

WATER PERMITS ARE ISSUED HERE

During the months of January, February and March, seventy-two permits for the appropriation of water from the various streams throughout the state of Oregon were issued by State Engineer, Percy A. Cupper. These permits cover the irrigation of 5132 acres of land, the development of 3283 horsepower and the use of water for mining, municipal, domestic and various other purposes. The estimated cost of construction work under 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 water from Hills creek in Lake county for the purpose of transporting lumber products.

Pete Mann Irrigation company of Hereford, Oregon, for the appropriation of water from Lightning, Clear and Salmon creeks and Dry and Spring Gulches for the irrigation of 2359 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 horsepower.

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

In Tillamook county permits were issued to the following: Permit Number 5772 to W. L. Harmon, of Tillamook, 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 appropriation 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 School creek for domestic use at a cost of \$75.

ST. ALBAN'S GUILD HAS ENTERTAINMENT

Mrs. L. W. Turnbull entertained the St. Albans Episcopal Guild at her home on E. 7th street, Tuesday afternoon, April 10.

The ladies are planning to embroider altar linens for the mission so a full attendance is desired at the meeting April 24.

Five o'clock tea was served to Mrs. Clara Turnbull and Mrs. M. P. Seabrook as guests. The members present were: Mesdames W. S. Coates, W. F. Nichols, Wm. Delaney, P. F. Disney, Apt. Case, J. L. Kewley, Elizabeth H. Fronk and Miss Georgia Barry.

Mrs. W. F. Nichol will be hostess to the Guild April 24 at her home on E. 5th street.

Bond—Building permits for 1923 have totaled \$155,775.

Dallas to hold \$25,000 bond election for septic tank and new water main.

RESERVE CORPS CAMPS

(Continued from page one) training recognized as equivalent thereto, for service as second lieutenants.

The age limits shown above do not apply to those who attended a Citizens Military Training Camp in 1921 or 1922.

All applicants for detailed information concerning the camps, should be made at an early date to the Chief of Staff, 96th Division, 323 New Post Office Building, Portland Oregon. Information pamphlets and application blanks will be forwarded promptly to those interested.

Moister to build \$15,000 high school. Ashland gets cannery.

Hillsboro — Contract let for \$50,000 cannery.

Prairie City — Sawmill in prospect for Sumpter district.

Astoria Box Co. adds new equipment to increase output.

Medford — Work being rushed on \$80,000 armory.

Dallas votes two bond issues totaling \$25,000 for municipal improvements.

Astoria — \$30,000 face brick building to go up.

Notice To Correspondents
All correspondence received in this office must have the name of the sender attached. Communications have been received from time to time which give no inkling as to who sent them, and the authenticity of the articles is hard to determine. The publication of such names may be withheld, if desired, but it is absolutely necessary that the names be signed to the articles sent in.

PERSONAL MENTION

Mrs. Minnie Searcy left Saturday for a trip to Portland and Oregon City.

Mrs. Theresa Ross of Ranier, is here spending several days with Mrs. Blanche Zinn.

Miss Verna Smith spent the week end with her parents Mr. and Mrs. E. J. Smith at Hobsonville.

Mrs. W. E. Penter and Mrs. Mollie Fox were in town from Cloverdale Monday.

Mr. and Mrs. D. Chase and small son of Garibaldi were in the city Monday.

Mrs. Lee Tittle returned Sunday from a visit with her sister Mrs. Gus Peterson at Miami.

Miss Lola Thurman who has been ill for the past week is able to be about again.

Mr. and Mrs. Oscar Johnson were in from Beaver Saturday shopping.

Mr. and Mrs. B. A. Todd and daughter Eunice of Nehalem were in town Friday.

Miss Harriett DeFord, bookkeeper for the Pacific Telephone company here, went to Portland the first of the week.

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

Cal Teater has recently purchased the blacksmith business of C. H. Woolfe.

