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A rich, savory oat breakfast in half the time of coffee! Quicker than eggs—no longer than plain toast!

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2 KINDS OF QUAKER OATS
Now at Grocers

Quick Quaker and Regular Quaker Oats.
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INCREASED AIR FORCE NEEDED SAYS COOLIDGE

WASHINGTON, Dec. 10.—Emphasis is laid by President Coolidge on the importance "of providing for continued development of military and naval aviation if America is to keep abreast of other nations," in a special communication to congress today, transmitting the annual report of the national advisory committee for aeronautics. The president said he concurred in the committee's recommendations for continued scientific research work for aviation and establishment of a bureau of civil aeronautics in the department of commerce.

The committee's report, signed by Joseph S. Ames, chief of the executive committee thus sums up its recommendation as to army and navy air developments:

"Whatever may be the demands of economy serious consideration must be given to the increasing relative importance of aircraft in warfare and funds appropriated to equip and maintain adequately the air services of the

army and navy. Progress in aeronautics is being made at so rapid a rate that the only way to keep abreast of other nations is actually to keep abreast, year by year and never falling behind."

The report said there had been a "gratifying increase in knowledge of the science of aeronautics," during the last year and that while the military air services were not so large as those of other powers, "we are gradually forging ahead of other nations in our knowledge of the scientific principles underlying the design and construction of aircraft."

A plea for continuation of this research work as the best insurance obtainable to prevent waste of funds in construction programs was given with the summary of what has already been accomplished.

Assurance of "reliable service at reasonable cost" must be the foundation for commercial development of aviation, the report added, and progress in this direction must be gradual.

The present high cost factor, combined with the absence of improved national airways, constitutes an economic barrier to the general application of aviation to commercial purposes, the report said.

Greater government encouragement of commercial aviation is necessary, the committee declared, adding that "the present ten year aircraft building program of the army air service and the five year program of the navy will, if carried out, meet the absolute needs of the two services and possibly serve to keep in existence the nucleus of an industry until a strong self-supporting industry develops."

The report extracts from which were made public today by the chamber of commerce of the United States says that general financial support of the industry will undoubtedly await proper legislation providing for an aeronautical safety code, after which "the costs of operation will have to be answered satisfactorily before capital in general will become interested in the industry."

BRIDGE COLLAPSES, 4 MEN INJURED

BELLINGHAM, Wash., Dec. 10.—Four men were seriously injured and others suffered bruises shortly before noon today when falsework and part of a county bridge which is being rebuilt over the Nooksack river near Wadcome, collapsed, carrying seven or eight men, a concrete mixer, a tractor, an automobile and a large quantity of cement into a cofferdam.

The seriously injured were Oscar Watson, William Rossland, Dennis Bonner and Oliver Baldwin. It was reported that they fell a distance of twenty feet when the deck gave way.

2 MORE DEATHS IN PUGET SOUND GALE

SEATTLE, Dec. 10.—Two names were added to the death list for the Puget Sound country in a storm that lashed the North Pacific Wednesday when Captain Bert Jones and Vernon Probst were given up for dead by their families here, making the total 18.

Captain Jones and Probst, on Jones' fishing boat Spider, were among the San Juan Islands where the steamer T. W. Lake went down with her crew of fifteen and west of Bellingham where Thomas Phipps, a mill hand, was killed by a slamming gate. No word has been received from the Spider.

WOMAN IN MURDER CASE IS ARRESTED

MILWAUKEE, Dec. 10.—E. Ray Tompkins, arraigned today in district court on a charge of murder in the first degree, in connection with the death of his wife, Ora Belle Tompkins, waived examination and was bound over to the municipal court. He was remanded to jail.

MILWAUKEE, Dec. 10.—Miss Florence Whitmeyer was arrested today on a statutory charge, arising out of relations with E. Ray Tompkins, held by Milwaukee officials on a charge of murder of his wife, Ora Belle Tompkins.

