

High School Notes

(Left from last week.)

On Friday last, the regular tests, the first of this semester, were held. Teachers report better work from all students.

The English classes and Commercial Correspondence class are writing real letters to forty or fifty magazines asking for information which will be used in making a comparative study of the most prominent American periodicals.

The high school intends to enter the track and field meet held at Dallas this year, between Polk and Yamhill counties. Last week practice with the discus began, and other sports to begin this week are, hurling the javelin, vaulting, jumping and running.

The class of '17, Freshman, entertained students, faculty, and friends in a most enjoyable reception in the high school Saturday evening, March 21. Simple, but beautiful decorations, light and airy, in colors green and white plus daffodils, made a delightful reception room of the open court. Long lines of small green pennants decorated with the class numerals, '17, in white hung from the walls to a very large lamp directly over the palm. Daffodils in tall slender vases completed the scene. In the library where refreshments were served, the decorations were of alternate festoons of white and green centered over the refreshment table, banked with plum blossoms. Each guest received a pretty program made by the students, and cut in the shape of a four-leaf-clover.

On the program each of the eighteen numbers presented a surprise. Music, games, conversation and refreshments all added to the pleasures. Guessing "who-was-who" from an exhibit of baby pictures of prominent members of the Freshman class was the feature of the evening.

The musical program:

PIANO SOLO.....Mabel Johnson
IRISH LILT.....Misses De Lano, Steinberg and Haan.

VOCAL SOLO.....Mrs. Goodwin
VIOLIN SOLO.....Miss Kessi
VOCAL SOLO.....Mr. Kezdel

The patrons and patronesses were, Miss Todd, Miss McIntosh, Mr. and Mrs. C. C. Mulkey, Mr. Ira C. Powell, Mr. and Mrs. W. A. Wood, Mr. and Mrs. Wolverton, Mr. and Mrs. A. J. Haley.

Wednesday, April 1, the high school students about noon found themselves three miles out in the country, and were unable to be in classes until about 4 o'clock.

The Eugene Fruit Growers Association is establishing a branch at Junction to cost about \$15,000.

J. O. Richmond is looking over Springfield for the W. R. Roach canning interests of Hart, Mich., and may put in a plant there.

Attorney General Crawford has decided that municipalities will not come under the operation of the workingmen's compensation act unless they elect so to do.

Rev. Geo. F. Thompson and Rev. E. V. O'Hara filled lecture dates at Albany on the minimum wage and eight hour law for women.

All industries will feel relieved at the decision of Judge Cleeton that taxes will not become delinquent until September first.

A four foot vein of gold quartz has been struck in Sucker Creek, Josephine County, going 75 cents to \$1.00 to the pan of crushed ore.

Mrs. Eleanor LaFrance will erect a fine brick building on her property at Hood River.

WEEKLY INDUSTRIAL REVIEW

Oregon Development News In Line of Industries, Payrolls, Products of Labor, Etc

Salem, Oregon, March 30.—The Drain Cannery and Growers Association has completed arrangements for the erection of a plant.

The Bay City plant of the Smith Lumber Co., on Coos Bay, has been started and with connected industries will cut 700,000 feet in 24 hours.

The Lane County Manufacturers Association will hold a Home Industries exposition at Eugene from May 5th to 9th with factory congress.

The Canadian Flax Mills Co. has decided to establish a plant at Portland, and will handle about 100 tons of flax the first year.

The industries committee of the Medford Commercial club is in correspondence with the Borden Milk Co. which wants to put in a plant.

Two candidates for the State Senate, who are opposed to any further industrial laws have been requested to enter the field in Marion County.

The Portland Woolen Mills will erect a two-story factory building at St. Johns for the scouring and carbonizing departments.

The Lamb Fruit Company has purchased lots and is erecting a large warehouse at Milton.

The Polk County fair will be permanently located on a sixteen-acre tract at Dallas, and improvements are to be made at once.

