

Newberg Graphic

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THURSDAY, FEBRUARY 6, 1919.

And Mr. Groundhog did not see his shadow. Remain with us, old boy, and be welcome.

A man named Tray on alighting from a train in Portland a few days ago carrying a suspicious looking suit case was arrested. Not the same old dog but with the same "bad company" combination.

Few people ever tire of reading short stories about the great Emancipator, and as his birthday anniversary comes next Wednesday, considerable space on the front page is given over to Lincoln stories this week.

When the fee system in connection with the pay for county officials was abolished, the salaries fixed were quite moderate, and now since the living cost is nearly double what it was at that time, we can see no reason why there may not with good reason be a reasonable increase in salaries.

The Graphic has felt all along that when President Wilson brought pressure to bear on the railroad officials and virtually compelled them to yield to the demands of the threatened strikers, two years ago, he was laying the foundation for future trouble, and the unreasonable demands now being made by the strikers at Seattle serve to confirm our convictions.

The Portland Telegram, while admitting that the people stand for the road bonding bill now before the legislature, says the emergency clause should not be attached. Very poor argument, as the Graphic sees it. It is estimated that the cost of a referendum election would be \$100,000 and we would much prefer to see this money put out on road work. Two years ago the people endorsed the road bonding proposition by their votes, and many who were against bonding then have been won over, so there seems to be no occasion for wasting time and money on another election.

Now that the war is over a lot of boys and young men should not fail to remember that even in the science of war—the art of killing men—the continuous call was for men who were well educated, college men—these were the fellows who received the first and last call for the best places that were to be filled. These are the days when thorough preparation counts in all walks of life and there is no short cut. It takes time and well directed effort to train the mind in order to be able to meet the requirements, but it pays.

Henry Albers, the Portland mill-moaner recently tried on a charge of disloyalty to the government, was found guilty on two counts. Sentence has not been pronounced. Under the law he may receive a sentence of 40 years in a Federal prison or a fine of \$20,000, or both. Albers came from Germany a poor emigrant and in the course of 25 years, by opportunities afforded in this country, he was enabled to make a princely fortune. Considering these facts it seems strange that he would make the statements he was charged with, but since he did he must pay the penalty for his folly. The excuse that was put up that he was beastly drunk when he made the seditious remarks did not save him, and it should not. He was responsible for putting himself in the beastly condition that got him into trouble. Had he remained sober, he, most likely, would have refrained from speaking the words of his heart that were his undoing.

The editor of Our Dumb Animals in discussing the question of universal military training says: "Have our friends who are advocating universal military training in this country carefully noted the features of the celebrated new Education Act recently passed by the British Parliament? That such a measure should have become a law while England was waging the hardest war in her history seems almost incredible. Her whole educational system is remodeled by this legislation. Here is the significant fact—this new Act provides in no respect for universal and compulsory military training. Let no one think that advocates of universal military

training were idle or silent during the discussion of the Act. Leading newspapers urged it, powerful militarists demanded it. The same old arguments were crowded to the front and held up for consideration in the light of war. The minister of education, Mr. H. A. L. Fisher, to whom above others this splendid achievement is due, is reported to have said in public statement, "that the Government had canvassed the question of universal and compulsory military training and had decided that the proposal had neither educational nor military value."

BACK THE HIGHWAY COMMISSION

There is a lot of snarling and yapping at the heels of the State Highway Commission, says the Oregon voter. In some cases there is an excuse for it—and that excuse is distance from where the commission has been doing its work. Distance is responsible for ignorance of what the commission is doing or whether it is doing anything, and this ignorance breeds dissatisfaction and criticism.

People who have been in contact with the construction work conducted by the commission have had ample opportunity to observe the methods followed. Making due allowance for the difficulties of construction work during the unsettled labor conditions of war time, it is still apparent that the commission has done a vast amount of work and done it well. The grades that have been constructed, the paving that has been laid—these tell the eye as to whether the work has been done well. The grades are low, the curves are slight, the alignment is good, the drainage has been cared for and the work is solid. The paving is of first class quality, most of it of the kind that has stood the test of time and Oregon climate and has demonstrated its worth.

The commission has indulged in no freaks, fancies, fads or follies. It has been businesslike in its procedure and open and frank in its transactions. It has not had sufficient funds to take care of every part of the state, but it has stretched its resources with judgment. Naturally some counties have been omitted from budgets to date, but their turn will come. The fair and honest intent of the commission has been evident.

