

WHEN you buy eggs—you judge their value by freshness and the "dozen."  
When you buy silk you figure its worth by feel—beauty and the "yard."  
But—how do you arrive at the value of baking powder? You can't tell by appearances—by weight—bulk doesn't mean quality.  
There's only one way—and that is an oven test.  
By that test—Calumet always proves itself the best.

Never Fails—Never permits waste of baking materials



It is the most economical of all leaveners. Its price is moderate—you save when you buy it.  
It has more than the ordinary leavening strength—you use less and save when you use it.  
It never fails. There is no loss of baking ingredients.  
So, don't guess at Baking Powder value any longer. Measure it by results.  
Pound can of Calumet contains full 16 oz. Some baking powders come in 12 oz. instead of 16 oz. cans. Be sure you get a pound when you want it.

Calumet  
Griddle Cake  
Recipe  
4 cups flour, 4 level teaspoons Calumet Baking Powder, 1 teaspoon salt, 3 cups milk. Then mix in regular way.

**NOTICE OF THE INTENTION OF THE COMMON COUNCIL TO IMPROVE A PORTION OF OREGON STREET IN THE CITY OF ONTARIO, MALHEUR COUNTY OREGON.**

Notice is hereby given, that at the adjourned regular meeting of the Common Council of the City of Ontario, Oregon, held on the 20th day of March 1922, the following Resolution was adopted by the said Common Council.

**Resolution**  
"BE IT RESOLVED: That the Common Council of the City of Ontario, Malheur County, Oregon, determine it expedient and propose to improve the following street in said City, to-wit: Oregon street from the end of the paving at the North side of its intersection with Illinois Avenue northward to where said Oregon Street intersects the alley on the North side of Blocks Four and Five in Riverside Addition to the said City of Ontario; that said street be improved in the following manner to-wit:

1. By grading the street to the proper subgrade.
2. By covering the surface thereof with gravel, for width of 16 feet, and a depth of five inches.
3. By laying sewer pipes where necessary; by laying concrete headers where necessary.
4. By constructing street monuments where necessary.
5. By constructing street drainage where necessary.
6. By constructing concrete culverts where necessary.

Said improvements shall be made in accordance with the Charter and Ordinances of the City of Ontario, Oregon, and in accordance with the grade, plans, specifications and estimates of the City Engineer hereafter to be filed in the office of the City Recorder of said city.

The cost of said improvement shall be assessed upon the property especially benefited by said improvement as provided by the Charter of said city, except that the city shall pay for the cost of all street intersections.

And be it further resolved that the Common Council of said City shall procure a competent engineer to make the estimates, plans and specifications for said improvement, and file the same in the office of the Recorder of said city within ten (10) days from the adoption of this resolution.

And be it further RESOLVED, that the said City Recorder of the City of Ontario, be and hereby is, directed to give notice of said proposed improvement, as provided by the Charter of said City.

The estimate of the City Engineer for the proposed detailed cost of said improvement to be filed with the City Recorder at his office in the City Hall.

Notice is hereby given to all taxpayers of the City of Ontario and parties in interest that objections to and remonstrances against said proposed improvement may be filed in writing with the said City Recorder at any time within twenty days from the date of the first publication of this notice in the Ontario Argus, which is the 23 day of March 1922, and that thereafter the Common Council of said City will hear all such objections and remonstrances, if any there be, at a meeting thereof, to be held in the Council Room, at the City Hall, in said City, on the 17th day of April, 1922, beginning at the hour of 7:30 o'clock p. m. on said day.

BY ORDER OF THE COMMON COUNCIL OF THE CITY OF ONTARIO, OREGON.

CLAY M. STEARNS,  
City Recorder  
Date of first publication March 23, 1922.  
Date of last publication April 6th, 1922.

**JOHN GOODMAN**  
Buys  
**Hides, Wool & Sheep Pelts**  
California Avenue between Catholic Church & Hospital  
ONTARIO - OREGON

**STORY OF THE FAMOUS OLD OREGON TRAIL**

A Narrative of the Wilson Price Hunt Expedition in 1811-12 and the "Great Migration" Into Oregon Country, in 1852-3

By Walter E. Meachen, Pres. of Old Oregon Trail Assoc.

