

CENTRAL OREGON DEVELOPMENT LEAGUE INAUGURATED AT MEETING

PURPOSE OF ORGANIZATION TO PRESENT CENTRAL AND SOUTHEASTERN VIEWS ON RAILROAD PROBLEM BEFORE PEOPLE

J. W. McCulloch President

Ex-Governor Oswald West Addresses Meeting—Communities Make Initial Subscriptions to Fund—Is Crucial Problem Is Leaders Opinion

At Burns last Saturday the communities represented at the meeting called at the instance of the Ontario Commercial club formed the Central Oregon Development League. J. W. McCulloch and W. H. Doolittle, both of this city, were elected president and secretary, respectively.

The purpose of the league is to make a united fight for transportation facilities for Central and Southeastern Oregon.

At the Burns meeting Malheur county was represented by Mr. McCulloch, Mr. Doolittle, E. A. Fraser, P. J. Gallagher, Ivan E. Oakes, Judge Dalton Biggs and George K. Aiken of Ontario, and Lloyd Riches of Vale.

Burns, Crane and other Harney county communities were represented by a large number of men, while Ex-Governor Oswald West and J. G. Potter were present from Deschutes county.

I. S. Geer of Burns, was the temporary chairman of the meeting and appointed the following committees; permanent organization: P. J. Gallagher, A. R. Olson, Sam Mothershead, W. H. Doolittle and M. R. Brown. Resolutions: R. M. Duncan, William Hanley, J. W. McCulloch, Senator W. Ellis and Lloyd Riches.

A detailed discussion of the situation and the possible effects on Central and Southeastern Oregon occupied the morning session and in the afternoon following a further discussion and an address by Mr. West, the following resolutions were adopted:

To the Cities and Towns in Oregon enjoying rail transportation:

We appeal to you for assistance and co-operation to obtain railroad development in Eastern, Central and Southeastern Oregon. From you and your intervening and related communities, who are more fortunately situated than the scattered settlements in Central and Southeastern Oregon, we obtain our inspiration and our confidence. You will not benefit as directly nor to the extent that our isolated sections will benefit, but as Oregon benefits so will all of us benefit.

If Western Oregon is so fortunate as to obtain the entry of the Union Pacific, with resulting joint operation between Portland and San Francisco, and at the same time secures a direct route thru Central and Eastern Oregon, it will profit more than we can estimate, and at the same time we will be afforded a commercial, social and political relationship with her.

Let us show the state that while Eastern, Central and Southeastern Oregon has a vast domain for settlement, it has no room for strife or sectional dissension; that real spirit of unity and comradeship abides with us and that in this union lies a strength that deserves and must receive recognition.

We place our fortunes and our future in your hands and pledge our best efforts to work with you in an honorable and determined effort to obtain recognition and support of Western Oregon in our endeavors for a state development that will recognize and consider Eastern, Central and Southeastern Oregon.

Resolution Whereas; the recent decision of the Supreme Court divorcing certain lines from the Southern Pacific is resulting in many differences of opinion as to the ultimate holding of the divorced lines;

And, Whereas; the ownership of the divorced lines is of vital importance to the entire Pacific Coast and the Northwest, and especially to the State of Oregon;

Therefore; we as representatives of the people of Central and Eastern Oregon, set forth our views in the following points of argument:

The Union Pacific should control the Central Pacific from Ogden to San Francisco and have trackage rights over lines between Portland and San Francisco, because of the following effects which such an arrangement will bring about:

The mere building of the Natron cut-off from Natron to Klamath Falls will bring no relief to Central Oregon; such a construction merely meaning that traffic from Willamette Valley to California could be carried over easier grades; and the Southern Pacific railroad would not have the incentive to make the railroad investment in Central Oregon that the Union Pacific would, and even though it did the betterment of transportation in Oregon depends upon reasonable competition.

