

TILLAMOOK HEADLIGHT

MOTOR VEHICLE LAW

(Continued from page 2)

to the secretary of state. It shall be the duty of every licensed operator to notify the secretary of state of any change in his place of residence within one week after such change is made. (Laws 1923, Chap. 287, Sec. 1.)

Section 22. Learner's Permits.—The chief of police or marshal of any incorporated city or town, or constable, or sheriff of any county, is hereby authorized to issue "learner's" permits to persons over sixteen years of age and not mentally or physically incapacitated as defined in this act, who desire to learn to operate a motor vehicle.

A "learner" shall mean any person who, prior to the date of his application for a permit, has not operated or driven a motor vehicle for a period of more than five days and who wishes to qualify as an operator and who possesses the physical and mental requirements of an operator.

The application for a learner's permit shall be signed and sworn to by the applicant and shall contain the applicant's name, residence, occupation, height, weight, color of hair, color of eyes, and shall satisfactorily show that the applicant possesses the qualifications required of an applicant for an operator's license.

Any person knowingly making any misstatement of facts in his application for an operator's license or for a learner's permit shall be deemed guilty of a violation of the provisions of this act.

Section 23. Refusal of License.—The secretary of state may refuse to issue a license to any applicant for an operator's or chauffeur's license, who is shown by proper evidence to be a reckless or negligent operator or driver, endangering the safety of the public, or an habitual violator of the provisions of this act.

Section 24. Suspension of Licenses.—The secretary of state may suspend any operator's or chauffeur's license issued under provisions of this act upon a request or recommendation of a magistrate, sheriff or chief of police or city or town marshal, or any other peace officer charged with the enforcement of highway or motor vehicle laws of the state of Oregon, for any cause which he may deem sufficient, and order that any such operator's badge, in the case of a chauffeur, may be delivered up when he is of the opinion from the statements accompanying such magistrate's, sheriff's, chief's of police or city or town marshal's, or other peace officer's charged with the enforcement of highway or motor vehicle laws of the state of Oregon, request

that the holder thereof is an improper or incompetent person or physically or mentally incompetent to operate or drive a motor vehicle; but in either of such cases to be governed by the safety of the public and not to exercise this authority in an arbitrary manner; and neither operator's license nor chauffeur's certificate of registration and badge shall be restored, but shall become revoked and annulled for the period of one year from the date of such suspension unless, upon application within thirty days after suspension and upon a hearing, the secretary of state shall determine that the operator or chauffeur shall again be permitted to operate or drive motor vehicles in this state. (Laws 1921, Special Session, Chap. 8, Sec. 2.)

Section 25. Registration or License Fees for Motor Vehicles.—The following annual license fees shall be paid to the secretary of state upon registration or upon the annual renewal of a registration of a motor vehicle in accordance with the provisions of this act; provided, that for any registration made on or after July first of any year but one-half of said fee shall be paid, and for any registration made on or after October first of any year but one-fourth of said fee shall be paid:

- Motor bicycles, \$3. Motorcycles, \$6. Motorcycles with side car, \$9.
- Motor vehicles, except motor trucks shall pay the following fees, based on the light weight of such vehicle, to wit:
 - Weighing 1700 pounds or less, \$15.
 - Weighing over 1700 pounds and not over 2100 pounds, \$22.
 - Weighing over 2100 pounds and not over 2500 pounds, \$28.
 - Weighing over 2500 pounds and not over 2900 pounds, \$34.
 - Weighing over 2900 pounds and not over 3300 pounds, \$40.
 - Weighing over 3300 pounds and not over 3700 pounds, \$47.
 - Weighing over 3700 pounds and not over 4100 pounds, \$55.
 - Weighing over 4100 pounds and not over 4500 pounds, \$62.
 - Weighing over 4500 pounds and not over 4900 pounds, \$71.
 - Weighing over 4900 pounds and not over 5300 pounds, \$79.
 - Weighing over 5300 pounds and not over 5700 pounds, \$88.
 - Weighing over 5700 pounds, \$97.
- Motor trucks, trailers and semitrailers equipped with one or more solid tires, shall be based on the total tire width of such vehicles according to the following schedule: Motor trucks, and trailers and semitrailers:
 - Less than 14 inches and not over 14 inches, \$35.00, \$17.50.
 - Over 14 inches and not over 17 in., \$42.00, \$21.00.
 - Over 17 inches and not over 22 in., \$55.00, \$27.50.
 - Over 22 inches and not over 26 in., \$65.00, \$32.50.

visions of this act, prior to July first of the year for which any such ad valorem tax shall have been assessable by law. Section 27. Limiting the Concentrated Weight in Pounds on Each Axle of Vehicle.—(a) On any vehicle having a total tire width of less than thirty (30) inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by five hundred (500).

(b) On any vehicle having a total tire width of thirty inches and more than thirty inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by six hundred (600).