Readers of the Argus will we believe, be interested in the history of the Old Oregon Trail, one of the famous roads of history which is preserved in history by the name given Oregon's great trans-state highway which starts here at Ontario. The history which will be presented in a serial in the Argus, was written by Walter E. Meachen, president of the Old Oregon Trail association. In an early issue we will present, too, sections of the diary of James B. Southworth, one of the emigrants in the great migration in 1853. This diary shows that the party crossed the Malheur near Ontario on their way to Burnt river—Editor.

The history of the Old Oregon Trail is one full of mystery, romance, hardship, faith and endurance.

Why so many people left comfortable homes to plunge into the wilderness known as the "Great American Desert" full of hardships and perils, no one can tell.

The history of the world does not record a parallel case of so many people traveling so great a distance as did the pioneers of 1852-3 over the Old Oregon Trail.

A part of the trail was traversed by Lewis and Clark in 1805. Then came the Hunt expedition in 1811-12.

Ten years later a party of trappers found and crossed the South Pass.

Then in 1833 Nathaniel J. Wyeth built Fort Hall near the present site of Pocatello, Ida., near the junction of the Port Neuff and Snake rivers. For ten years Fort Hall was the extreme outpost and no wagon had ever ventured beyond that point. Finally in 1843 a thousand men, women and children blazed the trail clear through to the Willamette Valley and demonstrated that wagons could make the journey.

In 1845-7, the Mormons made their celebrated pilgrimage to the Great Salt Lake. In 1849 came the great gold rush to California. But the greatest of all, the migration that has gone down in history as the greatest movement of people to a common destination, came in 1852 when three hundred thousand men, women and children traversed the length of the Trail from Council Bluffs, Iowa, through to the Willamette Valley, Oregon.

The pathway of this great army of homeseekers is marked with the graves of those who fell on the way, victims of cholera and fatigue. It is conservatively estimated that 5,000 of them perished in one year. The wagons stretched for miles, making a trail one hundred feet wide in places and ten feet deep, the soil ground out by the iron tires of the wagons and the myriad feet of the cattle and blown away by the winds of the desert.

The dust was deep and stifling, the hardships were almost unendurable but patience, faith and perseverance won and the great Northwest was populated. It is well that we pause a moment and meditate upon the results of this pilgrimage and do honor to those who suffered and made history for our United States. A nation which does not preserve its history and honor the memory of those who did great deeds and helped to preserve the life of that nation, soon perishes from the earth.

It is well for us as Americans and a thinking people, to preserve the history of this great migration and settlement of a wilderness, by properly marking and permanently establishing the name of the Old Oregon Trail which has attached to it the greatest history and sentiment of any road in history.

The fur industry of the North was one of the chief commercial pursuits of the United States and Canada in the early history of this country. The Hudson Bay Company was one of the largest and richest fur trading companies on the continent.

In 1787 the Northwest Company was formed and grew very rich and powerful. Later on came the Mackinaw company which also grew and prospered. The operations of these companies took in a wide scope of country extending far west into American territory. The United States government attempted to trade with the Indians and attend to supplying them all that they needed but could not compete with the ac-

tivity and shrewdness of the private companies which were not bound with government red tape. John Jacob Astor, an adopted citizen of this country, engaged in the fur business on a small scale and gradually built up a large and profitable business.

In 1809 he formed the American Fur Company with a capital stock of a million dollars, and bought out the Mackinaw Company and formed the Northwest Company. The Northwest coast of America became a great fur gathering section and among the ships which traded along this coast was the Columbia, in command of Captain Gray.

In 1792 Captain Gray discovered the Columbia river, named after his ship. Then in 1805 Lewis and Clark traversed the continent reached the headwaters of the Columbia and sailed down to the mouth of the river. Mr. Astor conceived the idea of establishing a great trading post at the mouth of the river and tap all of the fur bearing country of the Northwest.

His idea was to establish a line of trading posts from the Missouri to the Columbia and have China as the great mart for the furs obtained. He interested with him Alexander McKay, Duncan McDougall, Donald McKenzie and Wilson Price Hunt. June 23, 1810, the Pacific Fur Company was formed with the above named men as partners of Mr. Astor.

