

DIRECTORY OF SCHOOL OFFICERS AND TEACHERS OF POLK CO., 1913-1914

(Continued from Friday, Feb. 20).

DISTRICT NO. 53—MCCOY		
Board	Address	
Wm. Rutledge, Secy.	McCoy	
J. O. Stevenson, Pres.	McCoy	
J. W. Finn, Clerk	McCoy	
James K. Sears, Clerk	McCoy	
Valuation, \$208,346.00	Census 48	
Special Levy		
Teacher	Salary	Address
Miss Gladys Turner	50	McCoy

DISTRICT NO. 54—GUTHRIE		
Board	Address	
H. Fern	Dallas	
S. E. Guthrie	Dallas	
L. A. Guthrie	Dallas	
R. R. Riggs, Clerk	Dallas	
Valuation, \$120,465.00	Census 50	
Special Levy, 6 mills		
Teacher	Salary	Address
Mrs. Audie Stone	60	Dallas, R. 2

DISTRICT NO. 55—POWELL'S CAMP		
Board	Address	
Geo. F. McBees	Dallas, R. 2	
J. I. Reasoner	Dallas, R. 2	
Geo. Johnston	Dallas, R. 2	
L. H. McBees, Clerk	Dallas, R. 2	
Valuation, \$60,860.00	Census 36	
Special Levy, 1 mill		
Teacher	Salary	Address
Miss Mariah Barey	55	Dallas, R. 2

DISTRICT NO. 56—LIBERTY		
Board	Address	
Geo. F. McBees	Dallas, R. 2	
J. I. Reasoner	Dallas, R. 2	
Geo. Johnston	Dallas, R. 2	
L. H. McBees, Clerk	Dallas, R. 2	
Valuation, \$60,860.00	Census 36	
Special Levy, 1 mill		
Teacher	Salary	Address
Miss Mariah Barey	55	Dallas, R. 2

DISTRICT NO. 57—FALLS CITY		
Board	Address	
Geo. F. McBees	Falls City	
C. F. Vick	Falls City	
J. J. Sammons	Falls City	
J. C. Talbot, Clerk	Falls City	
Valuation, \$1,204,065.00	Census 299	
Special Levy, 6 mills		
Teacher	Salary	Address
H. E. Barnhart, Prin. per yr. \$1000	70	Falls City
Miss Alice Pimm	70	Falls City
Miss Frances E. Cooper	70	Falls City
Miss Etta Waters	60	Falls City
Mrs. May Wright	60	Falls City
Miss Lillian Perkins	60	Falls City
Miss Ina B. Graham	60	Falls City
Miss Amy E. Anderson	60	Falls City
Miss Caroline Romine	60	Falls City
Miss Edith Montgomery	60	Falls City

Black Rock School		
Miss E. Loree O'Connell	75	Black Rock
Miss Isabel Snider	50	Black Rock

DISTRICT NO. 58—PIONEER		
Board	Address	
J. H. Keller	Dallas	
G. W. Curtis	Dallas	
Fred Kappes	Dallas	
O. N. Harrington, Clerk	Dallas	
Valuation, \$314,010.00	Census 43	
Special Levy		
Teacher	Salary	Address
Miss Ella Mehrling	55	Dallas

DISTRICT NO. 59—CHERRY GROVE		
Board	Address	
O. R. Burbank	Airline	
J. L. Burbank	Airline	
A. L. Burbank	Airline	
W. West, Clerk	Airline	
Valuation, \$53,740.00	Census 12	
Special Levy, 8 mills		
Teacher	Salary	Address
Miss Daphne Henderson	45	Airline, R. 1

DISTRICT NO. 60—OAKHURST		
Board	Address	
J. P. Dewitt	Falls City	
J. S. S. Powell	Falls City	
Benj. Phillips	Falls City	
L. B. Murray	Falls City	
Valuation, \$64,460.00	Census 49	
Special Levy, 1 mill		
Teacher	Salary	Address
Mrs. Jessie Moyer	60	Falls City

DISTRICT NO. 61—MOUNTAINVIEW		
Board	Address	
A. R. Southwick	Salem, R. 2	
John Ferguson	Salem, R. 1	
Glen Adams	Salem, R. 2	
H. M. Webb, Clerk	Salem, R. 2	
Valuation, \$139,125.00	Census 85	
Special Levy, 1 1/2 mills		
Teacher	Salary	Address
Miss Catherine Stewart	60	Salem, R. 2
Miss Ella Robinson	50	Salem, R. 1

DISTRICT NO. 62—ROCK CREEK		
Board	Address	
J. T. Dally	Norton	
B. M. Howell	Norton	
T. Wagle	Norton	
R. Plank, Clerk	Norton	

POLK CO. DELINQUENT TAXES LAST HALF PAYMENTS, 1912

This advertised list of delinquent taxes for the year of 1912 is in pursuance of an act of the State Legislature which is embodied in Chapter 275 of the General Laws of the 1911 Session.

