

# The Maupin Times

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## For Sale

Acclimated Seed Corn  
(Tested for Germination)  
**VARIETIES**  
Red Northwestern Dent  
White Minnesota Field  
Grown by John V. Martin  
for sale by  
**Shattuck Bros.**

## Pine Grove

The Wapinitia Irrigation Co. is rapidly completing its office and several residence. Some camp houses also are to be built. The canal work has been figured out for enlargement and extension as soon as farmers are available for work after plowing.

Snow at Oak Grove bridges above Bear Creek is two feet deep and Friday Joe Graham said it snowed six inches over night. Snow lies deep along the divide and water supply for the summer has taken a decided turn for the good the last month.

W. B. Keen has set out a general orchard of Spitzenberg, Red Cheek Pippins, Yellow Newtowns, Gravensteins, Winter Babanas. He also planted Bartlett pears, Bradshaw plums, Italian prunes, Crawford peaches, walnuts, fil-

**I. O. O. F.**  
WAPINITIA  
Lodge No. 200, Maupin, Oregon,  
meets every Saturday night in  
Donaldson's hall. Visiting mem-  
bers always welcome.  
R. B. BELL, N. G.  
B. F. TURNER, Secretary.

Small house in Maupin, for sale  
Must be sold at once.—Harvey L.  
Morris.



NEVER has there been a better reason for preserving your property than at the present time.

High costs of construction have greatly increased the value of homes and buildings, no matter how old they might be.

Paint—GOOD Paint, will do more to preserve and increase the value of your property than anything else you can possibly invest in. It is the greatest safeguard against the ravages of time and weather. It is the best kind of insurance.

Guard your home and buildings with

## FULLER Paint

and other products. Back of them are 71 years of paint-making experience. Thousands of property owners have used these products for years.

Look Up a FULLER Dealer  
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## W. P. Fuller & Co.

Northwest Branches at  
Portland, Seattle, Tacoma, Spokane, Boise

## Just Where and How Is the Money to be Spent?



A businesslike Answer to  
a businesslike Question

**THIRTY** denominations cooperating in the Inter-church World Movement have budgeted their needs. No business could have done it more scientifically.

They have united to prevent the possibility of duplication or waste. At least a million dollars will be saved by the fact that thirty individual campaigns are joined in one united effort.

Each denomination has arranged its budget under six main heads:

- FOR THE CHURCH'S WORK AT HOME.** A score of times come under this head. Consider only one. Five and a half million people in the United States cannot even read and write the English language. While to carry forward this vast work of Americanization if the church does not?
- FOR HOSPITALS AND HOMES.** Every year thousands of men and women seriously ill are turned away from Church hospitals because of lack of room. The children's homes are compelled to turn away more children than they receive.
- FOR HIGHER EDUCATION.** Of the 450,000 American students in institutions of higher grade, one-half are in institutions not supported by the churches. Many of these institutions have had no great endowment campaigns, but their needs are just as pressing as the needs of larger schools; and you have only to read their list of alumni and alumni to measure the value of their contributions to America.
- FOR RELIGIOUS TRAINING.** At least 12,000,000 children and young people under 25 years of age are entering American life without any religious training at all. Remembering the faith of Washington and Lincoln, do you think that America will continue to produce Washingtons and Lincolns if faith dies out of the hearts of its youth?
- FOR THE CHURCH'S WORK ABROAD.** Influence came first from the Orient three years ago; now it is coming from the West Indies, the Philippines, the East Indies, the South Seas, the Pacific Islands, the South American continent, and the West Indies. A Christian doctor or teacher sent abroad is working for America as truly as though he worked at home.
- PREACHERS' SALARIES.** The preacher is called the "forgotten man," and well he may be. Eight out of ten preachers are paid less than \$20 a week!

Each denomination has its own detailed budget, and will administer its own funds. Your pastor has copies of the budget; examine them for yourself. In the week of April 25th-May 2nd you will be given your opportunity to help. You can do it with the full satisfaction of knowing that every dollar of your gift has its post assigned to it in advance.

Every dollar for better America and a better world. When your church calls on you give—and give with your heart as well as your pocket-book.



## The INTERCHURCH World Movement of North America

The publication of this advertisement is made possible through the cooperation of thirty denominations.

berts, Royal Ann, Lambert and Bing cherries. It is known that the trees on the flat now irrigated are doing nicely and this orchard is for demonstration purposes.

Farmers are spreading sulphur and lime fertilizers on their alfalfa fields. Several carloads were ordered last year.

County Agent Fluharty and an assistant will be at Wapinitia Saturday to dispense squirrel poison in cooperation with Dee Woodside who has the matter well in hand. Maupin Commercial Club is engaged to cooperate in the squirrel extermination campaign.

George W. Burdette and family from Center, Oregon, has located at Ping Grove. He has taken work for the ditch company.

Lloyd Kindred of The Dalles and LaGrande has moved to Pine Grove and is working for the ditch company.

Lewis Walters has a new Ford. Ben Foreman has moved his herd of cattle to the south hill pasture.

John West and Leonard Wilson vacinate the two cattle herds for "black leg" recently.

Bill Hart and Earl Retherford of Portland are plowing the Sanford Boyer ranch under the management of Wilson Bros.

Gottlieb Teschner is plowing for Frank Batty. S. Glass is now working for Geo. Claymier.

If horses show signs of illness from Poison weeds they are apt to have Lobelia or Larkspur. Give salt (refined) for the former placed on the back of the tongue. Give a diluted dose of carbolic acid water with milk or water with gun powder in same if obtainable. Several horses have had these diseases and a few cattle. It taken in hand both troubles are curable.

