



A special \$7,000,000 plant was built and a specialized organization was gathered together to make this tire exclusively.

Such specialization is typical of Firestone.

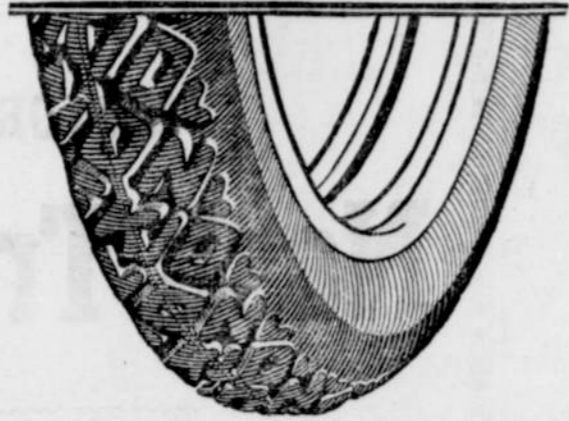
The plant capacity is 16,000 a day.

**The 7,000,000
3 1/2 inch
Tire**

The results are all in favor of the car owner:

Quality at low cost; strength and scientific balance; car protection; long life; most miles per dollar.

Stop tire shopping. Buy Firestones.



Most miles per dollar is a Firestone pledge to the big car owner as well as to owners of light cars. See the new standard oversize Firestone Cord.

Firestone

**A WADE does 10 men's work
Saws 25 cords a day!**

A money-maker and hard work saver for land clearers and wood-cutting contractors. One man can move it from cut to cut. Simple and reliable. Handles to use all over the U.S. When not in use for wood cutting, the 4 H. P. motor will run mills, feed mills, feed cutters, pumps, etc.

Quick deliveries from one of 100 points throughout the United States.

My Wade saw is cutting wood for less than 5 cents a cord. — J. J. Williams, Burns, Ore.

I have saved through the use of my Wade saw the cost of one-tenth the cost. Write for free book, "How Dan Ross cuts 40 cords a day." Full details and special prices.

Use and specified by the U.S. Government

Sold by Standard Feed Co., Tillamook, Agent.

The Tusatila Club.

The Tusatila Club held a special meeting Thursday evening at the home of Romona Halton. The girls heard the report of the president on what the club would do to help in the Armenian drive. The girls voted to divide the business section into four districts, two girls to a district. It was voted to do this Wednesday afternoon. The girls chosen to do the soliciting were: George Carlin, Lillian Groat, Mary Lamar, Romona Halton, Val Jean Prah, Cordelia Oatfield and Wanda Halton. After the business meeting the rest of the evening was spent in making paper furniture for the Sunday School sand table.

The Tusatila club met at the home of Lucia and Muriel Wiley, Friday evening, April 16. The business meeting was called to order by the president and the minutes read by the secretary. A report was heard from the chairman of the committee to help the Armenian drive. The girls raised \$125.24, which was turned over to Mrs. Edwards, who has charge of the drive in this county. The girls talked of choosing a permanent leader, but as they could not decide on one person, it was dropped for the present. After the business Mary Lamar gave a short talk on the many spy systems during the war, which was very interesting. A picnic game was played, Val Jean Prah winning the prize. The hostess served refreshments which were enjoyed by all. During this time the secretary read a very interesting letter from Mrs. Dyrland. The club adjourned to meet at the home of Emma and Lillian Groat, April 29. The guest of the evening was Glea Rusk. It will be Emma Groat's turn to bring a guest next meeting.

LODGE MEETINGS.

Tillamook Lodge No. 57 A. F. and A. M.
Regular meeting second Wednesday of each month. Rehearsals each Wednesday following. Visiting brothers welcome.
By order of W. M. Leslie Harrison, Sec.

Stated convocation Friday Johnson Chapter No. 24 I. O. O. F.
I. E. Keldson, Sec.
April 30. Visitors welcome.

Kill the Dreaded DISEASE GERMS By Disinfecting Your Homes, Basements and Disease Brood- ing Places with B.K.

B.K. has been tested in every class of disease germ, and results show that B.K. has the power to kill germs of disease promptly.

B.K. contains no poison or acid and is safe for destroying germs any where, anyone can handle it without danger.

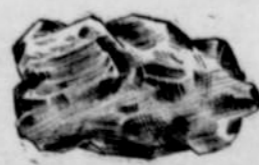
B.K. is a very much more powerful germicide than the usual coal tar preparations.

B.K. is clean and colorless as water; leaves no stain or scum, and is not a poison.

B.K. is guaranteed to you—Get a Gal. Jug today.

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BIGGEST OF EARTH'S VALLEYS

Giant Crack in Surface Extends Over One-Sixth of the Circumference of the World.

