

IN REALM OF SOCIETY

Mrs. R. C. Magerral gives party in honor of her mother, Mrs. Perkins' 83rd birthday. About 15 women gathered at their pleasant home in this city last Monday evening. The decorations were daffodils and green; the color scheme was continued by the refreshments in the pretty cakes oranges and ice cream arranged to bring out the effect beautifully. The afternoon passed all too rapidly with the singing of songs and songs. The guests wished Mrs. Perkins many more birthdays. She is as young at 83 as most are at 50 years of age.—Contributed.

On Saturday afternoon at about two o'clock at the home of Mr. and Mrs. Frank D. Bester a very pleasant surprise was given in honor of Mrs. William S. Phillips and Mrs. J. Leland Bester. Many friends were present and many beautiful and appropriate gifts were received. A delightful lunch was served after which the guests departed for their homes.

ROBINSON-MILLS

At the parsonage of the United Brethren church, March 6, 1924, by Rev. W. O. Woolever, pastor, Wm. F. Robinson and Beatrice Ida Mills were united in marriage, both of this county.

The L. D. Club met at the home of Mrs. L. L. Hoy Friday with Mrs. Breeden assisting. Meeting was opened by the president, Mrs. Anderson. The following members answered the roll call: Anderson, Arm-entout, Bunn, Breeden, Frisbie, Gabriel, Henkle, Hosley, Hoy, Moulton, Clarence Gabriel, Davis, Gruenewald, Brown, Boone, and Leach.

A good time was had by all and lovely refreshments were served at the usual time. The club adjourned to meet with Mrs. Frisbie, with Mrs. Stiles assisting, March 21.—Contributed.

PRIZES FOR REPORTS ARE OFFERED PUPILS

The Tillamook county cow testing association has offered three prizes aggregating \$10, for the best written report of the lecture to be given on by J. A. Seollard next Tuesday night at the city hall. The prizes are divided into three parts, \$5 for the 1st, \$3 for the 2nd, and \$2 for the 3rd. The report will be published.

NEW OREGON HISTORY HAS BEEN PUBLISHED

The Headlight is in receipt of a new history of this state entitled "A Short History of Oregon," written by John B. Horner, well known for his historical research in the Northwest. The book is published by the J. K. Gill company of Portland and contains many authentic dates and instances with profuse illustrations.

LOCAL EPISCOPALS WILL MEET SUNDAY

The Episcopal bishop of Oregon, the Right Rev. Walter Taylor Sumner, will be in Tillamook city next Sunday morning when the people of this city and county will be given another opportunity to hear the distinguished churchman preach at the Masonic hall. Owing to other engagements the bishop will not be able to remain for the evening service, which will be conducted by Archdeacon J. C. Black. The services will commence at eight o'clock with holy communion, the bishop being the celebrant and at ten o'clock he will give instruction to a confirmation class. The morning service will be at eleven o'clock, Bishop Sumner being the preacher and will confirm a class prepared by the archdeacon. The bishop is a most interesting speaker, and the people of this city and county are earnestly invited to participate in the services next Sunday morning at the Masonic hall. It is expected that the Episcopal mission will build a small hall in the near future, a lot having been bought for that purpose.

LIBRARY CIRCULATION REPORTED GROWING

The librarian reported an average daily circulation of 71 books and magazines for February; many others enjoying the reading room without taking reading matter from the room.

The Woman's club presented the board with check for \$116.45 thus enabling them to add a very good selection to the children's room immediately. A few books were added by gifts and the following were purchased: Dyke's encyclopedia for the automobile and gasoline engine; Timber

& Bush, Principles of electrical engineering; Cockaday, Radio-telephony for everyone; Harper's indoor book for boys; Hall, Home-made games; Burnham, Building your own business; Marden, Making Yourself; Dryder, Poultry breeding and management; Hogan, all of the Hen. The library also lends the reports of the various experiment stations and reports of the state boards. Many interesting suggestions regarding pruning and spray materials are given in the report of Horticulture board for 1923.

