

THE NEW DRAFT LAW.

For Ages Between 18 and 20 and 32 and 45 Years of Age.

Sometime early in September, every man in Oregon between ages of 18 and 20, and 32 and 45 years, inclusive, will be required to register under the new draft law, now before Congress.

These age limits are as yet tentative, as the bill has not been finally acted upon. Minor changes may be made in the age limits. But they will be in general as stated in the foregoing.

The exact date of the opening registration day has not yet been set, and cannot be set until Congress passes the law to lower and extend the draft ages. But it is considered certain that the law will be passed very soon and that the registration day to be proclaimed by the President will be early in September.

Every man who comes within the designated ages should keep himself very carefully informed, for his own protection, about the status of the new draft measure, and especially as to the day fixed for registration. Failure to register on the proper day will subject the neglectful person to a heavy penalty. Ignorance will not excuse him.

Oregon is now pretty well versed in the procedure to be complied with by men of draft age on registration day, for already two such draft registration days have been held in the state.

The first was that of June 5, 1917, when all men from 21 to 30 years of age, inclusive, were required to register for military service. The second registration day was that of June 5 of this year, when all men who had attained their 21st birthday since registration day of the preceding year were required to register.

The coming registration day will be even more important than these two, for the number of men to be registered is estimated at fully one-third greater than on June 5, 1917. It is believed that in Oregon alone fully 100,000 men will have to register.

So far as possible, registration places on the coming registration day will be in regular voting places. Local boards will be in full charge of the registration.

Local boards have already received instructions to make all preliminary arrangements at once for conducting the registration, so there will be no delay when the President's proclamation is issued. Registrants are to be appointed for each precinct, on the ratio of about one to each probable eighty registrants.

Interpreters also will be provided where necessary to facilitate registration.

IMPORTANT TO YOUNG MEN

When, Where and How Men who Have Become 21 Years of Age Since June 5, Must Register.

Who must register—All male persons (citizens or Aliens) born between June 6, 1897, and August 24, 1897, both dates inclusive, except officers and enlisted men of the regular army, navy and marine corps, and the national guard while in national service, and officers in officer's Reserve Corps, and enlisted men in Enlisted Reserve Corps while in active service.

When—On Saturday, August 24, 1918, between 7 a. m. and 9 p. m.

Where—At office of local board having jurisdiction where person to be registered permanently resides, or other place designated by that local board.

How—Go in person on August 24 to your registration place. If you expect to be absent from home on August 24, go at once to the office of the local board where you happen to be. Have your registration card filled out and certified. Mail it to the local board having jurisdiction where you permanently reside. Inclose a self addressed stamped envelope, with your registration card, for the return of your registration certificate. Failure to get this certificate may cause you serious inconvenience. You must mail your registration card in time to reach your home local board on August 24. If you are sick on August 24 and unable to present yourself in person, send some competent friend. The clerk may deputize him or her to prepare your card. Information—If you are in doubt as to what to do or where to register, consult your local board.

Caution—Do not confuse this call for registration, which is only for men who have reached their 21st birthday since June 5, with the coming registration of men from 18 to 20, and from 32 to 45, inclusive, which will be held sometime early in September.

Penalty for not registering—Failure to register is a misdemeanor punishable by imprisonment for one year. It may result in loss of valuable rights and privileges and immediate induction into military service.

Add New Color to Siam's Flag.

In view of the fact that Siam is taking part with the great powers in the world war, it has been thought right to add a color to the flag, namely, dark blue. The national flag will have dark blue in the center occupying one third of the ground, and on either side a white and red stripe, each of these stripes occupying one sixth of the ground.

LABOR RECRUITING AFTER AUGUST 1, 1918.

By Employers in War Work.

To minimize the danger of interrupting the war work in effecting the change from present competitive methods of labor recruiting, the Government's Central Labor Recruiting program, as heretofore announced, provides that at the outset employers may continue to hire unskilled laborers who apply for work with out solicitation, and that private field forces may be utilized under control of the United States Employment Service.

In order that the United States Employment Service may be as effective as possible, it is highly important that each employer engaged in war work keep the local office of the United States Employment Service informed from day to day of his exact needs for unskilled labor.

Private Recruiting of Unskilled Labor.

The regulations which govern private recruiting are as follows:

1. Employers may continue to hire workers who apply at the plant without solicitation, direct or indirect.

2. The Federal Director of Employment in each state is authorized to grant permission to employers to use their own field agents for recruiting unskilled workers under this direction and control for war industries located within the state.

3. Permission to recruit unskilled laborers in States other than the one in which the work is located may be secured from the Director General of the United States Employment Service upon the recommendation of the Federal Director of Employment for the State in which the men are needed. Such permission will be communicated by the Director General to the Federal Directors for the state in which the labor is needed and from which it is to be recruited.

