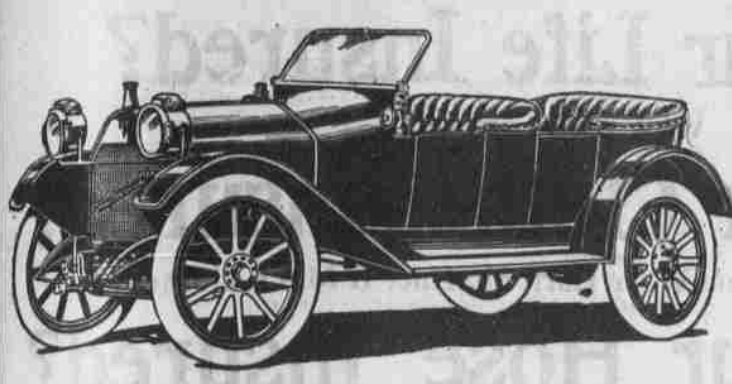


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LODGE DIRECTORY

REBEKAHS—Almira Lodge No. 26 meets first and third Wednesday of each month at Odd Fellows' Hall.
NOLA COAD, Noble Grand.
ORA COSPER, Secretary.

WOODMEN OF THE WORLD—Dallas Camp No. 209 meets in W. O. W. Hall on Tuesday evening of each week.
TRACY STAATS, Consul Com.
W. G. VASSAL, Clerk.

WOMEN OF WOODCRAFT—Mistletoe Circle, No. 33. Women of Woodcraft, meets in Woodman Hall second and fourth Wednesday nights in each month.
MARY STARR, Guardian Neighbor.
SADIE LYNN, Clerk.

A. P. & A. M.—Jennings Lodge, No. 3, meets second and fourth Fridays of each month, in Masonic hall on Main street. Visiting brethren welcome.

W. L. SOEHREN, W. M.
WALTER S. MUIR, Secretary.

UNITED ARTISANS—Dallas Assembly, No. 45, meets on first and third Mondays of each month at Woodman hall. Visiting members made welcome.

F. G. WING, M. A.
WILLIS SIMONTON, Secretary.

AN ARMED SITTING.

It Was a Critical Moment in the Career of Wellington.

Had Wellington not commanded the British at Waterloo would there have been any prisoner at St. Helena? Whether or not some one exists competent to answer this momentous question, a story told in Rachel Chalice's "Secret History of the Court of Spain" indicates that Napoleon once came nearer than he knew to being relieved of his enemy and future conqueror.

When the Anglo-Spanish army drove Joseph Bonaparte from Madrid attentions were showered upon the English commander, Lord Wellington, who, however, took little pains to be cordial. His coldness and his fancy to have his portrait painted by Goya nearly caused the future hero of Waterloo to lose his life.

For, be it known, the illustrious Spanish painter was irascible to a degree, the more so that he was completely deaf. When the great general made his appearance in the studio the painter's son interpreted the Englishman's wishes in deaf and dumb language to his father.

The artist worked assiduously and when he thought the portrait far enough advanced placed it before the general. Unfortunately the picture did not please the commander, who shrugged his shoulders contemptuously and said that he would not accept such a caricature as a gift.

The artist's son declined to translate this deprecatory remark, but the artist had noted the scornful gestures of the Englishman, and the son in alarm saw his father turn his eyes to the loaded pistols which always lay ready to hand on the table.

The young man's fear increased when Wellington rose from his seat and put on his hat preparatory to departure. Then Goya, enraged at the officer's contemptuous manner, seized the pistols, and the general clapped his hand to his sword.

The scene might have ended in a tragedy had not General Alava assured the irate Englishman that the artist was suffering from sudden mental aberration, and young Goya restrained his father by force from using the deadly weapons.

POVERTY DINNERS.

Cheap Meals That Are Served in Some Berlin Restaurants.

There are many interesting facts regarding cheap food in various portions of the earth. Berlin is said to lead the civilized world in the way of cheap restaurants. There are many places where you may secure a meal of horse flesh, bread and coffee for 25 pfennig, which is about 6 cents. In the poorer parts of the city there are many little restaurants where you can buy a meal for 12 pfennig, which would be about 3 cents.

In some of these cheap restaurants there is a long table, and no chairs are to be seen, but there are long benches. The spoons are chained to the table, soup plates are sunk into the table, and the one who wants to eat a meal comes in and sits down in front of one of these plates and buys his 3 cents beside it. Usually a woman is in the kitchen, and in many of these places the kitchen is a part of the restaurant itself. As soon as you have laid your money on the table she trots forward with a steaming hot kettle of thick soup, although this soup is sometimes served. She fills your soup plate with this hot soup and lays a thick slice of black bread beside the plate, and your dinner is complete.