The Great Rift valley, as it is called by Prof. J. W. Gregory, extends over one-sixth of the circumference of the earth, remarks the London Times.

It begins in Lebanon, follows the canyon of the Jordan and the Dead sea and crosses a high "vide" to become the deep fjord of the Gulf of Akaba between the highland of Edom and Sinai. The Red sea, a great trough 11,000 feet deep, measured from the summit of its rocky wall to the sea bottom, continues it between the high deserts of Nubia and Arabia to the narrow neck of Bab-el-Mandeb. It strikes across Abyssinia to Lake Rudolph, runs almost due south through British East Africa and traverses a range 7,000 feet high to Lake Natron, in what was German East Africa. Where it crosses the Uganda railway its walls are so steep that the trains used to be hauled up or lowered by cables. It is continued by the rift which holds Lake Nyasa, an inland ocean, whose surface is 1,900 feet above sea level, with a depth of 700 feet below sea level.

From Nyasa it runs down the Shir valley, crosses the Zambesi and ends in the Indian ocean at the Sabi river in GAZALAND. A minor branch forms the lower end and a gigantic arm stretches from the upper end of Nyasa through Tanganyika, its bottom 1,900 feet below sea level, to the upper Nile.

We are accustomed to think of valleys as having been formed by erosion, but the Rift valley is clearly the result of some more catastrophic agency. There have been differences of opinion as to the mode of its formation within the historical period. But the discovery of fossil mammals, of types long extinct, makes it impossible to regard the fendering of the Dead sea as coincident with the destruction of Sodom and Gomorrah.

ARABS SKILLED IN AVIATION

Their Mechanicians Said to Have Been Pioneers in the Art in the Second Century.

The Asie Arabs has some interesting sidelights on the early history of aviation, so far as it concerns the Arab race. According to this paper, it was at the end of the second century, and the beginning of the third, that the Arab race began to be influenced by the Greeks and Indians. It was in Bagdad that the mathematical and mechanical arts first began to make their appearance. With the coming of these different studies the genius of the Arabs became enlarged. It was about this period that the grand Caliph Haroun al-Raschid sent his famous clock to Charlemagne, emperor of the Franks.

Amongst the various crafts from which the Arabs drew their culture was, strange as it may seem today, that of aviation. At the head of this section was the celebrated Arab mechanician Abbas Ben Farnas, the first known pioneer of the art which Elbert, Fauman and Guyton have since made famous, unless one should include in such the young Icarus of Greek legend.

Insect Life in Winter.
In the dead wood of the old snags are many insects that live through the winter regardless of how cold it gets; creatures whose weak bodies seem to defy the frigid temperature. Pull off a bit of old bark from a snag and note that there is life beneath it; little people that try to scurry for cover when their home is wrecked. They are not so agile as when the weather is warm, but they are not in a state of torpor.

The fish do not hibernate during the winter. Some species find homes in holes or beneath rocks and roots and get along very well without food during the cold weather, but they are not torpid like the bears and groundhogs that hibernate. Most of the fish swim about in the cold water and gather a living in winter just as they do in summer, but none of them require so much food when the water is cold.

In Praise of Violets.

There are about a hundred different species of violets, of which there are five species in England, and a few species. One of these is the violet tricolor, from which is descended the garden pansy of Love-in-Idleness. But in all the passages in which Shakespeare names the violet, he alludes to the purple sweet-scented violet, of which he was evidently very fond, and which is said to be very abundant in the neighborhood of Stratford-on-Avon. For all the eighteen passages tell of some point of beauty or sweetness that attracted him. And so it is with all the poets from Chaucer downward—the violet is noticed by all, and by all with affection.—Christian Science Monitor.

History.

How far history is to be trusted is a question. Victor Hugo says all history is an epic. Epics always are embellished. Shelly calls Herodotus an embellisher of the living images which a poet has the right to employ. They make his verse breathe, and history must breathe, too, we suppose. Modern historians, unless they are mere copyists of archives or dismal statisticians, must give us "touches" here and there. They call it anecdote or illustration, but we suspect it is the Herodotus method toned down a little for a less credulous age.

Overtime work has been abolished in the Department of Labor at Washington. Some day there will be a cabinet officer who will tackle the more elaborate job of abolishing overtime work in the Washington departments.

The Norwegian Geographic Society cables disputing the statement that Amundsen has started on a dash to the North Pole. There is enough misery in the world now without anybody starting another polar squabble.

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Tillamook Headlight, Weekly Oregonian, Oregon Farmer, **\$2.75**

NOW, WHAT WOULD YOU DO?

New Yorker Saw Only One Way to Settle Problem of Street-Car Etiquette Confronting Him.

A business man who was raised far enough away from New York still to say "mammi" when he speaks to a strange woman was recently confronted with a new angle of one of the major transportation problems of city life.

