

TILLAMOOK HEADLIGHT

ABOUT THE COUNTY

OCEANSIDE
Oceanside visitors over memorial day week end: L. S. Otis and wife accompanied by Mrs. J. M. Chase of Newburg, Oregon, E. Finch and family, Portland; R. Pardilius and family, of Portland.

Ralph Eddy, wife and children have been spending several days at Oceanside. Mr. Eddy has been taking more pictures of the Oceanside beach which he puts on sale at his several stations throughout the northwest. Other visitors were: W. S. Ewing and family, of Oswego, Oregon; Jerry Voterbeck and family, Portland; Chas. McKay and family, Portland; W. J. Swan and wife, Portland; J. C. Fannell and wife, Portland; W. E. Milburn and wife, Salem; Ben Perlick and family, Salem; S. A. Mulkey and party, Portland; E. J. Murrell and family, Portland; E. L. Conway and family, Portland; A. A. Hall and wife Tillamook; G. E. Spence and family, Portland; E. M. Griffin, G. A. Wood and family, all of Portland; L. Matcovitch and family, Portland; V. R. Shearer and family, Portland; Fred Shearer and family, Portland; F. R. Lambeck, Idaho Falls; Cecil and Winnie Etchum, Gallitau, Mo.; Clyde Goff and wife, Portland; Mr. and Mrs. A. W. James, Portland; Mr. and Mrs. W. E. Piela, Portland; Anthony Fajer and wife, Portland; L. B. Harris and family, Portland; F. B. Howatt and family, Portland; Fred Marshall and family, Portland; G. Walton and J. Clark, Portland; Roy A. Carniess and family, Gaston; Thomas Burkland and family, Portland; C. F. Fuller and family, Portland; Mr. and Mrs. T. Wiley, Portland; F. F. Fowler and family, Portland; C. P. Johnson, wife and party consisting of E. F. Trichel and family, C. F. Trichel and wife, all of Portland; Mr. and Mrs. Max Fleming, Portland; Mr. and Mrs. Tom King and daughter, Portland; H. Clark and family, Portland.



The easy way to cook

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no fire to lay
concentrated heat
Just turn up the wick, touch a match—and the meal is started! That's the beauty of Pearl Oil and a good oil cookstove! No overheating, nothing to lug.

But cookstove kerosene must be highest quality kerosene to vaporize properly and not corrode metal parts. So be sure you order by name—"Pearl Oil." It's refined and re-refined by a special Standard Oil Company process to produce quality fuel especially suited for the purpose.

Pearl Oil is economical, odorless and good to the last drop.

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UNIVERSITY EDUCATION DOUBLES STUDENT EARNING CAPACITY

Eugene, Ore.—A college education increases earning capacity from fifty to two hundred per cent, in the opinion of alumni of the University of Oregon, who were asked to comment on the value of their education. Of 568 University of Oregon men reporting the amount of their incomes to the alumni office, 329 reported incomes of more than \$3,000. In some instances the income reported was as high as \$50,000, but the greatest number, about forty per cent of the total, reported incomes between \$3,000 and \$7,000. Most of the graduates said that they believed their college education had increased their earning power at least one hundred per cent.

"These returns from our graduates bear out the assertions of the United States Bureau of Education as to the value of college training," said P. L. Campbell, president of the University. "Figures prepared by the bureau in 1917 show that the average earning of grade school graduates at the age of 30 is \$750, of high school graduates \$1250, of college graduates \$2150. Their investigations show that during a lifetime of forty years a college graduate produces \$50,000 more wealth than does a high school graduate. This means that, because of higher training, the college graduate is able to produce \$50,000 more in taxable wealth for the state than is his less educated brother. Education at the state university thus yields to the state in the lifetime of the student taxable wealth more than forty times as great as the cost of his education.

"In Oregon where natural resources are practically unlimited and depend for their development on the intelligence and initiative and skill of the citizens, these figures have special significance. Our whole prosperity, the development of our water power, minerals, timber, all the utilization of resources that mean a wealthier state, depends on the highest type of trained intelligence such as our colleges and universities are producing."

PUPILS GIVE DEMONSTRATION

The Dunning demonstration and recital rendered by 24 pupils of Mrs. J. C. Holden, Monday evening, proved very interesting to the audience assembled to hear it.

A thorough understanding of musical rhythms and the quick and accurate response from Leland Terry, George Sharp and Fred Boone was a revelation to a number of musicians as these boys are but 7 and 8 years of age.

The written transcription by Evelyn Sporup was particularly pleasing, she transposing her piece into the different keys the audience called for. This little girl is 10 years old.

Margaret Coats, 9 years of age wrote on the blackboard 60 chords so easily many were convinced of her thorough understanding of the rudiments of music.

Th piano solos and ensemble numbers were well given, particularly the expression and memory work.

Helen Hadley received many words of praise for the manner in which she played her piece.