This is certainly a cheap meal. There are many places in all our large cities where a dime will provide quite a generous dinner, sometimes pot roast and a thick slice of bread and butter and a cup of coffee.—Mary F. Rausch in American Thrasherman.

Dining in Luxembourg.

Though "town patriotism" exists all over the world, nowhere, perhaps, is it fiercer than in the little grand duchy of Luxembourg. The tourist can turn it to excellent advantage. When he arrives at the inn of any little town he should get into conversation with the master or, better still, with the mistress of the house and mention that at the last town at which he stayed the best and cheapest meals he ever had in his life were served. Madame will depart to the kitchen determined to demonstrate to the tourist that he has never before really had a delectable cooked meal. And by the time for coffee and cigars he will come near to believing it. The finest cooks in Europe are women of Luxembourg.

A Boswell and Johnson Story.

Boswell once asked Johnson if there were no possible circumstance in which suicide would be justified.

"No," was the reply.

"Well," says Boswell, "suppose a man has been guilty of a fraud he was certain would be found out."

"Why, then," says Johnson, "in that case let him go to some country where he is not known and not to the devil, where he is known."

His Orders.

Blank (the wholesaler)—Well, how many orders did you get yesterday? Gink (the salesman)—I got two orders in one store. Blank—What were they? Gink—One was to get out, and the other was to stay out.—Cleveland Plain Dealer.

A Standing Joke.

Street Railway Magazine—Who's the complaint from? Secretary—A humor one chap. He signs himself "A Patron of Half an Hour's Standing"—Pittsburg Press.

SPEED OF SHIPS.

Influence of the Depth of Water and the Dragging From Below.

On first thought the sea's depth seems of small importance if the ship finds depth enough to give her an easy draught. If she can run free apparently it makes little difference whether she has six feet or 600 feet between her keel and the bottom. Such an inference is erroneous, however, for the depth exercises an important influence. The British cruisers Blake and Blenheim were expected to run twenty-one knots, but actually ran two knots less in shallow water. They ran again under the same power, but the depth was between 135 and 165 feet, and their speed was twenty-two knots—one knot over the maximum calculation.

The difference in speed is attributed to the influence of the "wave of translation" displaced by the ship as she moves forward, which acts as a brake. The nearer the ship's keel to the bottom the stronger the friction. A ship drawing twenty-seven feet of water (say a ship of 12,000 tonnage) feels that friction over a depth of 250 feet. According to some calculations, the dragging influence ceases to be felt at a depth equal to ten and one-half times the draft if the ship stands high out of the water.

A curious feature of the matter is that the speed of the ship is as important an element as the depth of the water—that is to say, the influence of the depth on the ship's speed is more or less powerful in proportion as the speed is great. A ship increases her speed more easily over deep water; but, on the other hand, the faster a ship runs the more depth of water she needs to prevent the hindrance caused by the dragging influence of the friction which is always felt when the ship's keel senses bottom. Running ten knots an hour, a ship must have between twenty-six and twenty-seven feet of depth or she is dragged from below. If running twenty knots she needs a depth of 104 to 105 feet, and when running thirty knots she feels the drag over a depth of nearly 324 feet.—Harper's Weekly.

PASSING OF BILLIONS.

The Yardstick For Measuring Space Is One Light Year.

If you were asked the distance from San Francisco to London you would not say so many inches, but would give it in miles. If asked the distance from the earth to the sun the answer would be in millions of miles. If asked the distance to the nearest star the answer would not be in millions or billions, but trillions of miles. Even this reply would be too long. Twenty-five million million miles (twenty-five trillion) are too many words, so it is shortened to light years. The yardstick for space is not billions or trillions, but one light year.

This is the difference traversed in one sidereal year, 31,558,140 seconds, by light moving with its sets and fixed specific speed of 186,383 miles per second. Distances traversed by space energy, given by time as in minutes, hours or days, would soon run into cumbersome trillions, so that the time interval used in physics, mathematics, electricity, etc., is always one second.

Say one second. Then while you are speaking radiant energy has traversed a distance nearly equal to a line long enough to reach around the equator of the earth eight times.

Twenty-five thousand billions, the distance of the nearest known star, is condensed in 4.26 light years. This is the passing of miles, for the mile in space is about equal to the one-millionth part of the thickness of a spider's thread in comparison with the length of the room you are in.

Draw a scale with the distance in between the earth and sun equal to three inches, then the distance of the nearest star would be thirteen miles. Space traversed by miles per minute would be almost without meaning, for to go out to the nearest star sun at one mile per minute would require 47,528,000 years, not days.—Edgar Larien Larkin in New York American.

Art of Dressing.

Elegance in dress is too often confused with extravagance in dress. That is one of the great big errors. What is really needed to make the art of dressing bless him that looks and her that wears is intelligent dressing, and that is a subject worth any woman's study not to the exclusion of all else—any one subject alone will unbalance the mind—but enough to make her a mistress in it. If she cannot be that let her do as we do in all other lines where we wish the best results—apply to a specialist—for dressing, after all, is only another human problem.—Dress.