Then why all this snarling and yapping? Mostly purely local selfish interests, who are scrapping over the location of a piece of state highway and fouling the entire nest. And some who believe in the socialistic doctrine that the state should let no contracts but do everything by the day labor system. And some who favor the latter system because it promises jobs and plunder.

We desire to do no injustice to the few critics of the commission who are actuated by honest differences of opinion. But these are few. Most of the critics are tagged plainly with the insignia of selfish interest. Good roads people throughout the state should make it clear and plain to the politicians that attempts to cripple or wreck the commission will not be tolerated by enlightened public sentiment.

MADE PEOPLE THINK

Everything points to private control of the railways under a national supervision which shall do away with the nagging state commissions, says Goodwin's Weekly. No one expects that there will be a return to that system of competition which will result in business for one road and failure for another. But the public years for that competition which will give us something approaching the good passenger and freight service of the old days. By all means unify the railway systems of the country, but see to it that the dead hand of government ownership does not pass private energy.

If there is a mossback institution in our country it is the postal service. The morale of the officials and employees is on a plane far below that to be found in the private enterprises which did so much by their unflagging energy to win the war. The postoffice department is a standard by which we may estimate the consequences of government ownership. It is slow, dictatorial to the point of despotism, hopelessly entangled in red tape and the employees have lost ambition.

In the speedy deterioration of service on the railways we can see at work the same process which took the life out of our postal service. Given time, the decadence would result in an even more melancholy state than that which curdles the postal department of the government.

And yet McAdoo wants to try federal control five years more. It is an admission that control up to the present has been a failure. It is a plea for time in which to "make good." What would become of

some of our industries if federal control should continue to impose on them the icy hand of decay and death?

That the railways, with their hundreds of thousands of employees, would develop into the biggest political factor in the country under government ownership, is hardly open to question. If Congress should attempt to prevent this development it would be compelled practically to disfranchise the entire railway personnel. Even then the element of political influence on a gigantic scale would remain.

In one sense government control has been a good thing for the country. It has made the people think highly of private ownership or, to speak more correctly, of ownership by the investing public.

NEWSPAPER COMMENT

It is reported that there are numerous fields in the county infested with Canada thistle, and that owners do not always realize the menace of the plant, and neglect it with the result that the infested area increases yearly. A well known farmer telling of his experiences with the plant says that after finding that salt treatment and plowing under had no effect he left the plants alone until the middle of the summer, when he started to plow them under, repeating the dose weekly, and found that the plants dried out and caused but little more trouble. —Hillsboro Independent.

Harold Warren had a bright idea when he said "The best way to stop the flu is to quit advertising it. Nothing can progress without advertising." We will take Warren's hunch and lay off the matter for the present and keep account of the effect. —Corvallis Courier.

About fifteen years ago when the late A. C. Goodrich was planting English walnut trees in the north part of town, some of the old residents sort of laughed at the idea of trying to raise walnuts here. This season, and a rather poor one too, Mrs. Goodrich has sold nearly 600 pounds of fine walnuts. In McMinnville many maple trees are being cut down and walnuts planted instead. Why not here? —Yamhill Record.

It is always well to note the fact that the man who by agitation seeks to disturb industrial conditions in city, town or community is not the man who finances an enterprise or draws the checks that pay the laborers' wage. More often than not he is a parasite living off the wage earners' bounty. —Lebanon Critterion.

That gossip, interesting new column of the Oregonian, "Those Who Come and Go," is something like the "Personal Mention" column of us country weeklies, as Editor Woodward of the Newberg Graphic remarks. The chatty, short items of the country weeklies are read and reread. "Those Who Come and Go," if continued, will become just as popular. —Hood River Glacier.

We wonder why the farmer never "strikes." He works through long hours of heat and cold. He fights bugs, stock and poultry diseases, rain spoils his hay and grain, frost kills his fruit. He takes his produce to market and takes the prices that are offered. Early and late he toils that a hungry world may be fed and thinks himself lucky if he has enough money to pay his tax when it comes due. The ham and eggs, butter and cream, that he is supposed to feast upon are sold to meet the numerous bills, while he uncomplainingly eats his bacon and beans. It will be a sad day for the world when the farmer strikes. This is not over drawn but is strictly true with the great majority. —Cor. Sheridan Sun.

Letters may be sent to Germany and answers received, not through the regulation postal service, but through the Red Cross. There will be no postal communication to Germany until peace is finally declared. Frederick Lucas, of Aurora, has received two letters from relatives in Germany. The last one was from his mother, who lives at Wildbad, Germany. Robert Sanger wrote to his son July 2 through the Red Cross and received an answer this morning through the Red Cross. He had not heard from his son, Max Sanger, since the spring of 1917. —Salem Journal.

