

The Ontario Argus

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THE PLEDGE.

I pledge my allegiance to my Flag and to the Republic for which it stands, one Nation indivisible with Liberty and Justice to all.

VOLUNTEER YOUR DOLLARS.

Next week is Red Cross week. The days from May 20 to 25 have been set apart by the American people as the time for the campaign to raise \$100,000,000.00 for the greatest cause that ever sought public support. Every reader knows the purpose for which the money is to be spent. Every reader is, we believe, a true and loyal American. Such men and women will not be lacking in the manifestation of their generosity and in this case their compassion for humanity. They will give and give freely, when asked by the volunteer solicitors of this beneficent organization.

Those of you who have had this cause on your minds and hearts during the past year, the past month or the past week, and know that you are to give, that you'll be asked to give—do so one will be overlooked by the solicitors—why not join those who are going to march to the headquarters Monday without waiting for a solicitor?

Such a course will aid the cause materially. It will reduce the work of the men and women who, besides giving money themselves, just as you are going to do, are giving their time to solicit to others who cannot come to town, or who have not realized the need as you have realized it. Such a course, too, will save you time, just when you are busiest.

KEEP THE WOOL AT HOME.

It is to be hoped that the sheepmen of Oregon and other Western states will see the justice of the position taken by the western wool dealers in consigning their clip to Western markets. There will be no gain in price for them to send the wool to Boston and other Eastern centers, for the difference in freight rates shipping wool in the grease will more than be offset by having the wool secured in the West and a larger portion of it manufactured here before shipment.

The clip which is kept in the West all this region will benefit. Already there is too great a handicap placed on the West by the shipment of raw material out of this section and the shipment of finished product back. The Western man has to pay the freight both ways. Besides this what does the Eastern wool buyer do toward protecting the Western wool maker's crop by paying taxes or in any other manner?

If all the money that leaves the Western states to pay for insurance premiums, fire, hail, storm, life casualty and fidelity, stayed in the West millions more would be available for the upbuilding of the state. The same is true of the raw material that is shipped from this section and sent East at the Eastern price, less the freight, and comes back at Eastern prices, plus the freight.

Oregon sheepmen should be glad to aid in the upbuilding of a Western market for their product under any conditions, and now, with the wool price fixed by the government they can actually do so with no chance for loss. Then they should realize that to ship wool in grease is putting an unnecessary burden on the overworked railroads and sending freight into the already congested terminals of the Atlantic seaboard. Every motive of patriotism and financial benefit in years to come should prompt them to ship to the Western markets.

HIGHER RATES—LOWER SERVICE.

That the government operation of railroads makes a mighty difference is being brot home to the American people every day. The difference is found in two great particulars; less service and higher rates.

Last week it was announced that when transcontinental trains would be abolished; this week the public is informed that for the privilege of having government owned railroads the shippers will pay a flat increase of twenty-five per cent on their previous rates. Each no complaint filed.

How different is the condition today, therefore, from what it was but a short year ago. Then the railroads were seeking increases from five to fifteen per cent. Shippers everywhere fought that effort and did so successfully before the Interstate Commerce Commission. How can they now, tho they have the right to do so? The railroads are going behind and the government has to pay the bill anyway. The wages of employees have been or will be raised and the money must be forthcoming. Now all this may be necessary. We will probably continue to see rates increased by the government without so much as a "by your leave," but will the West continue to be discriminated against?

Can the government in its management of the railroads constitutionally, not to mention fairly, adopt and follow any other principle than that which it follows in the management of the post office department, in the distribution of taxation, in the internal revenue department and in foreign commerce? Must not every portion of the country be treated alike?

In other words can the United States government while operating the railroads charge a citizen of Oregon three and a half cents to carry him a mile on its government managed roads while it carries a citizen of New York a mile for 2 cents? If so why does it not charge Oregonians five cents for carrying a letter while charging New Yorkers three cents.

Likewise if the government can maintain on its railroads a low commodity rate in the East and a high commodity rate in the West; what is to prevent it from having a higher income tax rate in one state than it has in another? If the government is to adhere to the principles of the Federal Constitution it can not permit any branch of government to discriminate against the various members of the Union. If a different standard of rates is permitted certainly a discrimination is evident. It is not enough that the relationships of rates between various competitive conditions be maintained. All of the country must be treated alike.

MORE SPEED.

"The world does move" is a bromide expression of progress. Yet the news that airplane mail service between New York, Philadelphia and Washington opened yesterday brings few comments from the average citizen. We have reached a point where we no longer marvel at man's mastery of the air. We will all be planning air trips "back home," if present railroad rates increase.

Mr. and Mrs. A. Lohead will leave this week for Seattle in the hope that a change in altitude will be beneficial to Mr. Lohead.

Why not have your name on the top of the list of Red Cross volunteers subscribers

FOR SALE—One team of horses, six years old, in good condition; also 100 thoroughbred White Leghorn chickens. Inquire of Argus or see T. Blomstrom, on T. H. Moore farm. Adv. 18to22.*

LOST—Black mare, wt. 1250, and one yearling bay colt, from my ranch mile west of fair grounds. Will pay for information leading to recovery of animals. Louis Gillispie, Ontario, Adv.—18-11*

DOUBLE WEDDING TAKES PLACE AT GRAMSE HOME

At the home of A. Gramse yesterday afternoon Rev. Earl Hanna of the Methodist Episcopal church performed the ceremony which united in marriage Miss Bertha T. Faubion and Schuyler G. Bull and also Miss Jennie Julia Bull and Walter V. Gramse. Only relatives and a few intimate friends of the brides and grooms were present.

