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WORK ON BRIDGE
GOING RAPIDLYF. A. Morris Reviews Findings of
His Recent Visit to the Foot
of Wynoski Street.

It is a long wait between twenty five years ago when our citizens went prowling over the bottoms across the river trying to find a road out to civilization on the other side that might connect up with a ferry at what is now the foot of River street, and the present realization of our long desired wants as is demonstrated in the splendid steel structure now nearing completion at the end of Wynoski street.

The simplest definition of a bridge is, that it is a structure for the purpose of carrying a roadway over a stream. The art of bridge building was known to the Chinese more than four thousand years ago and the masonry arches built that long ago are still standing.

The Roman rulers built a net work of roadways over their empire which are taken as models today and spanned the streams with superb structures that the modern civil engineer cannot excel, one being built by Justinian being over fourteen hundred feet in length and carried on eight arches of seventy-five feet span. Spain had many famous bridges built during mediaeval times as also had France and Italy, but all of wood or wood and stone. The first all iron bridge ever built was in England in 1776 and twenty years later a similar one was constructed in Germany being the first iron bridge in Continental Europe. History may be sifted from the slant-eyed builders of bridges to the present completion of Portland's new railroad viaduct and no record be found of more pleasure and satisfaction to the people most concerned than that afforded the citizens of Marion and Yamhill Counties, State of Oregon, in the near completion of our cantilever bridge. "Cantilever" is defined as a continuous truss span starting from an abutment and extending over and beyond a second support on each side of the stream, the two projecting ends being connected by a truss span suspended between them. Great Britain has the longest cantilever span in the world, being 1710 feet while one now building at Quebec, when completed will have an 1800 feet span.

Our bridge will not be as long as either of these or cost \$5,300,000 as did the St. Louis bridge but it will serve our purpose most admirably.

To the casual visitor an immense amount of work is visible, but when the details of plans, equipment, material and labor already used are explained, it reveals the tremendous amount of skill and expense involved in the construction.

In conversation with the genial and competent superintendent, Mr. B. A. McClain, he explained that the length of the steel structure will be 735 feet and resting on four piers. The distance between the first pier on the North shore to the second pier near the channel is 231 feet and from second to third pier is 315 feet, this being the channel for steam boat traffic, while from third to fourth pier is 147 feet. These piers are all sunk down through the river bottom until they rest on a solid foundation of hardpan and soapstone. To show the real arduousness of this task the second pier was forced down through the river bed for 40 feet and the

third through the sand for 30 feet and 20 feet of hardpan before a suitable foundation was reached. Piers two and three are 8 feet in diameter, all are concrete filled and connected in pairs by webbed steel for the centers and those at each end by steel sway rods latticed, thus insuring absolute rigidity. The bridge and approach of 1160 feet are both constructed on a 3 per cent grade the entire length, thus making the steel superstructure about 20 feet lower at the south end than at the north terminus which will be nearly level with the top of the bluff.

Between piers two and three there will be a clearance for vessels of 90 feet and at this point the roadway will be 102 feet above mean low water.

There are over 300 piles used in the false work and approach, but owing to cantilever construction no false work is used in the channel at any time hence there is no obstruction to commerce. The most approved machinery is used but the presence of two immense yard derricks with booms 90 feet and 98 feet in length serve to show a little of the plant requirements, these having a lifting capacity of 15 tons each.

The Marion county end of the bridge has already been met by a new road which connects with the old highways to St. Paul, Butteville and Salem, while a new road running almost due south will give direct outlet to the Yeagers, Ranzaus, Petersons and others who otherwise would be forced to make a long detour to reach us. Other than a direct road to Salem this new connection will forever break down the physical barrier that has kept our people and our rightful neighbors apart, and when we become acquainted and we recognize our mutual interests, the material benefits will be felt by all.

Mr. B. A. McClain, the superintendent, to whom we are indebted for courtesies during our visit, has been with the Coast Bridge Company since the organization and has been connected with bridge construction in Yukon Territory, Fort Stevens, Portland, Vancouver, B. C., and other points, but the most important contract was the erection of the New Westminster steel bridge in British Columbia which was built by the government at a cost of \$1,000,000. This bridge weighed 4000 tons, the deepest piers were sunk 141 feet below high water, the length of the steel work was 2400 feet, total length of railway approaches 7715 feet and the highway approaches were 1870 feet, making total length 11985 feet or over two miles. While Mr. McClain is all business during business hours, when at leisure it is a real pleasure to meet him and we are perfectly satisfied that the work is in competent hands and under conscientious supervision.

MASS MEETING

A mass meeting of all those who are interested in the cause of temperance, will be held at the Baptist church Sunday, August 10, at 4 p.m.

Curtis P. Coe, field superintendent of "Out to Win" Prohibition campaign, will speak. A systematic canvass of the voters of Newberg will be made the following Monday and Tuesday.

Tuesday evening at 8 o'clock the regular meeting of the Prohibition club will convene at the Friends church where C. P. Coe will again address the meeting. All interested are invited. Mrs. Mary E. C. Scott, Sec'y.

