

### SENIOR H. S. CLASS ELECTS NEW HEADS

The senior class elected the following officers Wednesday afternoon: president, Eugene Hamrick; vice president, Florence Stranahan; secretary and treasurer, Irma Austin; class representative, Victor Mathews; sponsors, Louis Himes; class advisor, Mrs. Heyd.

Wednesday, the new president, Archie Pye, presided for the first time, when he called on several new and old students for speeches. Most of the freshmen have a very poor opinion of the student body, if one judges from the snappy little things they said. Among those responding cleverly to Mr. Pye's call were Kenneth Williams, Deney Platz, Chester Anderson, Mona Henderson and Joseph Maxwell.

Friday last the T. H. S. basketball team went to Cloverdale to meet the team of that place. A number of the student body also went to see the game. Tillamook was winner by a 15-4 score. Tillamook was very successful with their new system of running guard playing forward, and the center taking his place at guard. One of the main features of the game was the close checking by Tillamook. Cloverdale was only able to make one field goal each half and did not convert one foul. The Tillamook boys made seven out of eight shots from the foul line. Coach Sheely says that this percentage has not been equalled in the northwest this year. One of the reasons why the score was not higher was the extreme sickness of the floor. This handicapped the boys quite a bit as they are used to playing on a floor where they do not slip so much. Although there were no individual stars for Tillamook, Tiffin and Alpanalp were able to work the ball to the basket with unvarying frequency and Minor's guarding was a marvel for a new man. Jensen showed up well for the losers.

The grade school operetta, "The Smuggleman," was a huge success. The beautiful costumes, the catchy music and the sweet voices all made the evening a very pleasant one for those who attended. The fairy dances and the solo dance were also very much enjoyed. The proceeds covered the note on the grade school piano. This operetta was directed by Miss Helen Church, assisted by Miss Benny in the dances, Miss McDonald in the costumes and Warren Foland as business manager. The cooperation of teachers and pupils was splendid. Miss Church appreciates also the way in which the students of T. H. S. helped her in making the operetta a success.

Practice will be begun this week on the high school operetta, "The Gypsy Rover," which will be given some time in April. It is expected that "The Gypsy Rover" will be the greatest success ever put on in Tillamook as T. H. S. has some wonderful talent this year and an excellent musical director.

Friday, February 8, the high school debating league of Oregon will hold its first contests in the State. This year Tillamook, Yamhill, Clackamas, and Multnomah counties will compose one district and the question for debate will be, "Resolved: That the direct primary law in Oregon should be repealed." Tillamook's affirmative team consisting of Archie Pye and Rowena Hanson will go to Willamina while Cloverdale's affirmative team will debate Tillamook's negative, consisting of Katherine Smith and William Lucas, in the high school auditorium. Very much enthusiasm has been aroused this year among the students in regard to debate. Remember the date February 8, 8 o'clock.

**NOTICE**

To the Tax Payers of Tillamook County:

I wish to advise that I have on hand the 1923 tax rolls. Payment of taxes may be made at any time before April 5th, either in full or the first half. Taxes on first half let go unpaid after April 5th, carry interest at the rate of 1 per cent per month.

I regret to state that owing to a recent decision in the Circuit Court, this office will be forced to refuse County Warrants for taxes as under that rule the sheriff must pay over to the County Treasurer in cash all moneys collected by him.

Send list of property on which you wish to have tax statement as early a date as possible and we will send you statement to cover.

JOHN ASCHIM, Sheriff.

**TREE CONSERVATION AIM OF GOVERNMENT**

L. E. Garwood, forest supervisor of the Hebo district, was in the city Tuesday on business.

Supervisor Garwood states that

some interesting forestry legislation may be expected from the next congress.

One of the greatest problems facing the forestry department is reforestation, states Mr. Garwood, and it is estimated that ninety per cent of reforestation is in the proper disposal of slashing and the prevention of fires. Nature can be relied upon to take care of the rest.



It is not only essential to build a hard road if highway transportation is to be possible; it is necessary to keep it open to traffic. There is no economic difference between a broken-down bridge and a three foot fall of snow, as far as stopping traffic is concerned. There is no economic difference between a road blocked with a fallen boulder or tree and one which is snowed under so that neither team nor truck can travel over it.

Few communities would wait an instant to repair the bridge, or remove the boulder or tree; the idea that the hundreds of thousands of dollars invested in the good road should lie idle, and a whole section be cut off from the benefits of transport, until the bridge mended itself, the boulder rolled off, or the tree rotted away, is abhorrent. But many communities regard a heavy fall of snow as a visitation of Providence, with which man need not interfere, because in time the same Providence will melt the snow and open the road!

