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Gentlemen:  
We have found Zerolene to be a satisfactory lubricant for BUICK automobiles and trucks.

Very truly yours,  
*J.D. Lauppe*



Gentlemen:  
From our own experience and the reported experience of Saxon owners in California, we know Zerolene to be a most satisfactory motor oil. We never hesitate recommending it whenever consulted by our owners on the matter of motor oil.

Very truly yours,  
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**Endorsed by Leading Car Distributors**

—because the records of their service departments show that Zerolene, correctly refined from asphalt-base crude, gives perfect lubrication with least carbon deposit

Less wear and more power because Zerolene keeps its lubricating body at cylinder heat. Less carbon because, being made from asphalt-base crude, it burns clean and goes out on exhaust

Zerolene is the oil for your car—whatever the make—the oil for all types of automobile engines. For correct grade, get our lubrication chart covering your car

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**ZEROLENE**  
The Standard Oil for Motor Cars

STANDARD OIL COMPANY  
(CALIFORNIA)

**AGRICULTURE NOTES.**

By R. C. Jones Agricultural Agent.

**Use Lime to Increase Yields.**

Is it too late materially to increase our national food supply this spring? Not if our farmers in the eastern half of the country will promptly resort to the use of the cheapest and quickest known agency for speeding up national production of food-stuffs, namely, lime.

Prices of most commercial fertilizers at present are high. Potash is almost unobtainable. Only by most scrupulous conservation of stable manure, and an increased use of legumes as green manure, and of ground rock phosphate, can the commercial fertilizer shortage be met, even temporarily. There remains one thing, however, that may be done to increase yields, which costs no more now than it did before. It may safely be said, I believe, that if all sources of artificial chemical fertilizers failed, our total farm output in many sections could not only be maintained, but even increased for a considerable time simply by the application of lime to cereals that now are low in yield or lying fallow because they are too sour to grow profitable crops. Lime can and should be put on all sour land. By a plentiful use of lime we can, figuratively speaking, make our "war bread" of stones.

There is perhaps no considerable section of the United States without some local supply of lime stone, marl, or oyster shells. Ground limestone for direct application to the soil costs, delivered on the nearest siding, from \$1 per ton up, depending on the length of the haul. If crushed limestone is not available, burned lime, either ground or hydrated for agricultural use, or the ordinary lump lime carried by all dealers in building materials, may be used in emergency, though lime in this form is frequently more expensive. On the other hand, if burned or hydrated lime is used the applications should be less than one-half of those of ground lime-stone.

Thus there is available for almost every farmer, at normal cost, in spite of war conditions, a material which for the time being, may avail to increase our agricultural output enormously. The initial returns from the application of lime to sour land are sometimes remarkable. An investigation in limestone often pays a dividend of a hundred per cent or more the first year, if care is taken at the same time to maintain the arganic content of the soil.

It is the duty of American farmers, in this national crisis, to make the most of this, our cheapest and most available agency for speeding up production. War or no war, a carload of crushed limestone where needed is always money in the farmers' pocket at the end of the crop year. And a carload of limestone, judiciously used by each farmer whose land is too acid, will augment our supply of breadstuffs by a surprising number of millions of bushels.—Hoard's Dairyman.—Carl Vrooman, Assistant Secretary of Agriculture.

**"Swat the Rooster."**  
When the spring breeding season is over there is no good reason for keeping a male fowl with a flock of chickens. In fact, he should not be tolerated at all unless separate from the hens.

It has been clearly demonstrated that the production and general condition of a flock is better when there is no male bird around, and also sterile eggs have better keeping qualities than fertile ones, and where one is packing eggs, and we urge every-

one to pack eggs this year, this improved keeping quality is of a great deal of importance. The present high price of grain makes it impractical to keep the rooster, and from a practical, economical standpoint at this time of the year he will make better pot pie than anything else. Therefore, in keeping with the national food plan of food conservation we urge you to "Swat the Rooster."

**Why Not More Bees?**  
With the wonderful abundance of flowers in this locality all through the

summer, we have often wondered why there were not more bees in this county. For these little workers could be made a source of a great deal of pleasure and profit.

