

Correspondents' Weekly News Items

Tygh Valley Doings

(Too late for last week)
The snow has made the traveling from Wamic and vicinity to Tygh so nearly impossible that the directors decided to postpone the opening of school at Tygh until Monday, January 9.

The mail stage, which under the capable direction of Georg Wing, has been arriving at eight o'clock showed up this Tuesday morning at 10:30. In the evening of the same day George reached Tygh at 4:30. To negotiate the Wamic grade, even in low was for his Chevrolet truck almost an impossibility, which just illustrates how difficult travel is except on the highway.

John Ayres, of Smock, came out from The Dalles on Monday evening, New Years Day. After warming himself at Paul's service station he started for home. He just started for home. He just started and that was all. His little Ford absolutely would not pull the hill. John was compelled to spend the night at Tygh. He may still be there when this note reaches the reader.

Paul W. Light returned from his Christmas vacation on Saturday night. His car, however, is still in Portland. Traveling was so difficult out of Portland, that Mr. Light stord his car and came to The Dalles on the bus. Trvich the courtesy of a friend he was furnished transportation to Tygh where he arrived, so we are informed, at just three hours after mid-night.

Paul Muller and "Shorty" Behnke went to Portland on the Wednesday afternoon following Christmas. They planned to return to Tygh on Friday a week ago. We rather expect them to show up some of these days, but not, however, until the Columbia highway is made passable for Star cars. Our very own highway running through Tygh seems to us to have about the best attention of any part of the highway anywhere. Our Mr. Scheer rises beautifully to an emergency, as our unimpeded highway will attest.

Indications are that the storm struck hard on the Columbia, below Portland, at Knappa. At any rate our Miss Elliott, assistant high school principal, has not been able to negotiate transportation for her return trip to Tygh.

Billy Knox and family left Tygh Thursday, one week ago, for a two day vacation at Oregon's metropolis. They planned to return on Saturday night of the same week. To the best of our knowledge they are still in Portland. During his absence Billy's black cow pours forth the lactic fluid through the kindly ministrations of an aged dairyman, who for some months has been on the retired list.

J. H. Miller has recently purchased the O. C. Brittain property. The thrifty Henry has leased this property to I. H. Scheer, Brother O. C. Brittain had planned to remove to his Tygh Prairie farm on Saturday, but for reasons well known to the rest of the world he is being compelled to forego the pleasure of so doing until the roads again become passable.

Chester Brittain, who has had his father's farm rented for several years past, has purchased the old Willis Norval farm near Wamic. He expects to move some time in February.

Something Sweet for Jesus

Ole was about to cross over the Styx and his friend, Jens, was very much disposed to have Ole confess a little religion. Jens said:

"Ole, you ban goin' to die; won't you say something sweet for Jesus before you go away?"

"Ay ban pretty sick man," said Ole.

"But, Ole, if ju sa something sweet for Jesus ju will feel better."

With a weebegone look on his face Ole turned to Jens and in a trembling voice muttered "Seerup."

OREGON NEWS NOTES

Grants Pass farmers contract to grow fruit and vegetables for canning.

Baker—All prisoners in county jail will hereafter work on the road.

Grants Pass—Old Bill Nye mine on Galls Creek shows more gold ore.

Rainier—Survey work begins on \$5,000,000 Columbia River bridge.

Baker—Oregon Copper company working in full width of gold-copper ore at Balm Creek mine in Baker county.

La Grande—Bids awarded for construction of new 18-inch pipe line along Second street from K avenue to Jefferson avenue.

La Grande—Machine shops of state highway department for eight Eastern Oregon counties to be permanently located in this place.



Do You Know

who discovered the Pacific Ocean?

Balboa, of course.

But that is the easiest of all the 500 or more questions that will appear in our new

What's the Answer DEPARTMENT

An entertaining and educational feature that will make a real hit. Do not miss it

Twenty questions in each issue, and with them answers to questions in the previous issue. They will cover such subjects as history, geography, science, economics, music, art, drama, religion, natural history, famous sayings, sports and others.

