

MUSIC TEACHERS OF OREGON ELECT GOODRICH AS HEAD

(Associated Press Leased Wire)
 SALEM, Ore., June 18.—Fred-
 erick W. Goodrich of Portland was
 elected president of the Oregon
 Music Teachers' association Tues-
 day morning, succeeding Mrs. Cliff
 Moore of Portland. Goodrich
 competed for the office with Miss
 Frances Virginia Melton of Salem
 and Mrs. Charles Heintze of Rose-
 burg, who served as first vice-presi-
 dent last year, securing ten more
 votes than his nearest opponent,
 Miss Melton.

The report of the association's
 national committee concerning
 accrediting music teachers who
 give high school credits was unani-
 mously accepted subject to confer-
 ence with State Superintendent C.
 A. Howard. It was recommended
 that applicants for this recognition
 be not less than 21 years old, that
 if not a conservatory or university
 graduate then shall have enough
 training in piano or vocal to go far
 beyond the average course outlined
 for high school students and that
 they become in effect high school
 teachers and must measure up to
 the standards of the school. Two
 years of teaching experience or of
 supervised teaching was recom-
 mended and preparation to insure
 ability to make analysis of the
 work taught. Oral examinations
 were recommended for all teachers
 seeking accrediting.

rural sections and in crowded
 cities. The trials included handling
 the cars in heavy traffic, accelera-
 tion and deceleration under ad-
 verse conditions, brake operation
 and second gear work. The Willys
 eight will do 48 miles an hour in
 second.

"The car's flexibility was estab-
 lished in trials that proved it
 would accelerate from 5 to 25 miles
 an hour in 7.9 seconds.

"All of this was done before any
 of the cars were introduced to the
 public."

DEATHS BY AUTOS ON THE INCREASE

Deaths from motor vehicle ac-
 cidents are increasing at a rate fast-
 er than automobile registrations in
 the face of a national effort to
 promote safety on the streets and
 highways, according to the public
 safety department of the Oregon
 state motor association. Motor ve-
 hicle fatalities increased 10.3 per
 cent in 1929 compared to 1928,
 while in the same period registra-
 tions increased only 3 per cent.

While uniformity of traffic regu-
 lations and stringent penalties for
 the reckless driver will go far in
 curbing this national menace, in-
 dividual care in operation and edu-
 cation on protection also have an
 important place in the effort to
 preserve life.

"This has been demonstrated,"
 says the motorists' organization,
 "through the medium of safety
 education in the schools and the
 work of school boy patrols. As a
 result of this activity, the death
 rate of children under 15 years of
 age in automobile accidents has
 declined since 1922, while the num-
 ber of adult fatalities has increased
 more than 100 per cent."

CAR OWNERS MAY BUY BEST TIRES AT LESS

Improved manufacturing meth-
 ods, increased factory efficiency
 and lower cost of raw materials
 entering into certain lines of Good-
 year tires has resulted in a reduc-
 tion in factory costs and a corre-
 sponding reduction in tire prices
 which are passed on to the public,
 according to Chas. Healy, of the
 Healy-Wood Tire Co.

Prices of four-ply passenger car
 sizes are reduced approximately
 five per cent. Automobile tubes
 carry a similar reduction.

There is only a slight reduction
 in price on Goodyear heavy duty
 passenger car tires. The Pathfinder
 heavy duty line will be increased
 in price in some sizes, due to in-
 creased costs of manufacturing
 this line, says Mr. Healy.

"This price change is in line
 with Goodyear's practice of pass-
 ing along to the public the benefits
 of its savings in manufacturing
 and raw material costs," Healy
 pointed out. "It means that the
 tire buyer today can buy Good-
 year tires at the lowest prices in
 the history of the industry, with
 mileages considerably greater than
 ever before.

"The price change announced by
 Goodyear is in no wise to be con-
 strued as anything but a simple
 passing along of factory economies
 and efficiency to the consumer."

Eat baroque sandwiches and
 live forever. Brand's Road Stand.