Section 26. Registration and License Fees in Lieu of Other Taxes.—The registration and license fees imposed by this act upon motor vehicles, motorcycles, motor bicycles, motor trucks, trailers, semitrailers and other road vehicles in this act described and upon the owners thereof by reason of such ownership, shall be in lieu of all other taxes and licenses except municipal license fees under regulatory ordinances, to which such vehicles or the owners thereof by reason of such ownership may be subject, provided that this section shall not be construed to exempt from ad valorem taxes any such vehicles in process of manufacture or held in storage and not for sale or exchange, unless the owners thereof register and license such vehicles under the provisions of this act, prior to July first of the year for which any such ad valorem tax shall have been assessable by law.

Section 27. Limiting the Concentrated Weight in Pounds on Each Axle of Vehicle.—(a) On any vehicle having a total tire width of less than thirty (30) inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by five hundred (500).

STATEMENT OF THE OWNER-SHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of the Tillamook Headlight published weekly at Tillamook, Oregon for October 1, 1922. State of Oregon, County of Tillamook, ss.

Before me, a County Clerk in and for the State and county aforesaid, personally appeared Leslie Harrison, who, having been duly sworn according to law, deposes and says that he is the managing editor of the Tillamook Headlight and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: publisher, Headlight Publishing Company, Tillamook, Oregon. Managing Editor Leslie Harrison, Tillamook, Oregon.
2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its stockholders owning or holding 1 per cent or more of the total amount of stock.) Helen Harrison, Tillamook, Oregon. Leslie Harrison, Tillamook, Oregon.
3. That the known bondholders,

mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: F. C. Baker, Tillamook, Oregon. 4. That the two paragraphs next above, giving the names of the owners stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

Sworn to and subscribed before me this 19th day of October 1922. (Seal) H. S. BRIMHALL, County Clerk

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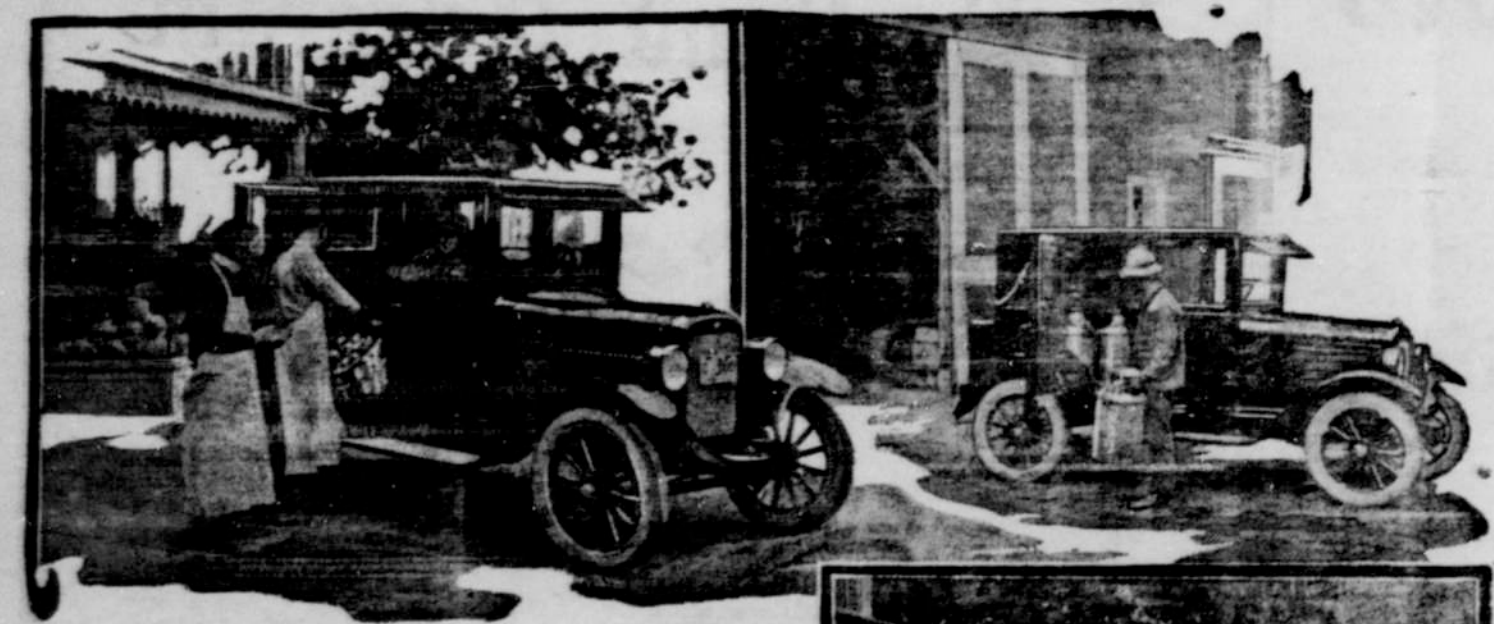
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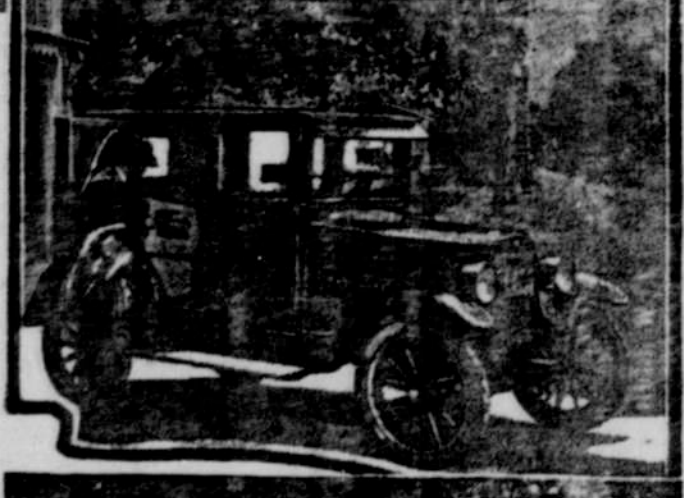
TILLAMOOK, OREGON.



