

Public Relief Corps, No. 28
 Meetings held 2nd and 4th Thurs-
 day of each month at 2:30 p. m., in
 L. O. F. hall, corner of First and
 Meridian streets.
 Frances Woodruff, President.
 Emma L. Snow, Secretary.

Petition for Appointment of Guardian

In the County Court of Yamhill
 County, State of Oregon.
 To the Honorable Judge of said
 Court:
 The petition of Clarence J. Monk, a
 resident within said County of Yam-
 hill, State of Oregon, respectfully
 represents:
 That I am the husband of Emily
 M. Monk, age forty-nine years, who
 is now an inmate of the hospital for
 insane at Salem, Oregon, having
 been there continuously for the past
 four years on account of insanity.
 That no children were ever born
 to said Emily M. Monk; that no
 guardian was ever appointed to take
 care of person and estate of said
 Emily M. Monk, and I therefore
 pray the Court to appoint the under-

signed Clarence J. Monk, as her
 Guardian for the purpose aforesaid.
 And I will give the person and
 estate of said Emily M. Monk proper
 and careful attention to the end that
 her interests will be safeguarded
 and conserved.

In witness whereof I have hereun-
 to set my hand and seal this 14th
 day of April 1930.

Clarence J. Monk, Petitioner.

Witnesses:
 W. H. Woodworth,
 Clause K. Groth,
 State of Oregon,
 County of Yamhill.

Be it remembered that on this
 14th day of April, A. D. 1930, be-
 fore me, a Notary Public, personally
 appeared before me Clarence J.
 Monk to me personally known to be
 the identical individual described in
 within instrument and acknowledged
 to me that he signed and sealed the
 same freely and voluntarily for the
 purposes therein set forth.

Witness my hand and seal the day
 and year above written.

W. H. Woodworth,
 My Commission expires September
 21, 1932.

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 proof for 5,000 miles. They
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Ten miles used to be a long way


WHAT a difference in these motor-car days, when every point in the county is hardly more than "just around the corner."
 People's ideas are changing, too.
 They're beginning to figure out how much it is costing them to keep a car. And the man who is doing the greatest amount of figuring is the man with the moderate-price car.
 There still seems to be a notion in some quarters that any tire is good enough for a small car.
 That's not what the man who owns it thinks.
 In recommending and selling U. S. Tires we are trying to see his side of the propo-

sition—finding out what he wants in a tire and giving him that.

III
 Large or small, U. S. Tires are built to only one standard of quality—the standard that produced the first straight side automobile tire, the first pneumatic truck tire.
 Every tire that bears the name "U. S." is built the best way its makers know how. It isn't the car, but the man who owns the car, that counts with the oldest and largest rubber concern in the world.

IV
 As representatives of U. S. Tires in this town, we offer you the benefit of our experience and advice in settling your tire problem.

Select your tires according to the roads they have to travel:
 In sandy or hilly country, wherever the going is apt to be heavy—The U. S. Nobby.
 For ordinary country roads—The U. S. Chain or Usco.
 For front wheels—The U. S. Plain.
 For best results—everywhere—U. S. Royal Cords.


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