Mr. and Mrs. T. B. Watt and sons Thomas and Charles were in town today from Brighton.

Mrs. Ralph Cady and children were in from Wheeler today.

W. J. Richers went to Portland Wednesday morning on business.

L. Hiner is installing a new power plant at the Cold Springs cheese factory.

Mr. and Mrs. Harold Graves are enjoying a visit from Mr. Graves' mother, Mrs. Charles Graves, of Oregon City.

J. J. Dumas and Mr. and Mrs. Carl Beckett, all from Brighton, were in the city Thursday attending to business.

Sealed bids will be received by C. A. McGhee at the First National Bank until 7 p. m. April 25th, 1923, for the General Work of the School Building to be erected at Tillamook, Oregon.

Plans and specifications may be obtained of C. A. McGhee or at the office of A. E. Doyle, Architect, Portland, Oregon.

A certified check for ten per cent of the amount of the proposal, payable to Clerk of School District No. 9, must accompany each bid.

The Board of Directors reserve the right to reject any and all bids.

C. A. MCGHEE, Dist. Clerk.

Seaside has modern camp ground and play park.

Paint is being spread all over town to preserve the surface and makes the property more valuable, besides the improvement in appearance. Clean up day isn't as important as a clean-up campaign of several days.—Vernonia Eagle.

HIGH SCHOOL NOTES
Supt. L. W. Turnbull has

returned from his trip to Spokane where he attended the Inland Empire association of teachers, of which he has been re-elected treasurer. This association is comprised of representatives from Oregon, Washington, Idaho and Montana. Mr. Turnbull gave a very interesting report of his trip to the student

body. In his talk he emphasized the fact that the leading universities and colleges of the northwest and of the entire United States are raising their standards. The colleges and universities will take only those high school graduates who have attained a high average in their respective classes. This means between the Frosh and the Juniors

that the High schools will also have to raise their standards in order to meet the new standards of the higher educational institutions. The inter-class baseball game between the Freshmen and the Sophomores resulted in a tie. Score 9-9 which is the best team? The game resulted in a score of 1 to 11 in favor of the Frosh. Students of the Commercial department are turning out some very good work this year. James Watson who is in Typing 1, is the first student this year to write fifteen minutes without making an error. Have you your tickets for "When a

Feller Needs a Friend? edy to be presented at H. S. gymnasium? The sale at Koch's Drug store selling fast, so get yours early. The Juniors will give a at "When a Feller Needs Friday, April 13. So come to buy a sack.



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

High Opinion of Hupmobile's Stamina and Durability Justified by Its Splendid Condition after Gruelling Test

Day and night for 58 days, without the engine being stopped once, and without the official seals on its hood being broken, a stock Hupmobile was driven 26,165 miles by drivers working in three shifts about Salt Lake City and over a maze of Inter-Mountain highways in Utah, Idaho and Wyoming.

The starter was removed before the run began. Oil was taken on through a special tube in the side of the sealed hood. This intake for oil, as well as the intakes for gas and water, were all securely sealed, and were broken and re-sealed only under official inspection.

The route of the car, for the most part, was over a maze of mountain highways. Part of the course led the car into the precipitous mountain canyons of Heber, Provo, and Parleys, in the Wasatch range.

The "high spots" of the test included trips into many of the steepest canyons of the west, including Brighton, at the head of Big Cottonwood and American Fork Canyon, generally

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 8700-foot 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 only 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 condition 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 confidently. They are his interpretation of reliability.

The Reliability Record

Table with 2 columns: Metric and Value. Days without Engine Stop—58; Total non-stop mileage—26,165; Average Miles Per Day—449; Gas—ave. miles per gal.—21.5; Oil—ave. miles per gal.—1,218.

Replacement

At 22,106 mi.—Brake lining; At 24,935 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.

Hupmobile

TERRY & HARE, Agents.



TILLAMOOK, OREGON