In regions where snow blocks the roads, modern engineers are using rotary snow ploughs, attached to trucks, and opening the road as soon as it closes, exactly as the railroad right of way men keep the tracks open for trains regardless of the state of the weather.

Rotary ploughs to be applied to trucks are not expensive; push and scraper ploughs for lesser snowfalls are still less costly. Opening the road for traffic after a snowfall is as essential as mending bridges and maintaining the surface. Communities in the snow belt which do not have the benefits of their good roads all the year round, "save at the spigot to lose at the bung hole," since the monetary value of one day's lost traffic is more than sufficient to bury the equipment and keep the snow bound road open all winter.

The third annual convention of the Lee Highway Association will be held in Washington, D. C., on February 5 and 6. The delegates will hold sessions all day and both evenings. It is expected that delegates from the 115 counties traversed by the great highway will attend, to lend the force of their presence to the action of the convention endorsing and pushing pending bills in Congress, looking to one hundred per cent Federal financing for the cost of construction in the sparsely settled Western States.

All of the 3,000 members of Lee Highway Association are, without appointment, entitled to seats and the privilege of delegates. The governor of the States, the mayor, the judge of the county court or board of supervisors, or the president of the local Lee Highway Association, chambers of commerce, Rotary, Kiwanis, or other business clubs, may appoint delegates, who with members of their families are entitled to reduced rates. Full fare is paid to Washington and receipt is requested and given. (On sale several days before February 5, good to reach return point February 9.) This receipt, when validated in Washington entitles the holder to purchase return ticket (over same route) at one-half fare.

By building only 45.6 miles in Virginia and only 21.6 miles in East Tennessee, Lee Highway will be a modern motor-way from New York to Chattanooga, a distance of 724.8 miles. By building 45.6 miles in Virginia, 75.4 in Tennessee, 57 miles in Alabama, and 71.8 miles in Arkansas, a total of 249.8 miles, Lee Highway will be a modern motor way half way from Washington to San Diego. By building less than 400 miles Lee Highway will be a modern motor way from New York to San Francisco. The value of such a road, to each the whole country for long trips is community for its own use and to so great that Lee Highway Association, backed by appeals from Presidents Harding and Coolidge, urges the immediate closing of the gaps.

In the early days of road building, any contractor who could spread stone and roll it was good enough to "engineer" the road to be built. Today all organizations engaged in road building are looking for the trained road engineer, and when there are not enough to go round, sending their own men to college for better training in highway building.

In 1919 the University of Michigan, which has departments of Highway Engineering and Highway Transport (Professor Arthur H. Blanchard) offered graduate short period courses in highway engineering and highway transport, leading to the degree of Master of Science or Master of Science in Engineering, arranged especially for men engaged in the practice of highway engineering and highway transport.

In 1919-29 the attendance was 29; while in 1922-23, 110 men attended these courses, the average age of the men being 27 years, ranging from 23 to 56 years. These men came from the U. S. Bureau of Public Roads, state, county, and municipal highway departments, contractors' organizations, companies manufacturing motor trucks, highway machinery, and materials, universities, and from the field of highway transport. During 1923-24, 18 graduate short period courses will be offered, 10 in the field of highway engineering and 8 in highway transport. These courses will be given by a staff of 8 professors and 10 non-resident lecturers.

The road building world is looking to the engineer, the trained man, the technician, for light on how to build better, less expensive, more permanent highways. It is generally recognized now that the day of the rule-of-thumb building is gone, and that only the engineer, proficient in the art and familiar with the best practice, is the economical spender of the taxpayer's money!

### EARLY DAY MEMORIES

(Continued from page 1)

called in those days, was a squallid little hamlet of perhaps forty or fifty people; as I remember it there was a postoffice, blacksmith shop, store and a saloon. There were no sidewalks and the streets, if one could call them such were not graveled and during the winter months the roads were almost impassible, and it was a common thing to see a wagon mired down on the one main street by the slough.

George Fernside's store was on a scow boat on the slough and when business was dull he would float down to the bay with the tide, and sell the Indians and the few white settlers living in that vicinity, then in a few days here he would come up to town again floating with the tide. All the country both north and south of town was an unbroken forest.

The McKinleys and Folands had found homesteads in the Nestucca country, at that time a wilderness. Only a rough trail had been built in the early '80's and one could see the settlers and their horses or mules loaded with provisions and all kinds of supplies such as cook stoves, chairs, bedsteads and even hives of bees. All of these goods had to be boated across rivers as there were no bridges and of course the animals had to swim. Then the task of felling the trees and making boards with which to build houses and barns, all this required months and months of hard work and privation.

