

Geo. H. Stinson
Oregon Historical Society

NEWBERG



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FIRST ELECTRIC TRAIN ARRIVES IN NEWBERG



The first electric train of six coaches arrived in Newberg according to schedule on last Saturday, carrying 250 visitors who were out to see the sights and mingle with the residents of town and country along the line of what is to be known as the "Willamette Valley Lines," this meaning the electrified lines of the Southern Pacific railroad throughout the Willamette valley.

Many came in from the country and these added to the "home folks" thronged the streets, all in the best of humor and having an air of expectancy, realizing that an event was about to take place that was to mark the passing of the old order of things and the ushering in of the new.

Even Old Sol responded gracefully in answer to earnest pleadings, and came out from under cover in time to inspire confidence, thus causing the hasty unfurling of numerous flags and other decorations up and down First street, in honor of the coming of Newberg's first electric train.

On the arrival of the train at 10:55 at the old railway station whistles were blown and the fire bell was rung while the passengers alighted and marched down Main and First streets, two abreast, led by Mayor Gordon, E. B. Piper, president of the Portland Commercial club and the railroad officials. At the city hall the crowd turned in at the rooms of the Commercial Club where speech making was the order for thirty minutes, Jesse Edwards and W. S. Wharton giving words of welcome on behalf of the citizens of Newberg, and E. B. Piper responding for the visitors.

Lunch was scheduled for the hour of 11:30 and to avoid confusion, each one of the visitors had been given a ticket while on the way out, calling for a meal at a designated place, either at the Imperial hotel, the Opera Grille or at Odd Fellows hall where the Civic Improvement Club had prepared to feed a part of the crowd.

Many of the Portlanders had fed sparingly at breakfast in their haste to make the train and they lost no time in locating the places for the eats when the dinner

hour arrived. Casey, who represents the Chicago and Milwaukee roads in Portland, had been compelled to arrange his immaculate toilet while on the way to the train, and he acknowledged that he had gone without breakfast, when his meal ticket bearing No. 23 was handed him, and said he was already hungry enough to "eat a horse and snap at the rider."

Casey was one of the number who lost no time in making his way to the Imperial, to which his ticket assigned him, when the glad call for the eats was given. Rushing into the lobby he presented the card to landlord Bell who glanced at the number and handed it back with the remark that there was nothing doing.

"What!" roared Casey, "this ticket not good for a meal at this hotel?" "Fraud on the face of it," said Mr. Bell, "seat No. 23 already taken and you are trying to work me." Right then and there Casey exploded, be-



C. C. CHAPMAN
Secretary Portland Commercial Club

ginning to read the bread riot act to the hotel proprietor and give his opinion of the whole Newberg push, when some of the Portland crowd who had kept an eye out for the "scene" went to his rescue and Casey tumbled to the fact that the boys had taken advantage of his hard luck breakfast story and had put Mr. Bell wise and asked him to help work the joke. He was

let into the dining room just in time to occupy the last seat available at the table.

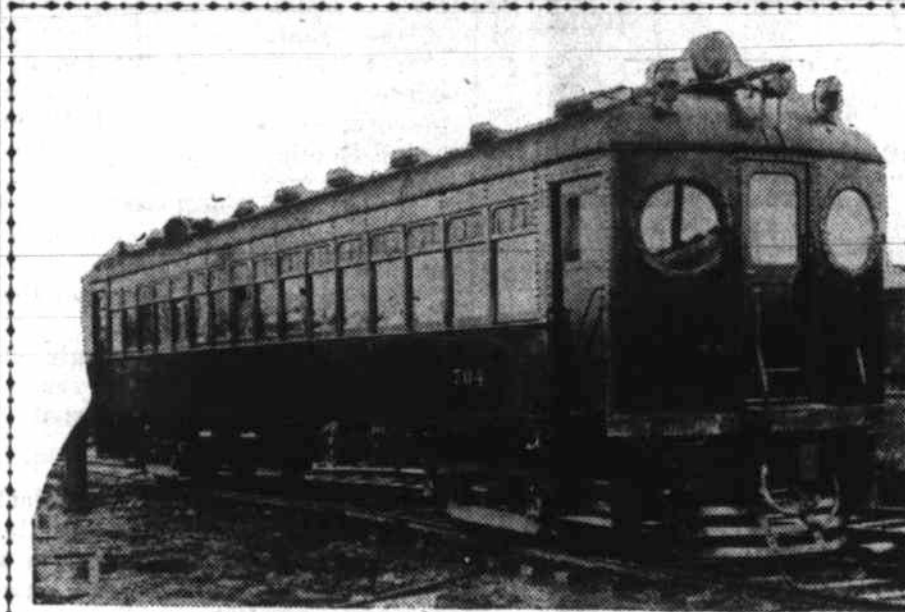
It was a jolly crowd of fellows, some of whom were not unlike a bunch of spring colts turned loose in the back pasture.

