

Our Spring goods are beginning to arrive.

We are showing some very pretty patterns in silk mixed Georgette crepe for waists. We are also making a special feature of the Double-Kind Work shirt. A well-made garment with a ventilated, air-cooled armpit.

Don't forget our Grocery Department.

BISHOP BROS.

THE CAPITOL

News of General Public Interest at the County Seat.

Born to Mr. and Mrs. Charles Robinson, Feb. 25th, a daughter.

Mrs. Glen Metzger and children, of St. Helens, have, the past week, been visiting with her parents, Mr. and Mrs. J. T. Shannon, and sister, Mrs. Tongue, of this city.

Rev. A. H. Mulkey, who for fourteen years was pastor of the Christian church in this city, passed away at his home in Portland last week, at the age of seventy-two years.

The old frame warehouse in the rear of the Wood building on Main Street, is being torn down and the building will be extended thirty feet to the north and will be used by W. W. Boscow, whose increasing business requires more space.

Died, at her home in Mountaineer, Feb. 24th, 1920, Mrs. Ethel Sipp, wife of A. L. Sipp. The funeral occurred the following day and her remains interred in the Arcade cemetery. She leaves her husband and six children.

Mrs. D. P. Patterson and children, who have been visiting here, coming to help celebrate the sixtieth wedding anniversary of the former's parents, Mr. and Mrs. Peter Boscow, have returned to their home at Dallas.

Mr. and Mrs. E. F. Gross have returned to their home in Halsey, after a stay of several weeks in this city. While here Mrs. Gross underwent a serious operation in the hospital, from which she had recovered sufficiently to be taken home.

Martin Nielson, of Haselton, and Alfred Meinel, of Cooper Mountain, have purchased the G. M. Gilkinson saw mill, five miles from Mountaineer, and started operations the first of this week. They think they have an ideal spot for their mill and are enthusiastic about it as a place to reside.

Edwin LaRoy Crawford, aged fourteen years, and a member of the Hillsboro High school, died from the effects of pneumonia, Feb. 21. It is thought that the disease was brought on from an injury received some days before his illness, while at school. The funeral took place on Monday of last week and the burial was at the Laurel cemetery.

Mr. and Mrs. R. Crandall have returned home from a three months' stay in California, where they visited their son in Los Angeles. They enjoyed the winter season in California very much and report that just before they left the south for their home, that the drought, which has given the state much worry, was broken and an abundance of rain had fallen.

Lawrence Taggart, who has been in the navy for the past four years, reached home the past week. He enlisted in the army during the Mexican outbreak and later, during the recent war, enlisted in the navy. He has been a gunner's mate on the battleship Pittsburgh and was at Venice, Italy, when notified of his discharge, the final discharge being received at Norfolk, Va.

Morris C. Lincoln passed away at the Washington County Hospital Saturday of last week, after a few days' illness of pneumonia. He was

Dr. P. H. Wilson has closed his office here and today went to Portland, to take an examination necessary to entering the University of Oregon Medical School for a course in Modern Medicine. He will continue to make Beaverton his home. Dr. Wilson is a successful ophthalmic physician and surgeon, and with the added course in medicine will be one of the most efficient physicians in the state.

FOR SALE—Three pure-bred milk goats and one milk cow. W. E. Gearin, Harrington Avenue, St. Marys, Beaverton, Route 4. 10-11

Miss Margaret and Agnes Welch, who have been ill with jaundice, have recovered.

Some one in an auto stole all the clothes on the clothes-line down at Joe Keller's place last Tuesday night. The clothes belonged to the man working for Keller.

WANTED—A good steady farm horse weighing about 1200 lbs. Write A. F. Peterson, Beaverton, Oregon, Route 1, Box 179. 10-11

Mr. and Mrs. J. E. Davis entertained Mr. and Mrs. W. J. Leonard, Mr. and Mrs. J. W. Barnes, Mr. and Mrs. H. O. Stipe, Mr. and Mrs. W. C. McKell, W. H. Boyd, Mr. and Mrs. F. C. Donaldson, and Mrs. Rose Donaldson on Saturday evening in honor of Mr. and Mrs. Leonard, who left this week for Aberdeen, Wash. Mrs. Leonard and Mr. McKell were the lucky players.

Chas. Bernard has been suffering from a slight attack of appendicitis, but is improving.

Mrs. Henry Nelson has an attack of tonsillitis.

