

Personal Talk With You.
At any time when requested to do so, the paper will be discontinued. But we expect that all arrears will be paid before such request is made. It is easy to ask us for a statement, which will be cheerfully rendered at any time.

RAILWAY SIGNALS

"Fireworks" That Serve as Train Protectors.

CODE OF TORPEDO AND FUSEE

Messages These Audible and Visible Danger Signs Convey to the Engineer—The Use of Pyrotechnics as Signals in the Naval Service.

"Pop, pop," or perhaps a single "pop," sharp and distinct like that of a giant firecracker heard not only on the Fourth of July, but on every day in the year, Sundays included. What did it mean? And on almost any night as I look out of my window I see the edge of the wood or the fields lighted up by red or yellow fireworks. Why this strange illumination?

As all these queer happenings took place on the railroad a few rods from my house I made inquiries of the railway officials, and here are some interesting facts about the use of these curious "fireworks."

The general superintendent of the New York, New Haven and Hartford railroad explained as follows:

"Our rules provide for the use of detonators, commonly known as torpedoes, as audible signals and of 'fuses' as visible signals.

"These torpedoes are attached to the top of the rail on the engineer's side of the track by two small flexible metal straps, which are easily bent around the ball of the rail, as shown in the picture, and hold the torpedoes securely in place until exploded by the first train passing over this track.

"The explosion of one torpedo is a signal to stop; the explosion of two, not more than 200 feet apart is a signal to reduce speed and look out for a stop signal.

"The fuses are of standard construction to the well known Roman candle used for fireworks celebrations, except that they burn a steady flame without explosions. A sharp iron spike at the bottom end will usually strike in the ground or in the cross ties when thrown from the rear of a train and holds the fuse in an upright position, where it is more plainly visible.

"A fuse must be lighted and left by the flagman whenever a train is running on the 'time' of another train or behind its own time and under circumstances which call for such protection.

"A fuse on or near the track, burning red, must not be passed. When burning yellow the train may proceed with caution when the flame turns to yellow and known to be clear. Standard fuses burn red for three minutes and yellow for seven minutes and can be seen for quite a distance.

"You will gather from the above explanations that the red glare of a flaming fuse on or near the track warns the approaching engineer that a preceding train has passed over his track less than three minutes ahead of him, and under no circumstances must he pass this signal while burning red. When the flame turns to yellow he may proceed with caution, only as clear, keeping in mind that when the fuses changed from red to yellow he was exactly three minutes behind a preceding train, which may have stopped within a short distance or may be proceeding at an unusually slow rate of speed."

The superintendent of the Shore line division, gives this additional detail regarding torpedoes:

"When a train stops upon the main line and requires protection against a following train the flagman goes back a specified distance and places one torpedo. He then continues a farther distance back, placing two torpedoes. As soon as the train he is protecting is ready to start the engineer blows a specified whistle signal, which is a notice to the flagman to return to his train. On the way back he picks up the one torpedo, leaving two on the main line to warn the engineer of an approaching train that another train is a short distance ahead and to give the flagman time to run back and get aboard of his own train."

"Of the use of fireworks as signals in the navy the chief of the bureau of construction and repair of the navy department, Washington, makes the following statement:

"All modern ships are fitted with electric signals, and the use of such signals is general in the naval service. In the case of small vessels having no electric installation and also for use in case of the failure of the electric signals the navy has a system of colored stars in connection with rockets for the purpose of signaling.

"These are in no sense the ordinary commercial fireworks, but are manufactured by the service for naval use exclusively.

"There are no photographs of this system of signals for distribution. The apparatus consists of a specially designed pistol from which are fired cartridges containing the colored stars that are used in the service code."

Mighty Arcurus.
Arcurus is one of the most brilliant stars that we can see in the heavens. Its diameter is 22,000,000 miles. The light that comes to us from it is over 200 years old when it enters our eyes. The sun is distant 93,000,000 miles. Then compare eleven minutes with 200 years.

Truth is as impossible to be scoffed by any outward touch as the sunbeam.—Milton.

LUCKY THOMPSON

By ELLEN B. CARNEL
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Doubtless any one permitted to examine the records of a chancery court would be surprised at the number of cases where fortunes have been left to those who cannot be found or, if found, only after years of search. Sometimes the heirs have died before the testator; sometimes they have mysteriously disappeared, never again to be heard from. The reason that property often passes through this phase is that the members of families as the years go by become separated and often lost to each other. When persons who have no one near and dear to them make wills, preferring that their property shall go to their own kindred, they usually leave their estates to such, possibly not having heard anything of the legatees for years.

Zachary Thompson when he was a boy ran away and went to sea. Fifty years ago and more that was a favorite escapade with boys. They don't do it so much now, for steam has taken the romance out of the life before the mast. Indeed, instead of a mast the modern vessel has a smokestack. Zachary, having read sea stories, became infatuated with the great deep and shipped as cabin boy on a barkentine trading between New York and Hongkong.

