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Send It In!
If you have a bit of news
Send it in!
Or a joke that will amuse,
Send it in!
A story that is true,
An incident that's new,
We want to hear from you!
Send it in!

Will your story make us laugh?
Send it in!
Send along an epitaph.
Send it in!
Why don't you send a note
Of the things that get your goat,
Of the things you catch afloat?
Send it in!

Never mind about the style,
Send it in!
Of the teachers that amaze,
Of the laughter classes raise,
Of a brother you would praise,
Send it in!

Cleaning a Mattress
Many stains on mattresses can be removed by using warm water. To introduce the water, mix it with dry starch until it becomes a heavy paste, then apply to spot and let dry. When starch is dry it can be brushed off and very often the stain has been absorbed by the starch.

Home-Made Mustard
Four tablespoonfuls flour, 2 tablespoonfuls mustard, 4 tablespoonfuls sugar, 1 teaspoonful salt, 1 teaspoonful pepper. Mix dry ingredients, then add boiling water and cook till fine paste. Then add 1 cup vinegar.

COAST TO COAST IN FIFTY DAYS BY AUTOMOBILE

Season and Route Must Be Chosen With Care.

ROADS ARE PLAINLY MARKED

Record for Trip Is Five Days, But Anything Under Fifty Robs Tourists of Joy of Scenery—Early Summer Is Best Time and Best Policy Is to Stick Firmly to One Trail—Be Sure Car Is in Perfect Order Before Starting Long Trip.

An automobile tourist can go from the Atlantic to the Pacific coast without using a map and without consulting a guide book. All that the driver has to do is follow a blazed trail. Nothing is more significant of the automobile than the roadways which have been marked out across the country for making it easy for travelers to go from town to town, across state after state, and into all the places of the country.

A thousand towns claim to be the gateways into various regions, and many places have regional features which justify them in their pretensions. A glance at any roadway map of the United States reveals many curious and influential features. Thus, between the Canadian and Mexican borders there are only seven crossings feasible under present conditions, from the Rockies to the Sierras, a distance of about 1,200 miles; and from the Missouri river to the Pacific coast there are only nine or ten practicable routes from the north to the south, and of these hardly more than five are connected with Canadian routes, says the New York World.

These are main, marked and feasible routes. Yet at times some of these highways are apt to be subject to delays and difficulties which baffle or greatly deter the passerby. When the great cloudburst assails the eastern slopes of Colorado's Rockies tourists caught in the canons in the mountains and out on the prairies were subjected to experiences none of them will forget.

Premier Trip in World.
Thousands of people have in mind the transcontinental automobile trip. This is the premier automobile journey of the world. Not only is the journey entirely feasible but it is coming to be a regular jaunt of countless tourists who have the time to spare. People of Iowa, Missouri, Kansas, Nebraska and Oklahoma are only 12 or 15 days leisurely automobile run from the Pacific coast, but New York and eastern states are twice as far, and if the journey from coast to coast is reckoned in terms of difficulties, it is more than three times as hard to go from, say, Colorado Springs to Los Angeles as from New York City to Colorado Springs.

The conditions which a tourist used to New England and eastern state roads confronts when he has crossed the Mississippi are astonishing. The work which states in the West have put upon their roads is enormous when one considers the population. There are about five miles of narrow paved roadway east from Reno, Nev., and then hundreds of miles of almost unworked desert and mountain trails across Nevada, where, at Ely, in the eastern part, are about 19 miles of pavement as far as McGill, and then more hundreds of miles to Salt Lake City, where good roads appear from Springville, out of Spanish Fork canon up to Ogden.

And this is on the route of the Lincoln highway, probably the best all-around roadway from coast to coast, although in spring and autumn the Santa Fe route is perhaps better on the average under the tires—but the desert suns are merciless in July and August and part of June and September, at least.

Ignorance.
The astonishing thing about the United States is the ignorance of people about the actual conditions which confront the tourist, no matter in what direction he goes away from home.

