

The Ontario Argus
County Official Paper

An Independent Newspaper

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G. K. Aiken, Managing Editor

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BEGGING THE QUESTION

It is not often that the Portland Oregonian takes the position of begging the question, when considering a public problem, but that is what it did in its leading editorial on Tuesday, answering a letter written by P. J. Gallagher of this city, concerning the railroad controversy now before the people of Oregon.

The Oregonian dismisses the possibility of the Union Pacific by saying:

"We also think that the interstate commerce commission will not authorize consolidation of the Central with the Union Pacific. To do so would put the Union Pacific in the dominating position of having direct lines to all four of the chief ports of the Pacific coast. It would dispense with that condition which impelled the supreme court to order the unmerger of the Central and Southern, only to create a similar control of competing lines by the Union Pacific.

It is therefore apparent that the final outcome will be one of three things:

- (a) The independence of the Central Pacific.
- (b) Retention of the Central Pacific by the Southern Pacific.
- (c) Purchase of the Central Pacific by some railroad not now competing for traffic in the Central Pacific's field."

By what course of reasoning the Oregonian arrives at this conclusion is hard to fathom. The lines of the Union Pacific system which would then branch from Granger, Wyoming to Los Angeles, San Francisco, Portland and Puget Sound would all be but feeders of the double track system leading to Omaha; at every Pacific Coast terminus they would meet competition; at Los Angeles with the Southern Pacific, and the Santa Fe; San Francisco with the Southern Pacific and the Western Pacific; Portland with the Northern Pacific and Great Northern; on Puget Sound with the Northern Pacific, Great Northern, Milwaukee, and even the Canadian roads.

There is just as much reason to believe that the interstate commerce commission will order the separation of the North Bank railroad from the Northern Pacific and Great Northern as to say that the Union Pacific cannot have branch lines ending at four Pacific coast points; or that the Pennsylvania can not have terminal at New York and Philadelphia.

Nor is this the only error into which the Oregonian permits itself to wander; when it takes for granted that the Central Pacific will be permitted to retain in control of the Southern Pacific; for if this is a justifiable assumption, why did the Supreme court order the dissolution at all? Nor does the Oregonian take into consideration that in 1912 the Southern Pacific accepted the offer of the Union Pacific to buy the Central Pacific, and that the terms of the sale were known and agreed upon, and the deal was prevented by the action of the California railroad commission.

If the Southern Pacific was then willing to sell, and the Union Pacific then willing to buy, what is there to prevent the working out of such an agreement at this time?

Furthermore, the Oregonian's deep concern that the Union Pacific would become too powerful in Oregon's transportation field lacks weight with the people of this section, and of Central Oregon, who while they would welcome two railroads or more, are praying now for one, and see in the position of the Oregonian, which would send Oregon traffic down through Nevada over the Central Pacific, the opportunity of securing that one road gradually fading.

We believe that, unless the Oregonian has information to which the public has not had access, it is reasoning from false assumptions, and that in justice to Southeastern Oregon and Central Oregon in whose interest it declares thorough sympathy, it reconsider the position it has taken and endeavor, if possible, to see the problem from the viewpoint of this portion of the state.

WHY QUESTION THE COURT

It is a mighty reversal of position which some of the leaders of railroad development and leading conservative journals on the Pacific Coast are indulging in these days. They are taking the position of La Follette and Samuel Gompers in their campaign to prejudice the views of the Supreme Court and the Interstate Commerce commission.

The idea that the Southern Pacific propaganda would in the least affect the Supreme Court and the Interstate Commerce commission is an affront to those bodies. The journals that are now making the effort would be the first to most severely condemn these tactics were they resorted to, for example, in an effort to prejudice the U. S. Labor Board in handling the present strike situation.

If the Supreme Court and the Interstate Commerce commission are so pusillanimous that they can be bent to the will of the Southern Pacific, or the Union Pacific for that matter, by mere agitation, mass resolutions and similar efforts, then may God be merciful to this republic.

When reason and justice leave the seats of the court, and commission and stimulated prejudice and self interest take their place the very foundation of our government has been removed.

The Supreme Court has declared the law. The Central and Southern Pacific according to that decision of the law must be divorced. The Interstate Commerce commission is an inferior tribunal to the Supreme Court. It will in the logic of the case head the decision of its superior; should it decline to do so its ruling would be subject to review by the same body which just divorced the contending railroads.

While the people of Oregon should not permit their interests to go unguarded, yet whatever is done should be carefully considered and not put forward in a manner that would in any wise be deemed to be an attempt to prejudice the Interstate Commerce commission of the Court in reaching their decision.