Of course we would not recommend them for the windy portions of the county, but in the sheltered localities we see no reason why they should not be raised, especially as it is so easy to get a start and we urge their trial. We would be glad to furnish further information to anyone interested.

**JUNE CAPRICE**

IN

**"A Child of the Wild"**

A big photoplay, with a background of the free outdoors.

This will be one of the most pleasing plays in which we will see this popular little player.

**Gem Theatre,**

Thursday, May 24th.

Adults, 15c. Children, 5c.

**Special MOTOR CAR**

Service between

**TILLAMOOK and MOHLER**  
Every Saturday in May.

4:15 P.M.	7:20 A.M.	TILLAMOOK	10:25 A.M.	7:20 P.M.
4:40 P.M.	7:45 A.M.	BAY CITY	9:59 A.M.	6:54 P.M.
4:53 P.M.	7:58 A.M.	GARIBALDI	9:43 A.M.	6:38 P.M.
4:58 P.M.	8:03 A.M.	BARVIEW	9:38 A.M.	6:33 P.M.
5:09 P.M.	8:14 A.M.	ROCKAWAY	9:29 A.M.	6:24 P.M.
5:28 P.M.	8:35 A.M.	WHEELER	9:08 A.M.	6:05 P.M.
5:40 P.M.	8:45 A.M.	MOHLER	9:00 A.M.	5:55 P.M.

A convenient service for business or pleasure trip.

Ask local agent for further information.  
JOHN M. SCOTT, General Passenger Agent.

**SOUTHERN PACIFIC LINES.**

**GOOD ROADS POINTERS**

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—Mc-Minnville Register.

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, is necessary, is without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

Every automobile owner should vote for the \$6,000,000 road bond bill. The license on all motor vehicles has been doubled by a law passed at the last Legislature and will have to be paid anyway. If the road bond bill carries at the June election, the money raised from automobile licenses will be expended in building good roads. If the bond bill is defeated, the money raised from automobile licenses may be expended for other purposes. For the very same reason those who do not own an automobile should vote for the road bond bill. In doing so, they will insure the expenditure of the automobile license money in road building without adding one cent to their taxes.

**Mr. Automobile Owner:** Your license was doubled by the last Legislature. You will have to pay the increased license no matter what becomes of the \$6,000,000 road bond bill at the special election in June. If the road bond bill carries, however, the money raised from automobile licenses will be expended in road building. Why not vote for the bond bill and get some good roads?

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—C. A. Schuebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion as regards the road bond issue it is not unwise nor untimely to reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coos Bay Harbor.

**SEE THAT BRIGHT SPOT?**

**WAXIT**

**MADE IT.**

WAXIT will make all your Furniture look like new. Fine for floors and linoleum. Nothing better for Auto bodies. Works like magic.

Guaranteed Harmless.

For Sale at  
**LARSON'S CANDY SHOP.**

**FREE! FREE!! FREE!!!**

With every Pound Can of Royal Club Coffee, one can of Pepper Mustard or Ginger FREE.

See our window display.

**RAY & CO.**

**STOP AT HOTEL HOYT**  
6th and Hoyt Sts.,  
Near DEPOTS.  
PORTLAND - ORE.

Fireproof. Newly Decorated.  
RATES—75c. to \$2.00.

L. W. HIMES, Manager.

**Is Opposed to Bonding.**

Ed. Headlight.—We see by the last issue of your paper that the petition for bonding the county has been filed, to be voted upon June 4th.

Now we would like to ask the powers that be, are or would like to be, that if the State and County bonding acts should both carry and the county money is spent according to the letter accompanying the petition (and we are assured that they will have to be), how the county will be able to take advantage of the State act, that is where would they get the money to prepare the road bed for the hard surface from the Clatsop County line to Garibaldi, about 25 miles of road, which will cost at least \$100,000 exclusive of the \$36,000 set aside to bridge the Nehalem?

