TOYS and USEFUL GIFTS

GOLDEN RULE

SEE-VALITON CO.

SEE OUR AEROPLANE IT FLYS

Our new annex is now open and filled with Christmas Toys.

Buy your needs at home, but compare our prices with Portland and catalogue houses, then buy where you can save; and remember catalogue houses are often out of toys listed, and are sometimes broken in shipment. You will not disappoint the child if you come early, select your Christmas needs and have them laid away, wrapped in Holly paper.

Encourage Newberg merchants to make their stores attractive with Christmas displays. Displays help to make a Merry Christmas for your child. It costs money too.

GOLDEN RULE

SEE-VALITON CO.

MEN'S TIES IN HOLLY BOXES

GOLDEN RULE

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SHOE GREASE THAT Waterproofs

HOLLY BOXES - ALL SIZES - SAVE MONEY

Overcoats
That are big values. Would make a splendid Christmas gift. Practical too

Young Men's Sweaters
High School and College collars

ASK FOR OUR PRICES ON STATIONERY

Shoes! Shoes! Shoes!
Fitted right, and will be waterproof if our shoe grease is used

Rubbers! All Kinds. Hood Rubbers are Good Rubbers

Leather Vests at less than Wholesale
Ask to see these garments

For Service and Everything to Wear, try

GOLDEN RULE

Where your dollar does its duty

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MORE ABOUT TRAFFIC LAWS

In another part of this issue of the Graphic appears an article by Mr. Cowgill on the road laws. We believe that Mr. Cowgill is somewhat confused as to what the laws really are and so wish to give a short statement of the situation as it is under the present laws.

In the first place, the laws recognize the rights of pedestrians to the use of the highways, but stipulate that they shall keep to the left. This is for their own protection as well as for the avoidance of difficult situations and if we adopt the premise that it is wise to allow pedestrians to use the highways, then this is a very good law. When a pedestrian uses the left hand side of the highway, naturally all other traffic is coming towards him on that side and he can see everything ahead of him. In this way he is apprised of any complications which may be arising otherwise. Moreover, he is in a better position to protect himself from those who do not respect his rights. It is a case of a live pedestrian, losing his rights, being better than a dead one who may maintain them.

The rules governing the other modes of traffic seem to us to be quite plain as well. For example the rule of the road is to keep to the right, and no exceptiion is made to this except as applying to pedestrians. Cars in passing are permitted by law to do so only where there is a clear road. However, it is an absolute impossibility to patrol the highways to such an extent as to prevent violations of this law and the Graphic believes it would be well for everyone using the highways to play the safety first game and take no chances.

The Graphic does not advocate excluding pedestrians from the highway but we offer as a possible solution of a difficulty in some places which are peculiarly dangerous, a provision for these pedestrians so that it will not be necessary to use the highway, and then compel the pedestrians to use this alternative route of travel simply for their own protection. Common sense must determine our laws at all times. At Tigard there is a good path at the side of the highway where pedestrians have been in the habit of walking, but with the laying of the pavement these people have given up the use of the path to quite an extent and use the dangerous highway. For their own protection and for the good of the general public, we believe that it would be well to make it unlawful for them to use the highway under such conditions. We believe this to be merely a common sense view of the question.

Mr. Cowgill suggests that school children have to use the highway in some cases and most certainly he is right. There are many families who live along the Portland road whose children have to use the highway in getting to town, perhaps. However, if we lived on that road, we would try and find some way of remedying that condition. We would not want our boy or our girl to risk their lives as they must do in walking on the highway. Of course they would be in their rights in so doing but there are altogether too many who are reckless and careless and we would prefer them to keep away from such a danger. It is very doubtful if any law which we might pass would completely remove the dangerous element.

Of course if we placed a death penalty upon anyone who ran over a person on the public highway, it might have a tendency to retard many people from their reckless driving and prove a good deterrent to accidents, but even that would not completely eradicate the trouble and certainly it could not bring back to life the victim. After all is said, what are our personal rights in comparison with the safety of ourselves and our loved ones?

With the exchanges from Willamina, Sheridan and Lebanon now at hand giving details of the flood conditions in those localities which tell of great property losses and lives endangered by the floods which swept buildings away, demolished bridges and tore out whole sections of roads, we are inclined to increase our estimate of Newberg and vicinity. Newberg has never had a flood and so far as we can see, she never will have one. Then consider conditions along the Columbia river where ice and snow literally bound up the entire country and we find a very pleasant contrast between these conditions and our own. Here although we have had excessive rains there has been nothing extremely disagreeable and we can certainly be more than grateful that we have not suffered the great losses which have been attendant upon these other sections.

The kind of bootleg whiskey that is being sold now is another strong argument for a stricter enforcement of the prohibition law.

Thanksgiving time is past and now it is time to "do your Christmas shopping early."

Smile at people and they smile back, frown and they look the other way.

Prices are falling but the cost of high living will always be high.

NEWSPAPER COSTS HIGH

A New York dispatch to Loeb's Financial Digest says:

"The reason the newspaper graveyard is so full is shown by an editor who recently investigated the cause of the high mortality (sic ! ! !) He figures out that in 1900 wages were at 100; in 1914, they had averaged to 178 and in 1921 the figure was 393. News print from 100 advanced to 177 in 1914 and 623 in 1921. Newspaper postage which cost the normal of 100 in 1907, was 147 in 1914, and 337 in 1921. Ink was 100 in 1907, 200 in 1914, and today it stands at 331.

"Editorial expenses advanced from 100 in 1907 to 120 in 1914 and 241 in 1921. Miscellaneous expenses went from 100 in 1907 to 125 in 1914 and to 244 in 1921. By taking the average of all newspaper costs, it was found that while the average or index number of 1907 was 100, in 1914 it was 159 and in 1921 it reached the mark of 411.

"More than 4000 newspaper publications have gone out of existence in the U. S. and Canada during the years 1914 and 1921.

DAM IS COMPLETED

The new concrete dam across the lower end of Oswego lake has been completed by the Oregon Steel & Iron company. The lake is now rising about eight inches every 24 hours. The new dam will make the lake four feet higher than heretofore.—Sherwood News.

Graphic want ads get results.

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