The average automobile tourist actually has no idea whatever of the distance he must traverse to go from one place to another, no least notion of what he undertakes when he starts for Denver or Los Angeles or San Francisco. Unfortunately, wonderlands of the country are shaded by the efforts of some people to belittle what, for example, Utah or Idaho or New Mexico have to display. The war of automobile trails bids fair to hide the genuine glories of the vast national domain.

The automobile speed record from coast to coast is approximately five days. Judging from this enormously difficult accomplishment tourists figure on a jaunt from New York to San Francisco in 20 days or so. This time demands nearly 200 miles a day of travel. The fast of the matter is, any one undertaking to drive from the Atlantic to the Pacific in 30 days has thrown the scenery of the journey away for the questionable privilege of watching the ruts and chucks.

It takes a strong man to hold a wheel from New York to San Francisco in 30 days steadily with 150 miles a day average; if there are any delays for broken springs and other troubles due to reckless driving over

bad roads, day runs must be increased. There is no way of avoiding deserts, mountain ranges, poor roads or the great open spaces. The Santa Fe route follows the railroad closely, and here the houses or towns are seldom more than 20 or 30 miles apart along the highway. A train must stop when signaled by any one in the New Mexican, Arizonan or Californian deserts. Water must be carried by every tourist who values his life. Every summer on the desert trails ignorance leads many to deadly peril from thirst.

Choice of Trails.
The transcontinental trails are, counting from the north, south, the Wonderland, Yellowstone, Lincoln highway, Midland, National Old trails and Southern highway. The Oregon trail, from Oregon down to Salt Lake City, Pike's Peak, Ocean to ocean and other trails are found along the highways, and it is probable that all the blazed trails in the country number hundreds.

When the automobile made touring popular the Yellowstone highway, from Chicago to the National Park, was extended to Spokane. Across the vast prairies, through the mountains, over the deserts and through the vacant spaces, splashes of yellow paint on stones and on fence posts, on anything that would show and hold the paint, marked that trail. Stencils gave the black-and-yellow rival of the Yellowstone trail its distinction. The Buffalo Blood trail, dark red blazes, led across the old Sioux Indian prairies and little local trail rivalries stirred the northwestern villages with grim determination to be on the trail lines.

As a matter of fact, the season for the journey is most important in picking a route.

The spring itinerary would be from eastern states via Chicago, Clinton, Ia., and then as the weather permits, into Western Nebraska and southward through the dry sage and alkali of eastern Colorado, and down into the national old trails after passing the Kansas wet belt on the North. But the Raton pass route is apt to be cold, and it may be dangerous if one is caught on this back-bone of the Rockies by a blizzard, even in May.

Early Summer Best Time.
The easiest transcontinental to make is probably in the early summer, after the spring rains. The route would be the Lincoln highway straight through. The Lincoln highway isn't as good as the Santa Fe route, so far as actual road conditions are concerned. There are places along it where houses are 50 miles apart, where the water is bitter alkali, where the road is bad. But a start in middle May, a leisurely trip to the Rockies, of 20 or 30 days, and then 20 days via Cheyenne, Green River, Salt Lake City, Ely, Nevada, and Reno, Nev.; Carson City or Lake Tahoe, Placerville and over the beautiful California roads to San Francisco, camping most of the way, if not all of the way, includes the wonder of miles, mountains, deserts, wildernesses and the farm land empires of the country. The same trip may well be undertaken in August, but care must be taken not to run into early autumn snows of the Sierras beyond Reno. Better turn south beyond Ely, into Bakersfield, Cal., rather than take the chance of being snowed back by the Sierras.

One should not be bound too closely by schedules or trails. Fellow-tourists coming from one's proposed region give the latest and most reliable news.

Avoid Hit or Miss.
Generally speaking, it is better to work into one of the main trails and stick to it than to travel hit or miss.

No one should undertake a transcontinental trip without having his car put into first-class order, tires in good condition and with a proper outfit for campaigning, emergency repairs and raiment for dust and heat and cold nights. It is, of course, feasible to make the whole journey, stopping at hotels, ranches and at other accommodating places, but in an emergency camping outfit will be needed, and food for all hands in case of breakdown 20 miles out in a desert or wilderness, should be provided.

East of the Mississippi it is feasible to travel at 15 or 20 miles an hour, but every driver takes chances who speeds faster on strange roads.

