

## The Ontario Argus

County Official Paper

An Independent Newspaper

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G. K. Aiken, Managing Editor

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### THE LIVE STOCK MARKET

Portland has long been looked upon as the logical market for the products of Oregon. Yet it is a fact that it never has achieved that position in any of the principal products.

The Lower Willamette Valley fruit raisers have for years marketed prunes and other products under California labels and thru California markets.

Eastern Oregon yearly sends two thirds of its live stock to the markets of Omaha, Kansas City, Denver and Chicago.

Hood river and other fruit centers find their way to the world markets thru other routes than that of the city on the Willamette and Columbia.

The facts of the matter are that Portland is not prepared to be the market of the Northwest, except in a superficial manner.

Portland is the retail and the jobbing center of the Northwest, and it has the possibilities, if it has the vision of becoming the great market center of this productive region.

But to accomplish this Portland must aid in solving the great problem facing the producer of this region; the marketing of the live stock of the northwest.

The people of North Portland have clearly set forth what is needed to aid in this solution. They must have an outlet to deep water from the stockyards region to the lower harbor area. That is the first great essential.

Without such facilities the stock men and the packers of the Northwest cannot ship feed meats to the Atlantic coast or to the west coast of South America. Without this the market for meat products in this region is limited to the consuming public of the Northwest alone.

Unless this outlet is provided stock men of this region will continue to see refrigerated meat from Australia and New Zealand pass thru the Panama canal and going to the Atlantic seaboard at a lower rate than they themselves can secure on the transcontinental railroads.

Out here in Eastern Oregon we cannot understand why this deep channel was not long ago provided. We do not understand the rivalry of the real estate promoters of Portland, or whoever it is that is putting the obstacles in the way of the logical development of Portland as the stock market of this region.

Whatever the merits of the quarrel of the people of North Portland with the Port of Portland commissioners, the only aspect that is of interest to Eastern Oregon is the injury that is being done the basic industry of this region. This injury is directly reflected in Portland's failure to realize her own ambitions, for just so long as Portland neglects to provide adequate facilities for the development of its stock market, just so long will she lose trade from this region that should and will be

here when she is ready to receive and care for it.

When the Port of Portland advocates were seeking the power to consolidate with the Dock Commission and issue more bonds the people of Eastern Oregon were told that it was their purpose to provide adequate ocean terminals for the use of the stock men's products. Why, then, are these same commissioners refusing to dredge the channel to the North Portland yards or to provide for the same in the measure they are asking the legislature to enact? The newspapers of Portland should inform their readers on this point, for all Eastern Oregon naturally holds all of Portland responsible for the actions of the commission.

### WHAT THE TRAFFIC WILL BEAR

Years ago it used to be the popular theory that railroad rates were based on the happy-go-lucky theory of, "all the traffic will bear."

Those good old days are passed. We now have our rates fixed by public service commission on a scientific basis with the end in view of providing rates that the railroads can bear to do business—and make an adequate interest on their investment.

As the result of the new system we find that the traffic of Eastern Oregon to the coast cannot move in that direction. It cannot bear the rates now in effect.

There is a real market for the hay of Eastern Oregon in the Willamette valley and in the Tillamook country. The dairy men there want our hay—but they cannot afford to pay the price at which it must be sold over there to return anything to the grower. As the result there is no hay moving in that direction. The railroad rails still bind this section to the Willamette valley, but railroad crews are being laid off—for lack of business.

That is what the railroads claim, and to a degree their statement is correct. But the fact is there is plenty of business to be done, yet it is impossible of accomplishment under the existing rates.

After a while, perhaps, when business gets adjusted to the present rates and the people can so arrange their produce that it will consist of materials which will stand the increased tariffs, business will flow smoothly. For the present at least, the O. W. R. & N. could do nothing that will help this section more than following the lead of the O. S. L. and the U. P. in asking for an emergency rate on hay to the West coast country. At least 500 carloads of hay could be moved from Malheur county alone, if this were done. We believe that it would be profitable for the railroads to do this, for unless this hay is moved there will be a falling off in the shipment of many other commodities into this section which can stand the higher rates.

