

Proposed Mail Change Slap At South End Communities

DUFUR CLEARLY ENTITLED TO BETTER SERVICE—CHANGE IN LOCAL MAILES WOULD WORK HARDSHIP ON PATRONS OUT OF THIS OFFICE

To the Citizens and Mail Patrons of Wasco county:

This open letter is the expression of the business men and farmers of Maupin and supporting territory, who held a meeting in the I. O. O. F. hall at Maupin, February 6th, 1928, for the purpose of discussing the mail service from the Dalles to Southern Wasco county. This body of representative men took two hours to carefully sift all the information and facts covering this much misunderstood question, and now present the issue clarified and plain, so that all interested patrons may know what Southern Wasco's just and fair position is in respect thereto.

A short history of the movement may be stated here to explain the origin of the movement: It was thought possible to ask the Postal Department at Washington to rearrange the mail service from The Dalles to Dufur, including Boyd, and also serve Friend, with a rural route out of Dufur. To this end citizens met at Dufur to consider the matter, The Dalles Chamber of Commerce assisting. At the first Dufur meeting it developed that much dissatisfaction was shown with the mail service now rendered Dufur, Boyd, and Friend by the Great Southern railroad, which has a contract with the government for carrying all the mail to these towns and vicinities. Approximately \$7,000 is paid by the postal department for this service.

About this stage of the deliberations, the citizens south of Dufur, at Tygh Valley, Kingsley, Wamic and Smock heard of the movement and sent representatives to confer with the Dufur folks, suggesting their districts also be served by extending the Dalles-Dufur auto mail service to Tygh and thence to Wamic as the end of said improved service. After much figuring it was thought possible that for the sum of \$5,000 annually paid to the Great Southern, a substitute auto mail service on the Dalles-California highway could be had, giving two deliveries each day directly out of The Dalles, and this plan was finally incorporated in an explanatory preamble prefixed to a petition, which was drafted and printed by a committee of The Dalles-Wasco county Chamber of Commerce. A later meeting was called, to be held at the City Hall at Dufur, to take final action on the matter and to complete the petition and have it duly signed by representatives of Boyd, Dufur, Friend, Tygh, Kingsley, Wamic and Smock.

This petition carried a request to the Fourth Assistant Postmaster General at Washington to send an inspector to investigate the proposed delivery service to all points west of the Deschutes river as far south as Tygh and Wamic.

This second meeting was held at Dufur as scheduled on February 4th, at 2:00 p. m. A plea at this time was made by the delegates from south of White river to amend the request of the petition to include Maupin and Wapinitia, and consequently all the districts now being served out of Maupin. This scheme did not find favor with part of The Dalles delegation, so a motion was substituted to wipe every name but The Dalles from the petition and ask only for rearranged service two times daily out of The Dalles to serve all of Wasco county west of the Deschutes river. This seemed to be the only thing the delegates could get out of the meeting. It would have been much better to have left on all the names and added the names of towns south of White River so as to show united support mutually given for this new service throughout the region of the Dalles highway in Wasco county.

The above facts cover the history of the movement up to Monday, February 6th, 9 o'clock p. m. except that at the Dufur meeting Geo. Flagg was authorized to re-draw the petitions as stated, to be mailed to each town and district (two copies) to be circulated and signed by heads of families, mail patrons and all petitions to be returned to Dufur for joining in the general request for this proposed service. Before this open letter goes to press the petitions

will be out in the country.

To explain to citizens of Tygh, Wamic, Smock, White River, Maupin, Wapinitia, Simnasho, Bakeoven, Criterion and Shaniko just what we, of Southern Wasco county, believe is our real position the following facts covering the route as we request it to be routed are presented:

1. A lower bid can be obtained for carrying this mail direct from The Dalles via Dufur to Maupin as its terminus than could be had if it were routed to Dufur and Tygh and then side-tracked to Wamic over a road of only market-road standard.

2. The uniform winter maintenance of the Dalles highway can be relied upon by the carrier and any poorer stretches of road included would weaken the direct delivery that is supposed to be the main argument for the direct service.

3. By April 1st, 1928 the Bend-Klamath Falls line will be opened. Thus California mail for mid-Columbia points and Central Oregon North bound mail for any town from Maupin to The Dalles, both inclusive, would be picked up by this connected route and delivered direct instead of going via North Bank R. R. to Portland and return.

4. Again, a letter written by a Maupin or Wapinitia merchant today or any article forwarded by these patrons to anyone living at Smock or Wamic or Tygh would, if the proposed change were broken off at Tygh or Wamic as the terminus, have to go via Sherman and The Dalles and back again, probably taking three or four days, yet the actual distance on good highways is but a few miles.

