

Newberg Graphic

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THURSDAY, JANUARY 2, 1919.

Start the new year right by paying a year's subscription for the Graphic.

Force of habit has a lot to do with one's make-up, but writing it 1919 will come easy in a few days.

Investigations being made go to show that the government officers who improved Hog Island did not hesitate to put their snouts into the trough.

When the Doughboys get back home we suppose that on Decoration Day the "G. A. R. Jr.'s" will follow the gray and grizzled veterans in the parades.

If you must have a bottled product to start the New Year right patronize a home industry and pull the cork from a bottle of Jones Bros. Loganberry Juice.

In times of stress some localities seem to be hit harder than others. Take Salem, our Capital City, for instance, with the flu raging there and the convening of the legislature only two weeks away.

No, the editor of the Graphic is not an applicant for a clerkship or any other position at the coming biennial session of the legislature. This for the relief and peace of mind of the members from Yamhill.

Happy as the proverbial "clams at high tide," the Matthews Bros. of the Yaquina Bay News, are mastering the intricacies of a recently purchased linotype machine. Happy, of course, when the wheels go round as they should when being manipulated by amateurs.

Our physicians, who have been overwhelmed with flu calls, say there are not so many new cases now but that the later ones seem to be more severe. They say people cannot be too careful in dealing with this plague and that the danger is far from being over.

Judging from the way some families in Newberg are indulging in luxuries these days it is evident that there is little cause for protest at the high living cost. On Tuesday afternoon in walking a distance of a block on First street ten dogs were counted, all of which appeared to be in a fair state of preservation.

D. M. Naberger, the Yamhill county merchant prince, starts the New Year right by placing a full page advertisement in the Graphic. In case this tendency becomes contagious we shall give each individual patient all the skill and attention necessary to bring them through safely, using the latest, most approved and up-to-date methods.

In the long hard fought years for prohibition in Oregon the Oregonian editorials touching on the question were on the other side, though occasionally there appeared a discouraging note regarding the use of the weed. Now the Oregonian is quite a consistent supporter of prohibition, while it goes so far as to encourage the use of cigarettes. Verily, times and seasons and men and newspapers make some queer angles.

The fellows who argue that a war is a necessary evil, coming at intervals to kill off a sufficient number of people to make room for the constantly increasing population, ought to be satisfied with the decimation made in the population of the world in the recent man killing bout. A mere naming of figures enumerating the dead is so difficult of comprehension to the human mind that comparisons are required for most of us. Here are some estimates made by the New York Tribune that are appalling: If the British dead alone, for instance, were to march down any street 20 abreast, and with the rows only three feet apart they would pass a given point from sunrise to sunset without a break for ten long days. It would take another 11 days for the French dead to file down the same thoroughfare. Russia's losses in killed would require the time of more than five weeks to pass the given point in the specified formation, and the dead of all the allied nations, marching 20 abreast, could not be reviewed in

less than two months and a half. German and Austrian dead would require another six weeks for review and the whole total of men killed in the war on both sides of the conflict would march steadily 20 abreast for more than four months before they would all pass by.

THE BREAKDOWN!

As a war measure, our railroads were taken over from their owners by the Government a year ago. They were running in good order and many of them were paying dividends despite the refusal of the Interstate Commerce Commission to permit them to increase their rates, and despite the action of Congress, under duress, in increasing wages to the extent of nearly a quarter of a billion dollars a year, says Leslie's Weekly.

The first thing the Government did when it took over the railroads was to do what the railroads had been forbidden to do under penalty of the Anti-Trust law. The Government pooled the earnings of the railroads, established the use of joint terminals and combined the competing roads. All this would have been in direct violation of the Sherman Anti-Trust law had it been done by the railroads themselves.

Then the Government cut off some Pullmans and observation cars, discontinued some of the fastest and most popular trains, ceased distributing free time-tables or "folders," which had always been given so liberally by the railroads to inquiring passengers, restricted the dining car service and summarily put an end to many things that the railroads always had done as competing lines, in their desire to secure the patronage of the public by giving the best, quickest and most luxurious service.

Next the Government raised freight and passenger rates to unheard-of figures, though the railroads had been forbidden to make even a moderate increase. Passenger rates on Pullmans were almost doubled, and on ordinary trains increased by fifty per cent. Freight rates advanced from twenty-five to forty per cent.