NOTICE FOR BIDS

Sealed bids will be received by the school Board of School Dist. 30 (Valley View) until 12 o'clock M. July 15, 1922, for moving the teachers' cottage and putting it on a foundation. The board reserves the right to reject any and all bids.
Flora M. Schaffer, Clerk.

OREGON SLOPE

Sunday school at Park school next Sunday at 10 a. m. Attendance was 40 last Sunday, and each one is requested to make an effort to bring the attendance for next Sunday up to 50 at least.

Mr. and Mrs. C. Welcher entertained Sunday evening in honor of their guests, Mr. and Mrs. Morfitt. Music was enjoyed and delicious refreshments were served. The guests were P. M. Boals and family, Mr. and Mrs. Mason Clough, George and Maude Culp.

E. Frost went to Mann's creek this week for a load of apple tree progs.

Mr. and Mrs. C. H. Ayers are the proud parents of a baby boy.

G. W. Gordon of Sault St. Marie, Mich., who has been visiting his sister, Mrs. C. Skippen, left Sunday for Spokane to visit a brother.

Mr. and Mrs. E. Frost, daughters Marie and Mildred, and Clayton McVickers spent Sunday with Stanley Brown and wife of Ontario.

E. L. Brown added a sleeping porch to his home this week.

Arthur Karr and Geo. Culp were business visitors in Weiser Friday.

Ray Christianson was a Vale visitor Saturday.

Robert Van Horne and family of Sioux City, Iowa, arrived Friday, overland, to spend the summer on his ranch on the Slope.

Miss Catherine Eberman of Los Angeles, is spending the summer with Mrs. Arthur Karr.

Mr. and Mrs. William Fogle, who have been living on the Harry Caulkins ranch, left the last of the week expecting to tour California this summer.

Junior Davis of Boise, is visiting with his cousins at the Walter Davis home. Elizabeth Davis is expected in a few days.

T. J. Carico returned Sunday from the hills with a load of poles.

The lettuce growers of the Slope went to a lettuce meeting in Weiser Saturday evening to secure seed.

Mr. and Mrs. Guy Cockran and children were guests Sunday of T. J. Carico and family.

Misses Ruby Tomlin, Delta Horn and Leora Hauntz and Messrs Delos Loveland, Roy Christianson and Ray Gutteridge motored to the hills last Tuesday for a days outing.

James Dunham and Miss Minnie Newman of Cambridge, were guests last week of A. J. Hauntz and family.

Miss Oretta Winniger of Midvale, is the guest of her cousin Leora Hauntz.

Mrs. Belnap spent last week with her son, Chas. Warren and wife, of Baker City.

Mrs. Lias and daughter, Jessie, visited R. D. Rogers and family of North Payette Tuesday.

Mrs. A. J. Hauntz spent last week with relatives in Midvale.

Miss Ruby Tomlin spent several days last week with Leora Hauntz. L. L. Culbertson returned from the hills last Friday with three loads of derrick material.

Mr. and Mrs. Clair Cockran and little daughter of Payette, were guests Sunday at the Carico home.

Mrs. Lias had the misfortune last week to fall and dislocate her knee. She is getting along as well as could be expected.

Charles Warren of Baker City, is spending a few days with his parents, Mr. and Mrs. Belnap.

Mrs. Geo. Sullens and son, Harold, and Fern Cole spent Thursday with N. G. Sullens and wife of Vale.

C. A. Karat and family spent Sunday with Mr. and Mrs. Owens of near New Plymouth.

NOTICE OF STREET IMPROVEMENTS

Notice of the intention of the Common Council of the City of Ontario, Oregon, to improve certain streets in said City.

NOTICE IS HEREBY GIVEN, That at the adjourned regular meeting of the Common Council of Ontario, Oregon, held on the 10th day of July, A. D. 1922, the following RESOLUTION was adopted by the said Common Council:

RESOLUTION: BE IT RESOLVED: That the Common Council of the City of Ontario, Oregon, determines it expedient and proposes to improve the following streets in said City, viz: Oregon, Richardson and Virtue streets and Tennessee Avenue, to-wit: Oregon Street from its intersection with the pavement on Illinois Avenue, north to its intersection with the alley north of Blocks Four (4) and Five (5) in Riverside Addition to said City of Ontario; that said Street be improved in the following manner, to-wit:

1. By grading said Street to the proper subway.

2. By covering the surface thereof with gravel, for a width of sixteen (16) feet and a depth of five (5) 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.

7. By constructing a concrete sidewalk, eight (8) feet in width and a concrete curb, fourteen feet (14) feet from the property line, on the west side of Block Two (2) and on the east side of Block Eleven (11).