FIR LUMBER MARKET STILL HOLDING WELL

The Atlantic seaboard still continues to demand Douglass fir from the Oregon forests, and while there has been a slight depression in demand by foreign markets, the change in the markets as a whole, has been light. It is believed that there will be a big production by the mills of Oregon and Washington this year.

Conditions in this county are good say those who are in touch with the output forces. While the first two months of the year have been rather quiet, owing to readjustment of camps, the building of new tracks to new bodies of timber, the mills have kept sawing, with a slightly smaller force, but indications now are that production will be speeded up to a high notch, and kept there. The market for other kinds of Oregon woods are in good condition; and it is said that this county will soon see much production in hemlock and spruce lengths by the big Oregon City paper company which recently bought a large acreage of timber in this county, not far from this city.

CANADA PULPWOOD GONE IN 20 YEARS

Canada's forest resources are not nearly so vast as popularity imagined. Dominion will be exhausted in twenty years, according to George E. Teed, and the entire pulpwood supply of the pulpwood dealer of Montreal, who gave evidence before the members of the royal commission on pulpwood. Whether an embargo is ordered or not he declared it will not make the slightest difference in the consumption of pulpwood for, he argued, if the United States mills are moved to Canada just as many trees will be cut. Mr. Teed said there is over production at the present time, and that felled and no saving will be effected. Wood can be bought very cheaply. There is little demand from the United States. "How long do you think our forests can last?" he was asked. "Within twenty years," he said, "there will not be any more pulpwood in Canada for anybody. Many people have the idea that Canada has immense forest resources. If you go up north you will find only scrub, from a certain point and there is only a strip, three hundred miles wide from coast to coast, covered with forests."

OREGON MINERALS OF GREAT VARIETY

Oregon's mineral resources are of a wide variety. Chief among those that have reached a commercial importance are gold, silver, copper, lead, platinum and quicksilver. Of the total output of precious metals in

Oregon about seventy-five per cent has been taken from placers. Billions of dollars of metals in vein and lode deposits still remain, according to the Oregon Bureau of Mines and Geology. Systematic prospecting during the last two years shows that there exists within twenty-five miles of Portland bodies of iron ore of workable size in a number of places. The following economic metals and minerals have been found in Oregon: Antimony, arsenic, asbestos, asphalt, barium, bismuth, borax, chromium, clays, coal, cobalt, copper, corundum, mica, celestine, earth, feldspar, Fuller's earth, gold, silver, garnet, granite, graphite, gypsum, iridium, iron, lead, nickel, limestone, magnesite, manganese, mica, molybdenum, monazite, natural gas, osmium, phosphate rock, platinum, precious stones, quartz, quicksilver, salt, strontium, sulphur, talc and soapstone, tellurium, titanium, tungsten, zinc, zirconium.

The plan is this—that the public schools incorporate religious education in their curriculums, giving credits for same just as they do for geography, physiology, etc., but that the churches furnish trained teachers to instruct the pupils belonging to their respective denominations, the pupils being sent to the churches at stated periods for instruction. Hundreds of children in the large cities are receiving religious instruction in this way this year, and it is believed that the churches in the smaller places will soon be able to furnish teachers for their children in the near future.—Contributed.

H. Dixon Broughton, secretary of Philomath college was in the city Tuesday and spoke in the U. B. church that evening in the interests of the college.

Frank Owens of near Beaver was a county seat visitor Wednesday.

RELIGION IN SCHOOLS IS THEME OF MEETING

An event of some moment in the Sunday school world occurred last Friday evening in Portland when about thirty-five of the officers, trustees and educational committee of the state council of religious education gathered round the festive board as the request of A. A. Morse, one of Oregon's pioneers in Sunday school work.

At the close of the banquet the host called on State School Supt. Churchill, who opened a discussion on the great new movement of the day, that of week day education in religion; and a number of other speakers developed points along this line.

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A fine car means the best materials any cost can buy. We use 35 formulas for steels, each known to be best for its purpose. We pay a premium of 15% on some to get the formulas exact. All Studebaker models are equipped with Timken bearings. There are few cars in America, regardless of price, which equal ours on this point. In our Light-Six, for instance, we put more Timken bearings than are used in any competitive car, within \$1,500 of its price.