A town is just like a business institution. If it keeps up to date, offers modern service, fair prices and good treatment to visitors it will get the business. It must offer pleasures of clean and wholesome kind, as well as services and bargains. It must keep clean, shine its shoes and wear a clean shirt. The town that falls in the above things falls by the wayside, just the same as does the business house and ind-



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vidual who goes to sleep at the switch. —Telephone-Register.

Omar Fendall, who has been with the Larkin-Prince Hardware Co. at Newberg for several years, has tendered his resignation. His weekly "Si Draft" letter in the Newberg papers was a splendid advertising scheme, that won him enviable renown as an advertising man. —News-Reporter.

SURVIVORS OF FEUDAL TIMES

Prussian Junkers Rooted in Their Belief of Their Complete Superiority to Ordinary Man.

A Junker is a member of a noble Prussian family, who belongs to the landed aristocracy, and, as a rule, adopts the profession of arms and enters the caste circle of the officer corps. Thanks to the survival of feudalism in the organization of German society, the term has acquired a broader significance. Hence as commonly used today it indicates a narrow-minded, arrogant, and often, bellicose member of the aristocracy.

Since 1862, when, under the leadership of Bismarck, the aristocratic party came into political power, the term has been applied to those who hold reactionary views, because they desire to preserve intact the exclusive social, military and political privileges belonging traditionally to the "well born."

Junkerism and Junkerdom indicate the policies and the customary round of ideas, judgments, and prejudices characteristic of the Junker class.

They have been and still are of great influence, for they have affected Prussian domestic policies by their organized efforts to preserve and protect large landed estates; they have molded German social life by their assumption of complete superiority to the ordinary man, especially to the man who engages in trade or manufactures, while the Prussian officer corps has taken its distinctive tone from their haughty aloofness from the civilian population.

RELIGIOUS CULT MAY SPREAD

Bahian Freed From Persecution Through the Downfall of the Turkish Power in Palestine.

With the breaking of the Turkish power in Palestine another religious cult has been liberated from persecution, that of Bahaism, or Bahism. The leader of this spiritual movement is Abdul Baha, or Abbas Effendi, as he is generally known. This religion was first founded by Baha'ollah, the father of the present leader, and he chose his son to preach its doctrines before the world. Due to the antagonism of the movement to the Islam religion, Abdul Baha was imprisoned by the sultan of Turkey, who feared his teachings, and was kept a prisoner in the fortress of Akka, near Haifa, for 40 years. Upon his release in 1908, when a mild constitutional form of government was established in Turkey, Baha traveled through France and England preaching his doctrine, also coming to the United States, in 1912.

Abdul Baha strove to be called the "servant of humanity." While in the Orient he won many friends by caring for the sick and oppressed, and among the many titles given him by his neighbors was one especially applied to him,

namely "Father of the Poor." While in this country he established colonies of supporters of his teachings in Chicago and Kenosha, Wis. His teachings have a close relation with those of Christianity and Judaism.

Muskrat Stops Train.
The marshes around the Boston & Maine railroad yards in Boston are full of muskrats. Charley Brown, a yard brakeman, has been realizing over \$100 a season since the war by shooting rats on his spare time and selling the fur, which now commands a high price.

Brown has been known to shoot a muskrat from the top of a moving freight car with a rifle.

A short time ago a muskrat tied up the interlocking switch system at signal tower C. The big rat crawled into the switchpoints to eat out the grease used to lubricate the switches just as the lever man in the tower tried to close the switch for a fast express passenger train.

The rat had wedged in so close the switch wouldn't close and the plant was tied up. The mechanic found the rat wedged into the points and crushed into a mass of fur and flesh.

American Opportunity.
Although the populated area of Siberia is only a belt along the Trans-Siberian railway, that belt is 6,000 miles long and contains nearly 20,000,000 people. Before the war Siberian foreign trade was largely in the hands of German houses, which undoubtedly will make desperate efforts to regain it when the return of normal conditions has brought back the demand for general merchandise, rolling stock and agricultural machinery. But in spite of the geographical proximity of Germany eastern Siberia, when its railway service has been reorganized, will be most easily reached by way of Vladivostok. The commercial opportunity is one that America cannot afford to neglect. —Youth's Companion.



**"Don't move, Daddy--
you look so funny."**

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