At one time the McKinleys had some farm machinery shipped to Woods by schooner and then it was necessary to boat it up the Nestucca river to their place a distance of 15 or 20 miles. During these times the old gentleman McKinley prophesied that some day in the future there

would be some kind of conveyance whereby one could make the trip from Tillamook to their home in an hour or less time. He said it would be a contrivance that would run with its own power. During these times it was a whole days journey on horse back. Clarence, his grandson, told me the other day that he has made the distance in his high powered car in half an hour, so the old man's prediction had come true. A good portion of the distance is paved and now there are splendid bridges where the horses used to swim.

During our first year in Tillamook my father had settled on the homestead known at this time as the "Better Ford." The place is still in my possession. There were a few Indian shanties and some old canoes along the river, and just across the ford is an Indian burying ground. We used to unearth their cooking utensils and the beads with which they adorn their moccasins while taking out stumps or even in deep plowing for they bury their dead very shallow. The supposition was that after their departure they would need their earthly belongings in the Happy Hunting grounds. The Indians had moved down to Tillamook bay a few years before we appeared on the scene.

Several years later W. S. Runyon built the road up the river and through to Forest Grove. It was maintained as a toll road and we kept the toll gate. This was the day of the passenger stage which covered the distance from Tillamook to Forest Grove in time for its passengers to take the evening train to Portland or other points. Mail was carried over the mountains on the pack horse via North Yamhill and if one got the news from the "outside" once in a week or two when the roads were blocked with snow or fallen trees, one would consider themselves lucky.

In the spring 1892 my father met his death by drowning. He and I were boating some hay across to our newly built barn. The river was swollen with the melting snow and when the boat was in midstream it sank and left us struggling in the ice cold water. As the hay floated away we managed to turn the boat over and by placing our hands on the up turned boat, we drifted down a great distance, but when we drifted nearer the bank my father tried to swim ashore but with his heavy cloth-

ing and the ice cold water he soon went down. I stayed with the craft until I caught on to a tree growing horizontally from the bank, and there I hung unable to get out until Johnnie, a younger brother, and my mother who had heard my cries came to the rescue. My fathers body was found the next morning nearly a mile below the scene of the awful accident. I am relating this in order that the newer generation may see what our old timer had to pass through.

As one rolls along our well built roads and across the splendid bridges in the motor car, and views the well kept farms and the thousands of sleek dairy cows grazing on the lands that were once a jungle, it is truly wonderful to note the changes that have been wrought. Both of the McKinleys and their wives, Mr. Foland and wife, and my father and mother are all gone. The McKinley boys, (two of them) year-old girl is now living in Seattle.

She is along in the sixties. Mr. Foland and Jennie Foland the two little ones of seven and three years respectively are still living in Tillamook and are Mrs. Addison Harris and Mr. D. Hoag, and Oh, my! I have forgotten that I have revealed their names. But they are both looking real good and don't seem a day over five. Charlie and Lola Foster married and living in another town. My wife and I am the only ones left in Tillamook to tell the story.

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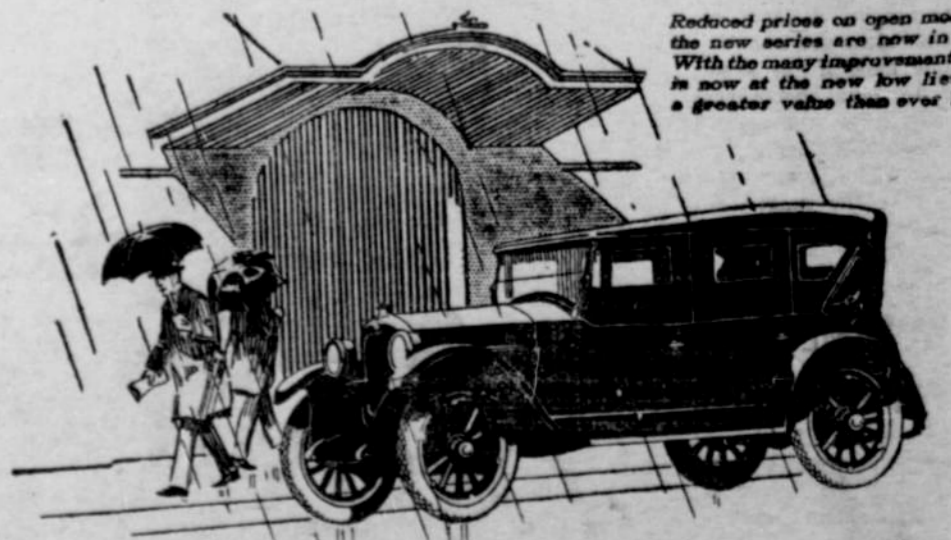
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Gordon Hare