

HERE IT IS!

THE ONLY

SURE PURE  
SURE CURE

Cough Remedy

No ALCOHOL

For Sale by all Druggists

**HICKORY BARK Cough Remedy**  
ABSOLUTELY PURE

FOR

**Coughs, Colds CROUP**

Whooping Cough  
Hoarseness  
Bronchitis

**Sore Throat**  
And all Diseases of the  
**Throat and Lungs**

Manufactured Only by  
**HICKORY BARK REMEDY CO.**  
Serial No. 9737  
Under United States Pure Food and Drug Act,  
June 30, 1906.

**SALEM, OREGON, U. S. A.**

**PRICE ONE DOLLAR**

**HICKORY BARK Cough Remedy**  
ABSOLUTELY PURE

FOR

**Coughs, Colds CROUP**

Whooping Cough  
Hoarseness  
Bronchitis

**Sore Throat**  
And all Diseases of the  
**Throat and Lungs**

Manufactured Only by  
**HICKORY BARK REMEDY CO.**  
Serial No. 9737  
Under United States Pure Food and Drug Act,  
June 30, 1906.

**SALEM, OREGON, U. S. A.**

**PRICE ONE DOLLAR**

**GOING DOWN**

**IN A SUBMARINE**  
Climbing down ten rungs of an iron ladder into the interior of a submarine is like going into a boiler shop where there is one continuous deafening, ear-splitting racket like a dozen trip hammers chattering a tattoo amid a grind and rumble and thump of machinery as if especially designed to burst your eardrums. At first the noise in that narrowly confined space is painful and bewildering. To make yourself at all heard you must shout into the ear of a companion. So intense is the strain, says a writer in St. Nicholas, that you marvel how day in and day out human ears can withstand the ordeal. You find yourself inside what seems an enormous steel cigar painted a neat pearl gray, a color which is serviceable and does not dazzle the eye. Light comes to you partly through portholes and in part from incandescence lamps placed fore and aft in the darker parts of the hull. You have expected, of course, to land in a tangle of whirling machinery that fills the inside of the boat from stem to stern, threatening with every revolution to take an arm or a

leg off. Instead the first thing you see is an uninterupted "working space," or deck, measuring 7 by 25 or 30 feet. At the stern, far in the background, are the machines and engines. In fact, this section of the vessel is nothing but machinery, a rumbling mass of silvery steel and glittering brass revolving at the rate of 600 times a minute, so compact that you wonder how the various parts can turn without conflicting or how it is possible for human hands to squeeze through the maze to oil the machinery. But this economy of space is as nothing to what you will see. The floor you stand on is a cover for the cells of the storage batteries where-in is pent up the electricity with which your boat will propel itself when she runs submerged. The walls amidships and the space in the bow are gigantic ballast tanks to be filled with water. The four torpedoes, measuring 16 feet 3 inches long, 18 inches in diameter and weight 1500 pounds each, are lashed end for end in pairs at either side, and directly over there are tool boxes and hinged bunks for the crew to sleep in.

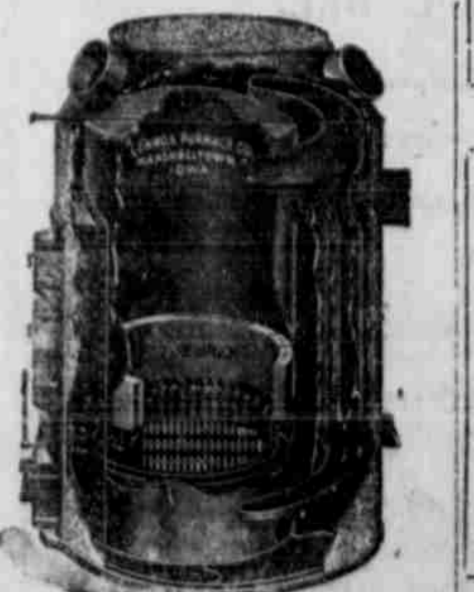
The very air which is taken along to keep life in you in case the boat should be detained beneath the surface longer than usual is compressed in a steel cylinder 2000 pounds per square inch, a pressure so intense that were the cylinder to spring a leak no larger than a pin hole and were the tiny stream of escaping air to strike a human being it would penetrate him through and through and drill a hole through an inch thick board behind him. And yet everything about the interior arrangements of this boat is so simple that you can see at a glance its purpose. Away forward, where the tip of the cigar comes to a point, are the two torpedo tubes out of which the gunner will send his deadly projectiles seething beneath the water at the rate of 35 knots an hour against an unsuspecting hull. Directly under the conning tower is a platform, three feet square and elevated three feet from the deck upon which the captain stands, head and shoulders extending into the tower, so that while at his post he is visible to the crew only from the waist line down, and at the feet of captain and on a level with his platform is stationed another of the officers, in charge of the wheel that controls the diving rudders and the gauges that register the angle of ascent and decline and show how deep the boat is down. The two officers are in personal communication, so that in case of heart disease or other mishap either can jump to the other man's place.

nally inherent in both, a lack of that closer knowledge, intimacy and sympathy that the master must depend upon for his success. Without hesitation and without prejudice it may be averred that women are capable neither mentally nor physically of the arduous feat of ruling, teaching and training several dozen young men.—Herman Schefauer in September Lippincott's.