The pupils were assisted by La Verna Holden and Mrs. Helen Ebingner with vocal numbers which were much appreciated. Eighteen pupils were awarded prizes for perfect attendance. Summer classes are now forming.

CLUB CLOSES YEAR'S WORK

(By Mrs. C. I. Winnek)
The Tillamook Woman's club has just closed the year's work for 1923-24. Among the many things accomplished during the year was the Home Product dinner. This netted the club \$116.00 which was presented to the city library.

The board of directors are outlining the years work for 1924-25. The women on this board are Mesdames E. G. Anderson, F. C. Esch, Harry Thomas, W. J. Hill, C. F. Pankow, W. B. Alderman, A. G. Beals and C. I. Winnek.

The club sent three delegates to the state federation which met in Oregon City May 19 to 22. The delegates were Mrs. Alderman, Mrs. Winnek and Mrs. Ashley. They gave their reports at the regular meeting Wednesday May 23. After hearing these reports every member felt proud that she was a part of this great federation of women.

The camp ground committee reported that the city had turned the camp grounds over to the club. The committee, Mrs. Eastman and Mrs. McGee reported the successful conclusion of the grounds. Several volunteered their services in cleaning it as there was much to be done.

The plumbing was out of order, and the inscriptions on the rest room were a disgrace to our city. But Thursday afternoon found the building painted, the plumbing in order, floors

scrubbed, windows washed to enable one to see out if in and in if out. It is now in a more sanitary condition. The club planned to place archways of welcome to each entrance of our city, but as the Kiwanis have already taken up this same idea, we graciously step aside and say—Kiwanis we hope you erect something as splendid as we had planned "so they will come again."



"The railroad is coming."
Until very recently such an announcement was enough to start a municipal celebration in a small town, which for historical enthusiasm was difficult to beat. The coming of the railroad has meant business, civilization, social intercourse, everything to communities which had no rail communication.

But a new era dawns. Today the cry is "the good highway is coming to town!" The good in at least one instance, a town didn't wait for the highway, but finding it was being missed by the road, left the railroad and moved bodily to the highway!

Reno, a small community, six miles east of Paris, Tex., reversed the time-honored custom of towns following the railroad, and moved away from the railroad to the new concrete highway that runs east out of Paris.

This town, on the Texas and Pacific Railroad, saw only four trains a day passing through it, while a half mile away a steady stream of traffic passes over the concrete highway. So the town packed up all of its three business houses and moved over. Only a swimming pool was left.

There is no real reason why every town shouldn't have a good highway running to, through, and away from it. What other towns are doing to improve their roads, all towns may do.

The good highway means today as much to any town as the railroad did then, twenty, fifty years ago. It means quick transportation, increased markets, better business, finer schools, more comforts. All this being so... and it is not disputed... why should not the Nation help, not by helping build seven per cent of the mileage existing, as under Federal aid, but by a comprehensive building program, which will gridiron this Nation, north and south, east and west, by a system of national highways which will give every town the transportation it needs? True, not every town in the Union could be reached on, let us say, a two hundred and fifty thousand mile trunk line system, but every

town would be so close to one or another link of such a system as to make the connection so inexpensive that no town could afford not to make it!

"Bugs" Baer, a well known newspaper humorist, has written and published a series of "road signs," probably merely intended to entertain. But many of them might be erected with benefit to the safety of traffic.

"Don't run up your mileage with skids," contains a lot of real caution in tabloid form. "Don't do your thinking with your brakes," will strike a responsive chord in every man who has had near-nervous prostration at the sight of the reckless driver stopping in a hurry. "There are three grades of eggs, but only one grade of crossing and that's dangerous," ought to be pasted in the hat of all those who try to "beat the train" across its right of way.

"The glass in your windshield is the same stuff they put in hospital windows. Which will you look through?" is a very pertinent query, and "Fifteen miles an hour may be a chill but fifty is fever," is not too medical to be understood.

To towns troubled with too much speeding by tourists, Mr. Baer suggests "Speed limit in this town fifteen miles an hour. One day for every mile over that!" or "We have seven hotels and one jail, take your pick!"

"Don't try to scare locomotives with your horn." "The minute you save may be your last one." "You wouldn't travel on a freight train, so don't try to travel under one," are all good to remember.

Mr. Baer intended to be funny, and succeeded; he may not have intended to be serious, but many can take his cleverness seriously with benefit to themselves and the general public.

In other words (Mr. Baer once more), "Accident insurance is a good thing to have without the accident."

So accustomed are the people of the United States to continuous telephone service, night or day, week day, Sunday or holiday, that it is difficult for Americans to realize that this condition is not typical of telephone service throughout the world.

As a matter of fact continuous service is the exception rather than the rule in most foreign countries. To be sure, continuous service is frequently given in national capitals and in large commercial centers abroad, but, outside of important cities, all-night service is quite unusual.

