

Newberg Graphic

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Published every Thursday morning
Office: Graphic Building, No. 606 First Street
Phone: Office, White 32; Residence, Blue K

Entered at the postoffice at Newberg, Oregon,
as second-class matter.

\$2.00 Per Year in Advance

THURSDAY, APRIL 10, 1919.

John D. is evidently anticipating the call for the next Liberty loan drive. It is easy—coal oil was advanced a couple of cents a few days ago.

With milk selling at 13 cents a quart and Nancy Goats going at \$100 per Nancy, and with the spring garden needing attention and the lawn calling for the lawn mower, it looks like the "milk and rest cure" would have to be put off until after harvest.

Since our George has been cannoned by the administration he does not hesitate to throw a monkey wrench into the works often enough to keep his name on the front page, all of which brings many weeps from the party followers at home who want to stand in with the administration and at the same time court favor with the Senator.

A blue pencil mark in connection with the name label on your paper this week will be placed there to notify you that your subscription has expired. To such subscribers we give due notice that this will be the last copy they will receive until they renew by prompt payment. The price is 50 cents for three months, \$1.00 for six months or \$2.00 a year, strictly in advance.

Fruit trees of all kinds are making a good score in the first inning by showing an abundant crop of bloom, and fall sown grain never looked more promising at this season of the year, all of which is encouraging. With all round good crops in the Willamette valley this season want the automobile dealers rub their hands with glee. Carry the news to Henry.

Postmaster Myers, of Portland, is said to have an ambition to succeed Senator Chamberlain. The Portland P. M. will be remembered as the rather prepossessing young man who helped out Uncle Barnett Y. Howe in a debate held in Newberg a couple of years ago in which they strongly opposed the road bonding bill, making rather a sorry mess of it, but the voters might recommend leniency in his case, considering his age.

Since Dr. Larkin has decided that he cannot, in justice to his business which requires all his time, serve the city longer as mayor, some one must be found to take the place and the best man available should be selected, for the city has many interests that require the directing hand of a man of good sound judgment to work as the head of the council. W. W. Silver, member of the council from the second ward, is conversant with the various interests of the city and we believe he would make a good man for mayor.

It is surprising how sentiment has changed since the road bonding campaign was on two years ago. At that time there were many who advocated the pay-as-you-go system for road work and fought the bonding plan with all the vigor they could summon. Now almost every local section has its good roads organization and practically everybody is talking bonding in order to get out of the mud as early a date as possible. Practically all the farmers are operating automobiles, and machines demand good roads. Like national prohibition, good roads are coming faster than the most enthusiastic road boosters even dared to dream of a few short years ago. Let 'em come.

Many residents of Newberg can easily recall the time when we were about as poorly provided with quick and efficient transportation facilities as any town in the country, notwithstanding our nearness to Portland. The river boats were slow, requiring a full day to make a one way trip to the metropolis, the Southern Pacific line was strictly in the jerk-water class and the wagon road to Portland was simply a typical Oregon road of the time. Now all is changed. The big red electric cars making numerous trips each way leave little to be desired in the way of railway accommodations, and the paved highway not only puts our own people within easy reach of the city by auto, but it makes it possible for hundreds of Portland people to make the run out this way on Sunday afternoons for an airing, and

to see one of the best valley towns on the map. In the language of the street, Newberg is strictly in it, in the matter of efficient means of travel.

At a meeting of the city council held Monday night an ordinance was presented calling for automobile owners carrying passengers to put up a bond of \$2,500 and the paying of a license of \$25 a year. This ordinance was drawn and presented by the jitney bus drivers from Portland who butted in here in opposition to a Newberg man, Mr. Barber, and put him out of business. Now since the United Bus Company, with whom Mr. Barber is associated, came in to help him out, these fellows squeal and want the city to help them out. The ordinance was tabled until the next meeting of the council, which will be held April 21. Just why the city council should take a hand to help out a company that put a Newberg man out of business the Graphic is unable to see.

THE MALE TEACHER

The Capital Journal rejoices that the male teacher is coming back into vogue. Why? Can the Salem editor think of anything nicer than the nice female teacher? asks the Corvallis Gazette. Would he rather go to school to some male gink he had been out initiating as a brother the night before, and who was cross and had the power behind his back to enforce his unreasonable demands, or, would he prefer some sweet young girl in dimity dolled up with the pink bow and pretty sash that used to bring apples and early flowers from all the boys and was the greatest incentive for them to keep their hands washed and their noses wiped.

A good female teacher is a thing of beauty and a joy forever. If we were a school board, she would have to be one with a good form, a face fair to look upon and a sweet smile and a sunny disposition. That would bring the school board out to visit the school oftener, and prevent tardiness and absence. As soon as she began to get noticeably wrinkled and careless in her appearance we would get a new one.

A male teacher never looks as neat as a female teacher, taking them in the aggregate. For the male to look the professional part he has to keep his trousers pressed, his collar clean, his teeth brushed, the dandruff off his coat collar, his shoes shined, his nails clean and his face shaved. He just naturally isn't as neat as a woman nor as conscientious about his work. Handling children is a woman's job anyway. The Lord made her for that purpose and if she hasn't any of her own to care for she can expend her heaven-born instincts in caring for somebody else's.

The objectors say that a woman teacher makes male mollicoddies, that it effeminizes the boys and makes them care less for the strenuous life. There is nothing to it. The woman teacher merely refines the boy animal, takes off the rough edges and yet, if she is the proper kind, instills in him a genuine chivalry and an appreciation of the value of sports and physical contests.

