expected to improve the road to the Polk County line in the direction of Falls City and if Polk will now get busy and make connection with this highway with as good a road, the hearts of the auto and carriage owners of the valley who would delight to drive to the beach will be made glad. The grade has been made wide enough for teams to pass anywhere, which is an unusual thing to do in making mountain roads, and a more delightful drive than this one would be can hardly be imagined, for besides the usual green verdure of the Coast mountains and the swift running streams it would make one of the greatest timber belts of the country easily accessible from valley points.

An unctuous "amen" to Geo. F. Rodger's statement made at Salem last Thursday night, that we need good roads more than we do politicians and political theories.

The mutual benefits arising from Saturday's mutual visits between Newberg people and their Marion county neighbors are already in evidence. Let's do it again—it's worth while.

When leaving Newberg the other day Judge Bushey said he didn't want to come back until he could cross on that bridge. That's the way we feel about it Judge and we hope for a quick and safe return.

"The bane of the country across the river is its large land holdings," truly declared R. D. Allen Saturday night. It used to be so over here—in the days when this was known as the grubby end of Yamhill!

Commissioner Cummins informs the Graphic that it is the intention to improve the Portland road just east of Newberg yet this season by grading and graveling it, but nothing will be done at it until the first Fall rains come. When the county begins this much needed road improvement it will be up to the city fathers to make the little stretch from the corporation line to the new bridge equally as good.

Hon. W. R. Ellis did not make a specially brilliant record as a member of Congress from the Second District, but it can be said to his credit that he never made a fool of himself as his successor, A. W. Lafferty, has done by writing a silly letter to a Washington City High School girl, whose picture he chanced to see in a newspaper. Lafferty ought to resign and come home and save Oregon from humiliation by reason of his presence at the Nation's Capital.

The Graphic had intended to discuss the water question at length this week but we shall do little more than call the attention of the residents of Newberg, who are vitally interested, to the report of Mr. Keefe, the engineer, which appears elsewhere. The flow of water which this report shows comes from the Otis springs is far in excess of any other source of supply within reach of Newberg, and it is convincing proof that the city should own the springs. Not necessarily for use at the present time, but we believe the purchase should be made now, while the city will have but one man to deal with. A vote is to be taken on the question on Saturday and a meeting is called for Friday night at the park for a discussion of the question. Attend the meeting and give your views.

The Governor helps those who help themselves. This seems to be his policy in regard to good road making and furnishing convict labor for the same.

ENGINEER'S REPORT ON THE OTIS SPRINGS AND OTHERS

Hon. Mayor and City Council:
Gentlemen:

In accordance with your request I have made measurement of the flow of water from the Skelton spring and the Gordon spring, as well as the flow from the springs located on the Otis tract and the Guard tract, and beg to report the following results:

The flow from the Skelton spring has fallen off about one-third since the same was measured last Spring, the flow at present being 76,000 gallons in 24 hours.

The flow from the Gordon spring shows 82,000 gallons in 24 hours at present. This being the first measurement that I have taken I am unable to say whether or not there has been any decrease from the flow during the wetter season.

The flow from the springs located on the Guard tract shows 56,000 gallons in 24 hours but this I do not consider to represent the true amount of water at this place, as the basin at this point is under-laid with gravel which allows a great deal of water to flow beneath the surface which cannot be measured.

The total flow of water from all the springs feeding the stream flowing from the Otis and Guard tracts is 730,000 gallons in 24 hours. Deducting the apparent flow of the Guard springs, leaves 684,000 gallons from the Otis springs alone. You will understand that it is next to impossible to determine the flow of the separate springs located on the Otis land as there are so many of them and they are so close together that you cannot tell one from another.

The measurement of the water from the Otis and Guard tracts—I took by three different methods and got results very close to each other by the separate methods, so that I feel that this represents a close figure on the amount that can be had here.

I have also made an estimate of the cost of pumping the water and installing the necessary plant on the ground, and find that an eight inch cast iron line to town to connect to the city mains and a pumping plant capable of pumping 30,000 gallons in 12 hours with pump house and reservoir will cost \$15,000. This figure is based on a 20 h. p. gasoline engine and the same h. p. pump.

Understand that this price cannot be accurate until surveys have been made, but I can safely say that the cost will not exceed this.

In figuring a gasoline engine for power I made a trip to Portland and consulted with people who handle both motor driven pumps as well as gasoline and I feel that you would be better satisfied to have your own power and not be dependent on others for the same, and the cost of operating will be less.

You can purchase a plant of the nature I spoke of above and operate the same for a monthly cost of not to exceed \$175, and this figure allows, for a man to operate the plant, at a salary of \$65 per month, and for all fuel and oil.

An electric driven pump of the same horse power and motor can be installed for a less amount than the other plant there being difference in first cost of about \$800, but the cost of operation will be more, how much I am unable to say not knowing the price that current can be had for.

My statement that the cost of operation for motor driven pumps will exceed that of the gasoline plant is based on the experience of towns in the central west and

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I know of places where they have changed from the electric to the gasoline plants after trying the former and not being able to operate them as cheaply as they had figured.