In Germany and Belgium less than five per cent of the telephone exchanges give uninterrupted service, and in France the proportion of central offices in continuous operation is less than one per cent. The hours of service in most of the exchanges in Italy, Norway, Sweden and other continental countries are similarly restricted in varying degrees.

Practically the only exceptions to this rule are Canada and Great Britain. About eighty-five per cent of the British telephone exchanges are open at night.

On Sundays and holidays telephone service is shut down at the less important central offices on the continent except for a couple of hours, generally between 9 and 11 A. M. In France ninety-five per cent of the exchanges are closed on Sundays and holidays, but most of the British exchanges remain open.

Still another feature of Continental telephone service is the luncheon interval of two hours between 12 and 2 P. M., when a great many of the ex-

changes are closed. This seems a rather long luncheon interval to the average American. As late as last July ninety-three per cent of the telephone exchanges in France were closed during this luncheon period.

PUPILS HAVE HIGH SCORE

The following pupils in the Tillamook city schools attended the entire school year of 1923-24 without being tardy nor absent.

Irene Pangborn, Elvie Biglow, Ruth Beals, Jessie Hedge, Muddred Hadley, Norman Burdick, Rodney Mathers, Frank Holden, Fera Brownlee, Leona Hopkins, Bernice Hims, Howard Hohlfield, Robert Holden, Claud Mahan, Alfred Sylvester, Julius Sylvester, Marie Gitchell, Elizabeth Thiessen, Rilda Duging, Norton Johnson, James Mapes, Daniel Mahan, Betty Baker,

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Martin Moffert, Dale Selland, Roseteh, Kenneth Plank, Carl Ecker, Bruce Mahan, Hattie Harris, Dan Crenshaw, Gertrude Page, Ivan W. Carrol, Carrol Schullis, Fred Boone, Selland, Harvey White, Margaret Burdick, Mary Johnson, Ida Mildred Rings, Kathleen Allison, Lyle Conover, Robert Hooley, Wrig't, Roy Selland, Darrel Young.

SWASTIKA CLUB

The Swastika club met at the home of Mrs. A. A. Hall, May 23. The afternoon was spent with fancy work and a dainty luncheon was served by the hostess.

The invited guests were Madeline Recher, Bacon, D. Robinson, Barbara Groat and Lamb. The club will meet with Mrs. Egan in June.

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Oldsmobile Six combines sterling quality, six-cylinder performance, fine appearance and unusual comfort with low price.

There is no difficulty in finding all these things among higher priced automobiles. On the other hand, it is easy to buy bare transportation on a strictly price basis.

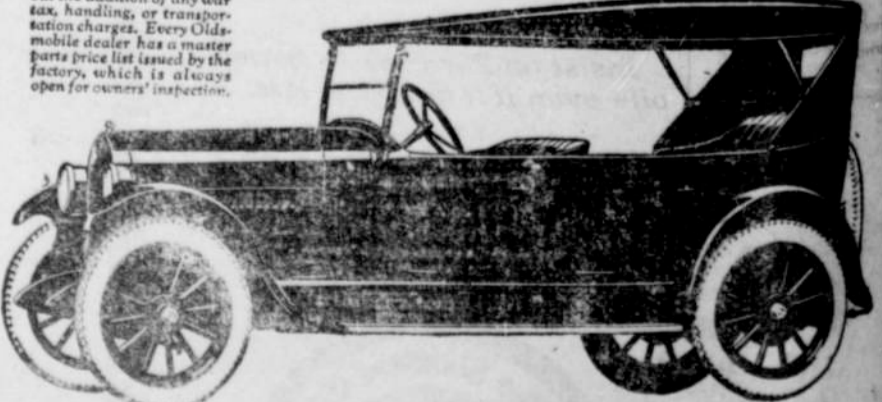
Oldsmobile Six, however, occupies a place between these two extremes—giving you a high grade six-cylinder automobile at a price made possible only by the close co-operation of Oldsmobile and General Motors.



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J. Merrel Smith

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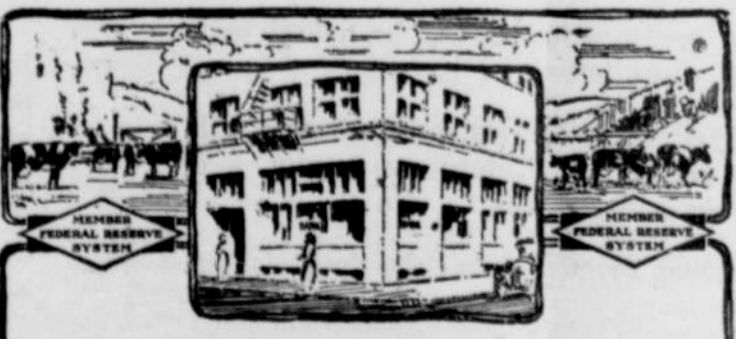
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TILLAMOOK COUNTY BANK

TILLAMOOK, OREGON.