Notice of sale of government tim-
 ber, general land office Washing-
 ton, D. C. May 21, 1930. Notice is
 hereby given that subject to the
 conditions and limitations of the
 acts of June 9, 1916 (39 Stat. 219),

and June 4, 1929 (41 Stat. 758), as
 amended by the acts of May 17, 1928
 (45 Stat. 497, Public Nos. 415 and
 417), and pursuant to departmental
 regulations approved July 22, 1929,
 as amended the timber on the fol-
 lowing lands will be sold July 31,
 1930, at 10 o'clock A. M. at public
 auction at the U. S. land office,
 Roseburg, Oregon, to the highest
 bidder at not less than the apprais-
 ed price, as shown by this notice.
 The purchase price will be paid in
 advance, being commissions allowed,
 must be deposited when the right to
 purchase is awarded by the Register,
 but certificate of sale will not
 issue until the purchaser has com-
 plied fully with said regulations of
 July 22, 1929, as to the execution of
 the contract of sale, and the bond
 required thereunder. The money de-
 posited will be returned if sale is
 not approved, otherwise patent will
 issue for the timber, which must be
 removed within 18 months. Bids will
 be received from citizens of the
 United States, associations of such
 citizens and corporations organized
 under the laws of the United States,
 or any State, territory or district
 heretofore only. Upon application of a
 qualified purchaser, the timber on
 any legal subdivision will be of-
 fered separately being included in
 included in any order of a larger unit.
 T. 18 S. R. 5 W. Sec. 17, SW 1/4
 NW 1/4, red fir, 140 M. red fir, 740
 M. hemlock, 340 M. NW 1/4, SE 1/4,
 yellow fir, 260 M. hemlock, 720 M.
 SE 1/4, yellow fir, 340 M. red
 fir, 340 M. hemlock, 110 M. SW 1/4,
 SE 1/4, yellow fir, 140 M. red fir, 300

M. hemlock 880 M. T. 2 S. R. 7 W.
 Sec. 15, SW 1/4, NE 1/4, red fir, 610 M.
 white fir, 140 M. NW 1/4, red fir,
 340 M. white fir, 70 M. T. 2 S. R. 2
 W. Sec. 21, NE 1/4, SE 1/4, red fir, 2010
 M. SE 1/4, NW 1/4, red fir, 1500 M. Sec.
 23, NW 1/4, NW 1/4, red fir, 1230 M.
 SW 1/4, NW 1/4, red fir, 430 M. T. 3 S.
 R. 5 W. Sec. 7, lot 1, yellow fir, 600
 M. noble fir, 230 M. hemlock, 670 M.
 lot 2 yellow fir, 1400 M. noble fir,
 1010 M. hemlock, 2540 M. none of
 the timber on these sections to be
 sold for less than \$1.75 per M for
 the red and yellow fir, \$1.50 per M
 for the red cedar, \$1.00 per M for
 the noble fir and hemlock and 75
 cents per M for the white fir. T. 13
 S. R. 7 W. Sec. 23, NW 1/4, SE 1/4,
 yellow fir, 1930 M. red cedar, 10 M. not
 to be sold for less than \$1.75 per M
 for the yellow fir and \$1.00 per
 M for the red cedar; T. 4 S. R. 6
 W. Sec. 31, NW 1/4, NE 1/4, red fir, 960
 M. T. 22 S. R. 5 W. Sec. 32, lot 1,
 yellow fir, 100 M. yellow pine, 23 M.
 lot 2 yellow fir, 623 M. red
 fir, 325 M. hemlock, 25 M. T. 13 S.
 R. 6 W. Sec. 32, NW 1/4, NE 1/4, red fir,
 450 M. NW 1/4, red fir, 420 M.
 T. 9 S. R. 7 E. Sec. 22, NE 1/4, NE 1/4,
 red fir, 190 M. SE 1/4, NE 1/4, red fir,
 330 M. T. 2 S. R. 5 W. Sec. 17, NE 1/4,
 red fir, 1180 M. red cedar, 40
 M. NW 1/4, SW 1/4, red fir, 1280 M. red
 fir, 300 M. NW 1/4, red fir, 720 M.
 15, NE 1/4, NE 1/4, yellow fir, 550 M.
 dead yellow fir, 340 M; T. 6 S. R. 2
 W. Sec. 17, NE 1/4, NE 1/4, red fir, 220
 M. none of the timber on these sec-
 tions to be sold for less than \$1.50
 per M for the red and yellow fir,
 \$2.50 per M for the yellow pine,
 \$1.25 per M for the red cedar, \$1.00
 per M for the hemlock and 50 cents
 per M for the incense cedar, and