OREGON ELECTRIC
CARS ARRIVINGCoaches of Highest Utility and
Motors Will Develop Better
than 60 Miles Per Hour.

Special to The Graphic
Portland, Aug. 6.—Keeping pace with the requirements of traffic, the Oregon Electric Railway is receiving its final consignments of new rolling stock from the manufacturers. Six new combination express and baggage cars, are on the way from St. Louis, having left the 4th. Six more will arrive on the 15th according to the present schedule. The baggage and express cars are a special design and Superintendent of Motive Power A. C. Adams says they are of the highest utility. Six of the coaches are to be equipped with four motors, with a total horsepower of five hundred and capable of developing sixty miles per hour or more, if required. They are technically described as double end coaches and will pull a big string of trailers. The cars are sixty feet in length and are splendidly finished. Besides having space for the accommodation of a large quantity of package freight and baggage there is a motorman's cab at each end. The coach can be controlled or operated from either end. Approximately one million and a half dollars has been expended by the S. P. & S.—Oregon Electric system for new equipment during the past eighteen months, of which express cars and passenger coaches on the electric line are a part.

Plans have just been approved by Traffic Manager Skinner for several projects of improvement of station and freight facilities at a number of stations of the Oregon Electric at various valley points for the prompt handling of traffic and for unloading and loading.

McMINNVILLE MAN,
BALLPLAYER, KILLED

McMinnville, Ore., Aug. 2.—(Special.)—Walter Rodgers was killed today and Frank Wilbur seriously injured at the hands of James Hutchens, who resides with his mother on her homestead west of McMinnville.

The shooting occurred this morning, when James Hutchens and R. L. Healy were driving along on the road leading from what is known as Pea Vine Ridge to McMinnville. They pulled up at a place in the road where most of the ranchers get their mail and have their mail boxes.

Here Hutchens met Wilbur and they were soon in a heated quarrel, over what is not known, but it is generally conceded to be the climax of an old grudge. Some witnesses to the tragedy declare that Wilbur struck Hutchens twice and Hutchens pulled his revolver shooting Wilbur twice in the arm and once in the left shoulder.

At this juncture Rodgers came along on horseback and Hutchens immediately turned his gun on Rodgers, who was shot in the heart and died immediately. Sheriff Henderson was notified by telephone and, accompanied by Dr. Goucher and Dr. Woods, of McMinnville, hurried to the scene. When he arrived he was informed that Hutchens had gone to McMinnville and the Sheriff then telephoned to Chief of Police Petersen to arrest Hutchens, who later emerged from the office of a lawyer and

was placed in jail.

Rodgers is little known here. He played center field for the local team the first half of this season and all of last year. He is supposed to have a divorced wife, but where is not known nor is the home of his other relatives, if any. He is about 26 years of age, about 5 feet 8 inches and weighs about 140 pounds. Hutchens is 36 years old.

Healy, who is a Pea Vine rancher and who witnessed the double shooting, said, as far as he knew, Hutchens had no grudge against Rodgers, but it appeared as though Rodgers was attempting to ride over Hutchens when he shot.

Wilbur is a grandson of Samuel H. Osman, who has lived on a ranch in the Pea Vine neighborhood for several years. Hutchens is a single man. He will be arraigned Monday.

The body of Rogers was brought to McMinnville by Coroner Tilbury. An inquest will be formally arraigned. Dr. Goucher said Wilbur's injury is serious.

CIVIC CLUB ENTERTAINED

On Friday last, at the home of Mrs. W. W. Nelson the Civic Improvement Club of Newberg held their regular meeting. The lawn, under the spreading oaks, was nicely decorated with potted and cut flowers. About sixty ladies, with their needle work, enjoyed an hour before the business session, which was called to order by the President, Mrs. Nelson. Besides the regular business of the club, the "Fresh Air" subject was discussed, and committees appointed to look after the same. Mrs. Thomas Hawkes, of Portland, representing the "children's play ground association," made a talk relative to her line of work. Refreshments were served by Mesdames Williams and W. S. Parker, assisted by the Misses Rebecca Gates and Ella V. Nelson.

AN APPEAL

The Associated Charities of Portland have asked the people of Newberg and vicinity to assist them in giving vacations to poor children. They would like to place many of the little tots, who have no chance to play on the grass or under the trees in homes for a period of two weeks. Each child is examined by a physician, made physically clean, and provided with comfortable clothing before being sent out, and no child that is diseased is allowed to leave the city.

Any family who feels willing to give a home to one or more of these little fellows for a short time, will please report to Mrs. L. M. Parker, Newberg, phone Black 122.

This is a splendid chance to plant in the minds of young children a love for farm life and a seed that may develop into a fuller realization of the "back to the country" slogan.

GETTYSBURG REUNION PICTURES

The film taken of the Fiftieth Anniversary of the Battle of Gettysburg will be shown at the Star theatre Friday and Saturday of this week. All G. A. R. men wearing the button will be admitted free Friday afternoon or evening. The two reel feature is "The Redemption," a story of modern times. A Vitagraph comedy and a fire drill in New York City complete the program.