Oregon newspaper men in session at Salem adopted resolutions against any further legislation interfering with business or industries.

J. H. Williams, of Grants Pass, and A. H. Moon, of Central Point, have plans completed to erect a \$60,000 sawmill, to be in operation May 1st.

Albany is considering the purchase of a municipal paving plant to cost from \$7000 to \$9000.

The State Highway Board has contracted for 50,000 barrels of cement from the Beaver Cement Co., now completing its plant at Gold Hill.

Big orders are being taken in advance of the railroad going into Coos Bay, and lumber mills are all preparing to get into operation.

The Guthrie-McDougal Co., Lewis Bldg., Portland, were awarded the construction of municipal dock No. 2, at Portland, for \$229,447.

The Oregon Blue Sky law is being attacked by a second suit, and is meeting with general opposition from those seeking investments.

The taxpayers of McMinnville have authorized the erection of a \$30,000 high school building.

Astoria is about to begin work on the construction of a retaining wall or bulkhead in front of the city and reclamation of tidelands.

The Washington Supreme court has reduced the jury verdict of \$17,500 as too high for the loss of a man's life, fixing it at \$10,000.

Union carpenters walked out on the State house repairs' contract because the contractors employed two non-union men. The contractors are doing the work on the open shop basis and find plenty of workers.

A mine of paint clay such as is used by the Beaver Paint factory at Salem has been found near Waterloo.

John R. Fitzhugh who will raise broom corn on his large farm near Coburg will establish a broom factory at Eugene. Carload of machinery has arrived.

Plans for a Catholic church, 60 by 120, with nave 50 by 80, to cost \$75,000, will be erected at Marshfield.

The Telephone Company will spend \$30,000 putting its main lines under ground at Eugene.

The Last Black Flag

By M. QUAD

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I didn't get a medal for what happened to me on the day I was fourteen years old, which is more than sixty years ago, but I had the fun of fighting a pirate ship and knowing that she was the last one that has ever dared to fly the black flag. That's better than to have read a hundred pirate stories.

I was a cabin boy on board an Australian packet ship, and she was making the voyage from London to Australia. She was called the Ruby Castle, and a fine craft she was. Things never went better with any of the liners until we were south of St. Helena, and the beginning of our trouble was the sighting of a brig which stood out to us from the African coast. We soon felt sure she was a pirate vessel and was coming to attack the Ruby Castle.

They must have known that we were armed and had a strong crew aboard, but pirates were men to take long chances. When the four boats were ready to leave the brig's side I counted fifty-two men in all, and it seemed as if many more were left behind.

You will wonder how we took matters aboard the packet. Of the thirty or more male cabin passengers, five or six showed the white feather, and of course most of the women were greatly frightened. Among the emigrants were about fifty men and half grown boys. To a man of them they volunteered to help the crew, and muskets and pistols were served out to some and cutlasses and boarding pikes to others.

The boats divided as they came on, and when half the distance had been passed their crews began cheering. Our first shot from one of the big guns could not have been better. The solid shot struck one of the boats fair in the stem and split her open full length, and of those not killed outright only two or three were picked up. The disaster only made the rascals more desperate. Raising a cheer, the three boats dashed at us and were soon so close that the big guns were of no further use. We met them with firearms, and we heaved cold shot into the boats as they hooked on, and no gang of pirates ever got a harder drubbing. Although we lost two killed and several wounded, not a man of them got aboard, and only two boats and eighteen men returned to the pirate ship. We knew they would not make another attack, and it was generally believed that when the breeze came the pirate would sail away. It was 4 o'clock in the afternoon before the calm was broken, and to our surprise and anxiety the pirate did not show her heels. On the contrary, she began working down toward us, and as soon as within cannon shot she opened fire. She had four guns in broadside, the same as the Ruby Castle, and for an hour we had a square fight of it. She sailed much better than we did and was more easily handled, but in spite of all her tricks we gave her the worst of it and finally drove her out of range.

