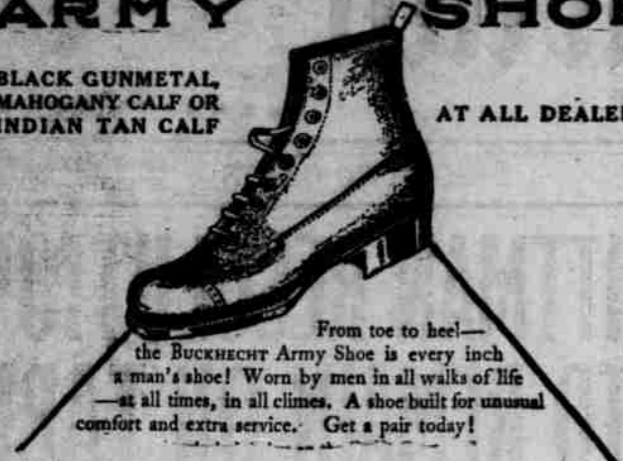


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her mother-in-law, Mrs. E. A. Shanafelt near Salem.

Mr. and Mrs. George Riches, who have been visiting in Tacoma and the Rainier National park, returned home yesterday.

Miss Edna M. Townsend and Robert B. Duncan were quietly married in Portland, Saturday evening at the home of Reverend J. Bowersox, 1173 Boston avenue. Both Mr. and Mrs. Duncan are residents of this city and will make their home here after a wedding trip to the beaches.

Mr. and Mrs. G. W. Lafar have returned from a short visit in Portland. While there they were the guests of Mr. and Mrs. J. L. Harper, and Sunday the two families enjoyed a picnic and motor-trip over the Columbia river highway.

An attractive visitor in Salem is Miss Ethel Ferguson of San Francisco, who is the house guest of Miss Marie Chittenden. She will remain a fortnight.

Mrs. Fred Durbin is enjoying a two weeks outing at Pacific City. She is accompanied by her house guest, Miss Miller of Portland.

Concerning the Twomey-Koehn wedding at which Miss Marie Churchill was soloist Tuesday evening, the Portland Oregonian speaks as follows:

Miss Katharine Twomey was married to George L. Koehn at a quiet home wedding Tuesday evening at the home of the bride's parents, Mr. and Mrs. D. N. Twomey, 693 Schuyler street. Rev. Joshua Stansfield read the service. Miss Marie Churchill of Salem, Miss Mary Murdoch of Portland and the bride's family were the only ones present at the ceremony. The bride is a former student of the University of Oregon and the University of Washington. Mr. Koehn, who has just returned from overseas service, was prior to his enlistment professor of history and English at the Lincoln high school. Mr. and Mrs. Koehn will leave soon for Cambridge, Mass., where Mr. Koehn will study for his doctor's degree at Harvard.

A merry group of Salemites motored to Silver Creek Falls early Sunday morning and spent the day in the usual picnic style. In the party was Miss



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SOCIETY

By GERTRUDE ROEBSON

A very pretty home wedding was solemnized Thursday, August 14, at the home of Mr. and Mrs. H. E. Roberts of Elmira, when their daughter, Elberta, became the bride of Ivan L. Draper, also of Elmira. After the ceremony a dinner was served and the bridal couple left on a camping trip. When they return they will make their home in Elmira.

Mrs. Draper was formerly of Salem and has a large circle of friends in the city. She is a graduate of the local high school.

Miss Mabel Myers, who are spending the season there.

A most pleasant day was spent Sunday, August 17th at Taylor's grove, by a gay little outing party from Salem, who enjoyed a pleasant day of picnicking. Colonel Percy Willis and Carl Fryer of the party, motored-up into the Elkhorn country for a fishing trip and reported a good average catch. Those who composed the party were Colonel and Mrs. Willis, Mr. and Mrs. J. Remington, Roy, Pauline and Fred Remington, Mr. and Mrs. John Rabins, John and Elsie Rabins, Agnes Billings, Mr. and Mrs. E. T. Prescott, J. G. H. Fryer, Mr. and Mrs. Carl Fryer, Mr. and Mrs. O. E. Gardner and son Val, Mr. and Mrs. J. R. Gardner, Mrs. A. J. Purvine and Mr. and Mrs. R. A. Blevins.

Mrs. M. J. Shanafelt left today for a brief visit at the country home of

Belle Granger, a Red Cross navy nurse who is spending a month's furlough with her sister, Mrs. I. A. Melgaard, and also Mrs. Melgaard's mother, Mrs. C. S. Granger and sister, Miss Elva Granger of Aberdeen, South Dakota, who are spending the summer here. Others in the party were Mr. and Mrs. O. A. Melgaard, Brenda Christensen, Annes Arms, Esther Hulegaard, Ruby Woodward, Lavilla Perry, Myrtle Walker, Anna Capps, Gladys Harbert, Marjory Harbert, Tiva Englebart, Russell Welch, C. D. Busiek and Mr. Gosar.

A party composed of Mrs. Ralph White, Miss Margaret White, Miss Moana Schramm and Miss Ianna have returned from an outing at Newport.

Mr. and Mrs. O. E. Moll and son, Wilnot, have returned from a three weeks outing at Belknap Springs. Yesterday Mr. Moll and his son left for a ten days trip to Tillamook and Newkwin.

STATE HOUSE.