SHE DAILY ASKS
IF "ALL'S WELL"Jane Smith, Chehalem Valley
Pioneer, Has Continued
Custom 66 Years.

LaFayette Visitor.
"Hello, Central, please give me number 399." This is the call that never fails to come every morning from a little house on the hill at 62 West Commercial street. It is Jane K. Smith at the telephone and she is inquiring as to the welfare of her son, Hon. John H. Smith. So says a recent issue of the Astoria Budget, from which S. G. Dorris clipped the article we have used. Some of it, which would not interest local people, we have omitted.

This inquiry after the welfare of her son, says the Budget, is a daily happening in Astoria, and it has been the custom of the Smith family ever since arriving in Oregon, which will be 66 years ago this coming fall.

When Robert Kinney assembled his relatives and friends in Bloomington, Iowa, to come to Oregon in 1847 there wasn't any telephone. In fact, all forms of communication were of the wireless nature and in those days there were many brave souls who could "carry a message of Garcia."

Robert Kinney was the father of Jane K. Smith and one of the three men who established the townsite of Bloomington along the banks of the Mississippi river. Jane was born in 1836 and holds the distinction of being the first white child to make its appearance in that state. In those days the Indians were more numerous than the white folk. The name of Bloomington has since been changed to Muscatine and that place is now a thriving city. A little picture in the home of Mrs. Smith shows the house in which she was born, and around it cling some pleasant memories.

When the family surmounted all the difficulties attendant upon crossing the plains, with the conventional ox team of those pioneer days, their stopping place was the Chehalem valley, in Yamhill county. Nature provided many beautiful spots in the world, but man has yet to discover a rival of this section of Oregon.

When the family of Kinney's built their homes in the Chehalem valley they located them fully a half mile apart. The first thing that happened at daybreak was a loud call to the neighbors. When the answer sounded, "All's well," the day's work would begin. This custom was general and is still one of the traditions of the pioneer stock. From similar communication Marconi may have conceived his idea of the wireless telegraph. Who knows?

When the family of Smith's removed to St. Helens in 1857 Father Smith soon became county clerk. The day of the adding machine and the typewriter had not yet arrived, so it was incumbent upon Mrs. Smith to act as assistant county clerk. This she did with all the circumspection of a modern daughter and proclaimed equal suffrage with her husband in all that pertained to their peace and comfort at home as well as in the workshop. Hon. John Smith, the Astoria lawyer, has business occasionally at the county seat of Columbia county and sometimes looks over the old records.

The inks were not adulterated in those early days, hence the records are legible and accurate in their execution—mother did it.

And upon the crest of the hill in Astoria lives Mrs. Smith, 77 years old, but more like a Colonial maiden than the mother of several children. Overlooking the mighty Columbia, each day brings new pleasures into the little home, and particularly when one of her boys drops in for a noonday luncheon.

OBITUARY

John C. Clemenson was born June 24, 1833 in Jylland, Denmark. He came to America in the fall of 1865, working in Winona, Minnesota. In the spring of 1861, he sent for his sweetheart, Christena Jensen, who came from Kobenhagen to Winona and they were married May 28, 1867. They lived in Winona one year when they took up a homestead near Fergus Falls, Minnesota, where six children were born.

In 1880 he came to Newberg, buying a part of the Daniel Hess farm which he sold twenty-two years ago and bought fourteen acres of S. A. Deskins, where he had lived since.

Mr. Clemenson had seemed in usual health and had been about his duties around the home. Only ten minutes previous to his death on Wednesday morning, he had talked with his granddaughters, who were playing about him. His wife had stepped over to the home of her grandson when Mr. Westfall, who was delivering a load of wood, found the body near a wood-pile where he had been at work. The funeral will be held from the home, 1003 North street, at 2:30 Friday afternoon. Burial will be made in the Friends cemetery.

He leaves a wife, three sons and two daughters, James A., of Portland; Mrs. Marie K. Evans, of Newberg; Charles J., of Springbrook; William M., of Lewiston, Idaho; Carrie Eveline Coons, of Clarkston, Washington; fifteen grandchildren and one great granddaughter. One daughter, Nelsina, died when six years of age.

A BIRTHDAY SOCIAL

Despite the excessive heat last Thursday, thirty-two W. R. C. members assembled for their regular meeting which was followed by a birthday social for both the W. R. C. and G. A. R. It was given in honor of those whose birthdays came in July.

A short program was rendered and then all repaired to the dining hall where refreshments and a good social time were enjoyed.

Following are the names we were able to get of W. R. C. members whose birthdays were in July: Mrs. Cora Diedericks, Mrs. Elizabeth Clemmens, Mrs. Harriet Dobbins, Mrs. Minnie Byers, Mrs. Ida Baker and Mrs. Drusella Blanchard.

A similar good time is to be had at the last W. R. C. meeting of each month, to which all W. R. C. and G. A. R. members are cordially invited, and remember, if your birthday comes during the month the occasion is in honor of you.

Please report your names to the press correspondent if your birthday is being celebrated that she may have the list of them to be printed. She will not ask your age. All come and have a good time.

Press Correspondent, E. L. L.

The S. P. ticket office is again located in the Gregory building.