Yours truly,
M. R. Keefe.

Continued from page 1

NEWBERG INVADERS CAPITAL CITY

well as useless bills and commissions which, he declared, are eating up the money that should go into the road fund.

Judge Dimick sounded the note of a double highway from Portland to Salem, making a loop by which tourists can go out on one side of the river and return on the other.

Many rousing, booster speeches followed. Newberg was represented in the speech making by Hon. Clarence Butt, H. H. Keim, J. D. Gordon and S. L. Parrett.

Mr. Butt spoke of the natural advantages of this county for road building and bespoke the interest and public spirit of our citizens in the \$1000 subscription made to improve the Rex-Tigard road in another county altogether. But putting aside sectional interest, he made a plea for unity and harmony in the cause of better Oregon highways.

H. H. Keim, an Oregonized Hoosier, spoke some good words for Yamhill county roads. He made a good point in the statement that he would rather see one mile of road constructed permanently than ten miles made at. This was in line with the remarks of several who declared that the people of Oregon were glad to pay high-road taxes when assured that they would get the worth of their money.

J. D. Gordon said that while he was one of the biggest tax payers in Yamhill county, and had subscribed \$125 on the Rex-Tigard road, he was ready to do more and do it now.

Commissioner S. M. Calkins told what Yamhill county is doing in the cause—that 40 to 50 miles of good highway are being built every year; that these roads are being constructed all over the county so that an auto can go in any part of Yamhill winter or summer. In case the West side route is chosen for the state highway Mr. Calkins promised the use of Yamhill's rock crushers.

Ex-Mayor Geo. F. Rodgers, of Salem, eulogized the spirit of self-help which dominated the meeting. The people are not depending on the state to build their roads for them, but are getting busy and digging up the money in their own counties. This self-resourceful policy, aided by state convict labor will make the desired highways on both sides the river. As a citizen of Salem and a member of the committee appointed by the governor, he was careful to express no prefer-

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Stories of Success

E. H. HARRIMAN



An office boy in a broker's office in New York city at the age of fourteen, E. H. Harriman, out of a very meager weekly salary, laid aside a certain sum each week. Eight years later, at the age of 22, he bought a seat on the New York Stock Exchange with these savings, and immediately founded the firm of E. H. Harriman & Co. The habit of saving was continued and it has often been said of this well-known American king of finance and railroads, that he had never been without a savings bank account. His first railroad experience began when he became director of the Illinois Central, in 1882. He set himself to master the business of railroading on a big scale at a minimum cost. It was his habit to read, analyze and compare railroad reports, then to figure out how his railroads could be run at a lesser cost than the lowest figures given in the reports, with the result that he saved money for the big corporations as he had for himself. He believed that pennies saved meant dollars in the aggregate, and his favorite advice to young men was: "Start a savings account NOW!" There is no better place to carry out this advice than in our bank.

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OF NEWBERG

ance between the proposed routes. Rodgers made a hit in his plea for good roads as Oregon's greatest need when he said "God knows we need good roads worse than we do politicians and political theories."

While no tangible results were secured Thursday evening in the way of getting a decision on the route for the state highway, the meeting was important in demonstrating the interest and determination behind the good roads movement. The Governor has only to lead—the people will follow and push.

Continued from page 1

BRIDGE DAY AN EPOCH MARKER

spoke as a new comer. He stated that he had invested in land over there but wouldn't do it again under present conditions. In fact he was encouraging his friends to pass it up over there where they could get land for \$60 and come over here and pay \$250 for land no better, but where they would have communication with the outside world. "I am a poor man" he exclaimed, "but how am I going to be anything else if you won't let me pay taxes for improvements?" If this bridge isn't built I am going to get out of there just as soon as I can get out and move over into Yamhill.

Another trans-Willamette man rose to tell Judge Bushey that the main objection he had heard against him was that he was too conservative in the matter of laying taxes for needed improve-

ments. "Give us that bridge Judge, or we will see that we do have it in another year or so," was his parting threat. All of which indicates that the temperature was rising in certain quarters.

Just then a gentleman of impressive appearance rose, and announcing himself as a perfect stranger, poured a little oil on the troubled waters and at the same time made one of the effective talks of the evening. He proved to be J. W. Chambers of Williams, Pennsylvania. He said he had been sizing up Judge Bushey as a good business man, a little slow in coming to a decision but safe and sure and that there need be no worry over the bridge. Then he launched into a hot good roads talk. Said he had ridden all over the Alleghenies but had never struck such an abominable road as that between Rex and Tigardville—that he wouldn't give \$13 an acre for land when he had to go over such a highway to get to market. He emphasized the fact of the great interest with which eastern people are looking toward Oregon. Thousands are coming soon. We must build good highways and make the country attractive to them.

This was the closing speech on a truly memorable occasion. There was a flash and boom attending a photographic exposure and the banqueters wended their ways homeward to dream of bridges and rumors of bridges—and to offer a little prayer that Judge Bushey might be guided aright in his figuring.