4. No unskilled labor may be transported from one state from another without authorization from the Director General, to be secured by application through the Federal Director of Employment for the state in which the labor is recruited. No laborers may be moved from one Employment District to another within a state without authorization from the Federal Director of Employment of the state.

5. Employers who receive permission to transfer workers from one state to another or one district to another within any state must file a statement with the nearest Employment Service Office, of the number of men transferred, the wages offered, and other terms and conditions of employment promised to the men.

6. Employers who are permitted to use their own field agents for recruiting labor must in no case use any free-charging agency, or use any agents or labor scouts who are paid for their work on a commission basis.

7. All advertising for unskilled labor, whether by card, poster, newspaper, handbill, or any other medium is prohibited after August 1, 1918. This applies to all employers engaged wholly or partly in war work, whose maximum force, including skilled and unskilled laborers, exceeds 100.

Recruiting Skilled Labor.

No restrictions are for the time being placed upon employers engaged in war work in recruiting their own skilled labor, other than that they should so conduct their efforts as to avoid taking or causing restlessness among men who are already engaged in other war work, including railroads, mines, and farms, as well as work covered by direct and subcontracts for departments of the United States Government.

Federal directors of the United States Employment Service for the several states are instructed to give every possible assistance to employers engaged in war work who desire to recruit skilled labor.

Employers in war work are at present under no restrictions as to advertising for skilled labor, other than that all advertising should be designed and conducted so as to avoid creating restlessness among men in war work (as above described).

Employers in NonWar Work

Nonwar industries should not offer superior inducements or in any other way undertake to compete for labor with the Government or with employers engaged in war work (as above described). Observance of the letter and spirit of this provision is necessary for the efficient prosecution of the war. Methods of recruiting and of advertising which do not offend against it are permitted.

U. S. Employment Service.

Motor Street Cleaner.

Streets are very effectively cleaned by means of a new three-wheeled gasoline driven apparatus, at a cost of seven cents per thousand yards, including the upkeep of the apparatus.

The machine has a 80-gallon water tank in which water for sprinkling the street ahead of the brush is carried at a pressure of 60 pounds. A 40-horsepower motor propels the cars and drives the revolving brush which covers a swath eight feet wide. A dirt container has a capacity to two ordinary dirt carts. The apparatus has been found to be very compact and efficient in service where it has been tried in the large cities.

LIEUT PUTMAN, LEADING AMERICAN ACE.

Of The Big Things He Has Done This Airman Tell in so Quiet a Way.

The story of Lieutenant David E. Putman, of Newton, Massachusetts, the leading ace of American aviation as he tells it, gives the expression that there is nothing extraordinary in the making of a star of the air fleet. Of the big things he has done he tells in so quiet a way that they appear ordinary. His greatest fight took place on June 5, when he engaged ten Germans and shot down eight of them.

A year ago he was feeling his way on a Penguin, the machine that is given to all beginners because it cannot fly off the ground. Now his average is three victories a month, having destroyed twenty enemy planes and an observation balloon since his debut, December 20, 1917. Not all of these have been officially recorded.

Putman shows in the air the same ardent progressiveness that the Germans have been grieved to observe in our infantry. Like a great many new flyers, he sailed boldly over the lines far into the territory occupied by the Germans to provoke battle. In consequence a number of his victories could not be officially confirmed and the risks were largely increased. Twice he has had to plane down over the lines with his motor out of commission and his machine shot up.

Wins His First Battle.

After several months' training and one month's service at the front he fought his first battle and won it on January 19, Wally Winter, of Chicago, flying in the same patrol, said Putman saved him during his flight. Putman now says he was the man who saved Winter. Flying in a high wind that bore him over into the enemy's territory he sighted two Germans below him making for the French lines. He dove after them and got one at 2000 yards height. Then he discovered that the other German was maneuvering above him and that higher up Winter was coming down followed by two more of the enemy. He took height to meet Winter and the Germans abandoned the fight.

A curious accident in his second flight, January 27, gave Putman the unpleasant sensation of being at his adversary's mercy. He made such a sharp dive after his man that his machine turned turtle and all his spare ammunition fell out. He had fired the last cartridge from his gun when the German wobbled and crashed about two miles inside the German lines. Putman's last shot had done for him.

Putman began work with the squadron of Lieutenant Madon on a monoplane March 14, and the same day ran into a patrol of 15 Germans. Knowing he had the advantage in speed, he decided to make a quick attack, then dive. All the Germans followed him down, one of them, at least in a dizzy nose spin, making the third success officially credited to him. The next day he downed a two seater in a fight with two; his gun jammed and he had to dive away from the second.

One of his longest and hardest combats was on April 11 when he engaged four two seaters during 35 minutes. One of them crashed. The afternoon he ran into one of the German "circuses"; there were six in the group and he got two of them. These made five adversaries shot down between March 14 and April 12 from a monoplane.

