



NEWSPAPER ASSOCIATION MEMBER, NO. 5200

The George Washington Masonic Memorial, being erected to Washington the Mason, by the Master Masons of the United States, on Shooter's Hill, just outside the city of Alexandria, in Virginia, and half way between the city which bears the First President's name and the tomb in which his remains lie at rest, is not upon a national road.

The home and tomb of Washington, at Mt. Vernon, is not reached from anywhere by a national road.

There must inevitably come a time when this nation will rise in revolt against a penurious policy which leaves to a patriotic order of devoted the priceless relics of Washington, women the care and preservation of which are in his estate, and make of Mt. Vernon what it ought to be, a Government charge and care. The Masonic fraternity has already provided for a monumental resting place for the Masonic relics of George Washington. But will we always leave to Virginia the making, the repairing, and the preservation of the roads which connect these three—home, Temple, and city?

Virginia, has not, so far, been able to list herself among those States prominently identified with the good-roads movement, although she has made vast strides in recent years. The road from Washington to the Temple, and from Alexandria to Mt. Vernon is a good road, but it should be the work of the United States Government to see that so important a road is perfect. In this is seen another among many arguments, as to why this great nation should itself build and forever maintain the backbone roads which, as National Highways, will serve all the people all the time.

A good road begins to wear out from the first instant it is used. It needs constant attention and repair. Little breaks in the road, if repaired now, mean a great saving, whereas if they are left they become large breaks, which mean an enormous expense in the future.

Most road officials are competent, and want to repair the road. A few are in different, once the road is built. But no official is either neglectful or indifferent to the great force of public opinion.

Boys and girls who travel over the new good road, can help. Watch the road. Look out for the bad places. Keep your eyes open for the spot where the surface has "raveled" or worn off, showing the basic rock beneath. Look out for the uneven ridge, the "waving" which sometimes occurs in oiled roads. As soon as you see any such spot, mark carefully exactly where it is, so that you can describe the location accurately on paper. Then write a letter to the road official who has charge of that stretch of road, and tell him about it.

You may think that a State road official will not pay any attention to your letter. If he is the right kind of a road official—and most of them are such—he will not only pay attention to it, but write and thank you for your good citizenship. Our road officials are normally hard working, intelligent men, who want to repair the road and keep it in condition.

If he is glad to get your letter, he will repair the road at once. If he happens not to be the right kind of a man, if he isn't competent, write to him again.

Get John and George and Jack and Alice and Gertie and Mary to write to him. If he still doesn't pay any attention to it, come to this newspaper, ask the Editor and tell him about the raveled place. Tell him that you have written the road official—tell him how many times, and the names of all your companions who also wrote. A good newspaper editor has use for such news. He will write the road official himself, and if that individual still doesn't do his duty, of the raveled place and that the this newspaper will publish the facts road official was repeatedly told of it. The way that road official will then make speed on repairing that raveled place will be funny.

That civilization owes a great debt to the highway builders can be understood by reference to history. The first European highways were those which went out from Rome, that the Roman soldier might have easy and quick access to the remotest bounds of his great empire. With him went law and order. Later, over the highways, went the school master and the college, the education, the institution and its teachers. The missionary of the Cross, the highway, the church spread its doctrine over the highway, and to this day, the great churches, schools, colleges, hos-

pitals, and institutions for the amelioration of the condition of mankind, are found always on, never away from, great highways.

It is the highway which made the city, not the city highway. It is the highway which made the demand for the railroad, which is but a steel highway for cars of steel. It is the highway over which all freight must move sometime, all that is

good, noble, desirable in life.

Where good highways are, there is a good civilization. Where are poor highways, are usually ignorance, poverty, disease, lawlessness, lack of culture, poor standards of living, misery.

Investment in highways means investment in civilization!

Canyon City—Valuable mine developed on Miller Mt., surface cropping shows vein about 28 ft. wide.

Lane county plans to drain Clear Lake to the ocean.

Columbia Pottery Co. at Warrenton to resume operations.