dead yellow fir, T. 40 S. R. 3 S.
 Sec. 1, NW 1/4, NE 1/4, yellow pine,
 230 M. sugar pine, 19 M. red fir, 50
 M. SE 1/4, NE 1/4, yellow pine, 270 M.
 red fir, 50 M. NW 1/4, NW 1/4, yellow
 pine, 325 M. red fir, 70 M. white
 fir, 10 M. NW 1/4, NW 1/4, yellow
 pine, 340 M. sugar pine, 100 M. red
 fir, 200 M. NW 1/4, NW 1/4, yellow pine,
 130 M. sugar pine, 20 M. red fir, 100
 M. SW 1/4, NW 1/4, yellow pine, 320 M.
 sugar pine, 50 M. red fir, 185 M.
 none of the timber on this section
 to be sold for less than \$1.00 per M
 for the yellow and the sugar pine,
 \$1.25 per M for the red fir and 75
 cents per M for the white fir. C. C.
 MOORE, Commissioner.

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Farm Bureau Cooperative Exchange

Roseburg Myrtle Creek Oakland

AGENTS FOR
 L. & H. Electric Ranges John Deere Plow Co.
 Hood River Spray Co. Hoosier and Milwaukee Pumps
 Sutherland Spray Co.

THE WILLYS EIGHT GIVEN RIGID TEST

Bringing a new automobile to
 the peak of perfection means giv-
 ing it a wide range of tests that
 are much more strenuous than
 conditions met in ordinary motoring.
 Such tests covering a long period
 of time were made with the new
 Willys eight, states F. W. Chase,
 Willys-Overland dealer.

"The tests made by the Willys-
 Overland technical staff took place
 in many parts of the country," he
 said. "The Willys eight was tried
 out in the rugged mountains of
 Pennsylvania, West Virginia and
 Tennessee for power development.

The highest peaks of the Allegheny
 range were climbed time after time
 and close records kept on perform-
 ance.

"Straightaways in the middle
 west and south were used as prov-
 ing ground for developing the en-
 gine for speed and other high
 speed performance. The motor de-
 velops 80 horsepower and steps
 along at 75 miles an hour with
 smoothness and ease that most
 cars attain only at a 60 mile speed.
 These tests covered a period of
 many months and the cars traveled
 thousands of miles in both the

Weeds Are Robbers Lick 'em Quick!

"Caterpillars" use little power to move on smooth steel track—they give extra power at the draw-bar to kill weeds. "Caterpillars" lick weeds before weeds lick you, for you pull bigger tools without slipping on a soft seed bed, or on wet soil. You don't pack the soil. You conquer hills. Wet or dry, rough or smooth, a "Caterpillar's" work is better, quicker, cheaper.

Miller-Sanford Tractor Co.
 321 West Oak St. Roseburg, Oregon



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Electric Utility earnings have shown an increase for the first quarter of 1930, compared with a decrease for many other industries, over earnings for the first quarter of 1929. This comparison alone should be sufficient to convince anyone that Electric Utilities Securities are among the safest type of long time investments. Copco Preferred Stock is now available at \$101.00 per share, yielding 6 per cent.

