

Newberg Graphic

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Published every Thursday morning
Office: Graphic Building, No. 600 First Street
Phone: Office, White 33; Residence, Blue 87.

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

\$2.00 Per Year in Advance

THURSDAY, AUGUST 7, 1919.

Subscribers will please take note of the blue pencil mark this week indicating that the date of their respective subscriptions has expired.

The announcement comes from Walla Walla, Washington, that the street car lines operating in that city will quit business in a short time. Too many automobile owners, no doubt.

The male species among teachers is evidently on the decline at a rapid pace, since out of an attendance of four hundred at the Summer Normal at Monmouth there were just three lone men. Just think of it, only three fellows to mix in all that fine array of lingerie at the afternoon session.

In Tuesday's "Twenty-five Years Ago" column in the Oregonian there was this from Chicago—"The American railway union has issued an address to the voters of the United States. It is an urgent call to vote the populist ticket." Today it is a demand, not a call that the union is making, and with a threat attached.

The Graphic is abundantly satisfied with the majority vote of the Oregon newspaper men who gave Mr. Taft first place in picking the man for the republican nomination for president, as indicated in the answers sent to the Oregonian in response to inquiries sent out. While the Graphic made it Hughes first and Taft second, either one is good enough for the place.

While the cool weather we have had this season, calling for fires in the heaters of mornings and evenings, has not been favorable for successful corn growing, it has been

ideal for wheat, as is evidenced by the excellent yields that are being reported. In traveling about the country there is scarcely a poor field of wheat to be seen and it appears to be the best crop the Willamette valley has produced in many years.

The expected is happening with the trouble on with the railroads. The Graphic believed that President Wilson made a grave error three years ago in the course he took to prevent the strike that was threatened by the railroad men, and said so at the time. Our opinion of the matter has never changed and it is evident now that the action of the president at that time has emboldened the railroad brotherhoods to make the threat they are now making.

Every time we go to Portland and have occasion to cross the Willamette we glance up and down the beautiful stream of deep flowing water and note with a tinge of sadness and regret the deserted look of the big docks that were crowded with river and ocean-going craft in the days that are now but a memory. It is with regret, too, that one is forced to admit that the sleepy, dreamy appearance of the river front is reflected to a degree in the men who control the finances of the city, else the glory of her shipping interests would not have been allowed to depart as they have. Portland has ample capital to finance a line of ocean going vessels but there is a sad lacking of the Seattle spirit, the get-together, that is necessary to make a winning in such an undertaking. Has Seattle been resting with folded hands all this time, content with the fact that she has abundant natural advantages in the way of deep water? Not at all. Her business men and capitalists are out for Seattle, linked together as one man to foster the city's interests at every turn and they are doing things every day in the year. While they are busy on the job Portlanders are spending valuable time in trying to convince the outside world, and themselves as well, that they are keeping pace with the big city on the Sound, all of which is quite disconcerting to those of us who are loyal to Portland and jealous of her reputation as a commercial center. Talk don't count for much these

days unless it is backed up with evidence of a willingness to put the hands to the plow with a determination to accomplish the ends sought. Portland wants to be and could be the leading city of the Northwest if the men at the wheel were only big enough for the job. Sad to say, the evidence that they are lacking in this particular is not wanting. An infusion of new blood with plenty of red in it would no doubt do wonders for Portland if it were allowed to circulate freely, but whether or not it would be given free course throughout the system if it were forthcoming is a question. At least it is hinted that in the past the glad hand has not always been extended to prospective investors of whom it was suspected that they were backed by abundant capital and were of the type who would want to help make things hum in their own way. Possibly a number of first class funerals might help some—this is simply a suggestion since the fellows down there themselves admit that the case is desperate and that no prescription so far written has reached the case.

Chinese Fond of Fireworks.
China invented gunpowder and popularized firecrackers. The cheapest kind of firecracker is made of gunpowder rolled up in coarse bamboo paper with a covering of red paper, red being regarded by the Chinese as bringing good luck. Alum is used to neutralize the smoke. The Canton district is the center of this industry. The Chinese seem to use firecrackers upon every occasion—to speed a parting guest, in wedding celebrations, on festivals and birthdays and to dispel evil and bring good omens. China exports about \$3,000,000 worth a year.

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THE DIXIE FLYERS ARE ON THE WAY

As stated last week, a carload of Dixie Flyers are due to arrive in Newberg within the next few days and they will be the sensation of the season.

Inquiries are already coming in and you will want to see this new car, which is the best 4-cylinder machine on the market today, the same as the Moon heads the list among the 6-cylinder cars.

A number of the used cars listed last week have been sold, but we now have

2 Moons 1 Cadillac 1 Maxwell

that we have taken in on deals. They are here to be sold and they are bargains for somebody for cash or long time payments. Come in, at 108 N. Main St., and let us show you what we have

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