Mr. and Mrs. F. G. Donaldson entertained Friday night in honor of Mr. and Mrs. W. J. Leonard, the following: Mr. and Mrs. W. C. McKell, Mr. and Mrs. H. O. Stipe, Mr. and Mrs. J. W. Barnes, Mr. and Mrs. J. E. Davis, W. H. Boyd, Mr. and Mrs. Leonard. Five hundred was the feature of the evening and Mrs. Barnes and Mr. Davis won the prizes.

W. J. Leonard left Sunday night for Aberdeen, Wash., to take up his new duties. Mrs. Leonard and son, "Billy," left Tuesday evening for Seattle, where she will visit Mr. and Mrs. Wm. Ives, for a time and then join Mr. Leonard at Aberdeen.

Somebody was looking for "hot stuff"—Rayole Rossi had 3 sacks of horsefeed stolen from his root house this week.

R. H. Zimmerman is building a substantial addition to his home on Lombard Avenue.

W. A. Smith has planted 25 choice roses on his recently acquired property on Wetmore street.

With her home beautifully decorated with cut flowers and potted plants, Mrs. Day Gray entertained the Card Club Tuesday afternoon. Five hundred was the order of the day and Mrs. H. O. Stipe was the winner of the prize. The members present were: Madeline Erickson, Eleanor Barnes, Swenson and Tucker and the guests were: Madeline Huntley, McKell, Donaldson, Dargis and Shallenbarger.

Mrs. Floyd W. Allen, of Trask Place, Tillamook, Oregon, was visiting with her mother, Mrs. Domes, of Portland, during the last two weeks. This week she and her two sons, Wade and Roscoe, were the guests at the home of C. W. Allen and Mrs. Della C. Fisher. Mrs. Allen is looking well and says she enjoys her seaside home very much.

Lawrence S. Wolf, an old time resident of Beaverton, has sold his old home place east of town. Mr. Wolf is desirous of buying a larger farm in the near future.

Earl E. Fisher had a good season trapping this winter. Many muskrat, mink and skunk were caught. On the last trip a big raccoon measuring 3 feet, 6 inches from tip to tip was taken.

Wm. Stitt has been very busy teaming since Jan. 17.

George Hugheson has finished painting garage on the Rossi place.

Doyle Gray has received a letter from W. Hinchey, former resident of Beaverton, now living at Boise, Idaho, stating that he and his family are enjoying the best of health. He is still working in the timber and everything is going fine with them.

George Hugheson has been busy the past week papering the home of Mrs. A. Livengood near Reedville. Mrs. Livengood is a sister of the Hugheson brothers of this town. Mr. Hugheson has finished his work and Mrs. Livengood now has one of the neatest homes in the Reedville section.

Fred Jonson, Beaverton attorney, was at Hood River one day last week on legal business.

Alton Emmens, of Yamhill, was here Sunday visiting his parents, Irma Nelson, who is down with scarlet fever, is improving.

DORT

Quality Goes Clear Through

This car delivers reliable, trouble-free travel at low cost. It travels smoothly and comfortably. It gives the maximum mileage in gas and oil, and on tires, and it requires but a minimum amount of service attention to keep it in best condition and continuous service.



PRICES: Touring Car, \$2000; Roadster, \$1800; Four-door Sedan, \$2200; Four-door Coupe, \$1600. P. O. B. Factory. Wire Models and Spare Tires Extra

LOS LI & LOS LI
HIGHWAY GARAGE
Washington County Distributors
Beaverton, Oregon

JOHN BARRY PURCHASER
OLD WELCH HOMESTEAD
John Barry has purchased the old Welch home place from John and

William Welch. George Shepherd, who has been living on the place, has moved to Shepherd's Dell on the Columbia Highway.

To the Public:

On Monday, March 1st, the railroad lines of the Southern Pacific Company were returned to their owners for operation. As a war measure they have been in charge of the government during the last two years and two months. The stockholders in that period had nothing to do with the management.

In taking over the management of this property, the policy of the owners will be to give as satisfactory service as lies in their power; to return for the patronage given us; to seek the co-operation of shippers and passengers and of the whole people in having our service reasonably responsive to the public needs.

We have to ask the patient forbearance of the public during the readjustment period of the next six months. It is true during these six months the Government continues the standard return allowed the lines while under its control, based on the pre-war earnings. But this return is subject to certain legislative directions by congress that will affect operation during this period which ends August 31st next. We expect, however, within this six months to mature plans for the future. These plans had to be held in abeyance thus far because of uncertainty as to the legislative conditions to accompany the return of the roads to their owners for operation, and these conditions have been determined by congress only within the last few days. We now have to study what is before us in law and in fact and get our bearings anew.