APPLICATION BLANKS FOR LICENSES READY

Application blanks for securing 1924 motor vehicle licenses have been mailed by the Secretary of State to all motor vehicle owners in Oregon, and they are urged to apply early so that the license plates may be mailed so as to reach them before January 1, 1924. This action will avoid much trouble, annoyance and unnecessary delay. License plates for 1924 will have a bright red background and white letters and figures.

Up to October 31, 1923, there were registered and licensed in Oregon 560 motor vehicle dealers, 13,824 chauffeurs, 258,381 motor vehicle operators, 3,101 motorcycles, 148,999 passenger and commercial cars of less than one ton capacity, and 13,201 trucks and trailers, from which the total license fees aggregated \$4,031,141.92. The fees administrative expenses, are distributed one-fourth to the counties from which the registrations are received and three-fourth to the State Highway fund for the prosecution of road work throughout the state generally.

The distribution of the 1923 registrations up to October 31, 1923, shows that in Tillamook county there were licensed 13 motor vehicle dealers, 167 chauffeurs, 3,332 motor vehicle operators, 25 motorcycles, 2,022 passenger cars, 0 ambulances and hearses, 9 busses and stages, 79 commercial cars of less than one ton capacity, 207 trucks of from one to five tons capacity, and 11 trailers of from one to five tons capacity, or a total of 2,328 licensed passenger and commercial vehicles. During 1922 there was a total of 1,700 passenger and commercial motor vehicles licensed in your county.

Between September 15, 1922 and September 15, 1923, of the receipts from motor vehicle licenses and fees \$967,492.19 was distributed to the counties of the state, and there was turned over or transferred to the State Highway fund \$2,902,476.56 during that period. Tillamook county's share of the foregoing allotment to the counties was \$12,987.13.

JOBS FOR WAR VETERANS

With the coming of cold weather and a resulting decrease in employment, employers of this district are urged by L. C. Joseph, northwest district manager of the United States Veterans' Bureau to give preference to rehabilitated World War Veterans when vacancies occur or new positions are created. Jobs are being sought for 30 bookkeepers, 10 shoemakers, 10 cleaners and pressers and other ex-service men trained in a variety of occupations, he stated.

In most instances the rehabilitated war veterans are allowed from 30 to 90 days on the job without any expense to the prospective employer, it was stated. This is known as placement training and gives the employer an opportunity to size up the capabilities of his employee.

"There are still several hundred ex-service men in training in this district for whom employment opportunities must be found," said Mr. Joseph. "Actual rehabilitation of the disabled veteran finally rests with employers of the district. Unless the men are placed in positions for which they trained at the expense of the government, their training will have been of little benefit and the ex-service man will not be able to take his rightful place in the commercial world and society. So far, employers of this district have been willing in the matter of supplying employment opportunities for our vocational training graduates. I have reason to believe that further and increased cooperation on their part may be expected."

Mr. Joseph urged that employers who have positions to fill during the next few months should get in touch with the nearest office of the Veterans' Bureau immediately by letter, telephone or personal contact. Bureau offices are located in Seattle, Portland, Spokane and Boise.

CHURCH NOTES

FIRST CHRISTIAN CHURCH

GEORGE HARNNESS, Pastor. LEE DOTY, Assistant Pastor. HELEN CHURCH, Choir Dir. Every Man's Class will meet in the K. P. Hall until the city hall is repaired. Let every man be present at 10. a. m. Lesson: "The Book of John."

Bible School 9:45. a. m. Morning worship 11 a. m. Christian Endeavor, 6:30 p. m. George Harnness will preach next Sunday morning. Subject: "Is the Church on the Defensive or on the Offensive?"

The Elk's will be in charge of the evening service. The public invited to worship with us.