With all this, the service became the worst on record. The equipment was permitted to deteriorate, delays were constant, connections were seldom made and the convenience of the passengers the last thing thought of. For instance, the through service from the North to the South, which had always been of the greatest convenience to both sections, was discontinued and passengers from Northern to Southern points were compelled to change at Washington and sometimes to wait many hours before they could resume their journey. This entailed severe hardships.

For the first time in our history passengers were divided into classes, as in Europe. We had two classes: First, those that rode in the coaches at three cents a mile, and, second, those that rode in the Pullmans at three and one-half cents a mile. Before a first class passenger could ride in a Pullman he was obliged to buy his train ticket, often at great inconvenience.

The a la carte service in the dining cars was abolished and everyone compelled to eat a set meal and pay from a dollar and upward. The man, woman or child who wanted a cup of tea and a slice of toast in a dining car paid one dollar for it all the same. All these inconveniences and hardships were accepted without a murmur by a patriotic public because we were at war.

Now, after the war is over, and when patrons of the railroads are eager for the restoration of the old order of things, Mr. McAdoo suddenly asks for five years more in which to experiment with Government control. He admits that the Government has not made a success of its efforts during the past year. He knows, what the public should know, that the Government's extravagant and inefficient management has led to heavy loss in the operation of railroads, in spite of the tremendous increase in freight and passenger rates.

It looks as if Mr. McAdoo was tired of his job. The President recently said something must be done with the railroads and at once, but he had no program to offer. He, too, realizes the failure thus far of Government control. Two weeks after the President spoke Mr. McAdoo appeared with his new plan.

The truth is that there has been a breakdown in the whole business, and that the President and Secretary McAdoo realize it. The latter meets it with the extraordinary recommendation that the public permit the Government to continue its hopeless experiment for five years more.

Will Congress do it? Not if the people of the United States have anything to say about it, and they have!

GAVE HIM NEEDED LESSON

Also a Tip as to Who Might With Profit Buy Book on "Etiquette and Deportment."

"Madam," he began, as the door opened. "I am selling a new book on 'Etiquette and Deportment.'"

"Oh, you are?" she responded.

"Go down there and clean the mud from your feet."

"Yes'm. As I was saying, madam, I am sell—"

"Take off your hat! Never address a strange lady at her door without removing your hat."

"Yes'm. Now, then, as I was saying—"

"Throw away your pipe. If a gentleman uses tobacco, he is careful not to disgust others by the habit."

"Wait. Put that dirty handkerchief out of sight and use less grease on your hair in the future. Now you look a bit decent. You have a book on 'Etiquette and Deportment.' Very well, I don't want it. I am only the servant girl. Go up the steps to the front door and talk with the lady of the house. She called me a down-right, no-doubt-about-it idiot this morning, and I think the book you're selling is just what she requires."—Irish World.

DISPATCH RIDERS OF TODAY

Successful Use of Airplane in a War of Movement Was Strikingly Demonstrated.

As we drove up the hill near Nancy on September 12 to the nearest corps headquarters a two-seater airplane coming from the St. Mihiel front volplaned down toward us, William Slavens McNutt writes in Collier's. We could see the observer in the rear seat standing up and looking down over the fuselage. As the plane buzzed over us not more than 200 feet above, the observer swung his arm and a small white object with a two-foot linen tail spread out behind the speeding plane and came to earth like an arrow. An orderly picked it up and sprinted with it to headquarters.

It was a report from the front not ten minutes old. It would have taken a foot runner the entire day to collect the material in that report and return with it; it would have taken a dispatch rider on a motorcycle hours; it took the airman minutes, and as the orderly picked up the message the plane above was banking around and heading again for the battle line.

Planes are more than the eyes of the army in a war of movement. They are the means of communication as well. The army that owns the sky holds a short and certain mortgage on the earth below.

NOW JUST PLAIN "BILL."

William II had more than fifty titles—more probably than any European sovereign except the Austrian emperor. He was German kaiser and king of Prussia, margrave of Brandenburg, grand duke of Lower Rhineland and Posen, duke of Silesia, Glatz, Saxony, Westphalia, Engern, Pomerania, Luneburg, Holstein-Schleswig, Magdeburg, Bremen, Geldern, Cleve, Juliers and of the Casembes, landgrave of Hesse and of Thuringia, prince of Orange, count-prince of Henneburg, count of the Mark, of Ravensburg, of Hohenstein, of Lingeb and Mechenburg, of Mansfeld, Sigmaringen, Verdingen, and of Hohenzollern; burgrave of Neuremburg; seigneur of Frankfurt, Rugen, East Friesland, Paderborn, Prymont, Halberstadt, Munster, Minden, Osnabruck, Hildesheim, Verden, Kammin, Fulda, Nassau and Moers.

