

When you're hot and thirsty—say

Hires

ROOT BEER

At any place where soft beverages are sold.
Bottled in 3 sizes

THE HENRY WEINHARD PLANT
Bottlers and Distributors. PORTLAND, OREGON



HERE'S the quality bread. Only the purest and most costly ingredients enter into it—finest patent flour, rich milk, sugar, pure shortening, best yeast. It means the most nutrition, wholesomeness and flavor. Say **FRANZ**

Butter-Nut

The Incomparable Loaf

FRESH SHIPMENT EVERY DAY TO FREDERICK'S

BUREAU OF AIR-CRAFT PRODUCTION

The report of John D. Ryan, Director of the Bureau of Aircraft Production, which is signed by W. C. Potter as Acting Director of Aircraft Production, is a comparatively brief document, covering, as it does, only the period from May 24 to June 30, 1918. For the purpose of showing what has been accomplished in developing the manufacturing resources of this county in quantity production a list is given of articles or material required in the manufacture of airplanes and orders placed therefor. "Some idea may be gained from this list of the task of developing and getting into production the various products required by the Air Service, most of them never before having been produced in this country and representing a new art, to develop which both engineers and skilled workmen have to be trained and made proficient," says the report.

In the matter of production the total battleplanes produced up to May 24, 1918, was 148 and from that date to June 30, 1918, 393, while the number of training planes produced to May 24, 1918, was 5,091, and from that date to June 30, 1918, the output was 523. A special French engineering mission and one from Italy were brought to the United States and undertook the development of experimental planes and various types, which were to be carefully tested and put into immediate production if satisfactory to the Air Service. The manufacturing facilities of this country are being rapidly developed for the production of complete battle planes, the report adds, and also for the production of finished parts, which were sent overseas for assembly. Up to June 30, 1918, there had been disbursed in cash a total of \$268,419,894, covered by Air Service material and a total of \$164,898,494 for buildings, flying fields, training and maintenance.

"One of the most difficult problems which continually faces the director of this bureau is the securing of the proper personnel to carry on the activities of this very specialized industry, about which so little was known in this country at the time war was declared. With the other activities of the Government the problem grows more serious each day," the report states. An increase in personnel from May 24 to June 30, 1918, is shown to have been approximately twenty-four per cent. The report concludes: "The necessity for continued liaison service between France and this country increases daily, but with the rapid training of men responsible for the direction of the various departments this situation should be materially improved. The bureau has also started the practice of sending experts in production and inspection from the United States to study methods used by the Allies and take advantage of their four years' experience. An invitation on the part of the Allies has been given to the managers to Europe to study European

methods and adopt from their practice what will be of advantage to supplement American methods."

SPECIAL GOAT SHOW PLANNED FOR FAIR

One of the special features of the county fair this year will be an elaborate goat show. A number of the prominent breeders have already indicated their willingness to bring in the best in their flocks and an effort is also being made to have other prominent breeders in the state send in some of their specially good stock.

In addition to the display of live animals, arrangements will be made to have a special illustrated lecture, with educational talks by practical breeders of the county and goat specialists from the Agricultural College. These educational features of the fair are considered by the fair board to be particularly important, and while it is planned to have more amusements and attractions here than have ever been put on at a fair before, the fair board is devoting special attention to making the fair this year an agricultural and educational exhibition.

YOU CAN—Buy 40 acres in the NW 1/4 of the NE 1/4 Sec. 26, R. 9, T. 9, in Lincoln County, about 7 miles east of Siletz, for \$600.00. Communicate with the owner, George Gerson, Tudor Arms Apt., Portland, Oregon.

—Buy W. S. S.—
METHODIST CHURCH
Services Each Sunday at 11 A. M. and 8 P. M.
Sunday School at 10 A. M.
Epworth League Each Sunday at 7 P. M.
Ladies Aid Society Meets Each Week at 2 o'clock P. M.
A Cordial Invitation Extended to All
R. Ellsworth, Res. Pastor.

27 GOOD BUY—Five acres 1 mile from Toledo in Olalla valley. Three acres in cultivation; good house, fine water, family orchard bearing; new barn and chicken house. Price reasonable. Address J. O. Young, Toledo, Oregon.