The taxes on the following advertised real property, situated in Polk County, Oregon, became delinquent on Monday, October 7th, 1913, and are subject to a penalty of ten per cent, and interest at the rate of 12 per cent per annum from Monday, April the 7th, 1913, until they shall have been paid.

Any day after the expiration of six months after the taxes charged against the following real property are delinquent, the Sheriff is authorized upon demand of any person making application, to issue to them a certificate of delinquency, upon payment of taxes, penalty, interest and cost of advertising. Certificates of delinquency shall bear interest from the date of issuance until redeemed at the rate of fifteen per cent per annum.

Adams, Mrs. J. S. & SE 1/4 of SW 1/4 and NE 1/4 of NW 1/4 of Sec 11, 14 Twp 7, S R 4 W containing 320 acres. Tax. \$4.33

Bowers, Benton—beg. 37.83 chs W of NE cor. of sec 9, S 16.00 chs S 88 degrees W 41.72 chs S 3.37 chs W 23.31 chs N 19 degrees W 17.28 chs E 23.30 chs N 5.30 chs N 55 degrees 45 min E 41.58 chs to p. o. b. sec 5, Twp 8, S R 4 W, containing 110 acres. Tax. 50.15

Brooks, Mary E.—beg. 26.50 chs W and 5.54 chs N 20 degrees 30 min E of SE cor. of E. C. Dice d 1 c W 19.25 chs S 24 degrees 15 min W 5.49 chs W 75.17 chs N 19 degrees W 17.71 chs E 24.36 chs N 2.55 chs E 26 chs S 83.89 chs E 25.31 chs N 1.14 chs E 5 chs N 30 degrees E 10.00 chs E to center of slough southerly down slough to p. o. b. sec 8-10 Twp 8, S R 4 W, containing 181 acres. Tax. 79.90

Churchman Realty Co.—Lots 5-4 block 1, Churchman add. to West Salem. Tax. 1.00

Ellis, Wm. Trustee—Lots 6-7-8-9, block 16, Ellis add. to Dallas. Tax. 8.25

Guyer, A. S.—beg. at SE cor. of N 1/4 of John Lewis d 1 c N 1.40 chs W 1.75 chs N 75 chs W 45 chs S 2.15 chs W 2.52 chs S 4.50 chs E 5.00 chs N 2.00 chs to p. o. b. Sec 18, Twp 9,

S R 5 W, containing 1.53 acres. Tax. 6.50

Hazard, E. W.—Lot 4, block 19, Kingwood Park. Tax. 11.02

Inman, J. W. & H. A.—Lots 47 and 48 of Strong Fruit Tract No. 1, Sec 30, Twp 8 S R 5 W, containing 20 acres. Tax. 12.18

Kimes, L. R. & SW 1/4 of Sec 8, Twp 8 S R 6 W, containing 160 acres. Tax. 18.81

Massey, Minnie M.—Lots 2-3-4, block 2N 4E, Buena Vista. Tax. 1.20

Mott, Dr. W. S.—beg. at SE cor. of I. Gistrap d 1 c W 28.42 chs N 23 1/2 degrees W 16.00 chs N 4.57 chs E 35.80 chs S 17.04 chs to p. o. b. Sec 34, Twp 6, S R 6 W, containing 55 acres. Tax. 9.25

Nalley, Jean S. W.—N 1/4 of NE 1/4 and SE 1/4 of NE 1/4 and N 1/4 of S E 1/4 and S E 1/4 of S E 1/4 of Sec 16, Twp 7, S R 7 W, containing 240 acres. Tax. 18.50

