

## The Ontario Argus

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### SOLVING THE HAY PROBLEM

The attempt which is to be made by the hay growers and the stockmen to solve the feeding problem thru bringing about proper hay standards has merits which should bring success. Whether or not complete results are secured this year, never-the-less the work should continue until a better understanding is reached and the interests of both industries are placed on firmer footing.

That such an effort should find its start with the hay growers is in itself a fact worthy of note. Should the consultation of the alfalfa raisers and the stockmen result in the elimination of inferior hay, or at least relegating it to an inferior place in the estimation of the stockmen it will be the hay growers who will be the financial losers.

That is what the progressive hay growers desire to secure, and what should be attained, for the man who attempts to sell a low grade hay at a high grade price is a detriment to his neighbors, to the community, and ultimately to himself.

There is no doubt that as good business men the stockmen of this section will be glad to differentiate between good hay and poor hay when the buying season comes. The trouble however is that they cannot always tell when they are buying poor hay. It is also true, no doubt, that many men in the stock business are not as good judges of hay as they should be. Every business has among its followers men who are not as good judges of the materials they handle as are their competitors.

There is also another reason why poor hay often sells for the same price as a much superior article; as Peter Tensen of Nyssa explained to the business men last Thursday evening; that is the almost impossible to determine after the hay is in the stack what proportion of it is weeds, cheat and other foreign matter. To properly grade a hay crop the buyer is compelled to view the hay field when the alfalfa is growing; see how it is raked, shocked and stacked before he is in a position to put a proper value on the finished product.

Of course individual stockmen whose cattle are on the ranges during the summer can not do this; nor would they be apt to accept the dictum of a committee of hay growers alone so some other method will have to be secured.

It should not be difficult for the stockmen and hay growers of this section to secure a man of ability, training and impartiality to remain in this section during the growing season and to appraise the value of the various crops. The cost of this service could be divided between the industries on a tonnage basis.

To the community, which is vitally interested, the success of this movement means more than the mere solution of the hay problem. It means continued prosperity to the basic industries upon which the welfare of every business rests.

As stockmen of this section learn that when they come to the Malheur and Snake river valleys in Oregon that they will get hay for their stock in abundance, properly graded for the various purposes and priced accordingly, the question of unsold hay will be eliminated from consideration. The farmers will be assured a market and the stockmen will be assured a good supply of feed. When these two elements come together then, and only then will prosperity be assured to all.

### VOTE FOR ROAD BONDS

It is inconceivable that there will be any real opposition to the issuance of \$230,000 worth of Malheur County bonds to be used for the construction of good roads. Of course there are some who are constitutionally opposed to any change in conditions, progress to them is an abhorrent thing to be avoided whenever possible.

If there is one thing more than any other that has held back the development of Malheur county, it is the lack of good roads. The roads, so called, over which people are forced to travel to reach many of the important centers of the county are misnomers. They are little better than trails, adequate for the passage of sheep or cattle, but not for modern vehicles.

So long as these conditions exist, so long will Malheur county achieve but little progress. New residents will not come to a region where the people are so backward that they will not build good roads when there are so many sections open for settlement which supply this essential need.

It is a matter of fact that good roads have almost taken the place of good schools as a criterion by which to measure the progressive spirit of a community. They go together in rural sections for by having good roads school districts are brot together so that more efficient schools are open and readily accessible to the children of widely separated sections.

Except between Ontario and Vale and between Harper and Westfall there is not a single good road in Malheur county, so far as the Argus has been able to learn. This is indeed a sorry state of affairs for a county of this kind, especially this section where the land served is so rich and raises such immense crops.

But this is not all that is to be considered in voting the road bonds this time. Malheur county will secure not only the benefit derived from the expenditure of its own funds, but will secure twice that sum, if not more from the State and Federal road funds. This alone is worthy of consideration, and dense indeed he is who would turn down this opportunity to secure the benefits of two, or more dol-

lars for everyone he would spend for his own advantage.

Remember this when you go to the polls next Tuesday. Remember that you are going to make a decision in favor of a bigger and better Malheur County by providing roads that will knit the county into a unified whole instead of scattered settlements as it is at present; that you are going to express Malheur's desire to be on the road map which will pull Oregon out of the mud, and which will keep the state where it belongs among the most progressive commonwealths of the Union.

### WILL ONTARIO BE "THAT TOWN?"

"There is room for another good big town in the Snake river valley," said a prominent business man who visited this city recently.