Commendable Caution.

"I wish," said the dashing bride, "that we could arrange to take our wedding trip in an airship."

"I don't know," replied the cautious youth, "whether it would be well to take chances on being obliged to take our first falling out so seriously."—Washington Star.

Sympathy From Pa.

Geraldine—What did pa say when you asked him for my hand? Gerald—He said that he was just as sorry for me as if I were already one of the family.—New York Press.

Inherited Traits.

Knicker-Jones is very keen of hearing. Becker—No wonder! His father was a pastor who always heard calls, and his mother always heard burglars.—Judge's Library.

Laughing cheerfulness throws sun-light on all the paths of life.—Richter.

LEAVING THE SHIP

Rules of the Sea When an Ocean Liner Is Sinking.

WOMEN AND CHILDREN FIRST.

After They Are All Safe in the Lifeboats It Is Every Man For Himself in a Desperate Fight For Life, With Officers and Crew Trying to Keep Order.

"The women and children first always, and after them—hell!"

This was the way the "rules of the sea" were explained by a veteran captain of a big Atlantic liner. He was asked to explain in detail just what would take place on a big steamer when she was sinking and the order to "abandon ship" had been given.

"On the deep sea we use force if necessary," continued the skipper, "to keep back the men and let the women and children get the first chance at the lifeboats. But once they have been loaded then it becomes a case of each man for himself, and, while the officers and crew would try to keep a semblance of order, they have no right to give preference to any one. The first ones in line are the ones to get on the boats. Perhaps they have fought and struggled to get in line. We have nothing to do with that."

"Aren't the old men and the sick men put off first, before the healthier ones?" he was asked.

"Not unless the healthier and stronger ones deliberately give up their places," he answered. "There are no sick aboard when danger calls. All are supposed to be well enough to look out for themselves. And so far as the old men go—there is nothing in that. They are certainly not given the preference. Old men have lived their lives. Let the young men have the chance to live theirs. This is the way it is looked on at sea. Besides, young men can be of help in a boat, while an old man just makes that much more dead weight."

"You must remember that when such a gigantic calamity faces you the little fitnesses of life are thrown aside. Men become animals, brutes with the first instinct—that of self preservation. Some are stronger than others and put this desire under control. Others yield to it and become wild beasts, fighting and biting and clawing their way to help. Sometimes we have to shoot this kind—shoot them down like we would mad dogs—if they try to interfere with the orderly first steps when the women and the young are being looked after. But later, when it becomes a free for all, then then type has fuller play. You cannot blame them. Life is sweet, and they are justified in doing all they can to save themselves. All we seek to do is to stop them from interfering with those who cannot protect themselves and so have not the same chance of being saved."

According to the description of the method of abandoning ship which is practiced in daily drill, the passengers as far as possible are gathered in the assembly rooms when the captain realizes that his ship is in desperate straits. Every measure is employed to calm them, and while the officers and crew take their appointed stations the passengers are told that it has been deemed best to take to the lifeboats.

While the passengers are held in the saloons the crew strip the lifeboats of their incumbrances, rig the falls and then lower themselves in the boats from the boat deck down to the upper deck, where the boats swing from the davits, touching the ship's side just below the rail.

Say there are eight lifeboats on each side of the vessel. Lanes are formed of members of the crew, and through these lanes the women and children are passed to the officer who stands at the railing and who hands the passengers over the rail into the lifeboat with the help of two of the boat's crew.

If any men try to break through these lines they are thrown back. If they persist and become a menace to order they may be shot. Each officer is armed with a brace of pistols for use in just such emergencies.

In each boat there is food of a compressed sort and water. The boats handle from fifty to seventy persons each, including the sailors who man them. Each boat is commanded by an officer. The surgeon, purser, engineers and other staff officers take their turn in the boats when the list of line officers has been exhausted.

Once the women and children are put in the boats the men take their turns if there is room left.

It should be said that in loading the lifeboats absolutely no distinction is drawn between the different classes of passengers. The women and children of the steerage are given the same consideration as their sisters in the imperial suits.

The horror of abandoning the ship lies in the enforced separation of members of families. Fathers and brothers are torn from the arms of mothers and daughters. The children must go. There is a "must," too, as regards the women, but if a wife should decide to remain behind with her husband it is doubtful if the "must" would be enforced.—New York World.

Wise Physician.

"I told the doctor I was tired of waiting, so he asked me to put out my tongue and close my eyes. Kept me that way for ten minutes."

"And meanwhile?"

"He attended to four other patients."—Louisville Courier-Journal.

In order to get, you must learn the art of doing without.—Youth's Companion.