Paul, W. D.—beg. 13.50 chs W of SE cor. of E. Harper d 1 c N 19.95 chs W 6.00 chs S 19.95 chs E 6.00 chs to p. o. b. Sec 4, Twp 7, S R 6 W; also lot 1 of Sec 29, Twp 6, S R 6 W; also beg 38.75 chs N and 5.55 chs W of SE cor. of I. Hinshaw d 1 c W 79.44 chs S 7 degrees E 18.46 chs W 5.31 chs S 8.33 chs N 89 degrees 20 min E 54.70 chs N 10.50 chs E 22 chs N 18 degrees W 3.62 chs N 11 degrees 30 min E 2.14 chs N 29 degrees E 4.86 chs N 39 degrees E 5.77 chs to p. o. b; also beg at S E cor. of I. Hinshaw d 1 c N 25 chs W 33 chs S 25.00 chs E 33.00 chs to p. o. b. Secs 28-29-33, Twp 6 S R 6 W, containing 263 acres; also beg at S W cor. A. McMeekin d 1 c N 21 min E 70.55 chs E 17.28 chs S 70.56 chs W 17.28 chs to p. o. b. Sec 4, Twp 7, S R 6 W and Sec 33, Twp 6, S R 6 W; also beg at NW cor. of H. W. Eades d 1 c S 32.00 chs E 29.40 chs N 32.00 chs W 29.40 chs to p. o. b. Sec 3, Twp 6, S R 6 W, containing 219 acres. Tax. 82.72

Ramp, C. R. et al.—6.30 acres of the following described tract, beg. at SE cor. of W. D. Cole d 1 c N 27 degrees 28 min E 59.91 chs W 36.45 chs N 74 degrees W 2.50 chs S 3 degrees W 48.04 chs E 14.55 chs to p. o. b. Secs 20-21, Twp 7, S R 3 W, containing 14.20 acres. Tax. .96

Shafer, W. G.—S 1/4 of SW 1/4 of S E 1/4 of Sec 12, Twp 9, S R 4 W, con. 20 acres; also beg 6.07 chs S of NW cor. of Sec 13, S

6.50 chs E 6.16 chs N 6.50 chs W 6.16 chs to p. o. b. Sec 13, Twp 9, S R 4 W, containing 4 acres. Tax. 7.50

Sharp, W. N., J. E. Sharp, Agt.—Beg. at NE cor. of Hinshaw d 1 c, W 45.70 chs S 114 degrees W 33.25 chs S 1 degree W 46.58 chs E 45.73 chs N 79.82 chs to p. o. b. Secs 20-21-28-29, Twp 9, S R 4 W, containing 350 acres. Tax. 99.36

Steele, W. J.—Beg. at SE cor. of lot 8, block 2N 4E, Buena Vista, E to Willamette River and said river 254 ft. W to NE cor. of lot 5, S 254 ft. to p. o. b. Sec 26, Twp 9, S R 4 W, containing 2 acres; also all of block 3N 4E, lots 1-8, block 2N 4E, Buena Vista. Tax. 6.40

Waters, F. W.—All of block 3, Waters add. to West Salem. Tax. 9.44

J. M. GRANT, Sheriff and Tax Collector.

HOUSEKEEPING HINTS.

Slip old stockings over the handle bars of a bicycle when storing for the winter; then they will not rust.

Chop wheat with plenty of flour and put a good sprinkling of flour on top and it will keep fresh for weeks.

If linoleum is polished once a week with good floor polish it will rarely require washing.

Clean your knives with a cork dip in emery powder if you are in a hurry. It removes the stains and polishes them beautifully.

Sprinkle a little permanganate of potash dissolved in water on the refuse in the dust bin. It will prevent it from smelling unpleasantly.

Knives can be cleaned in half the usual time if the knife board is thoroughly warmed in front of the fire before being used.

To keep cut flowers fresh stand them in water to which a pinch of bicarbonate of soda has been added.

Instead of using a leather or cloth for cleaning windows, try newspaper. Dip a pad of paper in kerosene, rub the window well with this and polish with a soft duster.

Young Mr. Borrow was exhibiting his frithorn with intense delight. "Isn't he a wonder, eh?" he exclaimed. "Takes after his father!" "If he takes after his father," replied the friend dryly, "he won't get much."—New York Evening Sun.

STRENGTH OF PULLEYS.

Odd Number of Arms Safest in Machinery Castings.

