

5C BAGS 10C CARTONS

BUTTER-KIST

The Crackling White Popcorn
With the **TOASTY FLAVOR**

The kind you see advertised in your national magazine it is automatically popped, buttered and toasted to a crisp that makes your mouth water. It is untouched by human hands. It is made only on the BUTTER-KIST MACHINE. It is sold in butter-proof bags and cartons. Only pure creamery butter is used.

When You Think of Pop Corn, Think of Butter-Kist and Come to

Al Waugh's

AT NATATORIUM BLDG.
Nye Creek, Ore.
FRED SALVAGE
Sales Manager.

See It Made on This Human-Like Butter-Kist Machine

Peterson Hardware Co.

HEADQUARTERS FOR

Builcer's Hardware Steel Ranges
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Tin and Granite Ware Plows and Harrows
Aluminum, Good for 15 years

AUTO ACCESSORIES

OUR NEW GOODS

Are now here. We have Men's and Boy's Suits, Dress Shirts, Sweaters, Neckwear, Fine Shoes for Men, Women and Children. Come in and see

W. P. McGEE


BANK BUILDING TOLEDO, OREGON

The White Corner Store

Has Paper Plates—handy for lunches. Electric Globes that burn the longest. Crusade Coffee that is the best for the money and White River—Olympic and Astoria Flour and—**SIX BIG SPECIALS** for the week ending Saturday, July 29. It will pay YOU to fill up your pantry shelves at these prices

Phone 9005

R. S. VAN CLEVE



Water Front Meat Market

J. L. Demitt, Prop.

Fresh and Cured Meats Toledo Creamery Butter
I buy all my Beef, Mutton and Pork from the local ranchers, and I pay the highest market price delivered at my shop. I pay the highest market price for hides and pelts.

WATER FRONT, TOLEDO, OREGON

LINCOLN COUNTY BANK

(INCORPORATED)
TOLEDO, - OREGON

DOES A GENERAL BANKING BUSINESS

DIRECTORS—
C. E. HAWKINS
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Interest on Time Deposits

J. S. AKIN

The Dry Goods Man

HAS A FULL LINE

Ladies' and Gent's Furnishings, Crochet and Embroiderie Materials

ALSO

A full line of JEWELRY which is Guaranteed.

LINCOLN COUNTY LEADER
F. N. HAYDEN, Publisher

OFFICIAL COUNTY PAPER
Entered at Toledo, Oregon postoffice, Established Twenty-Two Years Ago.

SUBSCRIPTION PRICES
One Year, in advance..... \$1.50
Six Months, in advance..... .75
Three Months, in advance..... .50

Phone 7003

JITNEYS AND THE RAILROADS

Southern Pacific officials are of the opinion that if the vehicle competition continues to increase the railroad carrying business will be confined principally to the through traffic. With the electric roads it is different, and there are numerous transportation men who declare that it will be impossible in the future to finance any other electric road in the state.—(Santa Cruz Sentinel.)

Did you ever see a jitney owner or company construct a mile of road to reach a community that need transportation, let alone keeping a road in repair or maintain a service to a thinly settled portion of a city to help build up a new addition?

No, they wait until the road is built at public expense and then use it for commercial purposes at no cost to themselves and to the detriment of the road.

These vehicles for private gain should no more be allowed to tear up a public road without compensating the county than a railroad would be allowed to use a road grade for its right of way. Both of them are common carriers in the same line of business and should be under the same regulations. Industrial development and interurban traffic is being held up as it is assured no protection from unregulated competition after millions are spent.