WASHINGTON, Dec. 10.—Representative Berger, socialist, Wisconsin, after a conference today with President Coolidge, said he had his reasons to believe that all of the 23 imprisoned violators of wartime laws would be granted amnesty before Christmas by the president.

WASHINGTON, Dec. 10.—Deportation of Aliens convicted of violating the prohibition laws, narcotics act and the white slave act and felonies or crimes involving moral turpitude is proposed in a bill introduced today by Representative Watkins, democrat of Oregon.

Bible Thought for Today

WAIT PATIENTLY:—Wait on the Lord: he of good courage, and he shall strengthen thine heart: wait, I say, on the Lord.—Psalm 27: 14.

Dining Rooms of Reputation

CERTAIN CHEFS become famous for their culinary skill. Catering to the public spreads their fame. There are thousands of housewives who regularly display equal skill, for they too know how KITCHEN BOUQUET improves most dishes, how it brings out the full flavor of meats, "snaps up" the stews, improves gravies by making them full flavored and bringing out the deep, rich brown color; how it adds the last touch of tastiness to soups, sauces, etc., etc.

Add a tablespoonful just before taking off stove.

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NOTICE

The few remaining lots on pave ment (about 100- are hereby withdrawn from sale pending a revision of prices upward to bring them in line with paved lots in other towns in Oregon of similar size to Medford where they are selling from \$700 to \$800 and even \$1000 per lot.

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Another Record Shattered

by a

Studebaker

Beats Los Angeles Limited from Salt Lake City to Los Angeles by One Hour and Ten Minutes

Studebaker Special-Six Makes Fastest Time Man Ever Traveled Overland Between These Cities

Breaking the record time of the famous Los Angeles Limited from Salt Lake City to Los Angeles by one hour and ten minutes, a stock 1924 Studebaker Special-Six, driven by D. A. Jenkins of Salt Lake City, has established a motor car performance mark that is causing widespread comment among motorists along the Pacific Coast.

This is the fastest time that man has ever traveled overland between these two cities. It is one hour and fifty-eight minutes—almost two hours—faster than the best previous motor car record.

The Arrowhead Trail over which the record was made winds through many treacherous mountain passes and traverses hundreds of miles of desert roads. For this reason, and because no attempt was made to wait for ideal road and weather conditions, the feat is all the more impressive to those who are familiar with the route.

No Water Added to Radiator

Even more remarkable than the speed attained was the endurance displayed by the car. Despite the fact that its cooling system was naturally subjected to severe test over the mountain and desert roads, no water was added to the radiator during the entire run. The American Express Company sealed the filler cap at Salt Lake City and broke the seal at Los Angeles. When checked in at Los Angeles, the motor was running as smoothly and as quietly as it was when it left Salt Lake City.

The run, arranged by the T. W. Naylor Company, Studebaker dealers in Salt Lake City, was timed and authenticated by the Western Union.

The distance of 853 miles was covered by the Special-Six in 23 hours, 43 minutes. The best previous automobile record was 25 hours, 41 minutes and the time of the Los Angeles Limited is 24 hours, 50 minutes.

Other Studebaker Records

With the addition of this record, four official road records are now held by Studebaker in California. Considering the fact that the per capita ownership of automobiles in California is higher than in any other state, with the result that rivalry for automobile records is extremely keen, the accomplishments are all the more important. The three previous records have been held by the Studebaker Light-Six for nearly three years. They are:

Valley Route Record: Los Angeles to San Francisco; total distance, 411.1 miles. Official time, 9 hours, 15 minutes, 50 seconds.

Coast Route Record: Third and Townsend, San Francisco to Main Postoffice, Los Angeles, total distance 453.7 miles. Official time, 10 hours, 12 minutes, 30 seconds.

Round Trip Record: San Francisco to Los Angeles and return, south by coast route, north by valley; total distance, 864.8 miles. Official time, 21 hours, 23 minutes.

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