

Newberg Graphic

E. H. WOODWARD
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Representatives of the Anti-Saloon League who are canvassing the state say a campaign for the repeal of the Home Rule bill is to be inaugurated at once. It will be interesting to watch the "Home Ruin" fellows when the fight is on and see who they will line among the "respectable" fellows.

The Globe Democrat says Kansans are tired of biting on peach stones, collar buttons and damaged picture films, and have undertaken to regulate the ingredients of mincepies. Kansans long ago proved themselves to be resourceful in times of stress, but they are now up against a mixed proposition.

It is an old adage that "you can't eat your cake and have it too." Seldom does anyone controvert its truth. Yet once upon a time the business men of a city thought that the opening of some new places to spend money would increase the amount of their own receipts. They know better now.—Woodburn Independent.

Let's see, we believe Woodburn by vote of the people is in the saloon business again.

President J. H. Young, of the Hill lines, including the Oregon Electric, returned home from the East a few days ago where he went to confer with the high-up officials relative to future work in his territory. He says outline maps will be prepared at once, showing what they will do this season. Here is hoping that the proposed extension out this way will come in for favorable mention, though it must be admitted that the prospect for work on the line this season is not at all flattering.

SOME RAILROAD SPECULATION

Almost every day the editor of the Graphic is asked for an opinion as to when the Southern Pacific will have electric cars running into Newberg, and also regarding the outlook for the Oregon Electric getting busy out this way. Opinions are cheap regarding these two questions, both of which are claiming the attention of our people, since the ways of a railroad company are past finding out.

More than a year ago when Mr. Campbell and his cohorts were out from Portland asking for street franchises for the S. P., he stated that his company might be able to electrify the line and have cars in operation by September, 1912; that as soon as the franchise matter was settled, both in Newberg and on Fourth street in Portland, work would begin in earnest and hurried through to completion.

The Oregon Electric people said they were forced into the scramble for a street franchise in Newberg before they were ready for it, owing to the activity of the S. P. in the matter, as they could not afford to remain out and thus allow their rivals to get the bulge on them.

Both companies have spent large sums of money in laying first-class rails on our streets and in street paving, and the S. P. has kept a large force of men at work on the West Side lines setting poles, stringing wires and ballasting, and the work is still going on. Work on Jefferson street in Portland, from Front to Fourth, is now being pushed, which indicates that the

way for getting interurban cars down through the city to Union depot is being made. At the time the light rails were being replaced by heavy steel, the stretch between Oswego and Portland was strung with the heavy rails, but they are still laying along side the grade and nothing has been done on that portion of the road. This has caused a good deal of speculation as to what the company has in mind. Rumors are abundant from time to time to the effect that Elk Rock is to be tunneled for a double track and that both the S. P. and the Oregon Electric will go through the hill at this point.

The Oregon Electric did a lot of surveying on their proposed line between Newberg and the main line at Tualatin last year, having a force of surveyors at work for weeks at Rex, making plans for getting over the divide with the best possible grade. Some work was also done in securing the right-of-way, but for several months now, mum has been the word.

Some people insist that the two companies have pooled their interests out this way and that the Oregon Electric people are to lay down and let the S. P. have the field, with the result that they will take their own good time to complete the work, and as a consequence, it will be a year yet before interurban cars will be running into Newberg.

Others contend that if the Oregon Electric is to maintain the main line in Oregon they must necessarily have feeders; that it has not been the Hill policy in the past to back down when a field has once been entered, and that eventually, if not this year, the line to Newberg and beyond will be built.

In the past, it has been the policy of the S. P. to jog along at no killing pace until some rival company spurs them to activity, and it is a safe guess that had the Oregon Electric continued to prosecute their plans paralleling the S. P. West Side lines, the work of the S. P. would have been much farther along than it now is.

Doubtless they figure that they are getting all the business there is, as the matter now stands, and, consequently, they may as well take their own time to complete the electrification of their lines.