The boy made a trifling mistake in thinking he would like the sea. Even in that day there was no romance in being reproved by the captain, sworn at by the mate and flogged by the cook. Even the scullion tyrannized over little Zachary, and having made one voyage, the boy remained ashore, though he was too proud to go home. Indeed, he got as far away as possible from his home and went to work in a store, his principal duties being to sweep out early in the morning, make the fire, clean up generally and run errands the rest of the day.

Thompson spent twenty years trying to keep his head above water, and with every poor success. The only thing about him that was successful was keeping up his pride.

When he was thirty years old he married a girl who should have had better sense. She, too, had never had any luck, and now there were two unlucky mortals who proceeded to bring into the world unlicked children.

Thompson in order to fill the stomachs of his wife and children, though he had been born a gentleman, took up any occupation that appeared at last accepting a position with an undertaker. This led him into that department of the mortuary business which pertains to carrying the dead to their last resting place.

He was taking his horse to cover after a funeral one evening when he ran into a light buggy driven by a gentleman who, being unrighted and darkness having come on, did not see him in time to get out of his way, and Thompson, who was dreaming on his bad luck and his reckless wife and children, collided with him and smashed the vehicle.

"You should paint your funeral wagon red or some other color if you're going to drive around nights running people down," said the gentleman. "It was your fault, and you'll have to pay for my buggy."

"I don't believe there is any law to compel me to do that," said Thompson.

"There isn't, eh? Well I think I ought to know since I'm a lawyer," said the "my law" man.

"If my law man had run down a wagon he wouldn't have happened to hit a lawyer."

By this time a small crowd collected, and a policeman was among the number.

"What's up?" he asked.

"This driver of black wagons for dead men on dark nights has run into me and smashed a \$300 buggy," said the "my law" man.

"What's his name?" asked the cop.

"Kot if he will give his name," Thompson was discouraged. He gave up his name without a murmur.

"Zachary Taylor Thompson?"

The gentleman looked up from the memorandum book on which he was about to write the name.

"Zachary Taylor Thompson?" he asked.

"Yes."

"How did you happen to be named Zachary Taylor?"

"Born when General Taylor licked the Mexicans and named for him."

"Who was your father?"

"Edward Prentiss Thompson."

"Did you have any brothers?"

"Yes—one."

"His name?"

"Winfield Scott Thompson."

"And you consider yourself an unlucky man?"

"Never had any luck so far."

"Well, you've got it now. Ten years ago your brother, Winfield Scott Thompson, died and left you an estate worth \$200,000, and the executor of the will are clients of mine. We've been hunting for you ever since your brother died, and if we hadn't found you before the end of this year your property would have gone to charity."



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BRITAIN PROTESTS AT PANAMA TOLLS

Washington.—Great Britain's formal note of protest against that section of the Panama Canal act which exempts American coastwise shipping from payment of tolls for passing through the Panama canal, a document written by Sir Edward Grey, British Minister of Foreign Affairs, was presented to Secretary Knox by the British ambassador, James Bryce, who read the note word for word to the secretary in the latter's home. It is an elaboration of the points of objection in the note presented to the state department last July.

In brief these are the objections:

"That while it was clearly in violation of the Hay-Pauncefote treaty either to remit or refund tolls on all American shipping using the canal, the same objection probably would apply to the coastwise shipping in view of the probable impossibility of framing regulations that would not result in a preference to American shipping."

In addition to supporting these points by long arguments, Sir Edward indicates clearly that strong resistance will be offered to any attempt to exclude from the canal British ships owned by Canadian railroads or whose owners may be guilty of violating the Sherman anti-trust act. He holds that this section of the act cannot apply to British shipping, but only to United States vessels.

When you have had cold you want the best medicine obtainable so as to cure it with a little delay as possible. Here is a drug that I have sold Chamberlain's Cough Remedy for fifteen years, says Enoch Lollar of Saratoga, Ind., and consider it the best on the market. For sale by all dealers.

OUTLAW ROBS TRAIN

"Imperial Limited" Pullman Is Looted Near Vancouver, B. C.

Vancouver, B. C.—A train holdup that for boldness has never been equaled in Vancouver was perpetrated just as the Canadian Pacific railway's "Imperial Limited" transcontinental passenger train, was passing out of the Vancouver city limits.

A single highwayman, disguised by a black mask, boarded the train as it was passing the British Columbia Sugar Refinery, a mile and a half out, entered the Pullman car and at the point of a revolver forced the passenger and the Pullman conductor to pass over their money and valuables. The man dropped off the train just before it arrived at Barnet, which is six miles from the city.

The total loss was \$308 in bills, two watches and one chain, one diamond ring and two English sovereigns, amounting to about \$10. The conductor contributed \$30 of the \$308. There is no trace of the robber.

No Peace Prize Awarded

Christiania.—The Nobel Peace prize will not be awarded this year. This is the first time since the establishment of the Nobel foundation that the committee or Norwegian parliament has found no person worthy of the award. The committee states that it has decided that there has been "no work deserving of the prize."

An Exception.

"Who was it who wrote 'Distance lends enchantment to the view?'"