Two expeditions were devised and set out on foot, one by sea and one by land to reach the mouth of the Columbia and establish a trading post. The ship Tonquin, under command of Captain Jonathan Thorn, was fitted out for the sea voyage and the land expedition was placed under the command of Mr. Hunt.

Mr. Hunt proceeded to St. Louis, which was then the outpost of civilization, to fit himself out with a company to undertake the toilsome and perilous trip overland through a savage and unknown country.

He was greatly harassed in his undertaking by the Missouri Fur Company which did not relish the thought of a rival company coming into the field.

But by persevering, Mr. Hunt finally gathered together a company of boatmen and hunters with which to make the journey.

Included in his company were such men as Donald McKenzie, Joseph Miller, Robert McLellan, John Day, Ramsay Crooks, Pierre Dorion, interpreter, John Bradbury, scientist, Mr. Nutall, scientist and John Reed, clerk.

In October, 1810, the party left St. Louis and proceeded up the Missouri river in boats, where a winter camp was made.

Early in the spring of 1811, the start was made from Nodawa, there being twenty-six in the party. On the trip up the river great flocks of pigeons were encountered which at times blackened the sky, their numbers were so great.

Frequent desertions were made in the ranks of the little company but recruits were also received as they went along so that the party was enlarged rather than diminished.

Various tribes of Indians were encountered on the journey up the river. The Omahas were very friendly and traded with the party for such things as both desired.

Benjamin Jones and Alexander Carson, two great hunters, were met and induced to turn back and go with the party, being a welcome addition to the little band.

The Poncas was the next tribe met with and friendly intercourse established with it.

The party was next reinforced by three Kentucky hunters who were on their way home, but could not resist the temptation to again defy the wilderness and join such an expedition.

These men were Edward Robinson, John Hoback and Jacob Rinker. Robinson had been scalped and wore a handkerchief around his head in lieu of hair. The Sioux Indians were next encountered but no act of violence was received at their hands though the company feared meeting them on account of their warlike disposition. Great herds of buffalo, elk and deer were seen and the company did not lack for fresh meat.

(Continued next week)

**Professional Card**

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Office at residence, one block west and two north of Moore hotel,  
Phone 57W.

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Consulting Engineer  
**Irrigation & Drainage work**  
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Office City Hall, Ontario, Ore.

**DR. J. C. BARTLET**

PHYSICIAN & SURGEON  
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Phone 40

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Office in Wilson Bldg.  
Office Hours 9 a. m. to 4 p. m.  
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**A. A. WELLINGTON**

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We sell all kinds of feeds at Fair Prices  
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Moore Building back of Fraser's Store  
Call us for a Trial—Phone 139

**NOTICE TO CREDITORS**

IN THE COUNTY COURT OF THE STATE OF OREGON FOR MALHEUR COUNTY

IN THE MATTER OF THE ESTATE OF JOHN A. MORTON, DECEASED.

Notice is hereby given by Rosa B. Morton, Administratrix of the estate of John A. Morton, deceased, to the creditors of and all persons having claims against said estate, to present such claims with the necessary vouchers according to law, within six months after the first publication of this notice, to the said Rosa B. Morton at Ontario, Oregon, or to the law office of Brooks & Gallagher at Ontario, Oregon.

The first notice hereof is published this twenty-third day of March, 1922.

ROSA B. MORTON,  
Administratrix of the Estate of John A. Morton, deceased.  
Last publication April 20, 1922.

CONDENSED REPORT OF

**FIRST NATIONAL BANK**

OF ONTARIO, OREGON

As Made to the Comptroller of Currency at the Close of Business March 10th, 1922

**RESOURCES**

Loans and Discounts	\$398,938.24
Overdrafts	51.79
Bonds and Warrants	\$7,015.54
Banking House and Fixtures	\$9,118.66
Other Real Estate	18,160.18
CASH	105,984.00
<b>Total</b>	<b>\$659,269.20</b>

**LIABILITIES**

Capital	\$ 50,000.00
Surplus and Profits	53,729.48
Circulation	12,500.00
Re-discounts	NONE
Bills Payable	NONE
<b>DEPOSITS</b>	<b>548,039.72</b>
<b>Total</b>	<b>\$659,269.20</b>

"THE OLD RELIABLE"  
CASH RESERVE OVER 30%  
NO MONEY BORROWED