THE OVERWORKED LAWMAKING INDUSTRY

Apart from its merits, the volume of our legislation is astounding. Congress and the state legislatures include some 7,000 members. Professor Dicey the great British student of Parliamentary activity, has pointed out that Congress and our states annually enact more legislation than is proposed in the same period by the combined Parliaments of Great Britain, Germany, Austria, Italy and France, representing more than two and a half times our national population. In the last session but one preceding the outbreak of the present war, the British Parliament received 547 legislative proposals and enacted 239. The Sixty-third Congress considered 30,053 bills and joint resolutions and enacted 700. The present Congress since meeting in December has received more than 21,000 legislative proposals. Between 1909 and 1916, our state and national assemblies enacted 78,748 new statutes. Forty-three legislatures in session in 1914-15 exceeded the record of any preceding year by passing 16,222 bills, 1,066 of which were vetoed, 15,055 of which became statutes to be printed for the enlightenment of lawyer and layman upon some 43,500 pages. During the past seven years the people of the United States have received an average of 12,000 new statutes per annum, the fruit of probably not less than three-quarters of a million legislative proposals, dealing in no small part with production, distribution, finance, in every circumstance of conduct, supervision, employment and organization.

THE SAME OLD STORY

Five high school boys in a new machine come around a curve in a road near San Francisco at high rate of speed, fail to see lowered gates at railroad crossing in time, crash through the same and are struck by limited train, three killed, fourth seriously injured and machine completely demolished.

So goes the story nearly every day. How long will it be before the fact that a rail road crossing is necessarily dangerously at any time and that a halt should always be made?

An accident of this kind is most regrettable, not only to the families of the deceased but for the engineer and fireman who are subjected to the nervous shock and may be incapacitated for work as a result, through no fault on their part.

RIGHT, NOT MIGHT, WILL WIN HERE

When ever individuals, organizations or corporations think they have the world by the tail, and all that is necessary to get results is to twist it, they are in for a sad awakening. The so called trusts proved this to themselves very clearly a few years ago.

Many of the labor organizations which of late have grown more powerful than any trust, are beginning to abuse their power and some of them are now due to hear the alarm clock and roll out of bed with a thud.

Nationally, the railway enginemen and trainmen have found that their demands have reached a point where they must reckon with the public and not the railroads. If their case is bad, they will get scant sympathy.

Locally, the longshoremen and freight handlers have found that force of arm can no longer intimidate the public. When the Chambers of Commerce in the largest cities on the coast combine to put a stop to conditions which are crippling and killing business and industries, it is time the agitators awakened to the fact that they are no longer dealing with a few ship owners but are reckoning with the public as a whole.

Nobody has a fight on the union as a union but when an organization whether it be a labor combine or a capital combine, tries to force conditions on the public which are uncalled for, it finds itself in deep water.

RAILWAYS OF U. S. SURPASS EUROPE'S IN THEIR MILEAGE

United States railways measure in length almost one-third more miles than the total for Europe, but cost almost 40 per cent less in capital, according to the annual compilations made by the bureau of railway news and statistics.

The comparison is the more significant in view of the fact that wages in the United States are practically double the European standard and rates for money "are one-fourth higher," says the announcement.

SUMMONS

In The Circuit Court of the State of Oregon, for Lincoln County.

Samuel MacClintock, plaintiff, vs J. A. Hutchings, and all other persons unknown, if any, having or claiming to have an interest in or to the real property hereinafter described, defendants.

To J. A. Hutchings, the above named defendant:

You are hereby notified that Samuel MacClintock is the holder of Certificate of Delinquency numbered 10 issued on the 7th day of October 1913 by the Tax Collector of the County of Lincoln State of Oregon, for the amount of Twenty-seven and 14/100 (27.14) Dollars, the same being the amount then due and delinquent for taxes for the year 1912 together with penalty, interest and costs thereon upon the real property assessed to you, of which you are the owner as appears of record, situated in said County and State, and particularly bounded and described as follows, to-wit:

The West Half (W 1/2) of the North-east Quarter (NE 1/4) and the East Half (E 1/2) of the North-west Quarter (NW 1/4) of Section Twenty-four (24), Township Twelve (12), Range Eight (8) West of the Willamette Meridian.