"I don't know, but I'll bet he never sat on the cable end of a house and watched a ball game that was going on two blocks away."—Chicago Record-Herald.

After the Secrets.

"It's just crazy to serve on a jury."

"Yes, she says she wants to be one of the first to tell the secrets of the jury room."—Detroit Free Press.

Overdoing It.

"She married him to reform him."

"And what was the result?"

"He's so good now that he's shocked at nearly everything she does."—Boston Transcript.

Fairy Tales.

Maud—In that book you just finished did they marry and live happily ever after?

Marjorie—Gracious, no! I don't read fairy stories any more.—New York Times.

Heedily.

Howell—Do you believe in heredity?

Powell—I should say I did! I married the daughter of a judge, and she is always laying down the law to me.—Judge.

A BARRIER TO HAPPINESS

By LUCILE BARKER

These lived in the city of Philadelphia a widower and his son who were always seen together. The father was a little over forty, the son about twenty-one. The two always dressed alike, talked alike, acted alike and had the same opinions on subjects. Those who knew them intimately spoke of them as Dombey & Son, though their name was Hardwick.

All went well between the two till the question of the son's marriage came up. Jimmie Hardwick fell in love with a girl who had no means whatever and if he married her had not sufficient fortune to keep up his position in the ultra fashionable golden circle to which he possessed a birthright. In vain his father held up to him the fact that if he made the intended match the relations that had existed between them must cease, the older man continuing in the same social scale, the son dropping out.

Emily Sherbourne was a very sensible, practical young woman. She had no ambition to hobnob with multimillionaires, but she loved Jimmie and was loath to give him up. Indeed, she did not propose to give him up.

The case dragged, poor Jimmie loath to give up the position in which he had been born, especially since it would put a wedge between him and his father. But one day Jim saw signs that his father was himself contemplating matrimony. None of the widows or young spinsteres of society seemed to have attracted Mr. Hardwick's attention, for Jim kept watch of him whenever they were "out," and the older man's attentions seemed to be general. Confident that his father would not think of marrying out of his set, Jim made up his mind that he had been mistaken and there was nothing in it.

Then he concluded to make one more attempt to win his father to his own intended marriage. He begged Mr. Hardwick to call on his betrothed, hoping that a view of her would so attract him that he would fall in with the scheme. But the father said that he had never made visits other than within his own circle of acquaintances and declined to make an exception in this case.

In an interview with Miss Sherbourne Jim told her of his effort and of the suspicion he had had of his father's attraction for some woman. Emily asked her how long it had been since he had seen her. He had not seen her for some time, she said. He begged her to write to him and to let him know what she thought of his plan. He begged her to write to him and to let him know what she thought of his plan.

"Why don't you go, too?" asked Emily.

"How can I do that?"

"I will give you a plan. The next time your father orders a carriage go to the stable and bring the coachman to let you take his place."

"But father would recognize me."

"Does he always have the same coachman?"

"No."

"Very well, if you wear a coachman's livery and make up for a colored man your father will never dream that you are his son."

"I have a mind to try it."

"Do so. It may be that of your set it is courting some one of his set. If he is and you discover the fact he will no longer oppose your doing the same thing."

Jim made all his preparations, and when he next heard his father order a carriage he slipped out through a back door and went to the stable, where a burnt cork transformed him into an ebony instead of a white man. Then donning a livery he mounted the box of a coach and drove to his home. His father came out, opened the door, gave the address and got in.

When Jimmie heard that address the expression on his face was not only one of wonder, but of astonishment. His father had ordered him to drive to the house where dwelt Miss Emily Sherbourne. His first impulse was to get down from the box and ask his parent what the deuce he meant; his second was to drive on and see the matter to the end. He followed the latter. On reaching his destination Mr. Hardwick got out and, ordering the coachman to walk round the bell and went into the house.

Here was a pretty pass—the son sitting on the box while his father was inside courting the girl he would not consent to his offering marriage. It seemed to Jim that the call was interminable. What could be going on? He worked himself into a fury, then got down from the box, stalked up the steps and rang the bell.

Mr. Hardwick was sitting on the same sofa with Emily Sherbourne when the tea-table was interrupted by a negro coachman with a whip in his hand standing in the doorway.

"What does this mean, pop?" cried Emily.

Mr. Hardwick was paralyzed with astonishment, and Miss Sherbourne burst into a laugh.

How through a friend in the gilded circle she had made the acquaintance of the father of her lover and drawn him on to visit her was her own secret. Her ruse was successful. Mr. Hardwick bursted his supposed conquest over to Jimmie, consented to the wedding and the three gave up society to be happy in their own home.

Proof of a Conspiracy.

The following story is told in explanation of the reason why the teaching of chemistry in Turkish schools was forbidden some years ago. It had been proposed that this science should be added to the curriculum, but the first thing that struck the eyes of the ruler of the faithful on opening an elementary textbook of chemistry was the formula for water, H₂O. "Here," said the sultan, "is proof of a conspiracy to undermine my authority in the eyes of my subjects. If two O's—that's nothing but a sly way of intimating that Hamid II is a nought."

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