That night all the dead aboard us were buried and the ship put to rights as far as could be, and only the women and children slept. The wounded spars were replaced, shot holes plugged up, and there was no reason why we should not safely make the Cape. When daylight came we congratulated each other over our victory, and the captain had just decided to make a sort of holiday in honor of the event when a thunderstorm came racing up behind us, and in the midst of the black cloud was the pirate brig. Instead of sailing away in search of a haven or of another prey, when she had repaired damages she had picked up our trail and was going to give us another brush. When we had her crippled the night before we could have destroyed her, but Captain Wilson simply sailed away. He now promised the crew to sink her if he could, and there was cheering as the men went to the guns. Down came the black cloud, and with it down came the pirate, with his black flag flying, and as he ranged up on our port quarter at half rifle shot he opened fire. His first shot struck a gun and killed three men, and his second wounded five men. Then, though the firing continued, no great damage was done on either side. Daylight was turned into evening by the storm. So terrific and continuous was the roll of thunder that the reports of

the guns were unheard. You felt the concussion along the deck, but the report was lost in the war of the elements.

Loading and firing every gun which would bear as fast as possible, the Ruby Castle rushed forward on her course, and hanging to her quarter like a bulldog to his prey, followed the pirate ship. Of a sudden there was a great crash aloft, and down came the fore and main topmasts together. The men were called from the guns to clear the wreckage, and the ship was in danger of broaching to and being swept when there came a flash of lightning that seemed to burn the eyeballs. This was followed by a thunder-clap which seemed to lift the ship out of the water, and then fifty pairs of eyes saw a great spout of flame shoot up out of the sea. In the midst of the flame were masts, yards and sails and flying objects. The brig had been struck by lightning, and her magazine had blown up. There was a puff, a boom, a gust of red flame, and that was the end. She was blown into matchwood, with her black flag whipping the gale and her crew working at the guns, and the last pirate craft to plow the south Atlantic was no more.

Microscopic Engraving.

Perhaps the greatest feat of microscopic engraving was accomplished by a Jewish farmer in Alberta, who prepared an address of welcome to the Duke of Connaught. The address was inscribed in Hebrew on a grain of wheat and contained no fewer than 300 letters. So fine was the lettering that a microscope was necessary to read the inscription with any ease.—Liverpool Post.

Strong on Good Form.

Bank Teller—This check is all right, but you must be introduced. Can't you bring in your husband? Woman—W?—Jack? Why, if Jack thought you wanted an introduction to me he'd knock your block off.—Cleveland Plain Dealer

Collars For Dancing Men.

You can carry one or two extra collars inside the band of your silk hat. Men who perspire freely when dancing go to the cloak room when their collars wilt and return in a few minutes with an unfaded collar.—New York World

Flatterer.

Lady of Uncertain Age—Have you any small wax candles? Tomorrow is my birthday, and I want to put them in the cake. Diplomatic Grocer—Yes ma'am. About two dozen?—Life

LINCOLN'S STATEROOM.

The President Thought He Had Shrunk in Size Overnight.

In "The Everyday Life of Abraham Lincoln" Mr. F. F. Browne includes an amusing anecdote told by Admiral Porter about the president's short visit to the front in the latter part of March, 1865. Mr. Lincoln had changed his quarters from the River Queen to the Malvern, Admiral Porter's flagship, which was then lying in the James river, near City Point. Admiral Porter says:

The Malvern was a small vessel with very poor cabin accommodations and was not at all fitted to receive high personages. She was a captured block ade runner. I offered the president my bed, but he positively declined it and chose to sleep in a small stateroom outside the cabin that my secretary occupied. It was only 6 feet long by 4½ feet wide, a very tiny place to hold the president of the United States, but Mr. Lincoln seemed pleased with it.

When he came to breakfast the next morning I asked how he had slept. "I slept well," he answered, "but you can't put a long sword in a short scabbard. I was too long for that berth." Then I remembered that he was over six feet four inches and that the berth was only six feet! That day while we were away from the ship all the carpenters were put to work. They took down the stateroom partitions and enlarged the room to eight feet by six and a half feet. A mattress four feet wide was put in the new berth.