A fine car means fine engineering. We spend \$500,000 yearly on that department, employing 125 able men.

It means careful construction. We have 12,500 up-to-date machines. 1,120 of our operations are exact to 1/1000 of an inch. 360 are exact to one-half of 1/1000 of an inch.

It means infinite pains. For instance, we machine all surfaces of our crankshafts as was done in Liberty Airplane Motors. We are

the only makers of cars at our prices who do this.

It means careful inspection. With us it means 30,000 inspections in the manufacture of each Studebaker car.

Luxury and beauty

It means a car to be proud of. Our body finish includes 15 coats of paint and varnish.

Chase Mohair is used to upbooster our closed bodies—made from the soft fleece of Angora goats.

We offer much extra equipment.

Where savings come

Then how do the Studebakers so far undersell any comparable cars?

Because we build so many. The fixed costs are divided by enormous output—150,000 cars per year.

Because we build our own bodies. The saving to you on some types is up to \$300 per car.

Because we make our own forgings, saving another profit there.

Because our plants are modern and efficient. We have spent \$38,000,000 on them in the past five years.

Because we keep our men, make them partners, pay them large bonuses to stay. Changing men is expensive.

Because we conduct this business in every way on the best modern lines.

What buyers save

The Studebaker Light-Six Touring Car sells for \$1,045. Under ordinary manufacturing conditions it would cost you from \$200 to \$400 more. On our Special-Six the difference might be \$400 to \$700.

On our Big-Six type the difference may run into thousands, depending on the number produced. For this car compares only with the highest-priced cars in Europe and America.

You will respect the Studebaker methods when you come to know them. You will admire the cars they create. You will delight in the values.

Remember that last year 145,167 fine-car buyers, after comparisons, chose the Studebaker models. So many people could not be wrong.

Learn why they did so before you buy a car at \$1,000 or over. You owe that to yourself.

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Studebaker is now the world's largest builder of quality automobiles.

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There are 13 models.

Prices begin at \$1,025.

Go see the reasons for this trend. See why sales have almost trebled in three years. Why these cars have become the sensation of Motordom.

You owe that to yourself before you buy a fine car.

Some of our Big-Sixes, for instance, have two nickel-plated bumpers, one or two extra disc wheels with cord tires, a courtesy light, a motometer, steel trunk, etc.

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A fine car must be enduring. A Studebaker Big-Six, built in 1918, has so far run 475,000 miles. That means 80 years of ordinary service.

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5-Passenger 112-in. W. B. 40 H. P.	
Touring	\$1045
Roadster (3-Pass.)	1025
Coupe-Roadster (2-Pass.)	1195
Coupe (5-Pass.)	1395
Sedan	1485

SPECIAL SIX	
5-Passenger 119-in. W. B. 50 H. P.	
Touring	\$1425
Roadster (2-Pass.)	1400
Coupe (5-Pass.)	1895
Sedan	1985

BIG SIX	
7-Passenger 126-in. W. B. 60 H. P.	
Touring	\$1750
Speedster (5-Pass.)	1835
Coupe (5-Pass.)	2495
Sedan	2685

(All prices f. o. b. factory. Terms to meet your convenience.)

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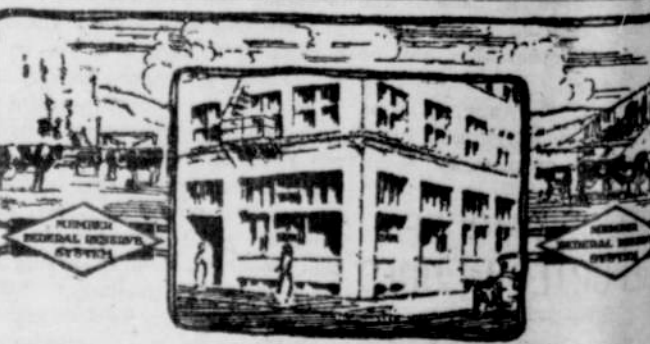
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