By constructing a concrete sidewalk, five (5) feet in width and a concrete curb, fourteen feet (14) feet from the property line, along the west side of Blocks 1-152-153-154 and 155 and along the east side of Blocks 10-108-107-108 and 9.

By constructing a concrete sidewalk four (4) feet in width on the east side of Block Four (4) in said Riverside Addition.

By constructing concrete curb fourteen (14) feet from the property line along the west side of Blocks Five (5) and Seven (7) and along the east side of Blocks Four (4) and Eight (8) all in said Riverside Addition. All of said blocks being on Oregon Street in said City.

Improving Richardson Street by constructing a concrete sidewalk five (5) feet in width along the East side of Block Nineteen (19) thereon situate.

Improving Virtue Street by constructing a concrete sidewalk five (5) feet in width along the East side of Block Ten (10) in said Riverside Addition and along the East side of Block 124, all thereon situate.

Improving Tennessee Avenue by constructing a concrete sidewalk five (5) feet in width along the South side of Block 115 thereon situate. All of the Blocks herein mentioned being within the corporate limits of the City of Ontario, Oregon.

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

The costs of said improvements shall be assessed upon the property especially benefited thereby as provided by the Charter and Ordinances of said City, except that the City shall pay for the cost of all street intersections and street crossings.

And Be It Further Resolved that the Common Council of said City shall procure a competent Engineer to make the plans and specifications for said improvements which shall be filed in the office of the Recorder of said City within ten days from the date of the adoption of this resolution.

And Be It Further Resolved, That the City Recorder of the City of Ontario, Oregon, be and is hereby directed to give notice of said intention of the Common Council as provided by the Charter of said City.

THEREFORE NOTICE IS HEREBY GIVEN to all tax-payers of the City of Ontario, Oregon, and all parties in interest, that objections to and remonstrances against the intention of the Common Council to order the making of said proposed improvements 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 13th day of July, 1922, and that thereafter the Common Council of said City will hear all such objections and remonstrances, if any there be, at a sitting thereof to be held in the Council Room, at the City Hall in said City, on the 7th day of August, 1922, beginning at the hour of Eight o'clock p. m. of said day.

By order of the Common Council of the City of Ontario, Oregon,
CLAY M. STEARNS,
City Recorder.
\$1 St.

(SEAL)
FOR RENT—Section of good pasture —horses \$2.00 per month for short time. If left for entire season \$1.75. Yearlings \$1.50. 3/4 miles straight west of Ontario. No stock removed until settled for. C. W. Garrett.

REDUCTION IN PRICE OF KODAK FINISHING

- Developing - 10c
- Film packs - 25c
- Prints vest pocket size - 3c
- Prints No. 2 Brownie - 4c
- Prints Post card size - 6c
- All other sizes - 5c

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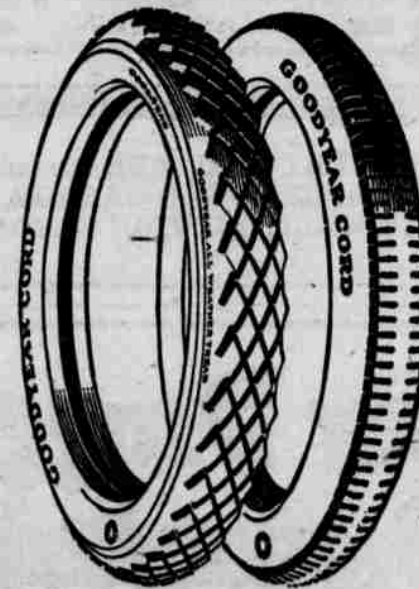
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CONDENSED REPORT OF

FIRST NATIONAL BANK

OF ONTARIO, OREGON

As Made to the Comptroller of Currency at the Close of Business June 30th 1922

RESOURCES

| | |
|----------------------------|--------------|
| Loans and Discounts | \$406,775.25 |
| Overdrafts | 1,243.99 |
| Bonds and Warrants | 45,679.07 |
| Banking House and Fixtures | |
| | 39,147.36 |
| Other Real Estate | 18,160.18 |
| CASH | 163,977.27 |
| | \$674,983.12 |

LIABILITIES

| | |
|---------------------|--------------|
| Capital | \$ 50,000.00 |
| Surplus and Profits | 52,833.56 |
| Circulation | 11,900.00 |
| Re-discounts | NONE |
| Bills Payable | NONE |
| DEPOSITS | 560,249.56 |
| | \$674,983.12 |

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