

The Ontario Argus

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THE GARBAGE QUESTION

Simple as it may seem it is not easy to find a solution for Ontario's garbage problem.

The first requisite, if the old method, generally used in towns and small cities of hauling the refuse out of the limits and dumping it, is to be followed; is the location of such a dumping ground. And where is there such a place that can be secured?

The dumping ground must not be near any public road leading to the city. It must not be within sight of the railroad track, for in either of these cases it gives a bad impression to one coming to the city.

Then it must not be near any habitation; at least not within a half mile or so; for then it would become a nuisance subject to abatement proceedings and endanger the health of the community.

Also it must not be land that is capable of being used productively, or liable to be so used in the near future.

With these elements considered where is there a place accessible to Ontario that might be secured?

To the East of the city there are ranches too close to any accessible place. The same is true to the South, tho there is a small dumping ground on the road to the cemetery that is a disgrace. To the West of the city there is nothing but ranches and therefore no suitable location. That leaves the only possible site to be found North of the city.

Just North of the Fair ground, about a half of a mile there is a place that would fulfill nearly every requirement. It is far from any habitation, it is easy of access; it is not now productive, is hidden from the view of people coming to the city from that direction. But this land cannot be purchased for a dumping ground. It is capable of production and the owners do not desire to have their other lands depreciated in value by the location of a dumping ground nearby. All of which is perfectly natural and justifiable.

It appears therefore that resort must be made to the installation of an incinerator, or to compelling every individual to dispose of his or her own refuse by burning in stoves, furnaces of other safe place. This problem must be solved somehow, anyone who has an idea that could aid in reaching the proper solution should come forward with it. The members of the City Council, and the Commercial club would undoubtedly be delighted to entertain any plan that would bring the desired result.

ONTARIO TO WINNEMUCCA

It may take time, but never-the-less agencies are at work which the Argus confidently believes will secure the construction of a road from Ontario to Jordan Valley and thence to the Nevada line to connect with a Nevada road leading north from Winnemucca.

This road has now secured the indorsement of the State Chamber of Commerce. And this endorsement is worth while, for it indicates that the men over in Portland are not guilty of asking that every road in the state lead to their bailiwick.

There is no denying the benefit that this road will be to all of Malheur county. There is no denying that it is needed, and needed now. Also there is no denying the fact that it will not be built in the immediate future. This could not be reasonably expected. But it can be asserted that had a real movement for this highway been started years ago it would have been on the present road program.

It may take years to accomplish this result—we hope that this will not be so—but that is no reason why all of the communities along the proposed highway should not keep continually at it.

Why not have an Ontario-Nyssa-Jordan Valley-Nevada highway association represented by men from each community instructed to keep pounding away until this highway is an accomplished fact.

We have the assurance of our representatives in the last legislature that they will attempt to have this road designated as a state highway at the next session. That may be necessary before anything can be accomplished. Had there been an active organization seeking the construction of this highway prior to the adoption of the state wide road program of 1917 this work would not be necessary now.

PERFECTLY PROPER

The majority of the people will sustain Governor Olcott's refusal to call a special session of the legislature to consider the proposal to ratify the woman's suffrage amendment to the constitution even if they do not approve of the grounds he gives for his action.

The women of the states which will be affected by the ratification of the amendment have waited for more than a quarter of a century for enfranchisement, and the delay of a year or two will not materially injure them. The women of Oregon of course will not adversely affect at all.

We can see no good reason why the legislators of the state should be compelled to submit to the conditions which the Governor imposes. We do not believe the executive ought to attempt to coerce the legislative branch. We have had too much of that sort of thing already. The American people have not given their executive such powers. The constitution is still in effect.

Of course the Governor does not desire to see the legislature in special session and then proceed to enact general legislation—but he must remember that the legislature was elected by the people and that presumably it is to be trusted with the duties of legislation. And, if it does not function properly the Governor still has his veto power. Knowing that he does not desire general legislation the legislature if assembled would not court the exercise of this power on measures of real importance.

In view of the fact that the pressure for the calling of the legislature comes, not from the women of Oregon, but from women from states where woman's suffrage apparently is not wanted Governor Olcott is justified in declining to call the lawmakers together. There is no need either for the Governor or members of the legislature in passing the buck back and forth, for there is no popular demand for the extra session.

FOLLOWING THE GERMAN SYSTEM

V. S. McClatchy of the Sacramento Bee is doing an immeasurable service to the people of the United States, and to the residents of the Pacific coast states in particular, in showing how Japan is following the German method of "peaceful penetration," in implanting colonies of her people in selected states along the Pacific Coast.

It is to be hoped that Mr. McClatchy's voice will not be one "crying in the wilderness." He is entitled to a hearing, and the people of Oregon, Washington and Idaho should unite with the citizens of California in combatting any attempt to further the spread of Japanese influence on the Pacific Coast.

No one familiar with the growth of the Japanese population on the Pacific coast will deny that the so-called "Gentlemen's Agreement" by which the Japanese crisis of several years ago bridged has been, more or less disregarded by the Nipponese. No one who has watched the docking of a Japanese ship at any of the Pacific ports and has seen the "picture" brides patter down the gang plank can be convinced that the men who met them were not laborers here—contrary to the explicit agreement of the Japanese authorities not to permit that class of emigration.

It is time that the people of America awakened to this situation. There is no use trying to deceive ourselves as we did in the case of Germany and then awaken to the fact that un-American influences are entrenched so firmly as to be a menace to our national life.