5. Nothing in the proposed change is intended or will affect the mail now delivered by the railroads to Maupin. Nothing is asked from the railroads, such as a cut price for carrying this mail, which is by car capacity (not by items carried) as it once was. Therefore, no complication can arise at Maupin with the railroads.

6. If any trouble would arise Maupin's position would still be just as good and sound as Tygh, Wamic, Smock, Friend, Boyd or Dufur as all these are now served by routes from railroad points or direct from the railroad-served postoffices. No fear was expressed for any of these.

7. The Great Southern railroad has no fight to make. John Heinrich states.

8. Friend would be served by a stub-route.

9. Wamic and Smock would be served by a stub-route from Tygh.

10. That strip of territory lying between Tygh and Sherars known as the "Sands" to be served from Tygh or Sherars, or both.

11. Wapinitia and all points west of Maupin and Shaniko, Bakeoven and Criterion all served out of Maupin as they now are, no disturbance of any of these routes contemplated except they would all benefit by the additional direct service that would result, into Maupin from which town their mail comes.

12. The Portland Oregonian and first class mail would be received all over Wasco county on the day of date instead of the next day.

13. Maupin Star Route east and rural route west would wait one hour to connect with the direct last-minute mail and thus everyone would be served the same throughout the country.

14. Any change or re-routing from the plan The Dalles-direct-to-Maupin would weaken the whole scheme and deflect it; if, indeed, it can be gained at all.

15. So far as Southern Wasco is concerned we feel that one direct auto mail service through the country on the Dalles-California highway to Maupin would be enough at present, with possibly two mails to Dufur, since Dufur is a fair-sized city so easily reached from The Dalles. We feel that such a plan would have much better chances of success than to ask for two mails per day for the whole district or two mails to Wamic and break off there.

16. The name "Maupin" is somewhat misleading in the foregoing because it is on the railroad and is now

Ranchers on Bakeoven to Have Easy Grade Up That Hill

County Court Will Send Engineer Over Route When Weather Permits Such Work

After years of discomfort and heavy grade climbing the ranchers on Bakeoven are at last to have a negotiable grade up that hill, so says the county court.

Last week a delegation of Maupinites, comprised of F. C. Butler, L. C. Heneghan, F. D. Stuart, Dr. L. S. Stovall and Jas. Woodcock, took a petition to The Dalles and there presented it to the county court. The petition asked that the Bakeoven grade, leading from this city be remedied by the construction of a new and less steep road. After talking it over and discussing all its phases, the court agreed to send an engineer here to make a survey of a new route with the view of building the same.

Several Maupinites, whose knowledge of grades, as well as of other road construction, is well known, have been over what appears to be a feasible route. Several of them have expressed themselves to the effect that a new road can be built and that at no place on the grade will a pitch of more than 6% be encountered. Also that such a road would cut down the distance to the top of the grade materially.

Shaniko people also appeared before the court on the same day with the Maupinites. They bore what purported to be a petition asking for the construction of a stretch of road leading from the end of the Bakeoven road to Shaniko. It is their proposition that the new piece of roadway be constructed so as to intercept the Sherman Highway above town, saying that such a stretch would eliminate a very soft two or three mile stretch, thus making the approach to Shaniko much easier. As their petition did not specify a relocation, but merely for a graveled roadway, its sponsors took it back and, we are told, are circulating a petition which will cover all points regarding the proposed road.

Shaniko people have been handicapped or many years by the portion of the present road under consideration. As it now is it is almost impossible to negotiate the bad stretch, even with an empty vehicle, and with a load it cannot be passed over. It is only a matter of justice to that community that their prayers be granted and that the road asked for be constructed.

served by both roads—but all mail addressed to Maupin does not stop at the city limits. Maupin mail goes 18 miles to Pine Grove and twice weekly mail star route takes in Shaniko, Criterion and Bakeoven.

To lay out a scheme that geographically cuts off the farming territory from its natural trade center is unsound and openly unfair both to the agricultural communities and the towns upon which they more or less depend.

For instance: If a farmer at Tygh, 11 miles from Maupin, wanted repairs for harvest "hurry-up" requirements the route to Wamic to The Dalles would cut him off from his nearest natural source of supply. On the other hand, if the route continues to Maupin it would be unsurpassed in direct and return service. It works both ways.

If the drug store were written or phoned to for necessary medicine it would be cut off from delivery from Tygh, White River, Shady Brook, Smock and Wamic if the route did not include Maupin.

The Dalles daily papers, particularly the weekly papers, could be sent into Maupin's back yard, certainly to Wamic and Tygh, long before the Thursday papers out of Maupin (a fair competition) could reach the same Tygh, Smock or Wamic patrons, a distance of Tygh, 10 miles, Wamic, 16 miles.