It is quite evident that the S. P. is waiting to see what the Oregon Electric is going to do out this way before taking up the matter of building a new depot at Newberg, for the officials say they will await future developments before they build at "points like Newberg." At Tualatin where the business has practically all gone to the Oregon Electric, the S. P. has recently built a new passenger station, this being the course the company has pursued at other points where, by their waiting attitude, they have allowed the business to go to the rival company.

Newberg gave the S. P. a franchise for more than a mile of the streets of the city for their tracks, without money and without price, and it looks to our people like it would not be out of the way, on the part of the company, to show good faith by treating Newberg at least as well as they have treated other towns where they don't get half the business Newberg gives the road.

It is just this attitude on the part of the S. P. company that causes the people along the line to pray for the coming of the Oregon Electric, for they have learned that it takes a jabbing in the short ribs by a rival company to bring improvements in the service, such as the times demand.

The officials stationed in Portland are not held responsible in the eyes of the people for the condition that exists, for it is well known that with the system as built up by Harriman, everything

has to be passed up to San Francisco before a wheel can be turned in the way of betterment of service.

If the foregoing is not a fair epitome of the railroad situation, the Graphic stands ready to be set right in the matter.

BRYAN'S WINELESS DINNER

The Graphic admires the man, who in public or private life, has the moral backbone to stand up and do the thing he believes is right, regardless of custom or the opinion of others, and, consequently it was with gratification that we read in the Washington dispatches that Mr. and Mrs. Bryan in giving a state dinner maintained their convictions by making it a wineless dinner.

The Oregonian in discussing the matter takes the ground that they should have laid their convictions aside and followed custom, but the Journal takes the sensible view, as we see it, as expressed in the following editorial:

The first Bryan wineless dinner has not been let pass without plenty of criticism at home as well as abroad.

Through all, there runs the idea that the host is bound to have served to his guests drink that he honestly believes deleterious, and against which he and his wife have been life-long protesters. In other words, the hosts have not the right to follow their own convictions, but must add the weight of their own example to a practice that they consider injurious if not wrong.

It may be taken as proved that the objects of the dinner were subserved, even though wine was absent. In Mr. Bryan's characteristic words, the hospitality of the feast givers was so cordial, their friendship so apparent to their guests, that the lack of wine would be overlooked. Hospitality and friendliness have not one stereotyped expression. They are attributes of the heart and expressions from the minds of the feast givers, not dependent on wine to drink more than on turtle soup and venison to eat.

To assume that Mr. and Mrs. Bryce and the rest of the ambassadorial guests could not eat and drink to their satisfaction unless wineglasses, which many of them would scarcely taste, stood filled beside their plates, is an "insult to their intelligence" and, it may be added, to their good breeding.

One objection often uttered to these formal or state banquets is that they are stereotyped in appointments, in viands, in drinks and in company. Instead of criticism, Mr. and Mrs. Bryan may well receive approbation that they have dared to prove their hospitality and friendliness in a new way—by showing that the enjoyment of the meal was not dependent on any stimulant, however rare and costly.

Those who fear that the repute of the United States for knowledge of the customs of other nations may suffer by Mr. Bryan's acts may be reassured. In fifty years drinking customs in every country have radically changed. It is no longer a mark of hospitality to ply guests with wine, nor does good breeding demand that one should be a "two bottle," or even a one bottle man. Those days are gone, never to return. The worst that can be said of Mr. Bryan is that he is just a little ahead of the times.

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A ROOSEVELT FAMILY

A petition for final naturalization papers was filed in the county clerk's office this week which would have warmed the cockles of Colonel Roosevelt's heart. The Colonel is a consistent advocate of big families and he could have found no fault

with the record of the petition, which was that of Peter Zurcher, the well-known resident of Phillips, who attached the names of fifteen children to his petition. Mr. Zurcher was born August 11, 1856, at Wason, Switzerland. He landed in New York in May, 1884, and came to Washington county. He was married in

1891 and his oldest child was born May 26, 1892, and the fifteenth child on June 6, 1912. All the children are living at home except the eldest.—Hillsboro Independent.

A Bargain

The Weekly Oregonian and the Graphic, both one year \$2.25.