CHURCH OF THE NAZARENE

Last Sunday morning the pastor began a series of sermons of the Millennium Coming of Jesus Christ. The sermons will cover the next five or six Sunday mornings. Last Sunday's discourse was largely introductory, and was an exposition of the parable of the Ten Virgins. The subjects for the next four Sundays will be as follows:

- Dec. 2nd, The Anti-Christ. Who is he and when will he appear?
- Dec. 9th, The Rapture and the Tribulation.
- Dec. 16th, The Beast and the False Prophet.
- Dec. 23rd, The Mark of the Beast, what it is, and what will become of those who receive it and what will become of those who do not receive it. Other subjects will be announced later.

The Second Coming of Jesus is a theme of vital importance to the people of this age. The public is cordially invited to hear these discourses. G. S. HUNT, Pastor.

Klamath Falls has added the Klamath News, weekly, since Nov. 2. Astoria—October exports totaled \$975,000. La Grande plans \$100,000 improvements for next year.

BOOST BAYOCEAN ROAD

(Continued from page 1)

finished next year, while others did. He could not account for this division of view. C. I. Clough said that he understood why some certain persons over there, who were in the minority, did not want the beach road from here finished. He thought the majority wanted it finished up as soon as possible. He was not personally interested in the scraps over there. Tillamook wanted the road built so that tourists who came here by the hundreds would have a chance to get to the beach in a few minutes drive from this city. The Almighty had created a fine natural resort, almost at our door, and the speaker wanted to have the road finished. Money had been appropriated for it on two different occasions, but most of it had been diverted to the aid of other roads. He saw no good reason why the building of this road should be delayed.

Mr. Owens stated that if the commission was sure the money would not be diverted to some other fund, and road be built and finished for \$35,000, that it sounded fair to him. Tillamook had already voted \$30,000 for the building of the Bayocean road, but the money, he said, had been diverted elsewhere. But the commission was a tax reducing body.

Arthur Beals asked how taxation could be reduced, and yet build roads. Beals had made the county. "Give me \$35,000 and I will finish the Bayocean road."

Mr. Edwards said: "The state highway commission would soon take over the main county highway, and then the county would be rid of the care and maintenance of that road. He thought the road should be finished by Bayocean.

Members of the supervising committee spoke about the matter of reducing the county indebtedness which they said was over \$400,000.

Said Mr. Maxwell: "Show us how to reduce the indebtedness of the county, and we will look with favor on uncompleted projects. He disliked the idea of going further in debt."

J. M. Smith said that the school directors of District 9, had worked out a plan to create a sinking fund, and thus retire the indebtedness of the district in which Tillamook is situated. He thought the county could work out a similar plan.

Mr. Watt replied that: "We have gone over all such plans, but have found no way except to retrench in county expenditures."

"Increase your capacity to earn more tax money by opening these beach resorts to the public," stated A. A. Hall. "Thousands of outside people will visit them if you do. Improvement will follow, and you will have created a taxable asset that will pay for the road in a year or two.

The way to get out of debt is to enlarge your taxable wealth. You can do this by capitalizing your beach resorts, which will be a taxable asset after the timber is all gone."

C. J. Edwards offered the information that it had cost himself and party last summer on a trip to the southern part of the state and to Crater lake a minimum of \$20 per day. "Multiply that sum by the thousands of tourists who will visit our beaches next summer, and see what this money will do for people and the county where it is spent," added Mr. Edwards.

Mrs. C. J. Edwards said that roads had transformed the beach towns into all-the-year-around resorts. Every house in Rockaway, Bay City and many other places was rented. And Tillamook was fully occupied; not a vacant house. She thought it would be good policy to open Bayocean to the travelling public.

Fred C. Baker: "The finishing of the road to Bayocean is the best investment the county can make. Give the people over there way to get out and the tourist public a way to get in, and big things will happen. The county will be the gainer."

