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The way to build up Dallas is to patronize Dallas people.

Mary's Outfit.

Mary had a little lamb—
'Twas Persian—on her coat;
She also had a mink or two
About her dainty throat;
A bird of paradise, a tern,
And ermine made the hat.
That perched at jaunty angle
On her coiffure, largely rat;
Her tiny boots were sable topped,
Her gloves were muskrat too;
Her muff had heads and tails of half
The "critters" in the zoo;
And when she walked abroad I ween
She feared no wintry wind;
At keeping warm, 'twas plain to see
She had all nature "skinned."
—Fur Reporter.

A REAL REFORM.

It is reported that an eastern railway system, and one of the most important in the country, has instituted a reform that should be adopted by every railway company. Hereafter the patrons of the road are not to be kept in ignorance whenever there is a wreck on the line ahead, or when anything else has happened to delay a train. At stations, bulletins are to be posted when trains are late, giving the reason, and on a train delayed for any cause, the brakeman is to go through the cars informing all the passengers of the trouble and the probable extent of the delay. If it is a prolonged delay they are to help passengers who wish to send telegrams and make connections with other lines.

This is a move in the right direction. It shows a disposition on the part of the railroad to take the people into their confidence and to tell them what they most want to know, under such circumstances; a knowledge which, oftentimes, is of vital import to many passengers on any train. We have all had experience on delayed trains. We are running along nicely, and making good time, when the train arrives at a station and remains there much longer than it should, according to schedule. The minutes grow into many and still the train stays. We get impatient and hunt up the conductor or the brakeman, if we are able to locate any of these functionaries, but the information we receive is meagre. Beyond the bare statement that the train has been delayed, which we already understand, we learn little. They may unheeded, and tell you that there has been a wreck ahead, but they do not give you any idea of how long it will take to repair the damage or for the train to resume its journey. Possibly they do not know. But they should know. The officials of the road who are familiar with the wreck, or the cause of the delay, owe a duty to their patrons and should at once take them into their confidence and tell them the particulars.

We go to a station to take a train, or to meet expected relatives or friends. The train is late. Finally the agent, or his assistant, emerges from his walled off enclosure and makes a few figures on the bulletin board which indicates that "No. 77 due at 2:40 will arrive at 3:30." That's all. You don't know why the train is late, nor you can't find out. Along about 3:30 the man with the chalk again appears and, after he has made a visit to the bulletin board, you now discover that "No. 77 will arrive at 4:20." When the latter hour arrives you find that No. 77 is still coming, and another hour or two is added to its delinquency. Now, the point is, somebody connected with that railroad, somewhere, must have known all the time that No. 77

couldn't have arrived at 3:30, nor 4:20, nor even 5:30, yet the public was deliberately kept in ignorance of the fact and no amount of questioning at the station agent's window would enlighten you. So you had to stick around the depot expecting the train every hour and yet a half day passes without its arrival. If the information had been posted at first that No. 77 would not arrive until 6:30, you would have had the whole afternoon for your business. The writer has been compelled to sit up all night, or from 9:30 p. m. until 5:30 the next morning in a cold, uninviting station building, waiting patiently for a train that should have arrived at the former hour, and the only information that he could secure about it was the hour-to-hour postponements chalked up on the bulletin board as above noted. Think of the big sleep on the luxurious hay at the hotel we had to forego.

The recent legislature passed a law over the governor's veto which compels railways to post the true time of the probable arrival of trains on bulletin boards in all depots of the state, but this will be non-effective without the willing co-operation of the railroads themselves. The attitude of the eastern railway above noted is evidence of the fact that the companies are getting closer to the people and the result will be mutually advantageous to both sides.

"The time is coming," said a Dallas resident the other day, "when the entire Pacific coast will be the most densely populated portion of the United States," and he bases his belief upon the widespread destruction by storm and flood which recently have claimed so many lives and resulted in great property loss throughout the Middle West. The belief is undoubtedly well-founded. The terrible floods and fearful cyclones which have left death and desolation through so large a territory during the past week, cannot have other results than to cause thousands of people to look longingly to more favored climates where such disasters are unknown, and Oregon is sure to benefit. News dispatches tell us that homeseekers are arriving in Portland at the rate of 250 daily which is declared to be in much larger numbers than ever before, and we predict that even this will be greatly increased before the present movement is over. While we sympathize with the sufferers in the stricken cities, and view with sorrow the sacrifice of human life and the ruined homes and property, at the same time we stretch forth our hands in welcome and say to all the distressed and discontented: "The Pacific Coast and Oregon offers you a home in a land of plenty where the summer skies are blue and the winter rains are mild with just enough heat in summer and cold in winter to offer relief to the sameness prevalent in other climates, and where the deadly cyclones and where other destructive forces of Nature are unheard of." Oregon's fruitful valleys, thriving towns and sturdy timber and mineral resources waits for hundreds and thousands of new people, and new capital, and for every ounce of capital expended, she stands ready to repay the investor a hundred fold, and, in addition, offers him a home free from the menace that so constantly threatens in less favored lands.