His theory is that since women have sought and found equal opportunity in business and in politics, a tired man should have an equal opportunity in the seat lottery on the way home at night. It isn't a fixed rule, but he has the exceptions to it pretty well in mind. He will not take a seat if there is a woman standing near it. He will yield his seat to an elderly woman, and this is a cardinal exception—to a woman with a baby.

But he did not have the answer ready the other night when he looked up from his paper to find clinging to the strap before him a handsome young woman with a poodle under her arm.

The hero of this experience is a quick thinker, but also set in his convictions. Of course, he reasoned, a dog isn't a baby; a woman who will carry one on the subway in the rush hour isn't a "tired working girl." If I gave up my seat to a woman with a baby I should be doing only what is right, but if I gave my seat to this woman with the pup every man in the car will laugh and I shall feel silly myself.

Being a diplomat he got off at the next station and waited for another train.—New York Sun.

CLIMB THAT REQUIRED NERVE

English Workman Went 450 Feet in Air to Make Repairs to Marconi Wireless Mast.

The Morning Post of London gives the description of a climb performed by a workman in the employ of the Marconi company at their works in Chelmsford. A short time ago the highest part of a wireless mast 450 feet high, higher than the cross on the top of St. Paul's, was broken by a gale. How was it to be repaired? Ladders were out of the question. But the difficulties did not daunt one of the workmen, who noticed that the mast was made of quarter-sections bolted together and then fitted one on top of the other. He asked, and was given permission, to try the climb. He made himself a belt, at the two ends of which were rings that would slip over the ends of the bolts. Thus equipped he started to mount on high, the bolts being his only means of support. On the first day he swarmed up 200 feet, fitted the tackle, and descended to earth, for it was too cold to proceed farther. On the second day he was hoisted up the 200 feet, and then, hand over hand by means of his rings and bolts, he got to the top of the mast, where he effected the necessary repairs. The last 250 feet of climbing was done in an hour. The man's name was Post.

Mark Twain's Imagination.

Mark Twain had such a vivid imagination, such a brain for embroidery, that it was a difficult task for him to tell a straight story just as it happened—he could make up one that was so much better. We all know that Albert Bigelow Paine, working on Mark Twain's "Life," found it necessary to discard much of the autobiographic material Mark Twain had written. Investigation, talks with men still living who knew the facts, simply proved that the tales were not so. And Mark Twain was no liar. He had a glorious, almost superhuman, imagination. As he approached three score and ten he said, as quoted in the "Life," "When I was younger I could remember anything, whether it happened or not; but I am getting old, and soon I shall remember only the facts."—William W. Eldsworth, "A Golden Age of Authors."

The Groundhog.

Nobody knows where the groundhog got its "rep" as a weather forecaster, but belief in its powers in this regard seems to be very ancient.

It is a kind of marmot (therefore related to the prairie dog) and makes its home in a burrow 20 or 30 feet long, which descends obliquely four or five feet, and then gradually rises to a large round chamber, where the groundhog family sleeps and brings up the young ones.

In the daytime the woodchuck (as it is otherwise called) never gets far from its burrow. When angry or alarmed it makes a chattering noise, or sometimes utters a shrill whistle. Its bite is severe, and it will make a desperate fight against a dog.

Gallie Fervor.

"What's become of that new clerk you got from Paris?"
"I had to discharge him," said the proprietor of an American hotel.
"Wasn't he efficient?"
"Too efficient. Every time a guest turned up who had been at the hotel before, Theophile tried to kiss him on both cheeks."—Birmingham Age-Herald.

And the World Goes Around.

Plodding Pete—Dis here paper says dat down in South America dere's a plant what arrests laziness.

Rambling Eddie—Yes, and up here it's a copper with a club what arrests laziness.

PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitefield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

OFFICIAL TABLE
Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Net Income to State Highway Fund	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,856.00	\$1,605,144.00
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,456,750.00
1922	143,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,679,750.00	1,480,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	2,007,340.00	1,392,660.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	2,677,617.50	922,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	2,957,367.50	742,632.50
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,186.00	650,814.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,257.50
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,499,950.00	500,050.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,398,842.50	601,157.50
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,308,392.50	691,607.50
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,742.50	780,257.50
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,131,492.50	868,507.50
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,929,907.50
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,018,357.50
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,106,807.50
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,195,257.50
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,283,707.50

OFFICIAL EXPLANATION OF TABLE

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 399, Laws 1919). The 1920 registration figures to date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on these premises: That the balance of the Six Million Dollars Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds \$1,800,000 (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unsold will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,200,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues draw 5 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for principal and interest.

The One-Quarter Mill Tax (Chap. 257, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards income from Motor Vehicle licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 5, both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.



WHITEFIELD, WHITCOMB & CO.
Certified Public Accountants.

Portland, Oregon, April 14, 1920.

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