Don't Fail to see the Freshman Play

PROMOTING ROMEO

at High School Auditorium Tomorrow

RAIL CONSOLIDATION VIEWED AS URGENT

Economic Authority Asports Transportation Chief Problem of West.

The outstanding economic problem of the Northwest is the cost of transportation in the opinion of Wayne E. Butterbaugh, transportation authority and lecturer in the school of business of the University of Minnesota.

"Neither the shippers nor the carriers of the Northwest have been making money compared with shippers and carriers in other sections of the country," Mr. Butterbaugh said in a recent address.

Mr. Butterbaugh advances two solutions for this situation: First—to increase the volume of railway traffic; second—to decrease the cost of railroad operation.

These would have the effect, Mr. Butterbaugh said, of increasing the earnings of the railways and a turn enabling them to reduce their rates.

Congress and the Interstate Commerce Commission, he said, could take steps which would increase the volume of traffic moved by the Northwest railways. He proposed:

- (1) That the Commission should grant the railways permission to reduce rates on transportation of traffic actually to divert some of the water traffic back to the railways;
- (2) That Congress should increase the experimental toll now in effect on traffic through the Panama canal, and (3) should bring highway and waterway traffic under the jurisdiction of the Interstate Commerce Commission.

The railways are being unfairly discriminated against, and are reacting to the disadvantage and detriment of the Northwest, Mr. Butterbaugh believes.

Transportation costs can be decreased by permitting voluntary consolidation. He has no favor about restricting competition.

"Under present strict government regulations competition is kept at all necessary," he said. "On the other hand it is cap-and-out was a."

"The interests of shippers, carriers, and regulatory bodies should be to eliminate waste in transportation whenever there is a possibility of doing so, and consolidations offer such opportunities. Voluntary mergers will enable the lines to earn the fair rate set by Congress upon their property

valuation as determined by the Commission.

"Transportation presents us with our one big economic problem in this section of the country. The leading industry of the nation, and of the Northwest is, of course, agriculture. It is, therefore, not strange that these two industrial plants are closely related—that the success of one is, from necessity, tied with the success of the other. When one is depressed the other is depressed; and when one prospers the other is bound to prosper.

"For this reason the managers of our transportation facilities, on the one hand, and shippers engaged in agriculture, in mining, in manufacturing and in commerce, on the other, should work together and not at cross purposes. Their interests are not divergent.

"No other region in the United States is so remote—so isolated—so distant from the high seas. No other region so resembles the frontier, as does the one immediately to the west, with one-tenth of the population occupying one-tenth of the national area. No other region is so dependent upon far-distant oceans for the final marketing of its products. No other region is so much a one-industry region.

"No other section of the country is so small a home market, and must ship so large a portion of its products so far in order to reach the ultimate consumer. No other region produces so large a volume of products of a cheap, bulky nature, and hence demanding a low transport rate charge. No other region produces commodities having a transportation cost at destination so large a share of their total value.

"No other region is so dependent upon its railroads. No other region of the United States has so unremunerative railroads, and so inefficient shippers.

"The cry is for cheap transportation. It is in connection with the charges made for railroad service that the real problems of the Northwest are concerned.

"Briefly stated, the shippers claim that rates are too high and should be reduced; and the carriers claim that rates are already too low, and earnings are not sufficient. In truth, both parties are right. Hence, neither can afford to make any further sacrifices for the other. Neither can look for relief from the other. Something must be done for the benefit of both.

"What is needed is increased traffic and lower operating costs. These are two matters that both the carriers and the public should constantly strive for."

holiday Xcursion fares

over Christmas and New Years to all points in Oregon Washington Idaho and Montana

Sale Dates December 16-17-20-21 22-23-24-25 Final return limit January 5

UNION PACIFIC

THE OVERLAND ROUTE R. B. Bell, Agt., Maupin, Ore. Sdw. H. McAllen, T. F. & P. A. Bend, Ore.

WAPINITIA I. O. O. F.

Lodge No. 209, Maupin, Oregon meets every Saturday night in I. O. O. F. hall. Visiting members always welcome.

