

BROOKING-HARBOR NEWS

Pioneer Visits. W. B. Helm, genuine Oregon pioneer, spent the week end from Friday until Monday, at the home of Mr. and Mrs. John R. Hill. Mr. Helm has been making more or less regular visits to Curry county since 1904. He is planning within a few days to drive by himself back to Montrose, Colo., to spend the winter with his son. Mr. Helm, who is now 71 years of age, was the first white child born in Lebanon, Oregon. His father and grandfather crossed the plains in 1845 with the emigrant train which followed the ill-fated Meek's Cut-

Off. He and his wife were the first couple married in Golden-dale, Wash., and he helped to build the first house there.

Ladies Aid Will Present Play. Members of the Ladies Aid will present on Friday, October 31, a program featuring a black face comedy, negro band and other humorous numbers. Mrs. W. Schiappi of Gold Beach will direct the performance. Wayne Gladon took a truck load of fish Friday from the Klamath river to the Gold Beach Packing company at Gold Beach. Judge and Mrs. Fredrickson of Los Angeles with their family are guests at the C. M. Benham home at Harbor. They are expecting a large party of Los Angeles friends to join them soon for a camping trip up the Chetco river.

Delighted over the fact that they are the first of their crowd to discover southern Curry. Mr. and Mrs. Evans and family of Los Angeles and their family were among the enthusiastic guests at the Chetco River Auto park during the past week. "Just wait until we have told the rest what they have missed! You'll have them all next year," Mr. Evans said. Heavy travel on the Chetco river road this summer has made advisable the straightening out of some of the sharp curves and the gravelling of a few places. This work, which is being done by Ed. Ransom and Tex Tierce, has added greatly to the comfort and safety of the tourists, campers and sport fishermen who use the road as well as upper Chetco residents. S. D. Clark, with the Webber Construction company in Crescent City, who has been running the compressor on the highway contract south of the California line, has completed his work there and gone back to Crescent City. L. N. Bauman was quite seriously injured Wednesday while working on the wharf during the loading of a boat. Jumping from one car to another, Mr. Bauman's feet struck a timber which rolled, throwing him backward so that his head struck on another car. The doctors are waiting developments before operating. Little Ruth Carpenter, daughter of Mr. and Mrs. C. E. Carpenter, is spending the week at the John R. Hill home. Mrs. Jesse Hight and Mrs. John Ham of Smith River visited Mrs. Sam Foster Tuesday. Mrs. Ruth Helin of Redwood City is the guest of her mother, Mrs. William Hubbell, at Harbor. Rebekah Lodge Initiates. Topaz Rebekah lodge No. 241 conferred the Rebekah degree on Walter Steineke and S. E. Nelson at their regular meeting on Tuesday night. A banquet followed the initiation. Oscar Benson, who has a quite serious attack of quinsy, was taken to the hospital at Crescent City Saturday.

Hatton, complaint. Arthur Breckner, Destination mining location. James Hill, Blue Grouse No. 1, mining location. James Hill, Blue Grouse No. 2, mining location. W. A. Alexander, Golden Dream No. 2, mining location. W. A. Alexander, Golden Dream No. 3, mining location. Chas. Warnock to Brookings State bank, mortgage. John C. Kendall to James C. White, quit claim deed. Mark C. Wood to A. E. Reese, deed. W. T. White to The Public, affidavit. Lester H. Bond to R. L. Wagner, deed. Carl Miller to Nellie Miller, complaint, divorce. R. G. Starr, The Breakers Hotel, assumed name. A. E. Perry, Dan Connors, complaint. F. J. Huntley as sheriff to the Douglas Creditors association, deed. F. J. Huntley as sheriff to Henry Adolphsen, deed. Myrin Shannon to O. W. Dodson, bill of sale. Alice Stafford to Geo. B. Stafford Jr., deed. E. F. Stutsman to Maude Egenhoff, deed (mining). Diva Fitzhugh to The Star Restaurant, assumed name. Harry Caltoft, to Chetco Inn, assumed name. H. D. Beaulieu to Chetco Garage, assumed name. Fannie Trimble to Brookings Garage, assumed name. H. P. Weter to Brookings Laundry, assumed name. J. A. Driskell to Driskell Cash Store, assumed name. Ira E. Brown to Hunters Creek Auto Park, assumed name. Delmer Colgrove Jr., Mountain Ranch Service Station, assumed name. Fannie Trimble, Brookings Sweets and Eats, assumed name. Byron B. Stalcup and May Barrows, marriage license.

Fires Disclose Tin Ore

Bend, Or., Aug. 18.—Beads of silvery-white metal from a coal-black rock, deposited through heat action in the ashes of improvised ore furnaces and camp fires, have resulted in a mining excitement in the isolated Bear buttes district of Crook county, which threatens to throw into shadow the short-lived Windy Point rush of a year ago and to eclipse the early-day boom that built Ashwood, central Oregon's only mining town. Fifty mining claims have already been staked out on the slopes and buttes of Bear creek, and claim stakes, chopped from the native juniper, are scattered over 100 acres of land. On one of the Dry river tributaries, high on the western face of Bear creek buttes, a mining camp has been established on the dim road cut into the hills 60 years ago by the hoofs of horses and oxen drawing the wagons of immigrants from the "high desert" to the distant Deschutes. This camp is on claim No. 1 of the Black Cat group. To the west of this group are the White Horse claims and to the east are claims that reach into the Bear creek farming community.