### TIME FOR ACTION

Two members of the State Highway Commission have definitely declared their intention to advance the Huntington to Ontario section of the Old Oregon Trail to the contract letting stage.

With this assurance on their part it is time for the communities along the line to urgently present the

claims of this important highway and have action follow the promise. There is no profit possible from delay. The Highway program has reached a point where those roads not completed must be forwarded at an early date if they are not to be crowded off the map by other projects.

A good time Sunday at three P. M. at the Men's Meeting. Come.

Be at the Men's Meeting Sunday.

### MALHEUR COUNTY REAL ESTATE TRANSFERS RECORDED JAN. 1 TO JAN. 8

Reuben McCreary et ux to Marvin E. Folkstead, Lot 5, Blk. 2, Adrian. July 27, 1920. \$100.00.

Wm. C. Curteman et ux to Walter M. Starr, W $\frac{1}{2}$ SE $\frac{1}{4}$  Sec. 10; W $\frac{1}{2}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 15-27-40, Oct. 7, 1920. \$10. Sheriff H. Lee Noe to E. H. Swisher, S $\frac{1}{2}$  Sec. 35-15-46, Oct. 25, 1920. \$1,957.39.

Sheriff Ben J. Brown to Martha Peterson, W $\frac{1}{2}$ NE $\frac{1}{4}$ , and 10 acres in NE $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 29-19-47; also Lots 1 to 6, Blk. 84, and Blocks 86 and 89, Westfield Add. to Nyssa. Feb. 29, 1916. \$875.85.

S. E. Abercrombie et vir to W. M. Abercrombie, N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$  Sec. 28-15-47, December 31, 1920. \$1.00.

G. V. Pontious et ux to Lennie Thayer, Lots 16 and 17, Blk. 40, Ontario. Dec. 31, 1920. \$2,800.00.

J. A. Smith et ux to R. H. Kelly, Lot 4, Sec. 19-15-43, May 14, 1920. \$11,000.00.

W. L. Tichenor to T. H. Seaward, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 27-33-39, Dec. 14, 1920. \$275.00.

Lizale Kibbe to T. M. Seaward, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 27-33-39, Dec. 11, 1920. \$250.

Albert Glascock et ux to Pando Sheep and Land Co. W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 29; SW $\frac{1}{4}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 20; N $\frac{1}{2}$ NW $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$  Sec. 29-15-44, Jan. 5, 1920. \$1,800.

Lemuel McKinney to Arthur Johnson, S $\frac{1}{2}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 4-15-41, Dec. 31, 1920. \$1,000.00.

Frank Palmer to Phoebe Palmer, Lots 4, 5, 6, 7, 8 and 9, Blk. 2; also Lots 32, 34, 35 and 36 in Blk. 3, Hadleys Add. to Vale, Jan. 5, 1920. \$1.00.

Chas. D. Spence et ux to Robert Weber, Lot 1, Sec. 33-15-47, Jan. 3, 1921. \$1,900.00.

J. P. Dunaway et ux to Standard Oil Co., Lots 3 and 4, Blk. 4, Hadleys 2nd Add. to Vale, Dec. 29, 1920. \$10.00.

C. W. Aldredge et ux to Earl V. Bull, Lots 18 and 19, Blk. 4, Villa Park Add. to Ontario, Jan. 5, 1921. \$200.00.

Prudence E. Johnson et vir to E. A. Paddock, Lots 7 and 8, Blk. 10, Annex, Oct. 29, 1920. \$1.00.

U. S. A. to Harrison R. Potter, S E $\frac{1}{4}$ SW $\frac{1}{4}$  Sec. 28; NE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$  Sec. 33-13-39, Nov. 2, 1920.