FORBIDDEN DIET.

"Now, getting down to brass tacks," continued the sidshow manager, "why—"

"I daren't," interrupted the Human Ostrich, who had been ill. "The doctor says I mustn't touch solid food for at least a week yet."—Buffalo Express.

MAYBE SO.

"Any, Any Old Place I can Hang My Hat Is Home, Sweet Home, to Me." Do you remember that song?"

"Yes. What brings it to mind?"

"The kaiser. He's said to be musical. I wonder if he's singing it now?"—Louisville Courier-Journal.

BIG MILLINERY CLEARANCE SALE

1-2 Price and Less

Commencing Thursday, January 2nd and continuing throughout the month

Having purchased the stock of the "LeChapeau" Millinery Store we are offering the entire stock at ONE-HALF price and less. This stock must be sold in order to make room for our large new and up-to-date line of spring goods.

SEE THESE

Trimmed Hats, Velvet Shapes, Children's Hats
Regular \$5 tailored and sport hats at \$1.50 each
Winter Flowers; Ornaments, Feathers, Ribbons, Etc., all at sacrifice prices

The entire stock is all new and up-to-date.

BUY NOW

and get first choice of these rare bargains.

WE INVITE YOUR PATRONAGE

SPECIAL:—HAIR SWITCHES MADE TO ORDER AND FROM COMBINGS

Lee Millinery Company

"LeCHAPEAU"—GREGORY BLOCK

NEWBERG, OREGON

A SPECIAL PRIVILEGE.

Say, Kid, tell you wot I'll do: You go git your Ma's biggest dish pan an' I'll let you sit on it an' listen to your fire cracker go off underneath!



FIGHT YELLOW FEVER.

Dr. George R. Vincent, president of the Rockefeller foundation, announced recently that with the cessation of hostilities in France the foundation was prepared to direct its activities, largely diverted into war channels, back into ways of peace. Its international health board would renew at once in co-operation with local authorities in South and Central America its combat against yellow fever.

Dr. William C. Gorgas, retired from the post of surgeon general on account of age, soon will sail to take charge of the foundation's fight against yellow fever. The position of director of yellow fever work, which General Gorgas now occupies, was his, Doctor Vincent says, until the war compelled him to relinquish it and the foundation to suspend its efforts.

OF COURSE NOT.

"What is Miss Serelca's age?"

"It's very uncertain."

"Yes?"

"She won't admit that she has ever ridden on a horse-drawn street car."—Birmingham Age-Herald.

GAS WITHOUT METER.

The Editor—My dear sir, we can't publish nonsense like this—it's not poetry at all, it's an escape of gas.

Post—Ah, I see. Something wrong with the meter.—London Tit-Bits.

EASILY MOVED.

"Yes, we spent the summer in a portable house."

"Your relatives complain that none of them could find your house."

"I told you it was portable," said the other man with a wink.

"Do you object to your boy's studying the German language?"

"Not a bit. It won't make the slightest difference. He never learns his lessons."

GOOD-BY, GRACE!

Myrt—I see Grace is going into war work.

Gert—France?

Myrt—No, married.

THE SUGGESTION.

Miss Caustic—These men who criticize so severely the wearing of overalls and trousers by women at work, amuse me.

Mr. Curious—Why so?

Miss Caustic—Because the men who are the loudest in denunciation are sure to be the ones whose wives wear the breeches at home.



SPECIAL ANNOUNCEMENT

It affords us a great deal of pleasure to announce that the production of Ford cars has been resumed in a limited way, and as soon as possible our factory will release themselves from such war work as they have undertaken and again concentrate on production of our staple, "The Universal Car."

So as to enable the factory to make a just and equitable distribution it is necessary to have an idea of each territory's immediate needs so that shipments may come forward. Therefore, it is urged that anyone desirous of obtaining one of these excellent cars place their order at once. Prompt and courteous attention will be given and reasonably quick delivery assured.

ANDERSON MOTOR CO.

Authorized Agents

Fine Job Printing at the Graphic Office