#### THIS ISSUE, 8 PAGES

## WATER PERMITS ARE ISSUED HERE + All correspondence received in + this office must have the name +

During the months of January, Feb ruary and March, seventy-two permits for the appropriation of water + no inkling as to who sent them, + from the various streams throughout the state of Oregon were issued by + cles is hard to determine. The + State Engineer, Percy A. Cupper. + publication of such names may + These permits cover the irrigation of 5132 acres of land, the development of 3383 horsepower and the use of water for mining, municipal, domestic and various other purposes. The estimated cost of construction work un der the permits is approximately \$500,000. During this period, permits to store a total of 485 acre feet of water in three reservoirs were issued the estimated cost of such reservoirs being \$3,300.

Among the more important permits issued were the following: Oregon Charcoal Iron company of Portland for the appropriation of water from the north fork Scappoose creek in Columbia county for domestic and industrial purposes at Scappoose.

J. C. & Rose Humphrey and P. .A. Weller, for the appropriation of wa ter from Hills creek in Lake county for the purpose of transporting kum ber products.

Monday. Pete Mann Irrigation company of Hereford, Oregon, for the appropriation of water from Lightning, Clear son of Garibladi were in the city Monand Salmon creeks and Dry and day. Spring Gulches for the irrigation of 2356 acres in Baker county.

M. F. Stockwell, Canyon City, Oregon for the appropriation of water from Canyon creek for mining purposes in Grant county.

K. G. Harlan and Howard Evans, Milton, Oregon, for the appropriation of water from the Walla Walla river for the development of '375 horse power.

Siletz Bay Lumber company, Mill port, Oregon, for the appropriation of water from four small unnamed creeks for municipal purposes at lumber camp.

In Tillamook county permits were mook, Oregon, for the appropriation of water from an unnamed stream for domestic use.

Permit Number 5780 to J. U. Smith of Newberg, Oregon, for the appro priation of water from Cherry creek, for domestic use at a cost of \$200.

Permit Number 5785 to W. H. Derby of Garibaldi, Oregon, for the appropriation of water from Schoo creek for domestic use at a cost of

HAS ENTERTAINMENT

ST. ALBAN'S GUILD

\$75.

in town Saturday. Mrs. Fred Poorman and daughter Martha Jane, were in town Monday.

Mrs. Andrew Stam is in Portland this week visiting her son, Herbert.

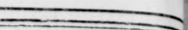
Mr. and Mrs. Ralph Himes and Mr. and Mrs., Arthur Wallace drove to Portland Sunday, returning the next day.

Notice To Correspondents 🔶 where he attended the Inland Empire fact that the leading universities and to raise their standards in order to of the Frosh. association of teachers, of which he colleges of the northwest and of the meet the new standards of the high-All correspondence received in + has been re-elected treasurer. This entire United States are raising their er educational institutions. ✤ of the sender attached. Com- ♣ association is comprised of repre-standards. + munications have been received + + from time to time which give +

· . this

Idaho and Montana.

