

MOTOR VEHICLE LAWS

(Continued from page 5)

court, as the case may be, the terms, rules, stipulations and conditions of the permit granted for such movement are not being complied with, such agent may (be), and he is hereby, authorized to order such movement to be forthwith stopped. (Laws 1921, Special Session, Chap. 8, Sec. 9.)

Section 36. The State Highway Commission and County Courts May Limit Weights and Speeds and Close Highways.

Whenever the highway commission or any county court or board of county commissioners of any public highways of the state or section thereof is being damaged by reason of being subjected to any particular kind or character of traffic, or shall find that, in the judgment of the state highway commission or of any county court or board of county commissioners of any county of this state, it would be for the best interest of the state or county and for the protection from undue damages of any highway or highways or any section or sections thereof, to reduce the maximum weights and speeds in this act provided for vehicles moving over or upon the highways of this state, or if, in the judgment of the state highway commission or of any county court or board of county commissioners of any county of this state, it would be for the best interests of the state or of the county and for the protection from undue damage of any highway or highways or of any sections thereof to close such highway or highways or any sections thereof for any or all traffic or for any particular class of traffic, or for the moving thereon of any kind, size or weight of vehicles or any kind of commodity freight or thing then, in that event, the state highway commissioners of any county may, and is hereby authorized and empowered to, determine and fix the reduced weights and speeds, which shall be the maximum weights and speeds for vehicles or things moving over such highway or highways or any sections thereof, and to prohibit the use of such highway or highways or any section or sections thereof for moving thereon any kind, size or weight of vehicle or any kind of commodity, freight or thing, for such period or periods of time as, in the judgment of said state or board of county commissioners, will highway commission or county court be for the best interest of the state or county; provided, that the authority herein granted shall not authorize the closing of any road or section thereof to the movement or transportation thereover of products of the soil by persons having no other road or highway upon which to travel, but the hauling of such products over such highway shall be subject to the rules and regulations of the county court, county of the state or the state highway board of county commissioners of any way commission, as the case may be. This provision, however, does not apply when it becomes necessary to close any road during construction. The highway commission or any county court or board of county commissioners of the respective counties of this state may make and include in such order any rule or regulation not inconsistent with the foregoing provisions and authority for preservation and protection of any public highway or section thereof, and any violation of any of the rules, regulations, terms, conditions or provisions of said order shall be deemed a violation of the provisions of chapter 371, General Laws of Oregon, 1921, as amended by chapter 8, General Laws of Oregon, 1921, and any person or corporation who violates any of the said provisions of any part of said order shall, upon conviction thereof, or upon entering a plea of guilty, be punished by a fine of not to exceed \$400 or by imprisonment in the county jail for not to exceed one year, or by both such fine and imprisonment in the discretion of the court. The state highway commission or the county court or board of county commissioners, as the case may be, shall post a notice in a conspicuous manner and place, so it can be readily seen and read, at each end of any highway or section thereof for which limitations of traffic, as in this section provided, have been determined and fixed. Such notice shall state plainly the limitations or prohibitions of traffic determined and fixed; provided, that the authority granted in this section to the county courts or boards of county commissioners shall be limited to county roads and shall not extend to state highways over which the state highway commission is hereby granted exclusive control, and the said authority granted in this section to the state commission shall, as to said commission, be limited to state highways only. (Laws 1921, Special Session, Chap. 8, Sec. 10; Laws 1925, Chap. 145, Sec. 1.)

Section 36-A. Liability for Damage to Highways.

Any person using the highways or bridges of this state in violation of any of the provisions of this act shall, in case such highway

or bridge so used be a state highway or bridge, or in case such highway or bridge so used be a county highway or bridge, be liable to the state or to the county, as the case may be, for all damage done to said highways or bridges by virtue of said violations. (Laws 1921, Special Session, Chap. 8, Sec. 11.)

Section 37. Exemption of Nonresident Owners.