The Operating organization as it existed under Southern Pacific management has been to some extent disorganized during the period of federal control and operating practices have been changed, but the benefit of any new practices that may have

proved efficient in the public service during the government control period, will, of course, be retained.

We could not purchase equipment after we entered the war because the government took control and war financing occupied the field, while during the rest of the time the question of adequate credit had to wait for answer in congressional action. On the other hand, the locomotives and cars in service have been subjected to the most active use and new rolling stock has not been renewed throughout the country in normal numbers for the increase of normal traffic. The burden of extraordinary war movements fell heavily upon all kinds of rolling stock, making it impossible to shop the equipment at the proper time, and repair work was further delayed by shortage during the larger part of the war period in both men and material.

The problem before us at once, therefore, is how to put to the best use the passenger train cars and the freight cars that are in the service, and how to put into good condition for service every piece of equipment to be had. This problem is before every railroad. Abreast of this is the larger question whether the earnings under the new law, the "Transportation Act of 1920," will be enough to establish the credit of the railroads at a point where they can provide themselves with the facilities of all kinds that they need to give the public proper service. We have the will if only we can find the ways and means. These are not easy to find, and no assurance of that, is not attractive to anyone having money to invest when money is worth 7 or 8 per cent in the open market.

Hence, the effect of the new act of congress upon earnings and upon

the credit of the railroads cannot be immediately determined. This act provides for a rate-making structure, under which, during the next two years the railroads will be permitted to earn up to 6 1/2 per cent annually on the value of the railroads as may be determined by the Interstate Commerce Commission. The Commission has power at its discretion to increase these possible earnings to 6 per cent, the added one-half of 1 per cent to be used only for improvements to the property.

No guarantee of any kind is given to any railroad, but half of any earnings over 6% are to be taken by the government to make loans to railroads that may need them for improvements or to care for obligations falling due, or to obtain and lease equipment to the carriers that cannot afford to buy it.

Obviously these elements in the situation will have to be considered in making our plans. The Interstate Commerce Commission is the deciding body with respect to value of the properties, as well as the rates which are to yield the 6 1/2 per cent return thereon, and much will depend upon the vision and promptness of action with which that body accepts its great responsibilities.

In the meantime, it is particularly desirable, in view of the shortage of equipment, that every effort be made by shippers and the railway forces to continue heavy car loading and train loading, and to lose no time in loading and unloading cars.

Believing that we will have the full co-operation of the people served by our lines in dealing with the problems presented, it is due them that in thus aiding us they should know what problems we have to meet. You can rest assured we are not idle with respect to them.

LOCAL NEWS

Lots of Town Happenings Told in Brief Form.

George C. Reed, of Huber, one of the county's successful and enthusiastic chicken raisers, was a Beaverton caller Tuesday.

SHORT WOOD FOR SALE IN small lots. See G. H. WOLF.

George Meyer has renewed his subscription to The Times.

Henry, Beaverton's old faithful cow, is now ready to supply all milk demands at 12 1/2 cents a quart. Thos. B. Harris, Vincent Place, Beaverton, Oregon. 7-1

R. L. Jackson, of north of Beaverton, was a business caller here yesterday.

MUSIC TEACHER wanted at once to teach beginner's class. 6 or more pupils, music lessons on organ. Weekly class now organized. Please state charges. Box 318, Beaverton, Oregon. 10-11

W. J. Alexander, of west of Beaverton, has been using Times want ads with very good success lately.

FOR SALE—A Ford, 1915, good condition for sale at a bargain. Highway Garage, Beaverton. 10-11

Frank H. Hocken, of the O. W. R. & N. Co., former in Portland, is ill at his home here with a severe cold.

LAND FOR SALE—Extra good tract of land for sale, half mile north of Reedville on county road which is rocky, in fact, road from land to state highway is about all rocky; good school, church, milk route, R. F. D. route, gas main; is ideal for berries and poultry farm. Will sell 10 or 20 acres. See owner for price and terms. A. Weisenback, Reedville, Oregon, P. O. Box 27. 10-11-12

Miss Margaret Welch is now employed at Miller & Frank's department store in Portland.

WANTED—Good work team and harness. W. E. Gearin, Harrington Avenue, St. Marys, Address Beaverton, Route 4. 10-11

WE ARE GETTING THE GOODS.

Bishop Brothers

Ready for Business

I am getting into good shape to do your Job Printing promptly. Call and see me at the old bank building in Beaverton. I will be pleased to have your orders for anything in my line. Come and see me if you want any Job Printing.

A. G. Carruth

WM. SPROULE, PRESIDENT