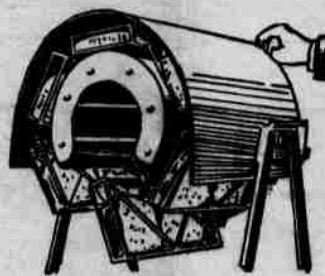
It will be found that cast iron pulleys with straight arms are much safer from cracking in cooling if there is an odd number of arms. Three, five and seven are more to be desired than four, six or eight. The castings having no arms opposite possess far greater resistance than those which have pairs of arms in a straight line across the diameter, so that if odd numbers are chosen there will be fewer pulleys with cracked arms, observes a correspondent in the American Machinist.

The truth of this is so recognized that large manufacturers, those who specialize in details of power transmission, have scrapped the straight arm pulleys and are adopting the standardizing pulleys having three, five and seven arms, according to their diameters. Not only are odd numbers of arms being adopted and cutting edges of runners and like tools, but one firm in particular is making the arms tangential as a substitute for the usual radial type. Both innovations are substantial improvements and worthy of adoption.

BREAD TOASTING MACHINE.

Ingenious Device Has a Capacity of Seven Hundred Slices an Hour.

A toaster intended for use in hotels and restaurants which has been placed on the market has the capacity of toasting 720 slices in an hour, says Popular Mechanics. In using the toaster is turned in an upright position and loaded, there being holders for



TOASTERS IN OPERATION.

eighteen slices. The machine is then turned to a horizontal position and the framework of holders is set to revolve about a central burner. As each holder reaches the bottom position it is automatically turned so that the opposite side of the slice is presented to the burner. When the toasting is completed the device is turned downward and the slices drop into a receptacle. For supplying heat either gas or electricity may be used.

Solar Mass Waning.

J. Bosler, astronomer at the observatory of Meudon, France, finds the sun loses annually by radiation a mass such that in thirty million years it would equal the mass of the earth—that is, the mass of the sun is diminishing, and its attractive force is becoming correspondingly weaker. Were the radiation from the sun to be intercepted all life on this earth would cease. An immovable atmosphere would brood over an ocean, which, if not actually frozen, could be disturbed only by the sudden undulations of the tides, and the chance of death over the surface of the earth would be broken only by the occasional groans of a volcano. However, this dissipation of the solar mass is too slow to be shown by any actual observation, astronomers now prove.

Steering and Tire Pressure.

Tire pressure must be sufficient to prevent undue flattening of the tire. The bigger the tire, the load remaining constant, the lower the pressure may be, but if the pressure be allowed to get so low that the tire becomes at all "squabbly" the steering will become heavy and sluggish, as the portion of the tire in contact with the road then becomes so large that it makes it a labor to deflect the wheels. Ignoring comfort, if the tires were blown so hard that there was practically no deflation at the contact with the road the effort required to move the wheels would be at a minimum. Per contra, if the pressure were let down so low that the tires were almost deflated it would become exceedingly laborious.

Soldering Flux.

A flux that can be used for tinning surfaces of metal without any previous cleaning is made as follows: Dissolve one ounce of zinc in muriatic acid and add twenty-two ounces of sal ammoniac to the solution, which is then allowed to evaporate and crystallize. The yield is about two and one-quarter pounds. The salt is moistened and brushed on the metal to be soldered or tinned. The solder will readily flow wherever the flux has been applied.

Village on Stilts.

A unique village for workmen is to be erected by the contractors who will construct the Rogers pass tunnel on the Canadian Pacific railway at Glacier. It is a region of heavy drifting snow, and the houses will accordingly be built eight or ten feet above the ground and connected by elevated bridges. This town of stilts will cost about \$50,000.

Cleaning Pearl Articles.

A good way to clean pearl articles or ornaments is to moisten them with alcohol and then dry in magnesia powder or French chalk. These last two articles may be purchased at any drug store and the process of cleaning is absolutely harmless. It also polishes the pearls and will not bleach delicate colors.

Adjusting Photographs.

Very often it is difficult to fix photographs in their frames so that they will not tumble sideways or slip down. Drop a small piece of sealing wax at each corner. This will not damage the frame and will keep the photograph in position.

A New Tormentor says she never wants to see a man again. She must have picked a lemon.

If the income tax on alimonies is to be withheld at the source Nat Goodwin will need a bookkeeper.

TESTS OF AIR BRAKES.

Important Results Obtained in Quick Stopping of Heavy Trains.