R. D. BURGESS
PHYSICIAN AND SURGEON
Toledo, Oregon
Office in Andrews Building. Office hours: 10 to 12 a. m.; 2 to 4 and 7 to 9 p. m. Emergency calls at any time.

DR. LENA A. BOONE
Chiropractor
Now at Nye Beach, "EEEE" Cottage, Two Doors South of Episcopal Church, on Brook Street.
Newport, Oregon
Office hours, 10:00 a. m. to 5:00 p. m.

HOW CLEOPATRA'S NEEDLE WAS SAVED

New Process Invented to Preserve Surface of Monolith in Central Park.

HIROGLYPHS OBLITERATED.

Rigors of Western Climate Caused Khedive's Gift to Disintegrate. Painting Ancient Obelisk With Special Preparation Stopped Decay—Ruined Portion Restored.

New Yorkers awoke one morning to find in their breakfast headlines the news that a zealous park employee had discovered signs of disintegration on the surface of the city's most treasured antique—Cleopatra's Needle. Photographs revealed that the monolith was peeling, large pieces of sandstone having fallen from the tall shaft, carrying with them part of the prized hieroglyphs.

London's twin sister of Cleopatra's Needle was reported as resting comfortably and enduringly on the banks of the Thames, and the rival port wondered whether a preparation would be found to stay the attacks of their harsher climate.

Such a preparation was soon forthcoming. A new paint combination as a preservative for stone was invented

THE OBELISK.

The Obelisk was presented to the City of New York by the Khedive of Egypt.

Lieutenant Commander Gorringe, U. S. N., after a three years' effort, obtained possession of it and moved it to its present position, at an expense of nearly \$100,000. It was finally swung into position at noon, January 22, 1881.

The height of this monument, from base to tip, is 122 feet 2 inches. The measurement of the base, square through its axis, is 7 feet 8 1/2 inches. The entire weight of the monolith is 215 1/2 tons.

Since it was quarried near the torrid zone, it has traversed the entire length of the Mediterranean Sea and the width of the Atlantic Ocean—a distance of 8,400 miles, proving itself a first rate traveler for one whose age has exceeded thirty-five centuries. In the course of its existence it has seen Pharaoh and his host going to their destruction in the Red Sea; Sushak, marching to the conquest of Jerusalem; Cambyses despoiling the land; Herodotus, Plato and other Greek students enraptured in pursuit of Egyptian lore; Alexander the Great on his victorious expedition through the land of Goshen; six and a half centuries of Roman sovereignty and Christian struggle at Alexandria; all the long line of Moslem rulers since Caliph Omar; and now, leaving together its native land, it stands looking upon the million dwellers in this metropolis, whose site was unknown to the Eastern world at a time when the Obelisk had been in existence for two thousand years.

