

The Maupin Times

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Tygh News
(continued)

Clarence Nelson, Friend Lucore, Rachael Lucore and Hilda Nowall were Dalles shoppers Tuesday.

Santa.

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Holly Wreaths
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will gladly furnish illustrated booklets giving complete information about the glorious playground of the West. Let them tell all about hotel rates, railroad fares, through car service.



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The Dalles

Rooms 50c to \$1.00

Meals, family style

40c



Paul Muller, Welden and Harold Squires were Maupin visitors Tuesday.
Mrs. W. M. Knox made a trip to The Dalles Tuesday.

Wapinitia

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He is survived by his widow, three sons and five daughters. The bazar held at school house Friday night as a church benefit was well attended. The musical members rendered by the Maupin people were especially appreciated. The proceeds amounted to \$77.05.
Butchering seems to be the order of the day here.
Lou McCoy is spending several days at home.

Use Disbrow's auto writer and save time for both pupil and teacher and also get better results. —A. A. Disbrow Stevenson Wn.

Smock News

Marion Duncan took a load of wood to Maupin Monday.
Mr. and Mrs. Cecil Mayfield were guests of George Ledford's last week.
Orrian Farlow returned home from his homestead across the Deschutee river.
Addie Duncan has been visiting at D. A. Harvey's the past week.
There will be a program and Christmas tree at the Smock School Friday.
Mr. and Mrs. Chas. Duncan visited their son George and family last Monday.
Ed Woodcock and M. A. Duncan were business visitors in Wamic Monday.
C. N. Farlow has been hauling lumber from the Woodcock sawmill.

Rachel Sharp will leave Saturday for her home at Outlook, Wn to spend the Holidays with her parents. Mrs. Callie Duncan will leave at the same time to visit her sister Mrs. George Garvey at Payette, Idaho.
Albert Hill is recovering from the smallpox.

G. W. Bargaenbolt took a load of chickens to Maupin last Thursday to ship.

Mr. Jones from The Dalles was on Smock last Friday looking at some land.

Mr. and Mrs. H. H. Gesh visited at Callie Duncan's last Wednesday.

Leslie Woodcock has been absent from school the past week on account of illness.

Callie and Marion Duncan cut a bee tree on G. W. Bargaenbolt's place.

Mr. and Mrs. Mack Mayfield will spend Christmas with Mrs. Mayfield's parents, Mr. and Mrs. M. Arnett of Wapinitia.

Lenore Woodcock is coming from Hood River to spend Xmas with her parents Mr. and Mrs. J. E. Woodcock. Her mother and two brothers will accompany her

back to Hood River.

Myrtle Mulvany visited school last week.

we are enjoying the nice winter weather.

The sad news of Mrs. B. W. Morgan's death reached this vicinity last Friday.

Ethel Ledford has gone to White Salmon to visit her brother and family.

Oiaf Cervin is hauling wood to Maupin.

Vernon Ayres is home from Maupin where he was attending school.

Mrs. Cora Foster and children came out from The Dalles Monday.

Bill McClain was on Smock Monday.

G. W. Bargaenbolt was in Wamic Monday.

Edward Disbrow went to the Mulvany sawmill for lumber last week.

Criterion News

Laco DeCamp has finished his contract hauling the Skogsberg hay for Mr. W. E. Hunt.

Mr. Joe Kramer has been suffering the past week from poisoning, taken from a tomato can he believes.

The meeting of the Literary Society took place last Friday. A debate ensued during the evening, on the question as to whether the United States should have taken an active part in the adjustment of European affairs. Dist. 85 having the affirmative side of the question, came out victorious.

Plans were perfected for the having of the Christmas tree at the Lakeview School house on Sunday afternoon Dec. 23. P. J. Kirsch had two blow outs on the way to and from the meeting.

NOTICE FOR PUBLICATION

Department of the Interior
U. S. Land Office at The Dalles, Oregon, November 14th, 1923.

Notice is hereby given that Charles G. Skogsberg, one of the heirs and for the heirs of John G. Skogsberg of Maupin, Oregon, who on Dec. 11, 1922, made Homestead Entry No. 022817 for N1-2NW1-4, section 14, NE1-4NE1-4, Section 15, Township 6 south Range 14 east, Willamette Meridian, has filed notice of intention to make final proof, to establish claim to the land above described, before F. D. Stuart, United States Commissioner, at Maupin, Oregon, on the 27th day of December, 1923.

Claimant names as witnesses: C. A. Dous, of Criterion, Oregon; D. L. Rutherford, of Criterion; P. J. Kirsch, of Criterion, Oregon; W. E. Hunt of Maupin, Oregon.

J. W. Donnelly, Register.

NOTICE FOR PUBLICATION

Department of the Interior
U. S. Land Office at The Dalles, Oregon, November 14, 1923.

