

APRIL FIRE LOSS IN STATE HEAVIEST IN FARM DISTRICTS

SALEM, Ore., April 30.—Farm properties, particularly dwellings and outbuildings, constitute the major loss in the fire losses in the state, outside of Portland, according to the monthly estimate given out by State Fire Marshal Clare A. Lee. Of the total of 111 fires reported for the month 31 occurred in farm dwellings and outbuildings, 35 per cent of the state's total for the month. Forty-five in city dwellings caused damage of \$51,249 which, according to Mr. Lee, emphasizes the value of fire protection. The total rural losses for the month in 39 fires amounted to \$88,888.

The total losses from all fires in the state for March was \$241,217

which is \$8,687 more than for the March losses of 1929 and \$63,110 over the average March losses for the previous six years; but is \$12,874 below the losses for March of 1926, the previous record month. The state losses for the first three months of 1930 amounted to \$1,196,545, which is an increase of \$240,516 over the 1929 record first quarter losses and \$572,132 greater than the average first quarter losses of the previous six-year period.

Over-heated and defective stoves, furnaces, chimneys, etc., were responsible for 32 March fires which did \$5,915 damage; 23 fires due to open lights, rubbish and sparks damaged properties valued at \$24,227; two petroleum and products fires burned \$21,000 in property value; hot ashes, grease, etc., caused five fires and \$11,900 in damage; and 35 fires of undetermined or unknown origin destroyed property to the value of \$106,375.

WANTED
Bids on 25 tiers of oak block wood and 5 tiers of old growth fir to be delivered and piled in shed at Dillard school house by Sept. 1st. Bids close June 1, 1930.

VIRGIL RUST,
Clerk School Dist. No. 116.

MISS PAT

A Story of Romance
and High Adventure in
Life of Modern Days.

By Elenore Meherin, Author of "Chickie" and Other
Famous Serials

CHAPTER 19

A plane flashed across the canyons. It went swiftly—high and brilliant in its solitude. It began weaving between the mighty gorges. Back and forth in endless silver arcs. As though it would not leave one stone in all the savage waste unspotted.

Since the first light of day, the plane had traversed those rocky cliffs. Their color made a gorgeous blaze in the pilot's mind. He leaned from the cockpit and thought with panic: "God, there's no end to them! A thousand of these chasms!" And in any one, a girl and a little boy could be eternally lost. Two months ago a plane crashed here; not a bone or a splinter of ship or human was yet found.

But Guy flew low. He skimmed the stones in a fury of denial that Pat would ultimately elude him. She was here. Somewhere in the vast, labyrinthine gorges. From here he had called. He listened with heart and mind and soul as though Pat's spirit would now repeat that urgent cry—would draw him down to her.

Hour upon hour his desperate cruise went on. Twice he flew back to Kingman to refuel. And twice he saw in the blue distance other planes. They too, were searching for Pat and the lost child. William Bryce would make it worth the while of any pilot who brought his grandson back to him. Volunteer ships by the score were lured by the huge rewards now posted. They sped to the canyons when the report of Pat's S. O. S. was flashed. The whole bitter abyss would be combed. It must yield up the lost.

But noon came. The sun blazed. The wilderness beneath Guy lay in a still, glaring quiet. Not a breath, not a move save sign that life moved over ledge or floor.

The mechanic filled his tank to the brim. He loaded extra cans of gas in the cabin, remarking as he worked: "You won't have light out there much longer. Sun sets early now."

"Has any good word come in?"
"No word of the girl."

"How many planes are searching?"

"Dozen or more. Say, that fellow Elliott broke jail in Frisco. Police want him. They're flying here—two planes. Bryce has sent three—passed here an hour ago. See them? Lucky fellow that picks off that reward. Good luck!"

Guy climbed to the cockpit. He wiped dry, burning eyes. An hour to fly back, then an hour and a half, two hours at best of light remaining. And already nearly 48 hours were gone since Pat had called.

"But the canyons are but 200 miles in extent—she's there—somewhere within 200 miles—"

Again he looked down upon the unlimited, bewildering reaches—mountains above and giant climbing to the skies, gorges plunging down to black, bottomless pits. The whole terrifying scene shocked him with its stark unfamiliarity. He did not even feel sure that he had touched this area before. He circled desperately.

Now it was 3 o'clock, now 3:30. Ominously the shadows began creeping up from the abysses.

They moved with royal, fantastic splendor up the canyon walls. They turned from crimson to purple, fading slowly, ominously.