Will Ontario be that town? That is the question that every business man in Ontario should be asking himself. And as a corollary to that question is another he should address to himself; which might be like this:

"What am I doing to help make Ontario "That Town?"

Or some might with propriety ask themselves this question: "Am I holding Ontario back?"

Every man must answer that question for himself. Others may think what they please, but it is what a man thinks of his own course that should determine his future actions.

Now it is as certain as the sun shines that there is going to be a big town in this valley somewhere, and it is also certain that Ontario is as favorably situated to be that town as any of its neighbors. In many ways it has the advantage of its near by rivals.

But what is Ontario doing to achieve progress? What has been done of late to forward the interests of the community?

Let us be honest with ourselves. What has been done to advance Ontario's position?

Every day we read of progressive steps being taken by Nampa and Caldwell. They are growing. They are doing things that attract people to their communities. As the result people are going there.

They have no better territory behind them; no greater resources from which to draw trade and wealth. But they have greater community pride and more aggressive spirit. They are not waiting on changed conditions or the return to prewar prices to make improvements.

One of these days Ontario will awaken to the fact that while she waited her neighbors have left her behind. She will open her eyes to the fact that the procession of business opportunity has passed by while she slept and dreamed of opportunities to come, instead of being awake and hustling to make opportunities for herself.

Now is the time. This is the place. If Ontario wants to remain in the vanguard of the community procession it must bestir itself now. It must not only strive to hold the trade it now has but reach out for that which passes it by. It must serve not only the present needs but be prepared to serve that which is coming when the land settlement movement will be upon us.

### THE SPECIAL ELECTION

Oregon voters will lay aside their usual vocations next Tuesday to take their place as legislators to determine many important questions. By this time of course most of the voters have determined upon their course of action but there may be some who are still in doubt, so the Argus, like most of the other papers in the state takes the liberty to present its recommendations, for what they are worth to its readers:

On the question of permitting counties, by a vote of the people, to bond themselves to 6 per cent of the total valuation for road purposes: Vote 300 Yes.

On the industrial and reconstruction hospital amendment, Vote 302, Yes. Because this does not appropriate any money, but provides where such an institution may be placed.

On the State guarantee of interest on irrigation and drainage bonds; Vote 304 Yes. This is the most important measure for Eastern Oregon, and does not appropriate a dollar, proper safeguards surround its administration and it is a measure of merit for this section of the state.

The Argus has no recommendation to make on the next two measures; the Lieut. Governor amendment or the \$5,000,000 bond bill.

On the Roosevelt Highway, Vote 310 Yes. Under this measure the State is to furnish half the funds for the building of a highway along the coast where one is needed. If the federal government does not give aid in 1921 the bill lapses.

On the Soldiers and Sailors and Marines educational bill the Argus has no recommendation to make.

On the mill tax for Market Roads, Vote 316 Yes. This bill provides for the construction of highways to sections not on designated highways and should carry by all means.

### OFF WITH A FLYING START

Ontario business men demonstrated last week that they can turn out to a fellowship dinner. And the dinner demonstrated that such gatherings are needed, for at that session a number of vital problems for the general good, as well as for the specific good of individual members was generally discussed to the profit of all.

There is something contagious about such events. The very spirit of being one of the bunch makes him who participates feel more kindly toward his fellow men. And when a man feels kindly toward his associates in a community he usually is better company for himself. That alone makes such gatherings worth while.

While the good fellowship resulting is an end in itself it should not be the only object to attain. As the result of the meeting together should develop team work that will forward the community interests which every citizen should desire to further. That ought to be the ultimate aim of such meetings. That is the goal for which all should strive.

## Indorsements

The State Federation of Labor.

The Central Labor Council of Portland.

The City Commissioners of Portland thru its Commissioners.

The Portland Kiwanis Club.

The Portland Ad. Club.

The Portland Rotary Club.

The State Chamber of Commerce.

The Portland Chamber of Commerce.

The Men's Club of the First Congregational Church.

The Hotel Men's Association.

The Oregon Motor Dealers Association.

Portland Papers.

Seventy-six papers in the State.

Fifteen Granges throughout the State of Oregon.

Also 1000 letters from prominent men of all walks of life throughout the State of Oregon.

### Vote 310 X Yes

Special State Election June 3rd.

### Roosevelt Military Coast Highway

"Oregon's Road to Prosperity"



## Demobilized

During the war, when their manufacturing facilities were "in the service", the UNITED STATES Separator engineers and workmen were told to produce an all-American separator that would be the pride of the men who used it as well as the men who made it.

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