Overland Champion Is Farmer's Friend

New Closed Model Is Beautiful All-Family Car with Wonderful Utility Qualifications

At last the farmer has been given a closed car of superior finish inside and outside, that he can utilize for various farm jobs and "cherish" with the same cheerful abandon as he does his open touring car. Thousands of farmers have expressed the opinion that they would gladly use closed cars if they could press them into practical work and get out of them the same all-around service the touring car provides. This has been the farmer's winning argument for the touring car over the closed car for some years and it is admittedly a reasonable one. Practical service on the farm means the hauling of grain and other material of a highly "splittable" nature. A load of bran or shorts for instance leaves a car resembling the interior of a feed grinding room. Whole grain deposits every precaution, will persist in "creeping" out of the bags and scatter to every corner and crevice of the car. Summing up "practical service" for the farmer means the haulage of milk cans, live poultry, root crops, cans of kerosene, machinery oil, household supplies, garden tools, implement parts, rolls of belting and a long list of every conceivable sort of usable material on the farm from wire fencing to an occasional live calf. No wonder the farmer hesitated to invest his money in a closed car. But now the wonder ceases with the advent of the new Overland closed car, fittingly named the Champion, for the good and logical reason that at \$195 it leads the world in closed car values and "champions" the cause of the farmer in every respect. This new model, having many personalities as a South American Chameleon, can proudly claim the distinction of being called "America's most versatile car" for in introducing the Champion, Willys-Overland has succeeded in bringing out something absolutely novel and radically unique;



in fact, a type of motor car that the farmer has long wished for—and now has. It is probably the most extraordinarily useful car for the farmer that has ever been produced, with an all-steel body built on a standard Overland chassis cradled on the famous Triple Springs and covered with the larger Overland engine. Exclusive features, utilities and economies mark this model as a remarkably convenient car, warranted to give the utmost in closed car benefits to the farmer. In the Champion, the rear seat and upholstery is entirely removable, providing fifty cubic feet of clear carrying space. Apart from this, both front and rear seats quickly adjust forward and backward. The front seat adjusts to three positions so that a tall driver can move it back to drive without leg cramp and a short driver can move it forward so as to reach the pedals without stretching. The rear seat can be adjusted backward so that rear seat passengers will not be crowded when the front seat is moved back. Another clever feature of this car and characteristic of the unusual foresight in design, is the arrangement of both front and rear seats which with the upholstery can be entirely removed and made up into a luxurious bed in the car, occupying the whole length and width of the car. What a boon to the farmer and his family who want to spend the night away from home on a little hunting jaunt. But this does not end the many amazing advantages included in the Champion and perhaps the most outstanding superiority from the farmer's viewpoint is the fifty cubic feet of space obtainable in the car by removing the rear seat with the upholstery. This arrangement leaves an absolutely clear carrying space capable of real service to the farmer who can load his tools, bags of fertilizer, produce, and so forth, into the car through the wide rear door, with the satisfaction of knowing that the car can be thoroughly cleaned out later and the rear seat installed for passenger trips. The long grain Spanish upholstery is washable and wearable, so that nothing of being comfortable. Then on the back of the car is a commodious trunk of ample proportions with a warranted lock in which there is plenty of room for personal effects when traveling or shopping in town. The Champion is solidly built with that thoroughness of workmanship characteristic of all Willys-Overland products. The unusually clever general utility points of this exceptional car are the result of long and careful study on the part of the designers who had in mind at all times the farmer and his particular needs, and for this reason the Champion will have a strong appeal to the man living away from the metropolitan centers.