O. F. Renick, N. G. R. E. Richmond Sec'y.

CRANDALL UNDERTAKING CO.

QUIET SERVICE

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RAINBOW Restaurant

Where the Man Gets Full Satisfaction

SHORT ORDERS Any Time

TRY OUR SUNDAY CHICKEN DINNERS Ice Cream, Cold Drinks and Smokers' Goods

WERNMARK SHOE STORE

Shoes and Repairing

Wasco County's Exclusive Shoe Store Shoes for the Whole Family General Repairing The Dalles, Ore.

Your Watch Haywire?

If it is not doing its work bring it to The Times office and Mr. Semmes will send it to

GUY A. POUND manufacturing Jeweler and Watchmaker successor to D. Lindquist THE DALLES - OREGON

Dr. Fred H. Pageler

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AGAIN AT DOCHERTY-POWERS

Our Annual January Clearance Sale!

All our High Grade Home Furnishings Reduced from 10% to 50% (CONTRACT GOODS EXCEPTED)

Everything for the home reduced and marked in plain figures. Even at these remarkably low prices we ask you to open a credit account with and

USE YOUR CREDIT

You will find many items that you have long been wanting included in the year's great selling event, such as many of the articles mentioned below: These are just a few of the many values. Visit our store and make your selections while our stocks are complete.

Davenport's Chairs Rockers Linoleum Rugs Cedar Chests Floor Lamps Beds Bedding Springs Mattresses Bedroom and Dining Room Suites

YOUR IS CREDIT GOOD WE CHARGE NO INTEREST

DOCHERTY - POWERS

Third and Washington Sts., The Dalles. Phone 300

Charter No. 224 Reserve District No. 12

REPORT OF CONDITION OF

The Maupin State Bank

AT MAUPIN, IN THE STATE OF OREGON, At the close of business December 31, 1927

RESOURCES

1. Loans and discounts, including rediscounts, acceptances or bills of exchange, sold with endorsement of the bank (including items shown in 29, 30 and 32, if any).....	\$142,377.44
2. Overdrafts secured and unsecured.....	105.07
3. U. S. government securities owned, including those shown in items 30 and 35, if any.....	8,650.00
4. Other bonds, warrants and securities, including foreign government, state, municipal, corporation, etc., including those shown in items 30 and 35, if any.....	11,724.00
6. Banking house \$5,500.00, furniture, fixtures, \$2,500.00.....	8,000.00
7. Real estate owned other than banking house.....	5,073.61
9. (ab) Cash on hand in vault and due from banks, bankers and trust companies designated and approved reserve agents of this bank.....	47,524.16
Total cash and due from banks, items 8, 9, 10 and 11, \$47,524.16	
Total.....	\$224,054.28

LIABILITIES

16. Capital stock paid in.....	\$ 25,000.00
17. Surplus fund.....	2,500.00
18. (a) Undivided profits.....	
(b) Less current expense, interest and taxes paid.....	9,797.70
DEMAND DEPOSITS, other than banks subject to reserve:	
23. Individual deposits subject to check, including deposits due State of Oregon, county, cities or other public funds.....	139,206.25
25. Cashier's checks of this bank outstanding payable on demand.....	1,287.82
27. Time certificates of deposit outstanding.....	46,262.51
Total of demand deposits, other than bank deposits subject to reserve, items 23, 24, 25, 26.....	\$140,494.07
TIME AND SAVINGS DEPOSITS, subject to reserve and payable on demand or subject to notice:	
Total of time and savings deposits payable on demand or subject to notice, items 27 and 28.....	\$10,262.51
Total.....	\$224,054.28

STATE OF OREGON, County of Wasco—ss. I, F. D. Stuart, cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. F. D. STUART, Cashier.

CORRECT—Attest:

LAWRENCE S. STOVALL, L. C. HENNEGHAN, Directors.

Subscribed and sworn to before me this 4th day of January, 1928. GEO. McDONALD, Notary Public. My commission expires January 13, 1928.