Assuming that the overland direct route is granted, in point of economy the extension from Tygh to Maupin will serve more patrons per route miles traveled than any link of the route. If it is good business to go to Wamic and Tygh from Dufur, say 30 miles to tap a district, it should be equally good business to continue 11 mile to Maupin and there each three to four hundred people on Wapinitia Plains,—to reach the

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Legion Smoker Brought Out Latent Fistic Talent

Amateur Pugilists Entertain Biggest Crowd in History of Legion Hall—Bouts Good

That people of this section were of a mind to attend a smoker was shown last Friday night when such a function was staged by the local American Legion post. The crowd began to gather at an early hour and long before the time set for the entertainment to begin every seat in the house was filled. About 100 seats had been arranged on the stage and each of these were taken.

Seven bouts were pulled off and each one drew rounds of applause from the spectators. The first conflict was between the Radtke "Midgets," two small sons of our local garage man. The little fellows mixed from the gong and at the end of two rounds were declared equal of fistic ability by Referee Johnny Williams. Both boys showed they were acquainted with the padded mitts and as tokens of appreciation of their efforts spectators showered the canvas with coin.

The second bout was between a couple of 135-pounders—Elmer Conley of Tygh Valley and Billy Padgett of Wapinitia. The boys showed a willingness to mix, but neither succeeded in landing effective punches. The judge and referee decided that Padgett was the better man and gave him the decision.

Bout three was a go between Willard Conley of Tygh, and Dick Delco, the well known jockey from Wapinitia. Conley landed a haymaker on Dick's nose, causing that member to disgorge ruddy, and the Tygh Valley lad kept a lead throughout the bout, winning the decision. They fought at 120 pounds.

In the fourth bout Bob Shepflin of Maupin and Ray New of Tygh Valley attempted to show just how the art of defense and slug should be interpreted. Bob fought with open gloves and seemed satisfied to gently tap Ray on his bushy hair, while New ambitiously slapped Bobby's back and ribs with love taps. It was a hard matter to decide just which embryo pugilist was entitled to the bout but finally New's hand was raised in token of a win.

Wallace Conley, who is well known hereabouts as a relay rider, and whose postoffice address is Tygh Valley, mixed with Albert Hackler of Wapinitia in the fifth scrimmage. Conley had a decided advantage over Hackler in age and experience, but for all that we know he had met an adversary worthy of his steel. Conley's crouch was difficult for the Wap lad to figure out in the first two rounds, but after that he made the lad from Tygh creek extend himself in order to get the nod from the judges. They were 150-pounders.

A special preliminary to the main event was that therein another Conley, Little Toy, argued with Raymond Stacey, both lads living at Tygh Valley. The little fellows went at their work with a vim and while both swung wildly each evidenced a determination to do damage to the other. Stacey's leads and ring generalship won the nod. They were noticed at 115 pounds.

The main event of the evening was what was scheduled to be a six-round affair between "Stub" Lister of Maupin and "Shorty" Behnke of Tygh Valley. This match had been the subject of much conversation and conjecture during the past few weeks, each boxer having followers who were confident their man would win by K. O. Behnke has figured in several matches, while Lister made his initial bow as a ringster last Friday night. Both are husky athletes and each possess the necessary pep and sand to make successful ring artists. The fight started with both boys going strong, and showing each was out for the winner's end.

"Shorty" pushed "Stub" through the ropes a couple of times and in the fifth round planted a haymaker on Lister's jaw which caused that worthy to take an involuntary rest on the canvas. The ringing of the gong made the referee's count rather short. Behnke showed he knew a little more about boxing than did Lister. He was on his toes at all times, evidently seeking a chance to slip over a knock-out punch, but "Stub" was wary and blocked many

Two Institutions That Are a Credit to South Wasco Co.

James Chalmers, Local Blacksmith

SCOTLAND REPRESENTED IN MAUPIN COUNCIL BY VILLAGE BLACKSMITH—VOLUNTEER OF WORLD WAR WHO CARRIES FIVE SERVICE STRIPES

Wherever you go you will run across people who claim Bonny Scotland as their native heath, and whenever you find a Scotchman you will usually find a good citizen. Maupin has such a man in our village blacksmith, James Chalmers.

Jim, as he is familiarly called, is a native of Dundee, Scotland, his city being famous for its jute and marmalade. When 15 years of age he was indentured to a firm of mechanics as blacksmith apprentice, his papers calling for a period of four years. Completing his apprenticeship young Chalmers served an additional year as improver and when that year had passed decided that the United States offered greater opportunities than did his own country. Incidentally we remark that Jim served his apprenticeship with a firm which was Scottish agent for the McCormick Harvester company of this country.