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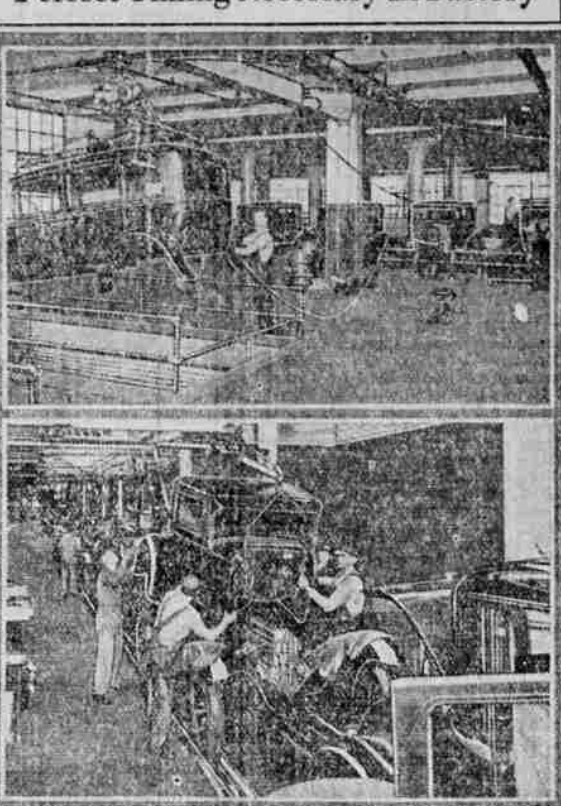
No bulky doughnut pads of burning acids—not an envelope of O-Joy Corn Wafers for a dime, corns as paper, press one on, and corn with finger and it sticks there. Shoes don't hurt. Pain is gone immediately. Rubs if you wish. No blister, fuss or danger. Later, in the bath, out comes corn, callous, roots and all, like magic. Everyone is going wild over O-Joy. Broadway was overjoyed; you will be, too. Six O-Joy Wafers for a dime at druggists.—Adv.

Our Vegetable Compound is also sold in chocolate coated tablets, just as effective as the liquid form.

Endorsed by half a million women, this medicine is particularly valuable during the three trying periods of maturity, maternity and middle age.

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Vegetable Compound**

Perfect Timing Necessary In Factory



The picture shows a Chevrolet body ready to be dropped through the "well" to the completed Chevrolet chassis waiting below. Perfect timing is necessary to have the body built, upholstered and ready to meet the completed chassis moving along the assembly line below. The job requires complete and perfect timing throughout the factory.

NEW MACHINE USED IN FORD FACTORY

Pistons for the Ford car and truck are being finished automatically to within very fine limits of weight as the result of the development of a new machine by engineers of the Ford Motor company.

To insure smooth performance and to make possible mass production, every moving part must be manufactured to very definite specifications. No part is any more important in this respect than the piston which must be as exact in size and weight as possible.

Ford aluminum pistons, completely finished except for weight, reach the new machine all slightly overweight. They leave it, each weighing within two grams of any other piston—and a gram is but one twenty-eighth of an ounce.

The operator places a piston upon a delicate scale to determine the amount of its overweight. On top of the machine is another scale which is in mechanical contact with a so-called "chip" gun. The operator sets the machine scale to a reading corresponding with the overweight of the piston.

The piston is placed in position, the machine started, and metal chips bored from inside the piston drop into the cup. When the weight of the chip equals the overweight of the piston, boring automatically stops.

The whole operation takes but a few seconds.

NEW OWNERS HAVE PRAISE FOR CARS

With prompt deliveries being made to buyers, the popularity of the 1930 Chevrolet six is gaining new praise as the first reports of the car's performance and comfortable riding come in from the new owners.

Without loss of its famed fuel economy, the 1930 line has greater power, smoothness and quietness in operation, is the verdict of those who have started piling up the mileage in their recently acquired Chevrolet sixes, according to E. W.

Full, regional sales manager for Chevrolet.

"So basically correct was the fundamental design of the Chevrolet six at the time of its introduction more than a year ago that improvements on the power plant of the new car are more in the nature of refinements than major changes, the sum total of the refinements making for considerably better performance," Fuhr explained.

"The increased power of the 1930 six comes as a result of a larger carburetor, new pistons, improved air and water cooling and counter, in manifold design, all of which have stepped up the brake horsepower from 46 to 50 at 2,500 r. p. m. The heavy crankshaft, statically and dynamically balanced, is retained this year, although the former bronze-backed bearings have lately been replaced by steel-backed bearings because of the greater durability of the latter type.

"The greater fuel economy which has elicited favorable comments from the owners of 1930 sixes is assured by the new arrangement of the intake and exhaust manifolds known as the 'heated T' design."

"Eat barbecue sandwiches and live forever, Brand's Road Stand."