Every nonresident owner of a motor vehicle, trailer or semitrailer registered and licensed in

TILLAMOOK LOSES 21-0 TO SEASIDE

Sam Bloom has entered from McMinnville High. Virgil Henderson, a second year student, entered from Dubois, Idaho, and Taylor Bane, a third year student, entered from Woodland, Washington.

Remember December 14th! Seaside defeats Tillamook 21-0. The football season was opened this year with a game between Seaside and Tillamook high school on Friday October 19th, played there.

Tillamook's team, made up of nearly all new men, had little opportunity of winning from an experienced team. At the kickoff Tillamook high school kicked to Seaside's twenty yard line and Seaside returned ten yards. After nine successive smashes Seaside carried the ball over for the first touchdown, which took only five minutes of scrimmage and kicked the ball over the goal. For the remainder of the half Tillamook held stubbornly, and the ball was in midfield with a 7-0 score at the end.

Seaside repeated her first touchdown and kicked the ball over the goal in the third period. Tillamook then carried the ball for four downs and punted out of danger. Seaside carried the ball over Tillamook's three yard line at the opening of the fourth period, but Tillamook put up an excellent stone-wall defense. Seaside rammed and plunged at the wall four times but after each down they could not carry the ball across that.

Captain Tippin playing full on the fourth down got a touchback for Tillamook and the ball on our twenty yard line. A bad pass gave Seaside the ball and they then made their third touchdown and kicked the goal. The game ended with the Tillamook having the ball.

Although the score was for Seaside, it was no easy victory. Coach Sheely discovered some weak places in his team which will be strengthened by shifting his line. Lucas and Blum played ends very successfully and Charles Thomas and Maxwell had nothing put over on them. Miner, Elliott, and Harrison proved coming guards. Captain Tippin performed excellently.

Having had this experience our team will be a much better one to play against Forest Grove this coming Friday.

The line-up with Seaside was:
Right guard Miner
Left guard Abplanalp
Right tackle Maxwell
Left tackle Thomas
Right end Lucas
Left end Mackinster
Right half Mahan
Left half Folland
Center Himes
Quarterback Tippin
Fullback Olson
Substitutes Elliott, Harrison and Blum

CHURCH NOTES

FIRST CHRISTIAN CHURCH
Next Sunday will be another big day in the revival meeting now being conducted at the Christian church. The Every Man's Class will meet in the City Hall at 9:45 a. m. George

Harness, the teacher, will speak on the book of Mark. Let every member be present and bring another man with you. If men do not attend Bible school and church on the Lord's day, why should they expect the wives and children to go? Come on men, let us lead the way!

Subject for next Sunday morning at 11 a. m., "One of the Greatest Days in the History of the World."
Subject for Sunday evening 7:30 p. m., "Safety First."

Subject for Monday night, "Prophecy now being Fulfilled."

The meeting is doing a lot of good, and will go on every night next week. We invite the public to worship with us.

GEORGE HARNES, Pastor.
UNITED BRETHREN

Sunday school 10 a. m. Classes for all ages.

Preaching 11 a. m. Dr. Geo. McDonald, Conference Superintendent, will deliver the message.

Quarterly conference Saturday 8 p. m.
Services at Beaver 3 p. m. Sunday afternoon, Pleasant Valley 8 p. m.
W. O. WOOLEVER, Pastor.

LUTHERAN CHURCH

Lutheran services will be conducted in the Adventist church next Sunday at 11:00 a. m. by the Rev. W. F. Georg of Portland in the American language. A hearty welcome is extended to all.

Religious instruction of the children next Saturday from 10:00 to 3:00 o'clock in the home of Mr. David Krake, 1111-8th street.

TILLAMOOK FARM WAS GIVEN MENTION

The last issue of the Oregon Farmer contains a write-up of Ira G.

COUNTY NEWS IN BRIEF

ROCKAWAY

Scotty Munson arrived home with a new Chevrolet coupe.