**PLAN FOR A LINCOLN MEMORIAL ROAD**  
As a suggestion, the following plan for "The Lincoln Road" is submitted:  
Down the middle of the road let there be a green sward 50 or 55 feet wide, a well-kept lawn, looking like a beautiful green carpet of velvet to lend variety to this central line of beauty, here and there flower gardens and other decorative features might be introduced. At intervals could be erected fountains and other monumental embellishments that might be appropriate. On each side of this central line of beauty let there be a smooth road way 40 or 50 feet wide, constructed according to the highest engineering standard of "good roads." One of these roadways may be reserved for swift-moving vehicles like automobiles and the other for slow-moving vehicles like carriages and wagons. Outside of these driveways could be double-tracked electric railways, occupying a width of 20 feet and separated from the driveways by hedges. One of these railways could be for express trains of high speed and stopping only at intervals of ten or fifteen miles; the other could be for local trains, moving slowly and stopping at short intervals. Bordering "The Lincoln Road" on each side there should be a row or row of stately trees, the rows broken at points where could be obtained fine views of mountain or valley or river. In order that "The Lincoln way" may be built with certainty and without delay, it should be constructed under the direction of a national commission and should be paid for out of the national treasury. But full opportunity should be given to the individual states to express their regard for Lincoln. To each state in the union may be allotted a portion of "The Lincoln way" to be embellished in accordance with its taste and means

subject to the approval of the national commission. Other spaces could be allotted for embellishment to national patriotic societies. Opportunity should be afforded to succeeding generations to add something to beauty of "The Lincoln way." So long as patriotism glows in the hearts of the American people it will be for them a labor of love to add from time to time to this expression of national affection, keeping "The Lincoln way" at the forefront as the best and most attractive highway in the entire world. Having in mind the possibilities of electrical illumination, the beauty of this boulevard when lit up at night may be left to the imagination.—James T. McClure, in American Review of Reviews.

**TORRID ZONE FURNACE**



The above cut represents our brick lined Torrid Zone Furnace. Guaranteed gas, smoke and dust proof. Economical and durable.

**A. L. FRASER**  
25th STATE STREET  
Estimates furnished on application

When at Newport go to Fogarty & Rowin's Livery Stables for teams to move your baggage; to give your best girl a drive; to go to Otis-Rock, Seal Rocks or any point of interest in small or large parties. Hay and feed and a square deal all around; careful drivers who know the beach. Give us a trial.

Poor Mead! There are those who can appreciate just how to be had.

**CASTORIA**  
For Infants and Children  
The Kind You Have Always Bought  
Bears the Signature of *W. L. Chas. H. H. H.*

**HOTELS AND RESTAURANTS**

**White House Restaurant**  
For a Regular  
**25c Dinner at 20c**  
They can't be beat  
**McGilchrist & Sons**  
Proprietors.

**MEALS 15c**  
Call and try them. Meals Board per week \$2.75, also furnished rooms very reasonable  
**AT THE**  
**Salem Restaurant**  
330 COURT STREET.

**HOTEL OREGON**  
Corner Seventh and Stark  
Portland's New and Modern Hotel. Rates \$1 per day up. European plan, free breakfast.  
**WRIGHT-DICKINSON HOTEL**  
Proprietors  
G. F. MASON BOX CO.  
247 Miller St., South Salem.  
Manufacturer of all kinds of boxes and fruit dryer accessories.  
303.

**Waller & Hentschel**  
Successors to E. Eckerlin  
**'The Elite' Hotel and Cafe**  
146 and 148 Commercial Street  
Meals 6 A. M. to Midnight. Excellent Merchants' Lunch. 25c Sunday Family Dinners and Banquets a Specialty.



**THE PREVAILING MODE**  
Is hardwood finish for interiors. For a private residence nothing can equal it, in being at the same time artistic, beautiful and durable. However, those who cannot afford hardwood trim need not have the plain, old-fashioned styles. I make a specialty of the latest designs in interior woodwork in both hard and soft woods and my prices are very low.  
**A. M. HANSEN,**  
Manufacturer of Sash, Doors, Mouldings, and all kinds of House Finish. Corner Mill and Church Sts. Phone Main 344.



feminate. The records of boards of education bristle with instances of the futile influence of one poor overworked, nerve-racked woman over a class of boisterous irrefragables, bent perversely upon the one idea of frustrating and antagonizing her. Apart from her routine duties and scheduled studies, the teacher, often a mere girl but little older than some of her pupils, has neither opportunity, desire nor strength left to inculcate in her unruly charges those ideas of ethics, honor and manliness that are more valuable to the youth of a nation than all the studies of all the schools. The formation of character is the first virtue of education. Between the woman teacher and her older boy pupils lies an insuperable bar, not because of sex, but because of sex miscomprehension, eter-