You are further notified that said Samuel MacClintock has paid taxes on said premises for prior or subsequent years, with the rate of interest on said amounts as follows:

| Year's Tax | Date Paid | Tax Amt. | Rate Int. |
|------------|---------------|----------|------------|
| 1913 | Mar. 13, 1914 | 1460 | \$24.40 15 |
| 1914 | Apr. 5, 1916 | 4261 | 47.23 15 |
| 1915 | Apr. 5, 1916 | 2351 | 35.52 15 |

Said J. A. Hutchings as the owner of the legal title of the above described property as the same appears of record, and each of the other persons above named are here by further notified that Samuel MacClintock will apply to the Circuit Court of the County and State aforesaid for a decree foreclosing the lien against the property above described, and mentioned in said certificate. And you are hereby summoned to appear within sixty days after the first publication of the summons, exclusive of the day of said first publication, and defend this action or pay the amount due as above shown, together with costs and accruing interest, and in case of your failure to do so, a decree will be rendered foreclosing the lien of said taxes and costs against the land and premises above named.

This Summons is published by order of the Honorable R. R. Miller, Judge of the County Court of the State of Oregon for the County of Lincoln and said order was made and dated this 31st day of May 1916 and the date of the first publication of this summons is the 2d day of June 1916.

All process and papers in this proceeding may be served upon the undersigned residing within the State of Oregon at the address hereafter mentioned.

Hawkins & McCluskey,
Attorney for plaintiff.
Address Toledo, Oregon.

Launch Transit

Leaves Elk City, 7:30 a. m. Toledo, 9 a. m. Returning, leaves Newport 2:30 p. m.; Toledo 4:30 p. m. Every Tuesday, Thursday and Saturday.

H. A. Norton, Captain.

FOR SALE OR EXCHANGE

Two medium weight horses for heavy draft team, want same for farm work, expect to pay reasonable difference; also one single horse for exchange for one weighing about 1000; also seven good milk cows.

Address Mr. Stein, Elk City.

THE STEAM SCHOONER

Sue H. Elmore

will leave Portland every Monday night. Will make Toledo on weekly schedule. For further particulars call on

C. K. CROSNO, Local Agent.



The largest shoe factory in the country makes less than one-fortieth of the entire shoe output, but the Ford Motor Company builds half of all the automobiles made in America. This volume is necessary to supply the demands of people who are looking for economy at a low cost. Get yours today! Runabout \$390; Touring Car \$440; Coupelet \$590; Town Car \$640; Sedan \$740. All prices f. o. b. Detroit.

On sale at Toledo, Oregon, by

A. T. PETERSON

Accessories always in Stock

Tourist Sleeper

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PORTLAND

LEAVES YAQUINA
EVERY SUNDAY AT 6:30 P. M.

There are now

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DAILY TRAINS

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CORVALLIS AND ALBANY

| Sun. Only | Ex. Sun. | Ex. Sun. | Daily | Ex. Sun. |
|-----------|----------|----------|-----------|--------------------|
| 6:00 P. | 1:20 P. | 7:05 A. | Newport | 12:15 P. 6:05 P. |
| 6:55 P. | 2:25 P. | 8:16 A. | Toledo | 11:20 A. 5:05 P. |
| 10:45 P. | 6:15 P. | 12:10 P. | Corvallis | 8:05 A. 1:40 P. |
| 10:15 P. | 5:45 P. | 11:30 A. | Albany | 7:30 A. 12:55 P. |

Ask local agent for information or write

John M. Scott, General Passenger Agent, Portland, Oregon

Southern Pacific

Which Do You Prefer?

It is important for reasons of health and practical economy for every housekeeper to ask herself this question:

"Do I prefer a pure baking powder like Royal, made of cream of tartar derived from grapes, or am I willing to use a baking powder made of alum or phosphate, both derived from mineral sources?"

The names of the ingredients printed on the label show whether the kind you are now using or any brand, new or old, that may be offered is a genuine cream of tartar powder, or merely a phosphate or alum compound.

Royal Baking Powder contains no alum nor phosphate.

ROYAL BAKING POWDER CO.
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