Middle Western newspapers are filled with advice to their readers as to what to do when a cyclone is seen approaching. People are advised to seek safety in the cellars or, if there be no cellar, in a specially constructed cyclone cave. Time was when these cyclone caves were considered a joke and the fellow who built one always felt just a little bit ashamed of it and called it a "root cellar" or some other name which didn't reveal its true purpose. But such ideas have long since been forgotten and it is the wise man who anticipates possible danger by preparing to escape it. The cyclone habit has become a regular thing in the prairie states and no section is immune. The funnel cloud may appear at any time, from any direction, and wipe out human lives and destroy thousands of dollars worth of property in a moment. The wonder is that people will continue to reside where danger of such storms is imminent. But, they have our sympathy. Somebody has to live there.

It is reported that the federal patronage mix-up so far as Oregon is concerned is about to be clarified by the appointment of Senator Miller, of Linn county to a South American ambassadorship at a salary of something like ten thousand per year. If any man in the Democratic party is entitled to recognition it is this same "Sage of Lebanon." He has been in public life since the time when the memory of man runneth not to the contrary and he has thrived on it. He lives politics, eats politics and sleeps politics. His every move has political significance and all of the 75,477 speeches he has made during his 18 years of service in the Oregon state legislature, have been based on politics. Such consistency deserves reward and President Wilson will recognize only true merit by naming Senator Miller to the best position he may want. Even a Democrat is entitled to a soft job—sometimes.

An exceedingly warm atmosphere is prevalent in the vicinity of the council chamber in McMinnville as the result of a paving fight and is caused by the disposition of the council to award a lucrative contract to

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WE guarantee every dollar's worth of goods we sell to be worth the money we ask for it. If not satisfied we will refund your money.

WE Carry a large stock of Dress Goods, Laces, Ribbons, Embroideries, Wide Flouncings, Lace Bandings, Silks, all colors in Sateens, Summer Fabrics of all kinds such as Ratines, Challies, Flaxons, Dimities, Piques Linens, etc. Kayser Silk Gloves and Chamoisette Gloves, Kayser Silk Hose and all weights of Silk and Lisle Hose, in Black, Tan, and White. Colored Hose in Blues, Greys etc.

LADIES' COATS AND SUITS

LAST Fall we sold our Coats and Suits at Popular Prices and we were buying Coats when our competitors were "Cutting Prices" to meet our "Regular Prices." Prices \$7.50, \$9, \$12.50, \$15 and a few Extra High Grade Garments at \$20.00 to \$30.00.

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a bidder that is acknowledged to have submitted a higher figure than others. The mayor has declared that "by the eternal, I will never sign that contract until the court makes me." All of which is commended to the careful consideration of the Dallas city council in their present deliberations. Not that the council has any intention of pulling off a similar stunt, but it's always well to be advised as to conditions elsewhere in such matters.

Our illustrious William J. is eminently qualified for the position which he holds. He called on the Illinois legislature recently and made a speech to that body which has been lauded over the selection of a United States senator for three months. After he had delivered a speech of a half hour's duration, and smiled, and smirked, and left, every legislator imagined that the new Secretary of State had unqualifiedly endorsed his individual opinion and his pet senatorial candidate. If ability to leave such impression with a body of scrapping legislators isn't diplomacy, what is it?

Mrs. Linda Burfield Hazard, the "starvation" doctor of Seattle, is under fire once more. This time it is a Snohomish county, Washington farmer who is after the Hazard person and he charges her with starving his wife to death. This is only about the seventh or eighth time that the starvation doctor has been charged with a like offense. It appears that the laws of Washington provide no punishment for killing by starvation, if the manager of the affair happens to have a medical prefix.

E. H. Flagg has sold his Elgin Recorder to L. B. Tuttle, who formerly owned the paper. Flagg has been connected with several newspapers in Oregon during the past few years. He is well-known in the Willamette valley and served as chief clerk of

the state senate during the session of 1911. He has purchased the Post, at Camas, Wash.

Well, our high schoolers have won their championship; we still have the other honor to secure, and after Saturday night's little session at McMinnville we'll be through, and Dallas' position as the Champ. basket ball town of Oregon will again be cinched.

Ann Arbor university surgeons removed the diseased portions of a man's brain and supplanted it with the brain of a dog. When he comes out of it he is likely to try to scratch

his head with his hind leg—Tacoma News.

More Honors for Benson. An additional honor has been conferred on Sales Manager E. R. Benson of the Studebaker Corporation by his appointment as vice-president of the Studebaker Corporation of America.

Auto Dealer's Capital. According to an itemized statement printed in the February number of Studebaker News, the house organ of The Studebaker Corporation's Automobile Division, a retail automobile business can be conservatively financed in a town of less than 10,000 population on an investment of \$3,000.

New Stock Arrived

JOHN DEERE IRON CLAD WAGONS

MANDT-TRUSSED and GEAR WAGONS

JOHN DEERE VELIE BUGGIES

JOHN DEERE and OLIVER

GANGS

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and ORCHARD CULTIVATORS

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of the cost of the lumber you require you can depend upon it that the figures will be as low as first-class, well seasoned lumber can be sold for honesty. If you pay more you pay too much. If you pay less you get less either quality or quantity.

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