Ha the leaders of political thot, had the students of history taught aright the trend of events and sounded the warning in time America would have saved itself many bitter experiences. But American leaders were either ignorant of the facts or negligent in resenting them. Mr. McClatchy is sounding a timely warning on the Japanese problem.

YES, YES

Cornelius Vanderbilt has forsaken the lounge lizzards of Newport to fraternize with the newshounds of little old Manhattan; prompted he says by the fact that he had always found newspaper men to be the brightest and most alert people I know." Wait until some copy reader slashes one of his choice figures of speech, and rewrites his lead—we would like to hear from Cornelius then. Anyway, we admire his taste, but can not approve of his judgment, if he wants to continue the family record for making money.

CHURCH ACTIVITIES

UNITED PRESBYTERIAN CHURCH
10:00 Bible School.
11:00 Public Worship.
W. F. COCHRAN,
Minister.

CATHOLIC CHURCH OF THE BLESSED SACRAMENT.
Rev. J. H. Maloney, Pastor.
8:30 a. m., Low Mass.
10:30 a. m., High Mass.
9:30 a. m., Catechism for the boys and girls.
Visitors respectfully invited.

BAPTIST CHURCH
Bible school 10:00.
Morning Worship 11:00.
Subject, "The Unshangable One."
Gospel Service 8:00.
Subject, "The Security of the Believer."
Prayer Service Wednesday 8:00.

NAZARENE CHURCH
J. M. Wines, Pastor.
10:00 a. m. Sunday School.
11:00 a. m. Preaching.
8:00 p. m. Thursday, Prayer Meeting in the Church.
Everybody urged to attend all services.

DRUGS EXCITE YOUR KIDNEYS, USE SALTS

If Your Back Hurts or Bladder Bothers, Drink Lots of Water.

When your kidneys hurt and your back feels sore, don't get scared and proceed to load your stomach with a lot of drugs that excite the kidneys and irritate the entire urinary tract. Keep your kidneys clean like you keep your bowels clean, by flushing them with a mild, harmless salts which removes the body's urinous waste and stimulates them to their normal activity. The function of the kidneys is to filter the blood. In 24 hours they strain from 500 grains of acid and waste, so we can readily understand the vital importance of keeping the kidneys active.

Drink lots of water—you can't drink too much; also get from any pharmacist about four ounces of Jad

Salts; take a tablespoonful in a glass of water before breakfast each morning for a few days and your kidneys will act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean and stimulate clogged kidneys; also to neutralize the acids in urine so it no longer is a source of irritation, thus ending bladder weakness. Jad Salts is inexpensive; cannot injure; makes a delightful effervescent lithia-water drink which everyone should take now and then to keep their kidneys clean and active. Try this, also keep up the water drinking, and no doubt you will wonder what became of your kidney trouble and backache. —Adv.

The Builder of the Panama Canal

GENERAL GOETHALS says:

"The immediate problem that confronts us is 'THE RESUMPTION OF BUSINESS,' including particularly building construction, manufacturing and mining."

"Business is being retarded because we are hoping for, or fearing, lower prices, but above the maze of these conflicting arguments one fact stands out pre-eminently:

We can return to neither pre-war conditions nor to pre-war prices.

Every thoughtful employer of labor realizes that the wage earner is entitled to proportionately more of the comforts and conveniences of life than fell to his share before the war. Every thoughtful buyer goods must be in proportion to the increased should realize that the price he pays for cost of labor.

Build While Buildings are Needed.

AL. CHANCE

Sales Manager

Ontario, Oregon



Manufacturers of WESTERN SOFT PINE

OUR CHALLENGE

THE STORY IN A NUTSHELL

Briefly stated there are just five big essential reasons why **SERVICE** Motor Trucks should be your choice. Comparison of performance and investigation of records will convince you that **SERVICE** does excel in these five big features.

VALUE

In size, strength, power and actual loading capacity, **SERVICE** Motor Trucks offer unusual value for the money.

POWER

Reserve power for unexpected demands masters road and load. **SERVICE** engines deliver fully eleven per cent more power than others of equal rating.

STRENGTH

Unusual strength, combined with remarkable flexibility, accounts for the extraordinary durability of **SERVICE**. There is super-strength in every part, yet no excess weight.

ECONOMY

More time on the road and less in the repair shop—economy of gasoline and oil—features that make **SERVICE** Motor Trucks big dividend payers.

DEPENDABILITY

The absolute dependability of **SERVICE** gives remarkable confidence to both owner and driver.

Compare before you buy! Look behind and beyond present price and specifications.

Get at the Facts

Put a Service beside any truck of the same rated capacity on the market. Judge first by the eye-test. You will see marked advantages in the service. Then put them to the performance test—Load them equally, and put them through the severest possible trials.

In the Challenge, We Make no Exceptions, We Bar None

We are willing to let you take the Service for a trial. Put it through the most severe test. Try out the **SERVICE** against ANY other truck you think is a good buy—then decide. If you judge on the basis of performance and sheer merit you'll choose Service. But, go further than "trying out." Investigate records of performance, OF THE MANY USERS IN MALHEUR COUNTY, in regard to the upkeep cost, operating expense and **LIFE OF THE TRUCK**.

SERVICE can show wonderfully low ton mile costs—and when it comes to long life **SERVICE** has few, if any equals.

Sold by

A. S. Brown Auto Co., Ontario.
Vale Machine and Welding Works, Vale.