Engaged at close quarters with a two-seater on May 15 he got near enough to see the German gunner fall forward on his quick firer when he sent a bullet home. Putman was brought down himself for the first time June 2, but without personal damage. He was one of two fighters protecting two reconnoitering machines when he sighted 11 Germans. He signalled but the reconnoitering planes continued their course. Two minutes the Germans came on in two groups, one of five above and one of six below. The reconnoitering planes dived for their lines and Putman for the first time in his career gave himself up for lost.

One of the Germans had succeeded in cutting off the reconnoitering planes. Putman dove and dove him down. Another German dived at the second reconnoiter and Putman followed him. The German "put his nose up", which in aviation parlance means that he made a step upward turn, and put three bullets into Putman's motor. He got one in return that sent him down in a crushing slide on the wing. Meantime the six machines in the higher group were firing and one of the bullets went through the machine within half an inch of Putman's foot. His motor was now out of commission and he was looking for two disasters at once—a fall of 4000 yards and the final bullet. Again the Germans abandoned just as they were about to get him and he managed to fall just soft enough to break nothing but "wood".

The great fight that made Putman famous in France was over the battle fields of Rheims on June 5. In a half hour combat he shot down five of an enemy squadron of ten Albatrosses. It was close and difficult work, for the Germans maneuvered skillfully and closed in on him until he could see pilots plainly in their seats as their machines passed under him. He waved his hand to one of

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ROLLIE W. WATSON, the Insurance Man, Tillamook.

them and the German returned the salute in the thick of the fight. All Putman says about it is that he kept out of range as best he could and watched closely every chance to fire. He finally got into a good position and the German machines began to fall. Five of them crashed before the fight was over.

June 14 Putman got three out of six Fokkers and the next day shot down one of two German observing planes. He was about to pull out of this account of jammed guns when one of his adversaries pulled up at a sharp angle, fired ten shots, turned over and fell two hundred yards; then the machine broke in the air and crashed. Since then Putman has accounted for an observation balloon and on June 30, another enemy plane.

LITTLE "BLIMP" TERROR TO LURKING SUBMARINES

Hundreds of them on Duty in The Barred Zone.

The "Blimp" is the name which the American pilots have given the little dirigible air ships which are technically termed "E. S." or "Submarine Scouts."

The gas bag of the blimp is about 150 feet long and 30 feet in diameter. The lower structure is virtually that of a scouting airplane of medium power, so that the whole effect is that of a sort of a cross between airplane and balloon. The crew is usually one pilot and an observer, and the speed is about 40 miles an hour.

which work like a destroyers depth which work like a destroyers' depth charges, exploding by water pressure at a depth of 20 to 80 feet. The carriage contains steering gear, bomb lever, wireless apparatus, camera and observation instruments. Hundreds of blimps are constantly on duty around the coast of France and England. American pilots and observers are just beginning to take up this work. It is the greatest U-boat destroyer in existence, if the men who work the blimps are to be believed. One enthusiastic American pilot who had been dropping bombs up and down the Irish sea for a month, remarked to the Associated Press correspondent, "The blimp is not only one of the ways of destroying U-boats; it is the way." The advantage that the blimp has over the seaplane is that it can stand still in the air. If a U-boat dives down and lies out of sight on the

bottom, the blimp sits over it until it decides to move on or come to the surface. If the submarine does not move, the blimp is just as content, for in the meantime the wireless has been at work, and trawlers are coming up in the course of an hour or two with the necessary equipment to smoke Mister Submarine out of his hole.

If the submarine rises before naval help arrives, the blimp tackles it alone with bombs. If the submarine tries to move away along the bottom of the sea, the blimp follows its shadow until it comes sooner or later to a shallow spot where it can be effectively dealt with.

Subject to the blimp's fuel supply and its "duration power" in the air, there is little chance of escape of a U-boat, once it has been sighted by one of these handy little dirigibles. The sighting or spotting of the U-boats is the great difficulty, for the seas around England are large places and the range of the individual blimp is comparatively small.

A larger type of blimp is now being used, known technically as the C. P., or coast patrol. It carries a larger crew and a greater supply of fuel and is used for detecting mine-fields as well as submarines.

Letters Made Spy Proof.

Few persons wishing to communicate with relatives in Germany a system of spy proof letters has been devised. These persons hand their letters into and Red Cross chapter. The chapter sends them to headquarters in Washington, where the letters are re-written and the wording absolutely changed to prevent transmitting any diagram or secret code. The letters then go to the censor, and in this way nothing gets by that shouldn't.

Notice to Contractors.

Notice is hereby given that the County Court of Tillamook County, Oregon, will until 10 o'clock a.m. of Sept. 5th, 1918, receive bids for the clearing of the right of way on the Derby County road near Garibaldi, from Station 0 plus 0 to Station 8 plus 50, according to the plans on file in the office of the County Surveyor and the specifications on file in the office of the County Clerk. On the date mentioned above the court will publicly open and read the bids but reserves the right to reject any and all bids. Erwin Harrison, County Clerk.

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