Any men called for the draft or joining the Army or Navy are invited to have their photographs made before leaving. Just 5 minutes of your time—no charge. THE BURRELL STUDIO, Ontario, Ore.

For Sale—50 shares Owyhee ditch. Address Argus No. 01. 20-21

Mrs. Frank Davis of Jordan Valley was visiting friends here last Thursday.

WANTED—A girl for general housework. Apply to Mrs. J. I. Blackaby.

Dreamland Attractions

ONTARIO, OREGON

Sunday, May 19. "UNDER EUCYPCION." Francis X. Bushman and Beverly Bayne. PATHE NEWS

Monday, May 20. "SPIRIT OF THE RED CROSS." "BENEFACITOR." By Thomas A. Edison. COMEDY.

Tuesday, May 21. "STOLEN HONOR." Featuring Beautiful Virginia Pearson COMEDY: A FOOTLIGHT FLAME

Wednesday, May 22. "LOVE THAT LIVES." Pauline Frederick. Bray Pictograph.

Thursday, May 23. Rescued. "THE LASH OF POWER." Carmel Myers. PATHE NEWS.

Friday and Saturday, May 24 and 25. "HASHIMURA TOGA." Sussue Hayakawa. COMEDY: A FOOTLIGHT FLAME

DR. W. G. HOWE DENTIST Wilson Bldg. Res. 1172

ONTARIO LAUNDRY DOWNTOWN OFFICE LUEHR'S DRUG STORE

TRANSFER, BAGGAGE AND EXPRESS JOHN LANDINGHAM F. BRITTINGHAM Truck Transfer Phone 157 M



WILL BE SEEN AT DREAMLAND, MAY 24-25

Ten Sets of Working Harness for Less Than Manufacturing Price We Need the Money

We will sell 10 sets of strictly first-class Working Harness of our own make to you at prices that will hardly pay for the raw material, one set only to each customer. Sale will start May 25th to last until June

No reduction in price after that date. If you can't come yourself, pick up the numbers below, send us a check for it and we will ship you the harness. If such harness is already sold we will return check. Remember, you will never see such an opportunity to buy a harness for little more than half price again. WE NEED THE MONEY.

ALL HARNESS COMPLETE WITH BRIDLE AND LINES, LESS COLLAR

	Present Market Price	Our Regular Price	Special Price
1. Heavy Chain Harness	\$55.00	\$48.00	\$40.00
2. Heavy chain harness, with breeching	\$65.00	\$60.00	\$50.00
3. 5-Ring breeching Harness, 1 1-2 traces	\$85.00	\$77.50	\$65.00
4. Heavy breeching Harness, flat 2 1-2 trace to hame	\$95.00	\$82.50	\$70.00
5. Heavy breeching harness, all fancy spotted 1 3-4 double stitched trace to hames, butt chains	\$100.00	\$85.00	\$75.00
6. Heavy breeching Harness, plain 2 1-2-inch flat trace with hame tugs	\$95.00	\$82.50	\$70.00
7. Extra heavy breeching Harness, 2 1-2 inch traces, back pad	\$100.00	\$85.00	\$75.00
8. Extra heavy Pinery Harness, 2 1-2 four ply trace with butt chains made for big team, 1 1-4 lines	\$115.00	\$95.00	\$80.00
9. Big, heavy Work Harness, 1 3-4 trace, with butt chains, steel hames, 1 1-8 inch lines	\$100.00	\$90.00	\$75.00
10. Fancy Oregon Hack-Harness, 2 inch trace, Fancy spotted	\$80.00	\$65.00	\$55.00

Kroessin Harness Co

ONTARIO, OREGON

AUCTION

MAY 25, 1918

Cattle = Horses = Junk

ONTARIO SALES COMPANY WILL SELL ALL THE PERSONAL PROPERTY OF W. H. DOANE, CONSISTING OF

- 1 FIRST-CLASS MILCH COW.
- 1 PAIR OF HEAVY MARES, GOOD IN EVERY WAY. - GELDING, 6 YEARS OLD, WEIGHT 1200.
- HARNESS, PLOWS, SLIPS, FRESNOES, CREAM SEPARATOR.
- HARROWS, LEVELERS, CULTIVATORS, with all kinds of HAND TOOLS.
- 1 FORGE, 1 SICKLE GRINDER.
- HOUSEHOLD FURNITURE.

In short, will sell everything he has to the highest bidder. We will sell 1 SECOND HAND AUTO, run only one year. Good condition. 1 NO. 1 SADDLE HORSE (SINGLE FOOTER) 1 FIVE-YEAR-OLD 1300 POUND WORK HORSE. 3 MARES, ALL WORK ANIMALS, 1300 EACH.

MORE COWS, MORE HORSES AND MORE JUNK WILL BE ON HAND DAY OF SALE.

We are agents for 112 head of first-class Cows with Calves, 76 head of yearlings, one-half Steers, at private sale.

Ontario Sales Co.

DICKENS & MILLER AUCTIONEERS.

CARTER & CLEMENT MANAGERS