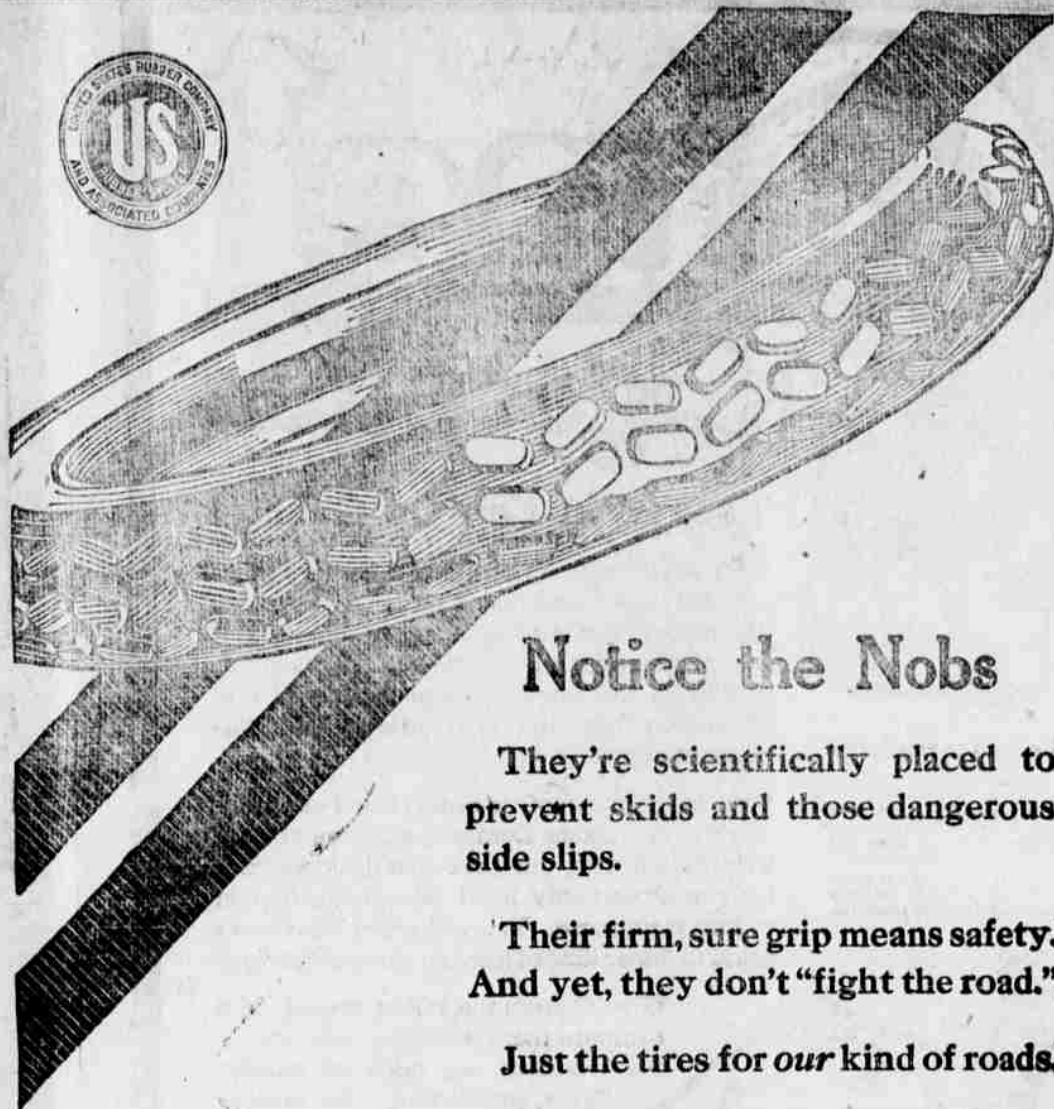
by Dr. William Kuebro, chemist of the Metropolitan Museum of Art. Many years previous coating with paraffin had been tried, but the application had not entirely accomplished its purpose. The new painting process, however, proved a success. Disintegration was halted and the damaged parts restored. New York breathed easily again.

PAINT PROTECTION AND ITS ECONOMY.

The preservation of structural materials, which may be obtained through the application of paint, constitutes a most vital means of furthering the conservation of our natural resources. It is, moreover, the most economical method of sustaining the appearance and general upkeep of any community.

A structure coated with sheets of India rubber would not be as well protected from decay as a structure coated with a good oil paint. This is due to the fact that a sheet of rubber is not so durable or as waterproof as a thin dried film of paint. The latter material when applied dries to a continuous elastic film containing finely divided particles of metallic, wear resisting pigments. A square foot of such a film upon a wooden surface costs less than a penny, yet it will beautify and protect a dollar's worth of surface for many years. This is a low rate of insurance.

Dwellings, barns, outbuildings, sheds, posts, fences, stock enclosures, wagons, implements, windmills and other structures, whether of wood, iron or cement, should be preserved, through the use of paint, from rapid decay. High grade paint may be used successfully for all such purposes. Colored paints will be found the most serviceable, the coloring matter in the paint adding from two to three years to the life of the coating.



Notice the Nobs

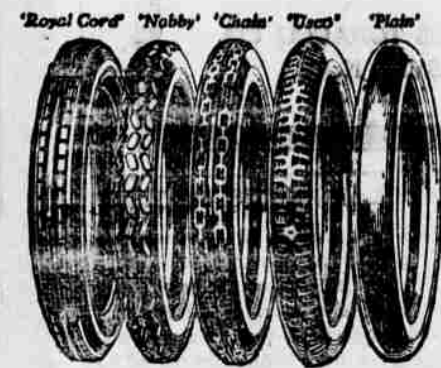
They're scientifically placed to prevent skids and those dangerous side slips.