Notice is hereby given that Leland S. Minks, of Grass Valley, Oregon, who on Oct. 23, 1920, made Homestead Entry, No. 019751, for Lot 4, section 7, NE1-NW1-4, section 18, T. 4 S., R. 15 E., S1-2NE1-4, sec. 12, N1-2NE1-4, section 13, Township 4, south, Range 14, East Willamette Meridian, has filed notice of intention to make final three year proof, to establish claim to the land above described, before F. D. Stuart, United States Commissioner at Maupin, Oregon, on the 27th day of December 1923.

Claimant names as witnesses: J. O. Minks, of Grass Valley, Oregon; A. E. Leonard, of Grass Valley, Oregon; E. E. Whitlock, of Grass Valley, Oregon; A. S. Minks, of Wamic, Oregon.

J. W. Donnelly, Register.

And the Cars Came

Railroads Make Good on Promise to Move All Business Offered



A low freight rate and no cars in which to ship is as unsatisfactory as a low price for bread and no bread.

Heretofore, fall harvest has brought a widespread shortage. Last year it was 140,000 cars. This year there is generally a surplus of cars throughout the country and especially of box cars in the West and Northwest, notwithstanding the roads are handling the greatest volume of business in their history.

There's a Reason!

For 1923, all the railroads of the United States joined in a co-operative effort and with a defined program to improve traffic conditions and to establish new standards of service, even excelling pre-war records. In fulfilling this program, 134,636 new freight cars and 2,963 new locomotives were put in service between January and October, 1923, a larger number than in any similar period within the past ten years.

Remarkable progress has been made in reducing the number of locomotives and cars awaiting repairs, 86.3 per cent of the locomotives and 93.3 per cent of the cars being in serviceable condition in October.

More railroad coal has been placed in stock pile storage and more commercial coal dumped at Lake Erie ports than in any previous year, thus making equipment available for other necessary traffic during peak periods.

From an average movement of 22 miles per day, (including idle time) in 1921, the railroads made 29.2 miles in September, 1923.

In the 42 weeks from January 1 to October 20, 1923, the railroads loaded and moved 40,545,620 cars, which was an increase of 18 per cent over 1922 and 10 per cent over the record year of 1920.

Isn't this a splendid tribute to the efficiency of the carriers and the co-operation of shippers?

The roads are spending this year 700 million dollars for new equipment and 400 million dollars for other improvements. Years ago James J. Hill, the great railroad builder of the Northwest, said that the roads must spend one billion dollars every year for additions and betterments to keep abreast of the country's growing traffic, but this is the first year in twelve that the railroads have found it possible to obtain that amount. Such expenditures have a vital bearing on national prosperity, contributing to the expansion of industry and employment of labor, increasing the demand for products of mine, forest and arm.

This \$1,100,000,000 being spent in 1923 is almost entirely new money, and not taken from earnings. The expenditure is based on the conviction that the American people will encourage compensatory rates and discourage attempts to embarrass the railroads in their efforts to provide adequate service. It is not predicted on present earnings for even in this record breaking year, it is unlikely that the roads will earn the 5.75 per cent on their valuation permitted by the Interstate Commerce Commission under the Transportation Act, but which if they do not earn they do not get.

Anti-railroad laws produce no freight cars.

Constructive suggestions are always welcome.

C. S. GRAY,
President.

Omaha, Nebraska,
December 1, 1923.

UNION PACIFIC SYSTEM

Saturday, Mr. and Mrs. Dous and family, and Mr. Bonney went to Maupin and on their way home had the misfortune to strip a gear from the car, all waited while Mr. Dous walked four miles back to Maupin for another car to go home in.

Bert Appling and Pete Kirsch have been trading the contractors' between here and Maupin some horses.

Mrs. Kramer had the misfortune to slip and fall last week causing a fracture of one rib. She is getting along nicely now.

The roads here are quite slippery on top causing the rear end of a car to want to go in front.

Mrs. D. D. Wilson made a friendly call upon Mrs. P. J. Kirsch on Monday Dec. 17.

Herbert and Myrtle Kramer are able to be out again after an attack of measles.

Little Mabel Roberts is suffering with pneumonia.

Disbrow's auto writer insures the use of arm movement while writing.

O. A. C. SHORT COURSES

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Jan. 2-June 12
Farm Mechanics, Tractors, Trucks, etc. Jan. 2-March 19
Farm Mechanics [one week] Feb. 18-Feb. 23

Third Annual Canner's School Feb. 4-Feb. 23
Land Classification and Appraisal Jan. 7-Jan. 12

Agricultural Economic Conference Jan. 21-Jan. 25

For further information regarding any course, address

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Lodge No. 209, Maupin, Oregon,

meets every Saturday night in

I. O. O. F. hall. Visiting mem-

bers always welcome.

F. D. STUART, Secretary

B. D. FRALEY, N. G.

James Chalmers

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General Blacksmithing

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Maupin, Ore.