KEEPING YOUR CAR MODERN. By H. L. ... Service.

WHEN the car behind toots the horn and roars by you, a good deal has happened besides the mere fact that another tourist is trying to get somewhere in a hurry and you have one less car to worry about on the road. What has happened in particular is that he has covered the side and top of your car with a new layer of traffic film, which may consist microscopically of from 20 to 50 different kinds of infinitesimally tiny bits of this, that and the other, most of them of a nature not likely to do the finish of your car any particular good. Different roads give different kinds of traffic film. But they all provide a film that is sufficiently unpleasant. This is one of the menaces that the motorist must fight in summer. There is a peculiar thing about this film, particularly in regard to its action on the pyroxylin lacquers that provide the finish for nearly all modern cars. It is important and even necessary to get it off your car as soon as your run is over. But is it not a good plan to keep washing it off. In fact, it is difficult to wash it all off. Wipe it off with a soft cloth. As a matter of experience, the film, being full of minute particles of grit, acts as a gentle abrasive for your car's finish and if carefully wiped away rather improves than damages it. Mud, on the other hand, should be washed off as soon as possible. Mud allowed to dry and cake is bad for the finish. It is surprising in what good condition an automobile can be kept under ordinary circumstances by a mere wiping. The grease around the wheels should be washed away with some naphtha soap and the top and body can be washed from time to time with water and any good soap. That is for lacquer finishes. If your fenders happened to be varnished be careful of soap on them except to remove oil or grease that will not come off any other way. In washing your car, plenty of water, a soft cloth and finally the chamotte skin are the best. When the top becomes discolored from action of the sun and dust, it can be refinished with a coat or two of good top dressing, it being a good plan to use one that is known to agree with the basic finish of your car. As much nickelware around a car is ruined by over-polishing as by not polishing enough. Some

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There is one thing about the best modern finish—it is permanent. It not only takes less time to apply than the old varnishes but, when it is on, it has become an integral part of the surface of the metal. No chemical change takes place. It is there, and there to stay with no fading and no cracking. But it is, of course, a finish of itself, not a kind of varnish. One of the things to be careful about is to keep alcohol away from it. If the winter anti-freeze mixture contains alcohol, not a drop of it should be allowed to touch the finish of the car; because alcohol will cause the finish to become streaked or pitted. It is also a good plan to look out where you are going while on the road. This of course applies to any part of your car. But a little care as to the road or the part of the road you use will save your finish mightily. Tar, for instance, is the bete noir of the motorist. When you have driven rapidly over a tarred road, particularly if it is a dirt or gravel road, you have literally incrustated the inner surface of your fenders with a rich coating of tarred gravel. It is hard to get off, particularly when cold, and besides that some of the little tarry stones will always jump up and speck the sides of your car with especially destructive effect on any kind of finish. In fact, care, a temperate consideration of your car, will repay many fold in the end. This applies not only to the engine and to the tires but in particular to the finish. There is no reason why a good modern pyroxylin finish should not be practically permanent. It depends on who drives the car and who oversees the cleaning and washing of it after the journey is over.

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Job Printing. Port Orford News.

County Clerk's Filings. Clarence Frazer and Edna Alderman, marriage license. The Commercial Corp. vs. L. B.

Copper Ore Shipped. Grants Pass, Or., Aug. 18.—The first carload of copper ore shipped since the war from the Queen of Bronze mine, near Takilma, went to the Tacoma smelter this week, and steady shipments will continue. This mine and the Cowboy mine, an adjoining copper mine, are being operated by John Hampshire of Grants Pass.

Grants Pass People Make Highway Loop

A party of 15 people from Grants Pass on Monday made the "Round the Block" drive via Crescent City, Port Orford, Bandon and return. In this trip they travelled over the Redwoods, Roosevelt and Pacific highways and were within one mile of the farthest western point in the United States. Those who made the trip were: R. B. and J. K. Manuel and families, Mr. and Mrs. D. J. Manuel and Mr. and Mrs. John Cox of Grants Pass, Mr. and Mrs. S. T. Manuel and Mr. and Mrs. J. E. Shipley of Kinsley, Kansas, and John Channell of San Jose, Calif. James Manuel, in discussing the trip, reports the roads in the finest of condition throughout the trip and contends that this drive is the most beautiful and interesting drive in western America.—Bulletin. D. O. Hayes, county assessor of Josephine county, with headquarters at Grants Pass, and brother passed through Port Orford Monday on a loop trip via Crescent City.

Port Orford's Natural Deep Water Harbor THE KEY To the Development of the Great Mid-Pacific Coast Empire. Depth of Water from 30 to 42 feet. No Dredging. No Sunken Rocks. No Pilot Service. Protected from North and Northwest Storms of Summer. Requires Limited Protection from South and Southwest Storms of Winter. Repeatedly Selected by Board of Army Engineers as Harbor of Refuge for Pacific Coast. All Year Round Harbor for Deep Sea Fishing. 9300-Ton Vessel Loading in Port Orford Harbor. Port Orford Chamber of Commerce PORT ORFORD, OREGON All Year Round Harbor for Deep Sea Fishing.