Mr. Chalmers landed in New York in 1905 and went to Rochester, that state, where he secured employment, later going to Buffalo. He learned of the great west and after one and one half years in New York came to Oregon, working in Portland for a short time, then coming to The Dalles. There he went to work in a blacksmith shop and continued in that city a matter of six years.

Leaving The Dalles he went to Dufur, where he worked for E. M. Hill and later formed a partnership in a blacksmith shop and garage with F. D. Frazier. When the United States decided to enter the world's war Jim was among the first to volunteer. He was assigned to the 1st Oregon cavalry, but when about to embark for overseas duty was transferred to the 148th field artillery, with which contingent he was

chief mechanic during the duration of the war.

Mr. Chalmers is the proud possessor of a distinguished service medal same bearing five service bars and indicating that he took part in five major engagements, they being: Champagne-Marne, Aisne-Marne, St. Mihiel, Meuse-Argonne, and also the defense sector of Paris, at the time the Prussians were about to descend upon that city. After the armistice Jim served a matter of six months in the army of occupation, being stationed at Hohn, near Coblenz.

Returning from foreign lands Jim again stopped at Dufur, where he remained a short time then went again to The Dalles. After a year at the county seat he came to Maupin and purchased a blacksmith shop. He installed a power and a drill press and grinding emery wheel and made a bid for trade in his line. He received all the blacksmith work coming to Maupin and has built up a clientele that speaks well for the thoroughness of his work.

He carries on a general blacksmith business, is an expert horseshoer and wood worker and usually is kept busy.

Mr. Chalmers has been a member of the city council of Maupin for two terms, being now on his second term. He is chief of the Maupin Volunteer Fire department and is also Noble Grand of the local Odd Fellows lodge. Jim takes his duties seriously and is always alert to all things connected with his position as a member of the city water department. Both Mr. and Mrs. Chalmers are prominent in social circles of Maupin his wife being called upon whenever assistance is needed in any home, and her services are always cheerfully given.

R. W. and E. R. Richmond

FIRST TO INSTALL INDEPENDENT SERVICE STATION HERE—OPERATES TRUCK SERVICE AND SELLS CHEVROLET AUTOMOBILES AND TRUCKS

Richmond & Son is the firm name of Maupin's only service station not connected with a garage. That firm occupies one of the most prominent corners of this city and has a model service station building, with two gasoline pumps and an eight-compartment oil tank rack. The front of the building is covered by a large roof, thus enabling customers to be out of the weather when receiving service there.

R. W. Richmond is a native of the "Hawkeye" state, he having been born and reared in Iowa. At the age of 22 years he went to Montana then went back across the Mississippi to Illinois, from thence to Washington and from there to Parsheh, N. D., where he ranched for a time, finally coming to Oregon in 1919, settling at Wapinitia. In the spring of 1922 he came to Maupin and erected the service station. He and his son bought two Master trucks and during their residence in Maupin have hauled thousands of tons of

freight. In the spring of 1926 the Richmonds went into the fertilizer business as a side issue to their service station. They secured many tons of sheep guano, erected a grinding mill and sacked and sold much of that fertilizer to orchardists at Hood River and in the Willamette Valley, as well as shipping many carloads in the rough.

Richmond & Son handle, aside from gas and oils, a line of auto accessories, tires, tubes, chains and many other articles demanded by autoists. Their gasoline sales last year reached a total of better than 25,000 gallons, while a large amount of lubricating oils also were entered in their sales books.

E. R. Richmond, the junior member of the firm, is a member of the Maupin city council; has served the city as recorder and is also justice of the peace for this precinct. He is prominently identified with the U. B. church and the local Odd Fellows lodge and is a young man of promise.

leads at the same time not forgetting to retaliate with blows which made the Tygh Valley boy wince. Both boys showed evidence of making good in future bouts and it is hoped by boxing fans of this place they may be matched again. The decision went to Behnke. Bates Shattuck

At the conclusion of the smoker the floor was cleared and many dancers took advantage of the chance to indulge in their favorite pastime. The Ladies Auxiliary served luncheon in the basement dining room and that was most flatteringly patronized.

Valentine.—for the whole family. Come early and get your pick of the assortment, at the Maupin Drug Store.

Big Trout Captured—

Last Friday "Bill" Staats went to his fish pond to feed the trout therein. He went to the dam and was surprised to see a large trout floating on top of the water. Bill gathered the finny beauty in and upon measuring found the trout to be 20 inches long with a girth of 10 inches. It weighed five pounds. Mr. Staats planted 25,000 eastern brook trout in the pond two years ago and the one found shows to what growth some of his seedlings have attained.

Stuart Buying Cattle—

Mark Stuart has been in the upper country the past several days, going up river for the purpose of buying cattle. He expects to ship a carload or more from the vicinity of Redmond.