But the way is blazed, and the watchful driver can follow any of the transcontinental trails from coast to coast by watching the painted signs. A good spotlight will enable him to travel night or day, and if judgment is used a car can be driven across at a total cost of from \$75 to \$150 a week, total expenses. Automobiles do it for much less.

GHOST THROTTLES ANOTHER

Said to Be Hungry and Did Not Fall to Shotgun Squad.

When the hungry ghost that has been heard about the home of Mrs. Catherine Mikalowitz at Waukegan, Ill., foiled a shotgun squad that had stayed up all night looking for it, Lieut. Arnold Noland, an overseas veteran, offered his services in running down the disturber.

With his army pistol he entered the basement and seated himself near a table, where he placed the pistol.

According to Noland, he heard the ghost all right. The stairs creaked. There was a moan and the door opened. A voice said:

"Ah, now I have you," and a hand seized his throat. The lieutenant reached for the pistol, but it was gone. The grip on his throat relaxed. He turned on the lights. The ghost had departed. And the mystery remains unsolved.

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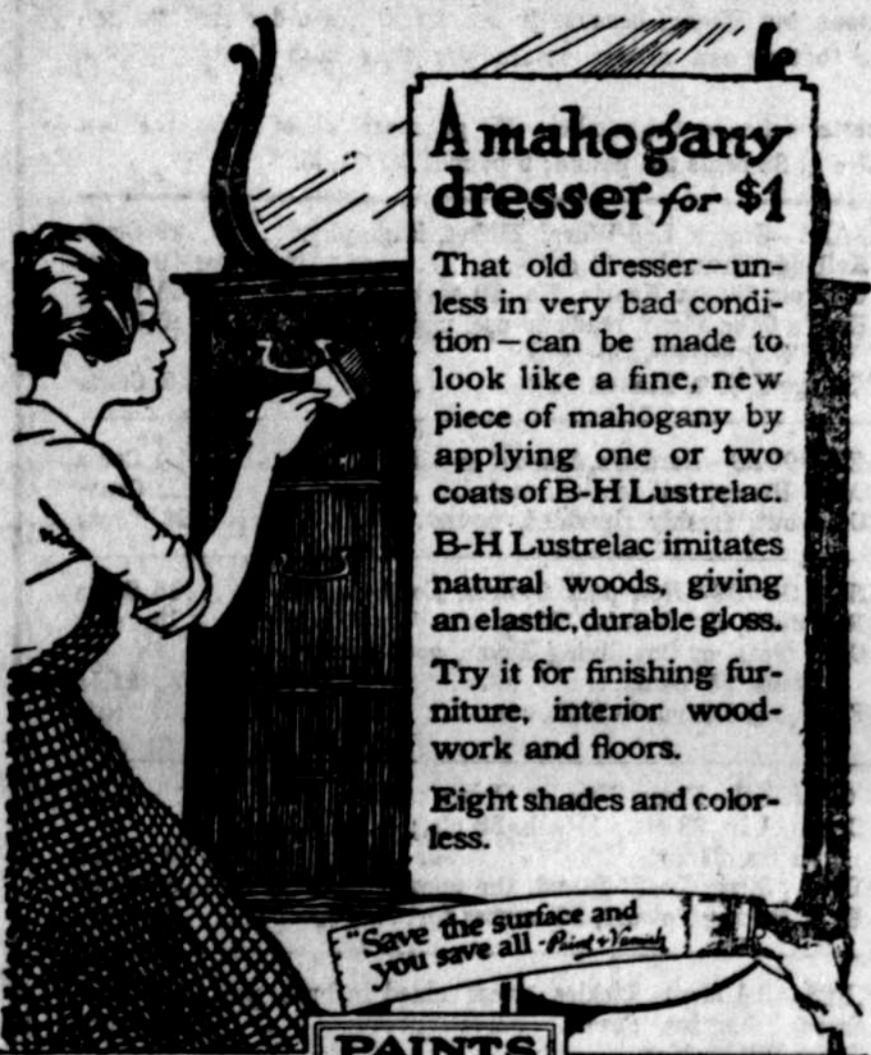
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