Important improvements in the braking of heavy trains were described in a paper read before the American Society of Mechanical Engineers at New York recently. These tests were conducted jointly by the Pennsylvania railroad and the Westinghouse Air Brake company. The results are considered the most important recent contribution to the subject of air brakes.

A train of twelve steel cars at sixty miles per hour stores up 224,000,000 foot pounds of energy. This is sufficient to raise the entire train 120 feet. With prevailing brake equipment such a train would be stopped by an emergency application in a distance of 1,000 to 2,000 feet, according to the truck rigging and brake shoe design. These tests showed that this distance has actually been reduced to 1,000 feet, or to within the length of the train. This was the result of improvements in the truck brake design involving the clasp brake, having two shoes per wheel, and the location of the brake shoes with reference to the horizontal center line of the wheels, in addition to improved methods of applying the air brakes quickly and simultaneously and at a high pressure. This concerns safety.

These tests emphasized, as has never been done before, the possibilities of improvement in efficiency and economy in regular service operation by proper attention to design and installation in order to permit the realization of the flexibility of improved air brake apparatus. These improvements center in the electric control of the brakes, giving quick, simultaneous and responsive action. The electric control has opened the way for maximum effect in practice of improvements in practically all the factors involved in air brake apparatus, all of which were covered in the development represented by these tests. The tests constituted a progressive development of brake rigging and brake shoes in connection with the scientific study of the air brake as a whole.

MOTOR OVERHAULING.

Common Causes That Militate Against Good Engine Work.

Most owners of gasoline engines, regardless of the purpose for which they are used, know that at intervals a general overhauling is desirable. Frequently some trivial thing is the matter that if taken in time will save a vast amount of time and an expensive repair bill. One cause of trouble is worn piston rings, which, as is generally supposed, do not occur very frequently, but will result in a loss of compression which will go far in cutting down the efficiency and power of a gasoline engine. In such cases where there is a loss of compression past the piston rings the base chamber generally becomes warm and will tend toward carbonization on account of the great amount of lubricating oil that works past the rings.

In the case of an automobile engine it frequently happens that the float chamber in the carburetor becomes choked with grime and dust, which, although a minor trouble, will often put the engine out of business and cause much annoyance and trouble. This trouble can be remedied permanently by making a small leather cap to fit over the top of the float chamber. The cap can be made of a small piece of chamol leather with several holes around the edge threaded with a piece of string, which, when pulled tight, keeps out all dust and grit. It will also keep the water out of the float chamber when the car is washed.

A couple of hours spent occasionally in overhauling the engine will result very profitably in a saving of time and annoyance.

Preserving Paints and Pastes.

While lead, thick shellac and pastes that are used occasionally and preserved by laying a piece of leather over the exposed surface. When these materials are kept in cans cut a piece of leather from the upper of a heavy boot of such a size that it will drop freely into the container. Form a handle on the leather disk by driving a nail through its center from the under side. Press the disk down smoothly over the surface of the contents and this film of oil will soon form over the disk, effectually excluding the air. A loose cover is placed over the container to keep out dust.

Removing Ink Stains From Books.

When the letters of a book are accidentally stained with ink it can be removed quite readily by the following process: After removing as much of the ink as possible with a camel's hair brush dipped in water, soak the stained parts in a solution of oxalate of potash or, better still, oxalic acid. This will remove all the ink. Treat again with water as before so that when it dries out no salt will appear on the paper. This process does not injure printer's ink.

Planing Rough Grain Boards.

The surface of a board having a grain that runs both ways is very hard to smooth with a plane. By sharpening the plane from a keen edge, then placing it in the plane with the cup reversed and setting about one-third second of an inch from the cutting edge, with a light cut the plane will smooth regardless of the direction of the grain.

An Abrasive Hint.

When lapping encased steel, emery alone will not take hold, but if mixed, half and half, with Portland cement, it will do good work.

Working Thin Tubing.

In cutting off, turning or filing thin brass or copper tubing much trouble will be experienced from its buckling or crushing under the pressure of chuck jaws or vise jaws. To prevent this trouble use a plug of wood driven tightly into the hole. Where a number of pieces of the same size are to be handled, a metal plug or arbor can be made, and if a still greater number are to be worked it will pay to have an expanding arbor which may be made by splitting the metal plug, making a taper hole in it and fitting a plug in the hole.

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