Fred Johnson, Geo. Fowler and Frank Miller and wife left for Portland last Saturday morning.

George Williams of Bay City was a beach visitor on Monday.

L. L. Van Northwick and wife left for Ashland to visit their son.

H. C. Painton and Harley Windgrove left for Jennings Lodge last Friday.

Miss Dorris Painton and Harley Windgrove were married last Sunday at Portland and have returned to live at the beach.

BLACK CURRANTS CAUSE PINE RUST

(By J. C. Elmore)

More than 400 plants of the cultivated black currant, alternate host of the white pine blister rust, have been destroyed in Tillamook county as a part of a state-wide campaign against the disease. This is in pursuance of the state law recently passed declaring the cultivation of black currant a nuisance because of the seriousness of the white pine blister rust invasion in the northwest. The disease is caused by a plant that lives in the inner bark of the white pine trees and in the leaves of all known kinds of currant and gooseberry bushes.

Blister rust spores coming from long distances will produce the disease on cultivated black currants when other currants fail to take it. Again it produces spores in abundance and spreads the disease to both pines and currants. Destruction of black currants in regions where pine forests are grown will tend to prevent the disease from coming in. It never goes from pine to pine. White pine trees in the northwest when attacked by the fungus die in from two to five years often leaving the leaves in place. The injury is

similar to that done by fire. In British Columbia where the disease is prevalent considerable damage has been done to white pine forests, according to L. N. Gooding, junior pathologist of the U. S. bureau of plant industry.

The disease has already done great damage in the New England states and is costing thousands of dollars annually to control it there and in Wisconsin and Minnesota. The disease in Europe has made the growing of white pine impossible. The white pine of the northwest is more susceptible than the white pine of the eastern state or of Europe. The pine forests of Oregon afford a large source of revenue. The damage in case the forests become infected with the blister rust will seriously impair the white pine and the sugar pine lumbering industries, Mr. Gooding says.

Mr. Gooding who is located at Corvallis, is carrying on an eradication campaign in cooperation with the black currant owners of the state. Last summer five men were in the field looking for the disease and eradicating the black currant. More than 300 fire wardens, the regular forest service officials, the county fruit inspectors, and the college extension service are on the lookout for the disease and are assisting in the eradication campaign.

More than 30,000 cultivated black currants have been eradicated in the entire state, 17,000 by the owners themselves. The school children of the state are also helping locate the plants.

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Lance's seven acre farm, a short distance north of this city, which is herewith re-produced:

"The possibilities of a small farm are well illustrated by what has been accomplished by Ira G. Lance of Tillamook, Oregon. Mr. Lance has only seven acres and now has a purebred Guernsey herd of 13 cows. Besides the cows, he has at all times from 25 to 45 Chester White swine and about 100 chickens. Like most good Tillamook dairymen, Mr. Lance uses practically all his land for pasture. He divides his farm into three pastures, thus putting the cows on one week and off two weeks, or in other words, giving it all just twice as much rest as use, with frequent changes. Three years ago Mr. Lance's income was \$3200 for the year. It is true he paid out a little over \$2500 for feed. He was then retailing milk and is now wholesaling it. Prices for neither milk nor feed are now so high and his income the last year was not so large. But it was quite satisfactory. Mr. Lance holds an eight-hour position in an office, yet he and his good wife do all the work except what help they get from a 6-year-old grand son which, he says, is considerable. Mr. Lance says the small farm is the thing, especially in Tillamook, where there are greater possibilities than anywhere else. And when the net income can be increased, it always pays to buy feed."

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the northwest to promote the calf shipping business.

An officer of the express company is quoted as saying: "No town in the United States ships as many calves each season as are shipped from the Tillamook office."

Bankers, county agents, club leaders and agricultural colleges are all interested in this work, and to this activity is due the building up of new herds of milk cows from fine stock all over the northwest.