Nothing was said to the president about the change in his quarters, but the next morning he came out of the room smiling and said, "A miracle happened last night. I shrank six inches in length and about a foot sideways. I got somebody else's big pillow and slept in a better bed than I had on the River Queen." He enjoyed it greatly, but I think if I had given him two fence rails to sleep on he would not have found fault. That was Abraham Lincoln in all things that related to his own comfort. He would never let you put yourself out for him under any circumstances.

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W. A. GUEFFROY, Pastor.

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Evening service at 8:00 o'clock
Sunday School at 10:00 a. m.
Y. P. A. Meeting at 7:00 p. m.
Prayer Meeting Wednesday evening.

CHRISTIAN CHURCH.

H. F. JONES, Pastor.

Morning Service at 11:00 a. m.
Evening Service at 8:00 p. m.
Sunday School 10:00 a. m.
Y. P. S. C. E. 7:00 p. m.
Prayer Meeting Wednesday 8:00 p. m.

BAPTIST CHURCH.

G. A. POLLARD, PASTOR

Sunday School at 10:00 a. m.
Morning worship, 11:00 a. m.
Christian Union Endeavor, 7:00 P. M.
Evening worship, 8:00 p. m.
Prayermeeting Wednesday, 8:00 P. M.

Local Time Table

Of the Independence and Monmouth Railway.

Leaves Independence 6:15 A. M.; 7:15 A. M.; 11:05 A. M. (After connecting with S. P. Train No. 1 from Portland.); 1:10 P. M.; 2:20 P. M.; 4:00 P. M.; 7:20 P. M.

Arrives in Monmouth 6:25 A. M. (Connects with S. P. train from Airline); 7:25 A. M. (Connects with Motor Car from Dallas 8:15); 11:15 A. M. (Connects with S. P. train from Airline); 1:20 P. M. (Connects with S. P. train from Airline); 2:30 P. M. (Connects with S. P. train from Airline); 4:10 P. M.; 7:30 P. M. (Connects with Motor Car for Dallas 7:55).

Leaves Monmouth 6:40 A. M.; 8:20 A. M.; 11:35 A. M.; 1:40 P. M.; 2:35 P. M.; 4:15 P. M.; 8:00 P. M.

(Arrive in Independence 6:50 A. M. Connects with S. P. train from Corvallis to Portland); 8:30 A. M.; 11:45 A. M.; 1:50 P. M.; 2:45 P. M.; 4:25 P. M. (Connects with Motor Car for Salem); 8:10 P. M.

Arrival and Departure of Mail

Mail Arrives as Follows:

Portland, Newberg and Corvallis train 7:15 A. M.
Salem, Portland Mail train 8:20 " "
Portland, Corvallis and Eugene train 11:15 " "
Portland and Dallas train 11:27 " "
Portland, Corvallis and Eugene train 2:30 P. M.
Portland, Newberg and Corvallis train 7:30 " "

Mail Dispatched as Follows:

Portland, Newberg and Corvallis train 6:40 A. M.
Portland, Corvallis and Eugene train 8:20 " "
Portland and Dallas train 1:30 P. M.
Portland, Corvallis and Eugene train 1:40 " "
Portland, Newberg and Corvallis train 4:15 " "

All mail is closed twenty minutes before the train leaves.

NOTICE OF PETITION

Notice is hereby given to all persons whom it may concern, that the undersigned has filed her petition in the County Court of the State of Oregon for Polk County, praying for an order of said court permitting her to take and assume the name of "Ora Clark"; said petition will be heard Saturday, April 4th, 1914, at 10 A. M. thereof in the county court house at Dallas, Oregon, by said Court, at which time objections, if any thereto, will be heard by said Court.

ORA MOBLEY,

Petitioner.

B. F. SWOPE, Attorney. 26t5

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