## Wamic News

Miss Dorothy McCorkle visited her parents week before last from Portland where she has employment. Her brother accompanied her home.

Frank French, wife and little

babe are here from Grand Rapids, Michigan where they visited Mr. French's mother last winter.

Tom Swift of Tygh Valley was a recent Dalles visitor.

Croft Wanic, an old time resident of this place died two months ago at his home in Lostine. He was eighty years old. He built the first saw mill here, it being on Badger creek. He married Mrs. Melvina McCubbins of Oak Grove now Wapinitia. He left five sons and one daughter. Mrs. Wanic had the misfortune to fall and break her hip some two months before her husband's illness, but was able to be up and assist in caring for him. He will be remembered by the old timers of this place being among the first to reside here.

The weather has been very much unsettled the past two weeks here. Fall sown grain is doing well considering the cold that has prevailed recently.

A. E. Lake is able to be out again after an attack of rheumatism.

Miss Hilda Lake has spent the past two weeks in The Dalles taking medical treatment.

Mrs. Laura Driyer is improving from her late illness.

Hammie Fatison is here from The Dalles, lying in the W. W. Fatison house.

Mrs. H. F. Woodcock of Maupin spent several days in The Dalles last week, returning Sunday with Cecil Woodcock who visited over night in town.

H. P. Woodcock attended the ball game in Maupin from The Dalles Sunday.

The Misses Erma and Alma Driyer were down from Smock last week visiting at the Tom Woodcock home here.

Marion Duncan was down from Smock Wednesday.

Many went from here to attend the dance at Maupin Friday night.

Tommy Norval has been on the sick list the past week.

K. L. Hauser and Mr. and Mrs. George Ponting of Tygh were Dalles visitors last week.

Mr. and Mrs. Frank Driver vis-

ited at the Bruce Driver home on Juniper a week ago Sunday.

Charley Lake was up from Portland recently.

Many went from here to the ball game at Maupin Sunday.

Carl Pratt, accompanied by his mother, Mrs. Mary Pratt and Miss Lou Jones went to The Dalles today. Mr. Pratt and his mother going on to Crosswell where Mrs. Pratt will visit her sister, Mrs. Annie Gilmore. Mr. Pratt will go to Roseburg for an indefinite stay.

## Stallion

Thoroughbred, registered 1800 pound Clydesdale will stand on Juniper Flat and Tygh Valley. Terms \$7.50 for season; \$10 to insure; \$15 to stand and suck.—Jim Brown.

## Blacksmith Shop

I have supplies and am prepared to do all kinds of new work and general repairing. Horse shoeing a specialty. Reasonable rates  
A. F. Martin.

Do you want to sell? We have buyers for farms.—Harvey L. and George L. Morris.

**Wapinitia Auto Stage**  
Leaves Maupin, 8 a. m.  
Leaves Wapinitia, 1 p. m.  
V. ROBERTS, Prop.

**Dr. T. DeLarhue**  
EYESIGHT SPECIALIST  
Glasses Properly Fitted  
Exclusively Optical  
Rooms 17-18 Vogt Block, over  
Crosby's Drug store,  
The Dalles, Ore  
Phone Black 1111

Mrs. R. A. Driver who has been ill for a long time writes from The Dalles that she is gaining strength.

Good Black 2-year-old Bull for sale, \$100.—V. W. Enderby, Maupin, Ore.  
Spalding Base Ball goods.—Maupin Drug Store.

## Announcement

Dr. Harry F. Shannon wishes to announce that he has resumed practice. Calls promptly answered. Early notification of confinement cases must be given.

## PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitfield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

OFFICIAL TABLE  
Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees	Gasoline Tax \$ of income to State Highway Fund	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	1,105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,850.00	\$1,605,150.00
1921	1,125,000	1,575,000.00	525,000.00	2,500,000.00	1,043,250.00	1,456,750.00
1922	1,145,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00
1923	1,158,000	2,370,000.00	780,000.00	3,150,000.00	1,679,750.00	1,470,250.00
1924	1,170,000	2,550,000.00	850,000.00	3,400,000.00	2,007,340.00	1,392,660.00
1925	1,180,000	2,700,000.00	900,000.00	3,600,000.00	2,377,617.50	1,222,382.50
1926	1,185,000	2,775,000.00	925,000.00	3,700,000.00	2,797,367.50	902,632.50
1927	1,190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,180.00	650,820.00
1928	1,195,000	2,925,000.00	975,000.00	3,900,000.00	3,529,742.50	370,257.50
1929	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,929,057.50	70,942.50
1930	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,994,842.50	60,157.50
1931	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,908,592.50	91,407.50
1932	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,942.50	780,057.50
1933	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,191,492.50	808,507.50
1934	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50
1935	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,974,592.50	1,025,407.50
1936	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50
1937	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50
1938	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50
1939	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50
1940	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50
1941	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50
1942	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50
1943	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50
1944	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50
1945	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,930,907.50
1946	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,020,357.50
1947	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,109,807.50
1948	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,199,257.50
1949	1,200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,288,707.50

OFFICIAL EXPLANATION OF TABLE

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 359, Laws 1919). The 1920 registration figures in date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeur's badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on these premises: That the balance of the Six Million Dollars Bonds (Chap. 425, Laws 1917), the State Co-operative Bonds (\$1,000,000) (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unissued will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,000,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for interest and principal.

The One-Quarter Mill Tax (Chap. 257, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards income from Motor Vehicle Licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 5, both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.



WHITFIELD, WHITCOMB & CO.  
Certified Public Accountants.

Portland, Oregon, April 14, 1920.