

# Wasco Co. Fair!

Thursday, Friday and Saturday,

**AUGUST 29-30-31, '29**

## Bigger and Better Than Ever

Arrange to Attend Every Day--and Be There

Write Secretary A. H. Gillis for premium list, then begin to prepare your exhibits. Fatten your livestock, cultivate your vegetables, complete your sewing, do your canning and have exhibits ready for the Fair's opening day.

### Boost For and Come to the Big Fair!

#### Criterion News

#### Pick Ups About Town

The spectacle of a grown man groveling on the sidewalks in imitation of a dog was a sight to meet the vision of some Maupinites on Tuesday. A man may be possessed of the attributes of the canine but the public street is not the place to exhibit such traits.

Some ranchers are both optimistic and at the same time pessimistic. In a conversation with a rancher living on Juniper Flat The Times man was told that the rancher's wheat crop was almost a failure and in the same breath the grower declared that the quality of his crop was never better. Somewhat of a paradox, eh.

The passing of Nick Sinnott has cast a gloom over Wasco county. Mr. Sinnott, as a product of this county, was the idol of all and his frequent election to the lower house of congress testifies that Wascoites considered him the man for the job. His elevation to a United States judgeship by President Coolidge was another testimony of the real worth of our departed citizen.

Bobby David on has encumbered himself with the job of hauling a large quantity of wheat from the Flat to the warehouse. His Pontiac truck has been equipped with a new box and now Bobby has begun a 24-hour service—keeping the truck busy day and night.

Phil Starr's attack of rheumatism has handicapped our genial mail carrier somewhat but he insists on making his schedule to Shaniko and return on regular mail days. Phil also manges to keep the weeds out of his garden patch up Bakeoven and as a result has one of the best vegetable plots in this neck o' the woods.

#### OREGON NEWS NOTES

**Burns**—Plans underway for construction of two-story office and store building adjacent to Welcome hotel.

**Portland**—Jantzen Knitting mills will construct new \$60,000 addition to plant for storing machinery, yarn storage and warehousing of finished merchandise.

**Clatskanie**—\$30,500 bond issue approved for erection of school building on Holmes site.

**Amity**—Bids will be opened soon by Amity School Board for construction of new gymnasium.

**Klamath Falls**—Bids opened for paving improvement unit No. 83.

**Crane**—Considerable work underway at warm springs project near here.

**Klamath Falls**—Contract awarded for three city street improvement projects.

**Gresham**—Gresham Berry growers installed 20-ton platform scales.

**Burns**—Municipal airport recently dedicated.

**Roseburg**—Prune drier with capacity of 1,000 bushels daily will be established at Garden Valley soon.

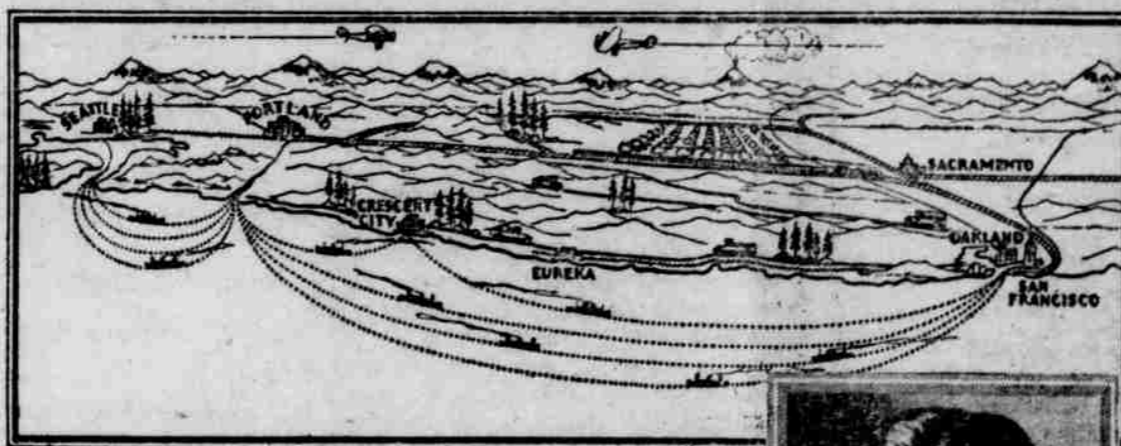
**Burns**—150 homes will be erected in new Greater Burns division being promoted by Stafford, Derbes & Roy firm.

**Grants Pass**—Mineral survey opened near here by United States Geological Survey. Legislature appropriated \$30,000 for this purpose.

**Baker**—Plans underway for formal opening of newly constructed Hotel Baker.

Your subscription is due—pay up.

#### FIGHT FOR FREIGHT IS KEENEST ON COAST



SEA RULES RAIL RATES—J. T. Saunders, freight traffic manager for Southern Pacific, who says three steamship lines handling two-thirds of north and south freight, tramp steamers and truck lines, as indicated on map, make coastwise competition the most difficult faced by railways

MORE than a million tons of freight annually borne in the holds of coastwise steamships between ports of California and the Pacific Northwest exceeds north and south railway traffic by a margin in excess of 100 per cent, according to J. T. Saunders, Freight Traffic Manager for Southern Pacific company.

Not only do three steamship lines handle twice as much freight as is rail-borne between California and the northwest, but the railway also faces competition of numerous motor truck carriers operating upon the public highway. These truck lines now radiate to almost every community upon the Pacific slope, carrying annually thousands of tons of freight formerly handled by the railroads.

Climate, much advertised as a tourist attraction, adds to the competitive difficulties of Pacific Coast railways. Every day in the year is a good travel day for Pacific Coast motorists and fine paved highways have made auto-mobiling so easy that railway passenger revenues annually decline to the tune of millions of dollars.

"No railway anywhere," Saunders said, "faces competition so strong as

that met by Southern Pacific. Five major transcontinental railways, air routes, four coastwise steamship lines, many tramp steamers and traffic motor-borne upon the highways all compete with our lines.

"In four representative months—January, April, July and October of 1927—three steamship lines alone moved 319,685 tons of freight between California and Portland and the Puget Sound ports. In the same period rail traffic north and south between California and Oregon was only 151,453 tons.

"An average of 75,000 pounds a week is moving by steamer from California ports to Crescent City, California, whence it is delivered to destinations in Grants Pass, Medford and other Oregon cities.

"Separately and jointly trucks and steamships are moving thousands of tons of freight which once moved by rail.

"In order to meet this competition Southern Pacific since the World War, has spent over four hundred million dollars for construction of new and rehabilitation of old lines, new equipment and betterments.



"More than ten per cent of this amount has been spent since 1923 for the construction and rehabilitation of 521 miles of mainline in northern California and southern Oregon. Within a few weeks our new 97 mile line between Klamath Falls and Alturas will be opened, providing a new mainline route to the east 286 miles shorter than from Klamath Falls to Chicago than any line now existing or proposed.

"The competition of steamships carrying more than one-half of the total coastwise freight traffic affords competition which will continue to be the basis for freight rates regardless of future railway construction."

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