Information came to State Forester Elliott last night in a telegram from Major A. B. Smith, now at Mather flying field, that plans had been made to establish a general flying base at Eugene for all the forest patrol machines to be operated in Oregon. This change will be made as soon as the De Havilland planes are sent up from California. On account of the greater speed and longer flying range of the De Havillands it has been considered advisable to make Eugene the headquarters for the entire group, as it will be feasible for them to cover the whole forest area of western and southern Oregon from that point. A material saving in operating expenses can be made by maintaining a central base at Eugene, though some alterations and improvements will be necessary to put the flying field in condition to accommodate the planes.

H. N. Lawrie, formerly chairman of the Oregon bureau of mines and geology, has written Governor O'Leary from Washington, stating that resolutions regarding mining regulation which he has championed before the congressional committee has passed both houses and only waits the signature of the president to become a law. This resolution provides that Oregon miners and prospectors shall not be required to do the regular assessment work on undeveloped mines during the year 1919.

Further assurance of the building of the long projected Oregon, California & Eastern railroad was brought to light yesterday in a personal visit of the promoter, Robt. E. Strahorn, at the corporation department, where he was in conference with Commissioner Schulerman with regard to an issue of \$550,000 in bonds to be used in construction. The line as projected will aggregate 400 miles in length, connecting with the O. W. R. & N. at Bend, and with the Southern Pacific at Klammath Falls, thus placing the entire eastern Oregon territory in direct touch with Portland and with San Francisco.

Superintendent Bennett, of the banking department, has received from Myrtle Point, articles of incorporation of a second bank at that place—to be known as the Security Bank of Myrtle Point, and capitalized at \$25,000. The incorporators are R. C. Dement, N. G. Perkins, J. L. Lewellella, J. O. Streander and C. H. Giles.

An order has just been issued by the public service commission, effective September 1, fixing the charges for service connections and changes of location in several hundred telephone systems in the state. In many instances there is a large reduction from the charge under federal control.

The public service commission has forwarded to Charles E. Elmquist, solicitor for the national association of railroad and utility commissioners, urging him to represent the interests of Oregon at the hearing on the railroad situation to be held in Washington, August 23, and to use his influence in securing the establishment of the present rates until such time as the roads are released from federal control. It is held that radical legislation as to rates would cause serious disturbances in the industrial situation in Oregon.

M. V. Gaisner, of Coos county, who has recently been appointed as dairy herd and meat inspector for that county was in Salem yesterday for conference with State Veterinarian Lyle with regard to the duties of his office. As Coos county is now heavily engaged in the manufacture of cheese the need of rigid inspection is greater than ever, since it is impracticable to pasteurize milk intended for cheese.

Attorney General Brown, now stopping at Roseburg, has dispatched two attorneys to Malheur county to investigate the title to lands surrounding Malheur lake. It appears that by the recession of the waters of the lake some 20,000 acres have been made available, and the question has arisen as to whether this land can be claimed by the abutting property owners or becomes a part of the state domain.

State Forester Elliott has received no further word from the scene of the forest fire at Silver Falls, and assumes from this fact that the fire fighters are getting the conflagration under control. The air patrols made a survey of burning area from a low altitude yesterday afternoon and reported that there seemed to be no dangerous spread of the flames. Mr. Elliott has sent Deputy Forester G. C. Scott and District Warden J. W. Ferguson to the scene and on their return this evening expects to obtain a detailed report of the damage done. Many other fires are burning in the inter-mountain region, but none of dangerous proportions. This morning Sergeant Richour, of the air patrol, took J. J. Elliott, son of the state forester, with him on his flight to Eugene, and

from there they will make a trip over the upper McKenzie country to look into the fire situation there.

Stirred up to a public statement by the charge from a Eugene source that he had an ulterior motive in his opposition to the "low pass" route for the Eugene-Florence highway, Chairman S. Benson has forwarded a communication to the highway commission in which he gives in detail his reason for opposing the other two members of the commission as to the route. Basing his statements on personal investigation and the reports of engineers, he points to the fact that the high route is not only nearly 7 miles shorter than the other, but that the low route will cost anywhere from \$112,000 to \$225,000 more to build. Moreover, he states that it is unfair to the rest of the state to give precedence to the construction of a road than can serve but a limited population and is mainly for the benefit of one town, when there are trunk highways in other parts of the state in great need of construction. He cites section 8 of the road bond law, which reads: "The first roads to be constructed shall be those of the greatest commercial importance, and such as shall contribute most to the growth and development of the state and its various resources."

Deputy Secretary Kozar has recently received a communication from W. A. Eagan, of the Boston News Bureau, requesting a summary of the automobile registration in Oregon, the information

to be used in the compilation of a national bulletin entitled "The Triumph of the Automobile." In reply Mr. Kozar has given the total number of registrations for the year up to July 31 as 75,644 for both commercial and pleasure cars. Based on the great increase in registrations, he estimates that by the end of 1919 there will be no less than 81,000 vehicles registered in the state. This will be an increase of about 18,000 over the record of last year. The license fees from these registrations will aggregate about \$600,000. By way of further information Mr. Kozar goes on to say: "In view of the great demand for motor cars in Oregon we are reliably informed that in no section of the state are dealers able to fill the orders for new cars. The improvement of our highways with hard surface roads has given an impetus to the demand for motor vehicles which the manufacturers do not seem to be able to supply. The further fact that motor vehicles may be operated this state the year round by reason of the mild and even climate of this state adds greatly to the demand for their use."

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