Allen Porter to Geo. A. Russell, 34 acres in NW $\frac{1}{4}$ NW $\frac{1}{4}$  Sec. 20-18-45, Nov. 4, 1920. \$800.00.

E. W. Blakenley to A. M. Johnson, 1 acre in EW $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 8-15-47, Jan. 6, 1921. \$1.00.

U. S. A. to Julius Topelt, Lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 6-15-45, Aug. 21, 1913.

### Marriage Licenses Issued

Earl Carson Craig and Lillian M. Mauritz, Jan. 6, 1921.

Chas. Albert Brown and Thelma Wellman, Jan. 6, 1921.

Harry O. Tamblin and Ruth L. Thomas, Jan. 6, 1921.

Archie D. Moses and Blanche Eldridge, Jan. 7, 1921.

Men attend the meeting Sunday, three o'clock.

GRIFFITH ELECTRIC SHOP—All kinds of Electric wiring. Telephone 225 J. tf.

LAUNDRY work done. Mrs. Paul Griffin, Box 123. 6-9 p. FOR SALE—Piano. Ina Struthers. Box 514. 6-9 p.

FOR SALE—A 1 saddle horse, color bay, seven years old. Weight about 1200 pounds. Phone 20-M. J. S. Mallet. 860-tf.

A good time Sunday at three P. M. at the Men's Meeting. Come.

## Signs

The Things You Go By We Make Them

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Ontario

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Between Ontario Pharmacy  
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Evenings by appointment. Made  
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### DR. R. A. MOON

CHIROPRACTIC PHYSICIAN  
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Acute or Chronic Diseases  
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### DR. C. W. TYLER

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Phone 117 for Appointments.

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Two of the most homelike hotels in Portland, located in the heart of the shopping and theater district. All Oregon Electric trains stop at the Seward Hotel, the House of Cheer. Excellent dining room in connection. The Hotel Cornelius, the House of Welcome is two short blocks from the Seward. Our buses meet all trains. Rates \$1.50 and up. W. G. Culbertson, Proprietor.

## JERSEYS

Several High Grade Heifers and Young Cows For Sale. Coming fresh this month. Prices right.

James A. Lackey Phone 201 J 3

FOR SALE—19 H. P. Fairbanks-Morse Gas Engine, like new. 1-4 inch Parma Water Lifter with discharge pipe. O. A. Kratz.

FOR SALE OR TRADE—For live stock. Good house, two lots, deep well, garage and other out buildings. Box 541, Ontario, Oregon. tf.

## MARKET DAY AUCTION SALE SAT., JAN. 15

We will want some Chickens, Harness, Wagons, 1 or 2 Cars, Spuds, Onions, Corn (in sacks) and about 5 good Milch Cows—Also will have a span of 2 years old Horse Colts, one 3 year old Filly, some smooth mouthed Horses,—some machinery, including one new (last fall) Jno. DeerBinded, Canned fruit and the usual junk.

Bring in your stuff by 11:30 so we can arrange it. Come in and get a date for your Public Ranch Sale you are going to have later. You will find it hard to date a good auctioneer soon, dates will be taken that you want.

COL. WILMER TAYLOR,

Phone 255 Auctioneer

## Our Rates-----

Have been fixed by the Public Service Commission after a thorough investigation.

The Commission found that an increase in rates was absolutely necessary or we could not continue to furnish telephone service.

These increases should have come a long time ago when other prices went up.

We have suffered the loss in the meantime, not you.

## Malheur Home Telephone Co.

J. A. LAKNESS, Vice Pres. and Gen'l Mgr.

## Farmers Attention!

Now is the to look over your farm machinery and make a list of what repairs you will need for this season's work.

Let us help you get them now to avoid delays later on at the beginning of the spring work.

Regardless of what make your machine is we can get repairs for you.

We also carry a complete line of John Deere machinery, Moline Universal tractors, and tractor drawn tools.

We will be pleased to have you call and inspect our lines, and we will do our best to please and save you money.

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