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THE CALIFORNIA OREGON POWER COMPANY
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After the First Twenty-five Thousand Miles

THE VALUE of sound design, good materials and careful craftsmanship is especially apparent in the new Ford after the first twenty-five thousand miles. Long, continuous service emphasizes its mechanical reliability and economy of operation and up-keep.

As you drive the Ford through many months and years you will develop an increasing pride in its appearance and a growing respect for the substantial worth that has been built into it. From every standpoint—in everything that goes to make a good automobile—you will know that you have made a far-seeing, satisfactory purchase.

Wherever you go, you hear enthusiastic praise of the car and this significant, oft-repeated phrase—"I'm glad I bought a Ford."

A FORD owner in New York tells of a 13,000-mile trip across the United States and back in sixty days and says "the car was extremely economical to operate, comfortable and speedy." A grateful father tells how the Triplex shatter-proof glass windshield saved his wife and children from serious injury in an automobile collision.

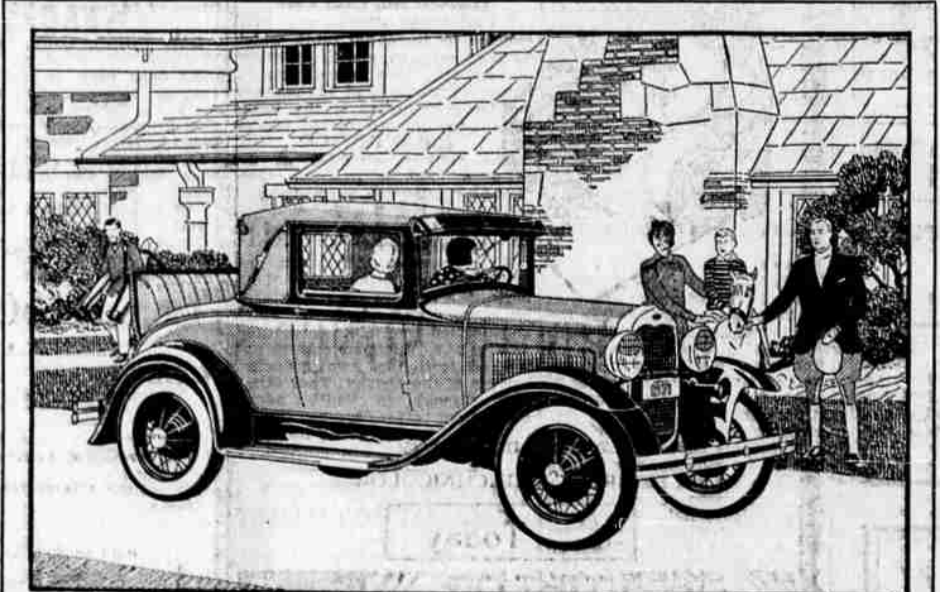
To test tires, a large company drove a new Ford day and night, for an average of 500 miles every twenty-four hours. It was still giving satisfactory service after 105,000 miles.

A Ford car that had fallen into Fernan Lake was submerged for twelve days before being raised. After a new battery and carburetor bowl were installed, it was driven back to Spokane under its own power.

Many police departments have written of the special advantages of the Ford in crowded traffic because of its alert speed, acceleration and ease of control. An increasing number of fleet owners are also purchasing the Ford because their cost figures have given conclusive proof of its economy of operation and up-keep.

In addition to important triumphs in Germany, France and Italy, the Ford won six out of seven leading places in a contest in Finland, first and second in the Rafaela races in Argentina, first and second in the run from Copenhagen-to-Paris-to-Copenhagen, three gold medals in England, first ranking in the durability test over the tortuous Amancaes road in Peru, and first place in the 1930 reliability run conducted by the Royal Automobile Club of Sweden.

This contest was an exceptionally severe test of endurance and sturdy construction because it was held in the dead of winter and covered 600 miles of steady running over snow-covered country roads and mountainous hills.



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De Luxe Sedan	640
Town Sedan	660

All prices f. o. b. Detroit, plus freight and delivery. Bumpers and spare tire extra, at low cost.

FORD MOTOR COMPANY