Harvey O. Bryan, the insurance man, carried a cow bell attached to a strap, J. E. Werlin, former city treasurer for Portland, worked a fog horn, which with other hastily improvised instruments, made it easy to have something doing all the time.

And yet dignity was not lacking when occasion demanded it, for there were George H. Himes, the walking encyclopedia of the Oregon State Historical Society; Hon. W. D. Fenton, born and bred in Yamhill county; J. W. Minto, former Portland postmaster; J. W. Hobbs, once county clerk for Yamhill, but now a resident of Eugene; Jesse Hobson, Newberg's first merchant prince; C. C. Chapman, secretary of the Portland Commercial Club, who has such a reputation for modesty, and many others who were on their good behavior.

During the dinner hour the train was switched in off the main line track by the Spaulding Logging Co.'s locomotive and pulled down First street as far as the post office where it was duly inspected by the crowds on the street until time for the departure.

The cars are all steel and will carry 50 passengers. They are well lighted and well ventilated



ALL STEEL ELECTRIC CAR

and are warmed by electric heaters that are placed under each alternate seat. On the outside the cars are painted red, the railroad people claiming that this color makes them more easily seen, thus rendering accidents less liable than would be the case if some other color was used.

So far as could be learned the big crowd was well fed. The fellows looked it, and many of them were free and fulsome in their praises of the good things that had been provided for them.

The car provided for the members of the press who were with the party stood in front of the Graphic office, and many of the newspaper men called to pay their respects, among the number being, Frank Jenkins, of the Eugene Register; George Curry, of the Forest Grove Press; J. W. Pentney, of the Telephone Register; Edgar Meresse, of the News Reporter; L. A. Fernsworth, of the Cornelius Tribune; Frank M. Melville, of the Sherwood Journal; F. T. Mellinger, of the Dayton Tribune; A. G. Caruth, of the Carlton Sentinel.

When the train pulled out from Newberg the crowd was augmented very materially by the addition of a number of Newberg people, some of whom went as

far as McMinnville with the party, others making the entire trip and returning from Portland by special car at 1:30 the following morning.

At Dundee a short stop was made and the new sub-station hastily inspected. At Dayton and Lafayette there were speeches made by home people and railroad officials, R. L. Harris doing the honors for the city at "the head of navigation on the Yamhill," while P. P. Olds spoke for Lafayette. W. D. Fenton, former Yamhiller, gave short talks at both places, and at Lafayette Hon. "Bill" Hanley, of Burns, Harney county, and known as Secretary Bryan's double made a short address.

At McMinnville a large crowd had gathered to see the new train and give welcome to the guests. Heading the big procession that marched down through the business center was a turnout that was well calculated to remind the old forty-niners of the overland trip made across the plains to Oregon.

The team consisted of a small horse on one side of the wagon tongue and a spotted bull on the other, and seated in the "prairie schooner" was the driver rigged out in pioneer costume, while Pres. Robert E. Strahorn occupied a seat beside him.

At the hall there was more speech making, while at the station refreshments were handed out by the ladies, sending the excursionists on their way while in the best of humor.