Under the county bonding petition the extreme northern end of the county, i. e. Nehalem, Mohler and Wheeler, fares well, but from Mohler to Bay City there will be nothing doing. From Bay City to Cloverdale by Tillamook City where there now is the best roads in the county, 3/4 of the bonding money will be spent and the rest of the county gets nothing. Is that a fair proposition? It does not look like it. If the state bonding proposition for building scenic roads carry, the Highway Commission will want to build a scenic highway down the beach and over Necarney Mountain and around to Portland, and it will require all of the money that Tillamook County can raise to build the road bed through the county, which has to be done before and hard surface is laid by the state. The best thing to do would be to vote down the whole bonding scheme and then should the state plan carry and there was a chance for Tillamook to get state aid, we could take advantage of it.

E. K. Scovell.

The editor would impress upon the mind of our Nehalem friend and all others who take the same view that he does, there are two things in road building that now confront this county, and they are: A continuation of dumping a large amount of tax money to maintain the main highway through the county for autos and auto trucks to destroy in a short time or build hardsurfaced roads, not at the expense of the taxpayers, but at the expense of those who own autos and auto trucks, 80 per cent of which are owned by persons living in incorporated cities. To be more precise, those who own autos and auto trucks and reside within incorporated cities will pay \$4,800,000 of the \$6,000,000 and not one cent of the bond money is to be used in Multnomah county, or on roads in incorporated cities.

Our correspondent advises people to vote against the bond measures, which means that he is content to make the farmers pay a large proportion of taxes for roads that autos and auto trucks destroy every year. The editor thinks that it is only right and fair that autos and auto trucks should pay for road construction.

Another thing the editor will impress upon our correspondent is that if this county is not in a position to prepare the road bed when state money is available, other counties will ob-

tain it and Tillamook County will be left. Those who have given the matter some consideration contend that with a county bond of \$412,000 it will prepare the road bed from the Clatsop county line to Garibaldi and hardsurface the road from Garibaldi to Wilson river bridge, and prepare the road bed south of this city to the Yamhill county line. As well as do the extra hard surfacing called for in the north part of the county.

Other counties are making preparations to have their roads hardsurfaced as soon as possible, should the state bond measure carry, and it won't do for Tillamook county to be unprepared, for every mile of hard surfaced road that the State Highway Commission puts down in this county will be a saving of \$10,000 to the taxpayers, and there are over 50 miles designated as hardsurfaced roads in Tillamook county in the state bond measure.—Editor.)

**Citation.**

In the County Court of the State of Oregon, for Tillamook County.

In the matter of the estate of Frank Forsblom, deceased.

To all unknown heirs of Frank Forsblom, deceased, and any and all other persons interested in the estate of said Frank Forsblom, deceased:

In the name of the State of Oregon, you are hereby cited and required to appear in the County Court of the State of Oregon, for the County of Tillamook, at the court room thereof, at Tillamook City, in the county of Tillamook on the 30th day of June, 1917, at ten o'clock in the forenoon of that day, then and there to show cause, if any exist, why an order should not be made by the above named court directing and authorizing the administrator of said estate to sell at private sale, for cash in hand the real property belonging to the said estate, situated in Tillamook County, Oregon, and more particularly described as follows, to-wit:

All the right, title, estate and interest acquired by Frank Forsblom in the tract of land of about 61-100 of an acre, in Sec. 22, Tp. 1 N., R. 10 W. of W. M., as well as any and all other rights acquired, under and by virtue of that certain bond for deed executed by Andrew Peterson in favor of said Frank Forsblom, dated Dec. 8, 1914, and recorded at page 288 of Book "40" of the records of deeds of Tillamook County, Oregon, and also described in the Tract Book of the County Assessor of Tillamook County, Oregon, at pages 23 and 24 thereof as Tracts Nos. 44 and 45.

Witness, the Hon. A. M. Hare, Judge of the County Court of the State of Oregon for Tillamook County, with the seal of said Court affixed the 16th day of May, 1917.

Erwin Harrison County Clerk.  
By Kathleen Mills, Deputy.

**FOR SALE.**

Range, Heater, Kitchen Cabinet, Library Table, Lounge, Large Rocker and 17 yards of Linoleum.—J. W. Riley, Tillamook.