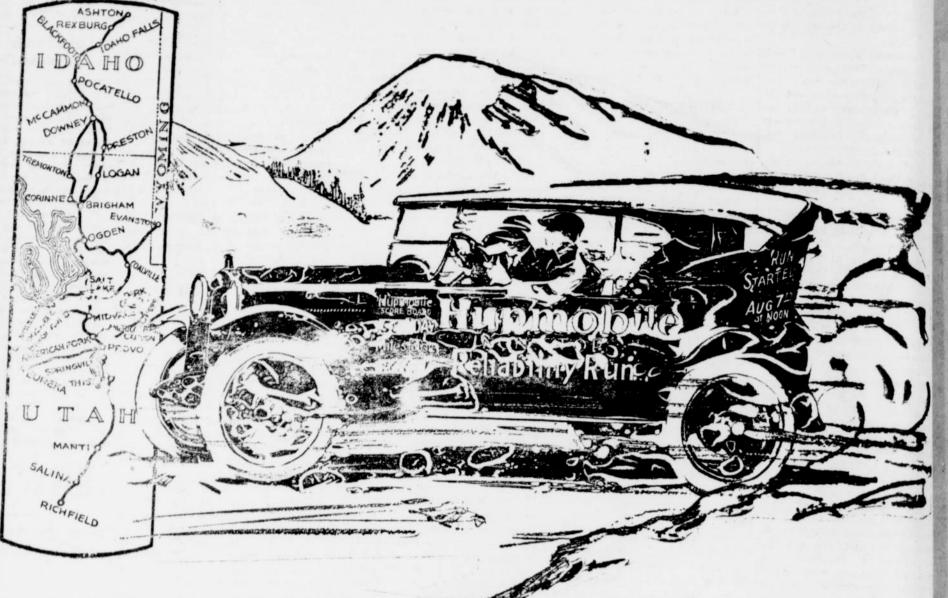
Tillamook Lleadlight



edy to be presented A

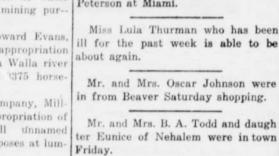
FRIDAY, APRIL 13,1

Students of the Commercial depart- H. S. gymnasium? ment are turning out some very good sale at Koch's Drug st The inter-class baseball game bework this year. James Watson who selling fast, so get The colleges and universities will tween the Freshmen and the Sopho- is in Typing 1, is the first student entatives from Oregon, Washington, The Juniors take only those high school graduates mores resulted in a tie. Score 9-9 this year to write fifteen minutes at "When a Fall Mr. Turnbull gave a very interest- who have attained a high average in which is the best team? The game Friday, April 13. ng report of his trip to the student ' their respective classes. This meansbetween the Frosh and the Juniors



# 58-Day Run of 26,165 Miles Without a Stop Proves Hupmobile Staunchness and Reliability

High Opinion of Hapmobile Stamina and Durability Justified by Its Splendid Condition after Grueiling Test



issued to the following: Permit Num for the Pacific Telephone company

week

from a visit with her sister Mrs. Gus Peterson at Miami.

ill for the past week is able to be

Mr. and Mrs. Oscar Johnson were

+ and the authenticity of the arti- +

+ be withheld, if desired, but it is +

+ absolutely necessary that the +

+ names be signed to the articles +

PERSONAL MENTION

Mrs. Minnie Searcy left Saturday

for a trip to Portland and Oregon

Mrs. Theresa Ross of Ranier, is

Miss Verna Smith spent the week

end with her parents Mr. and Mrs.

Mrs. W. E. Penter nad Mrs. Mollie

Mr. and Mrs. D. Chase and small

Mrs. Lee Tittle returned Sunday

Fox were in town from Cloverdale

B. J. Smith at Hobsonville.

here spending several days with Mrs.

• sent in.

City.

Blanche Zinn.