T. C. Allen of Spokane a travelling agent for the American Railway Express company, and who covers Idaho and Montana points for that company, is authority for the statement that the calves first shipped from Tillamook county into his territory have now freshened, and that buyers are well pleased with the stock. In his estimation there will be a greater demand than ever for Tillamook calves in Montana and Idaho, and also in northern Washington.

NEW FAIR BUILDINGS

(Continued from page one)

county. The present buildings are old, and soon will have to be rebuilt or abandoned. That is patent on the face of it. If the people expect to improve the grounds, this would be a good time to begin. If they wait until the standing timber is all removed that will be a tax asset upon which they cannot depend. At the present rate less than twenty years will see the best part of the timber gone.

also the operators. This industry, which is now a leading one in the county, could be counted to aid materially in building permanent and durable buildings. Within a few more years it cannot be depended upon as a tax asset.

It is unwise to make improvements on rented or leased grounds. Tillamook has been designated by the government as an aviation landing. Its auto parking room is inadequate at the present site. That condition must be met in the near future. This year the highway was so congested that travel along the main thoroughfare in front of the grounds, was well nigh impassable. And there are many other improvements that must be reckoned with in the near future.

The question resolves itself into this: do the people want to maintain the fair? If not, that ends the whole matter. The county court has made it possible for the people to say, provided enough names are secured on the petitions, to put the question up to the people at the coming election. The voter should think twice before he turns the matter down.

Pollyanna Shop
Hemstitching... 10c Yard
Needlework and Gifts
INFANTS' AND CHILDREN'S WEAR

TILE YOUR FARM
If you have a problem in land drainage we will gladly assist you. Do not put it off any longer. Phone to
TILLAMOOK CLAY WORKS

Phone Your order We Deliver

Do not be misled by radical cuts on staple groceries. Rent and taxes must be paid. A profit must be made somewhere. We base our price on a fair margin in both stores.

Children can do your shopping in safety when you trade at the

CONOVER STORES F. F. Conover
S. W. Conover

STEP INSIDE FOR PRICES

LILLIAN TINGLE, SAYS

In answer to an enquiry regarding diet:

"Then probably you could use more milk to advantage. You mention only two quarts daily for two children and two adults, one of whom is trying to gain weight. The children would do well to have a quart or nearly a quart each, and you should have a pint at least for yourself and from a pint to a quart (according to his special needs and his assimilation) for your husband. Then with the increase of milk you can easily cut down your meat and egg bill.

"A good rule to remember is that for every extra half pint of milk used in the daily diet the other protein foods, such as meat, eggs, fish, cheese, may be reduced by two ounces without any dietetic loss. Milk is usually the least expensive and the most easily served and assimilated of all the protein foods."

ORDER YOUR MILK FOR YOUR TABLE FROM
GOLDEN ROD DAIRY
Both Phones Erwin Harrison, Prop.

Lamar's Cold Tablets

A safe and reliable remedy for
COLDS AND LAGRIPPE

25 TABLETS 25c

Lamar's Drug Store
Corner First St. and Secod Ave, East

Bottle of Arnica quick!—the lights been out a week—Father just fell down the cellar steps—

MOTHER says it's a lesson to her—she's looking at every socket in the house right now, and I've got to get some extra Edison MAZDA Lamps right away at

COAST POWER COMPANY
TILLAMOOK, ORE.

The right Edison MAZDA Lamp in every fixture will give you better light!

Proof That Zerolene Is a Better Oil

The function of a lubricant is to reduce friction and thus increase the effective power of the engine. The best proof that Zerolene does this to a superlative degree is found in the fact that a car lubricated with Zerolene delivers about 5% more gasoline mileage than when other oils are used.

One good test of the purity and stability of a motor oil is the amount of carbon it forms. Zerolene forms less carbon than any other motor oil known to us. For this reason the Zerolene-lubricated automobile may be driven from 25% to 50% farther without having the valves ground or the cylinders rebored.

STANDARD OIL COMPANY (California)

30% less CARBON
5% more gasoline mileage

ZEROLENE