Speaking of school reminds us of an answer we once got to a question as to what is the Monroe doctrine. It is especially applicable now that the doctrine is being so widely discussed. This young lady replied "the Monroe doctrine is a treatment for crump." She wasn't one of our pupils. An examining board gets lots of funny answers. We remember laughing at the girl who said that "the battle ship Maine was sunk in Ann Arbor" and at another who insisted that "Napoleon was drowned at Waterloo" and at another who stated that "a cow is called a biped because it chews its cud twice." Anyway, she had some knowledge of Latin if little of biology.

But if the Salem editor undertakes to abolish the lady teacher he has a row on his hands right now and here. It shant be did.

EXCHANGE COMMENT

People have become accustomed to it and now stand the gaff without yelling too loud, but still they are at least mildly interested in the fish situation. The Pacific Ocean is only a hop, step and jump away and the salmon we have been raising at the hatcheries we hear so much about when a big appropriation is needed always come back after a tour of salt water. Yet notwithstanding unless a fellow is in the war profiteer class he can't raise the wherewithal to secure a taste. There being but a few or none of that class in Hillsboro, merchants say they can't ship in the fish at prices asked and find people who can afford to buy it. Forty cents a pound is somewhat stiff for something you paid to have nourished through the

perils of infantile fishhood and that has rustled its own living until ready for food, but that's the price and you might buy a comptometer and figure out where the difference between cost and selling price comes in.—Hillsboro Independent.

If Henry Ford makes an auto for \$250 Yamhill county will have to double its number of roads and double the width of the ones it already has.

The receipts of the recorder's office for March far exceeded those of any March for six or seven years, and show unmistakably a speeding up in real estate transfers. They amounted to \$460.40, and salary expenses were \$235.33, leaving a net balance of \$225.07. The transfers are filed from every section of the county, showing the gain is well distributed.—Telephone-Register.

Our business men should not be afraid of printer's ink. They should not ask this paper and a few merchants who advertise, to draw the crowds and then depend upon getting their share of the trade. If they have goods worth seeing they should talk to the people through the columns of the Independent. If they have not the goods, it is of course wise to keep silent.—Woodburn Independent.

Swashbuckling goings on who speed up their motors over the city streets as though the devil himself were after them have sinned away their day of grace. The patience of citizens has long been at an end; now that of the authorities is worn out. This story will be continued later before His Honor, Judge Howe.—Hood River Glacier.

While people in Oregon were paying 32 cents a pound for sirloin steak this winter and while Minneapolis was paying 28 and New York but 43, Providence, Rhode Island, was listed in the official government report as paying 65. The eastern newspapers are trying to find out the cause. That ought to be easy. The fact is that there is hardly room enough in Rhode Island to drive in more than one steer at a time and Providence is quite a city.—Corvallis Gazette.

FERNWOOD

Miss Deillah Jones spent Sunday at the C. A. Fairbank home.

Miss Delma Jones motored to Portland with a party of friends Sunday.

Miss Ethel Ross was a guest of Mr. and Mrs. Curtis Houser, in Newberg, Monday night.

Miss Constance Huddle was the guest of Miss Mae Wallen at Springbrook Thursday night.

The Misses Grace Riley and Beryl Deford, of Springbrook, took Sunday dinner with Mrs. M. Ross and family.

Mrs. Goldie White left on Friday to make an extended visit with her sister, Mrs. Arthur Baird, at West Timber.

W. B. Baker and family, who occupied the Ross home while they were away, have moved back to their own farm on the river road.

Herman Offel has joined the ranks of the automobile owners, having recently purchased a new Chevrolet of the Anderson Motor Co.

Mrs. M. Ross and family have returned home from Beaver, where they spent the winter. We are glad to welcome them back in the neighborhood.

On last Friday evening a number of the Fernwood young folks enjoyed the pie social at the Springbrook school house. The program given by the school children was well rendered. Two solos sung by Miss Eva Hadley was an enjoyable feature of the evening.

Wallace Jones, son of Mr. and Mrs. R. L. Jones, who is in the service of the U. S. Army at Fort Stevens, Oregon, surprised his friends here Saturday when he came home on a short furlough Saturday, and introduced his new bride. They were married at Astoria Friday, April 4.

Complimenting her sister, Mrs. Goldie White, Mrs. D. A. Jones entertained a number of her young friends at "An April Foolish Frolic" on last Tuesday afternoon at her home. Mrs. A. B. Scherf and Mrs. A. S. Livengood assisted with the entertaining. Many April Fool games were played until about 4:30 when a delicious two course luncheon was served. The guests being told to find their places at the table by reading their names on the place cards, encountered some difficulty as the names were written backwards. Covers were laid for Mrs. Goldie White, Mrs. E. O. Jones, Mrs. James Aldrich, Mrs. A. B. Scherf, Mrs. A. S. Livengood, Mrs. D. A. Jones, and the Misses Irene and Agnes Powell, Juanita Ward, Alnetta Parrish, Pearl Livengood, Dena Offel, Bernice Condeaux and Rosalie Wohlgenuth.

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VICTORY LOAN DATES

Carter Glass, Secretary of the Treasury, has announced the dates upon which payments will be required on the notes of the Victory Liberty Loan as follows:

10 per cent with application on or before May 10.
10 per cent on or before July 15.
20 per cent on or before August 12.

20 per cent on or before September 9.

20 per cent on or before October 7.
20 per cent on or before November 11, with accrued interest on deferred installments.

Payment in full can be made on May 20, the 10 per cent required with application having been duly paid on or before May 10. Payment can also be completed on any installment date with accrued interest.

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We have just received another lot of VERY CHICK hats for those who want something in a hat that will ALWAYS look well. We invite you to call and see our stock—it will pay you to do so.

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The Chevrolet's record time to Eugene (faster than
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The Chevrolet is built by one of the largest motor
car builders in the world, of high grade materials.
Hundreds of thousands testify daily to its durability.

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The operating expense to Chevrolet owners is very
small because of its light weight, which means
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