Their firm, sure grip means safety. And yet, they don't "fight the road."

Just the tires for our kind of roads.

There are four other United States Tires—every one of them a good tire.

No matter what your individual needs may be, we can fill them.

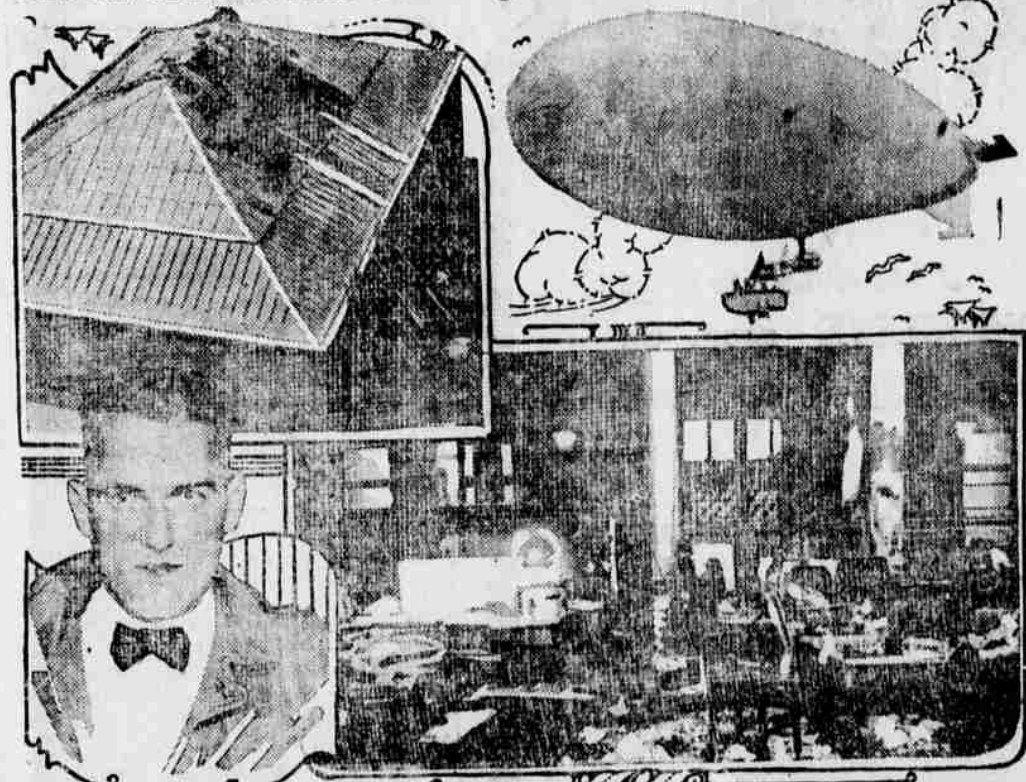


United States Tires are Good Tires

WE KNOW UNITED STATES TIRES ARE GOOD TIRES. THAT'S WHY WE SELL THEM.

PETERSON HARDWARE CO., Toledo
NEWPORT GARAGE, S. DAHL, Newport
WALKER & LEBOW, Waldport

Crash of Aircraft Through Roof Collects First Toll



The explosion and crash of the big dirigible machine through the skylight of the Illinois Savings and Trust Company at Chicago, resulting in 12 deaths and injuries to 23 other persons, marks an era in which railroad wrecks and boat catastrophes must make way with their limited fields of calamities. Bank clerks and girl stenographers working in the seeming security of the great marble structures were crushed and burned before they could realize danger was near, as the airship plunged through the glass roof. These pictures show the Goodyear blimp before the explosion; the wrecked trust company after the fire; and pilot John Boettner of the air craft, who escaped by leaping with a parachute.

OH-H-H! THE FIRST FALL HAT!

The first fall hat! That is the most important idea in every woman's head just now and her dreams are a medley of velvet, ostrich, silk, and flowers. Any woman would promptly describe as "a love of a hat" this graceful broad-brimmed picture hat of black panne velvet with its two sweeping plumes of uncurled ostrich in Foch blue.

MUST TRY TO MAKE WORLD FORGET

Herr Gustav Bauer, new German premier upon whose shoulders falls the task of re-establishing relations with the rest of the world.