"Fishing tackle at Ideyld Park—Adv."

Arundel, piano tuner, Phone 189-L

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COURT OF HONOR ADVANCES SCOUTS TO SECOND CLASS

At the Boy Scout court of honor held April 28 at the courthouse the following scouts advanced to second class: Billie Campbell, Alton Kent, Bob Morris, Don Hagg, Delmar Morgan and Bob Middleburg. George Ogle and Bill Wharton advanced to first class. The merit badges earned were: Leland Russell, civics and first aid to animals; George Braughton, civics, bookbinding and carpentry; John Braughton, botany, machinery and music; Thomas Lindbloom, animal industry; Paul McGowan, botany, handicraft and scholarship; James Darby, first aid; Mervyn Kingwell, first aid; Robert Hellwell, life saving; Clark Leedy, civics, handicraft, cement work and public health; Robert Spence, poultry; Donald Wimberly, pioneering, handicraft, civics and public health; Robbie Morris, firemanship.

Pictures of last year's Boy Scout camps were shown as well as pictures of the old court house falling down. These were shown by Jack Wharton. Guy Cordan gave a short talk on scouting, and G. V. Wimberly presided over the court.

NEW FUEL SYSTEM AIDS SMOOTHNESS

A new fuel system contributes much to the inherent smoothness of the new Essex Challenger. With the introduction of the super-six principle some years ago Essex engineers took the lead in experiments of the then new trend to smooth, effortless driving. These engineers have now further improved this feature.

Driving strain has been practically eliminated so far as the mechanical operation by the driver is concerned. A new, two-jet marvel of the new car are more in the nature of the then new trend to smooth, effortless driving. These engineers have now further improved this feature.

An accelerating pump with seasonal control makes it possible to change the volume of accelerating fuel for wide differences in air temperature. The throttle valve is located in the carburetor riser, which is surrounded by an exhaust heated jacket, thus assuring complete vaporization of the fuel and positive operation. The heat control is interconnected with the

accelerator and automatically regulates the admission of the exhaust heated gases to the riser jacket. These improvements assure quick warm-up in cold weather, smooth operation at low speeds, high fuel economy, full power under wide-open throttle operation, minimum heat at high speeds and the ability to use low-test fuels. All together these mean an entire absence of driving strain.

INQUIRY ORDERED ON VETERANS' BILL

(Associated Press Leased Wire)

WASHINGTON, April 29.—The senate finance committee today appointed a sub-committee to hold hearings beginning Thursday on the bill passed last week by the house liberalizing veterans' legislation.

After a brief discussion of the measure the committee named Senators Smoot, Utah, Shortridge, California, and Bingham, Connecticut, republicans, and Walsh, Massachusetts, and Thomas, Oklahoma, democrats to hold the hearings.

Officials of the veterans bureau, pension bureau, and the American Legion will be examined on the bill, the cost of which has been variously estimated between \$100,000,000 and \$500,000,000.

The principal provisions of the measure extend from July 2, 1921 to January 13, 1930, the time within which disabilities of veterans might be classified as of World War service origin and bringing all diseases, instead of only five as at present, within the benefit category.

Another provision would allow eight dollars a month to veterans being hospitalized but who at present are receiving no compensation.

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4 to 12% More Mileage

Try it NOW at the BLUE and WHITE striped pump.

DEFINITE proof of the extra mileage of the Super Union-Ethyl is now offered by large operators who have carefully compared its performance with that of ordinary gasolines. Their reports show that this increased mileage varies according to the condition of the motor. It is often more than 12%.



And in addition six other important advantages are attained when Super Union-Ethyl is used exclusively.

1. Many hills that formerly required second gear are easily mastered in high without undue engine strain.

2. Boulevard speeds develop a remarkable new soft smoothness.

3. Traffic pickup is surprisingly accelerated.

4. Carbon knocks are practically eliminated.

5. Vibration is reduced materially.

6. And although Super Union-Ethyl costs more per gallon, it reduces operating costs from 1 to 4c per mile according to these records of leading fleet operators.

Super Union-Ethyl is actually cheaper than ordinary gasoline when you consider the economies that this world's record fuel makes possible.

Use It Exclusively!

Super Union-Ethyl can be secured only at the blue and white striped pumps. Make them your permanent "stop signs" for gasoline. Get 4 to 12% extra mileage and the other advantages that are noted here.

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Land Plaster!

Use it in your poultry house to keep down dampness and odors.

While it lasts 80c sk., \$15.00 ton

Agricultural Lime 45c sk.

Phosphate and mixed fertilizers at carlot prices while they last.

Farm Bureau Cooperative Exchange

Roseburg Myrtle Creek Oakland

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