D. W. CAMPBELL
General Superintendent



JOHN M. SCOTT
General Passenger Agent



Electric Train as it stood last Saturday on First St. between Howard and School

electrically.

Money thus far expended.

Salem street car lines, \$750,000.

Steel bridge at Salem, \$300,000.

Eugene street car lines, \$800,000.

Albany street car line, \$50,000.

Construction Canby-Molalla line, \$375,000.

Construction line from Corvallis to Eugene, \$1,375,000.

Beaverton Shops, \$100,000.

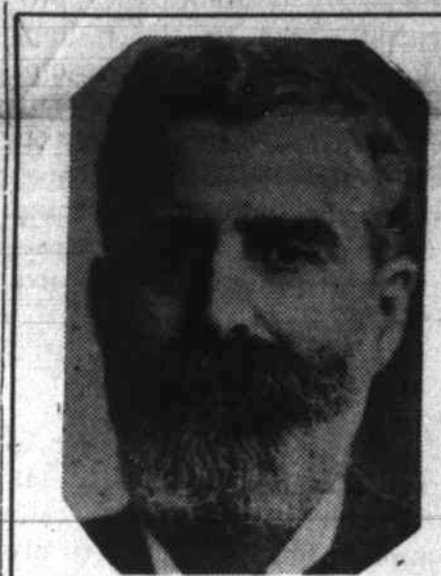
Relaying steel and ballasting West Side and Yamhill divisions, \$200,000.

Invested in rights of way to new main line, \$180,000.

Cost of electrification of 109 miles contained in McMinnville Loop opened, Saturday, \$2,000,000.

Material on hand for completion of proposed electrification, \$1,000,000.

Amount of ballast used, \$300,



W. D. FENTON
Attorney for Southern Pacific R. R.

cultivated arable land, 161,000 acres.

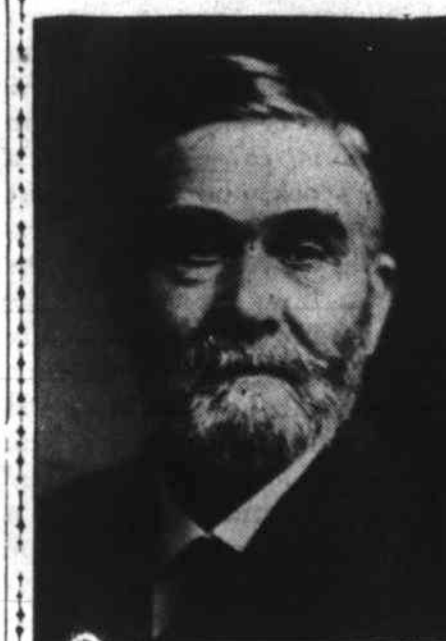
Total bank deposits of Washington and Yamhill counties, \$4,300,000.

Total land products along McMinnville Loop for 1913, \$16,000,000.

HIGH SCHOOL DEBATE

One week ago Friday evening one of the most interesting events of the year was witnessed at the high school auditorium. The Dayton high school and the Newberg high school debating teams exhibited thorough grasp of the question: Resolved, "That a one house legislature should be established in Oregon." At this debate you heard Miss Mae Moore and Nana Wenstrom support and win the affirmative side of the question. Now this Friday Olive Doak and Harold Say are going to argue the negative side. Estacada is coming here with the intention of defeating the Quaker town's team. Why? Just because Newberg has never made a name for herself in this line of school activities. This year we have two live debating teams. It is not merely to see us win that you should come, but because this question is at present demanding the attention of all progressive citizens of Oregon. Student.

Thomas Herd Sr. who is carpentering with the Southern Pacific, came home for a short visit last Sunday.



GEORGE H. HIMES
Asst. Sec'y Oregon Historical Society

Amount of different kinds of wire used on McMinnville Loop, 1051 miles or 5,569,000.

Other facts.

Population served by McMinnville Loop, 45,000.

Cultivated land in Yamhill county, 121,000; uncultivated arable land, 125,000 acres.

Cultivated land in Washington county, 102,000 acres; un-

Entire system to be operated