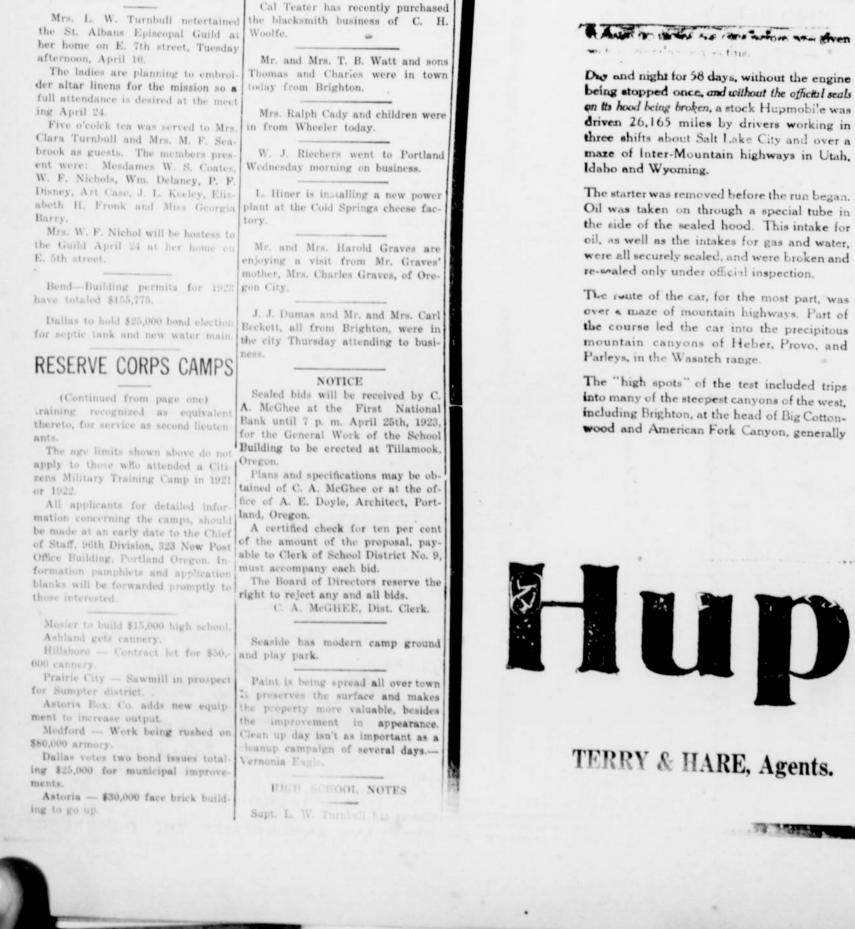
Miss Harriett DeFord, bookkeeper

here, went to Portland the first of the

Mrs. G. E. Mitchell, of Blaine, was

ter Eunice of Nehalem were in town

in from Beaver Saturday shopping. Mr. and Mrs. B. A. Todd and daugh



conceded to be the steepest incline in the west. During the last 14 miles of this trip cars are forced to climb from a 4400 to an 8700foot elevation. The engine was brought to a stop only after

the fan belt had broken, at 26,165 miles. The car then completed its 60th day with a mileage of 27,096

It was immediately torn down and inspected under direction of Prof. A. LeRoy Taylor of the Automotive Department of the University of Utah. He reported that the engine-with 33,000 miles to its credit-showed enly slight wear; that the life of this stock Hupmobile had only just commenced.

Prof. Taylor's detailed report contained the following significant statements: - The amount of carbon deposited on the pistons and cylinder block was surprisingly small. The pistons showed, by micrometer caliper measurements, the maximum 'out of round' of .0005 (five ten thousandth) inch. The second and third rings showed practically no wear. The first rings on three of the cylinders

had worn .002 (two thousandth) Inch. The crankshaft bearings were in excellent condtion and showed practically a perfect fit.

The qualities revealed by the car in this test -its economy records-the way it stood up in continuous service such as not one motor car in ten thousand is asked to give -- these things are not remarkable or unusual for the Hupmobile.

They are the daily portion of every Hupmobile owner. He counts upon them confdently. They are his interpretation of reliability.

## The Reliability Record

Days without Engine Stop 58 Days without Engine Stop 26,165 Total non-stop mileage..... Average Miles Per Day..... 449 Gas-ave. miles per gal. Oil-ave. miles per gal. 1,218

### Replacement

At 22,106 mi.-Brake lining At 24,955 mi.-Head lamp tie rod At 26,165 mi.-Fan Belt

The first engine stop was necessitated by the breaking of the fan belt. The run was then continued two days, the total mileage at the end of 60 days being 27,096, on which the daily average is computed.

COLORED AND Hupmobile TERRY & HARE, Agents. TILLAMOOK, OREGON