A number of women were present and it was plain to be seen by the

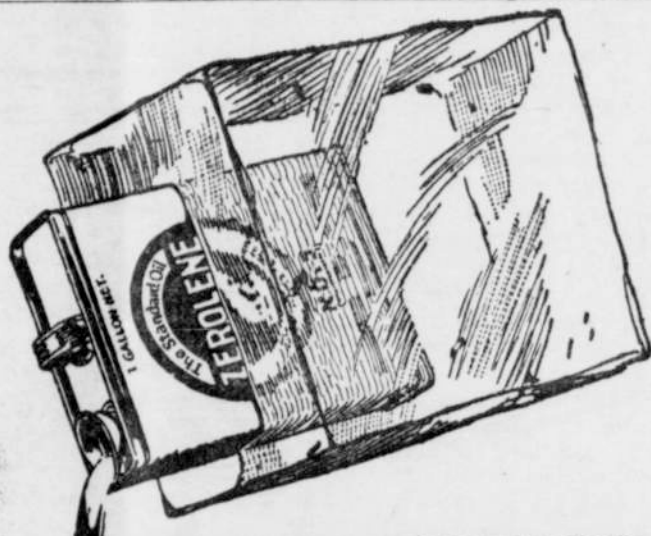
interest taken, and the applause of speakers for the road, where they stood on the question.

After an hour and a half of talk, and amiable discussion, the visitors departed. Chairman Maxwell, expressed himself, and stated that he believed he spoke for the committee, when he said that he was pleased to have the candid views that had been given, and invited the visitors to come again. The visitors were very courteously received by the commission, and no untoward incidents marked the exchange of views on either side.

What the state board will do in the matter was not made evident by any promises, but it is believed that the friendly exchange of opinion by the Kiwanis club members and the supervising tax commission for this county will at least do no harm. The way to get things is to ask for them.

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If you have trouble shifting gears, use Zerolene Transmission Lubricant "B"—it remains fluid at low temperatures and permits ready shifting of gears.

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Then, there is an old Biblical statement that reads: "Ask and ye shall receive." The Kiwanis club has asked, and the fulfillment of the latter part of the quotation is in the

hands of the governor's appointed county supervising tax commission, which is composed of representative business men of the county, in whose fairness the people have confidence.

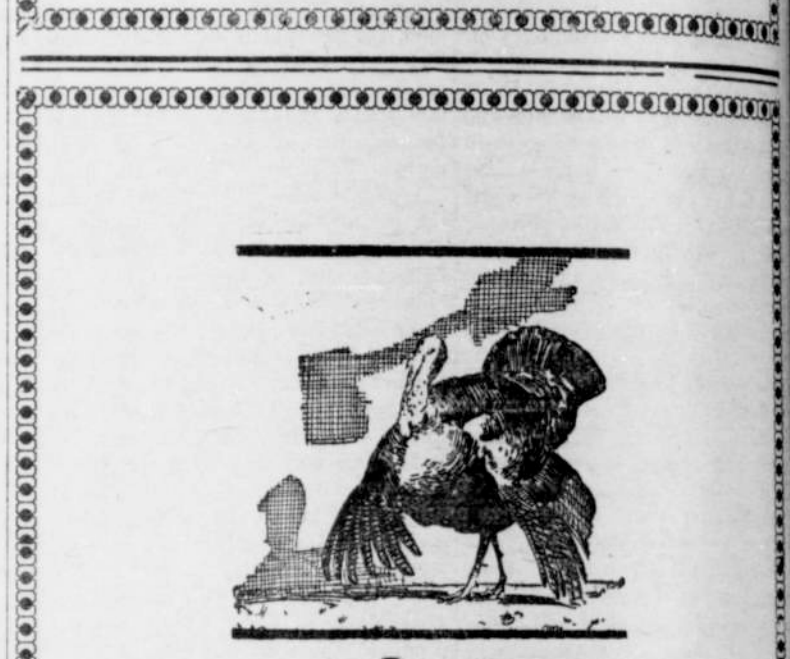
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NOVEMBER 29, 1923

THANKSGIVING DAY

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TILLAMOOK CLAY WORKS

When a Fellow Needs a Friend

Ma and dad topped the milk for their coffee and left Johnnie the skimmilk for his portion. Lucky the lad that gets the milk to drink just as it comes from the dairy.

GOLDEN ROD DAIRY Both Phones ERWIN HARRISON, Prop.