That it would be unreasonable to expect the Southern Pacific to build feeders into Central and Eastern Oregon, or to connect with some competing line, while on the other

EXTREME TECHNICALITIES OF IDAHO LAWS ENFORCED

That the game wardens of Idaho overlook no technicalities was proven to a party of Ontario folk Sunday afternoon on Mann's creek as the result of which they contributed \$35 to swell the coffers of the Gem state. It happened thus: Larue Blackaby who properly equipped with a license, was found to have six trout which measured only five and three-quarters inches after they were out of the water awhile and had shrunk, so he was told to appear at Weiser Monday and contribute for the missing quarter of an inch on the tails of the fish. He did, and the judge named \$32 as the proper value of the missing portions. Then little Miss Katherine Kohout who was in the party, was holding a pole, but caught no fish. She is 13 years old, and in Idaho girls over 12 must have a license. She had none, so was informed to appear also. The judge took the matter up and in his wisdom just had her procure the necessary permit. The other members of the party managed to be within the law and were not subjected to its technical interpretations.

PETERSON TO DIRECT FAIR COMMITTEE WORK

Organization Completed at Meeting Monday—Sub Committee Appointed and All Activities Now Under Way—Diversified Program Planned

At a meeting of the Commercial club's Fair committee Monday night the committee organized by electing H. L. Peterson general chairman, and the appointment of some of the sub-committees. The other committees were taken under advisement and will be named later.

A major portion of the time of the meeting was devoted to the consideration of various plans for entertainment on the grounds, up town, on "The Sage Brush Trail."

The Trail is to be the big up-town feature, and efforts are to be directed to make it a most unique attraction with something decidedly different in the way of feature stunts.

For the program before the grandstand each day is to have special attractions that will be unlike those of past years, with some racing and other western events to supply the appetite of those who enjoy that variety of sport. In other words, the directors want something to please everyone and make the Fair a joyful occasion for all who come.

LATHROP WINS TENNIS TITLE FOR SECOND TIME

University of Oregon, Eugene, July 19.—Carlton Lathrop, principal of the High school at Ontario, Ore., for the second year in succession won the tennis championship of the University of Oregon summer session, when he defeated Dr. Ben H. Williams, professor of economics at the University of Pennsylvania, and a former University of Oregon athlete, in straight sets, 6-1, 6-1. Dr. Williams was the sole survivor of the field of twenty-nine. Lathrop, who is a graduate of Linfield College at McMinnville, was college champion there during his undergraduate days.

hand the Union Pacific has every incentive to develop these sections as part of its trans-continental line.

The Union Pacific has agreed, if it is allowed to purchase of secure operating control of the Central Pacific, to complete the Natron cut-off, thus making inevitable the construction of the Trans-state line through Central Oregon connecting with its present Ontario-Crane line. Such a program of railroad development would be of immense value to the State of Oregon and to the entire Pacific Coast states.

This promised system would open for development 40,000 square miles of agricultural, mineral and timber territory now without adequate railroad facilities, and most of it without rail transportation of any kind.

It would shorten the haul from Willamette Valley points to Eastern markets by 46 miles, minimize grades and put the vast perishable products of Western Oregon into Eastern markets at a great saving of time and money.

It will make tributary to Oregon ports the products of Central and Southeastern Oregon and Southern Idaho by direct routes and easy grades.

It will connect the entire Inland Empire, consisting of Eastern Washington and Oregon and Idaho, with California by the shortest route.

This system when constructed and operated under a common users clause will provide the entire West with the railroad service long needed for its fullest development.

NATRON LINE HELD KEY TO SITUATION

Arthur C. Spencer Outlines Peril to Central Oregon Should Southern Pacific's Views Prevail in Controversy

If the Southern Pacific should gain control of the Central Pacific lines, the Natron cut-off will not be built to a connection with the Union Pacific lines at Crane; there will be no sustaining line in Central Oregon and railroad development in that section will be stifled for many years in the future, according to Arthur C. Spencer, general attorney for the Union Pacific system in Oregon, in a talk on the recent decision of the United States supreme court in the railroad controversy today before the members' forum of the Chamber of Commerce, says the Portland Telegram.

"This railroad question is the most vital question which has confronted Oregon in many years," he said.

He reviewed the history of the Union Pacific, Central Pacific and Southern Pacific since 1862, when congress passed the grant permitting the Union Pacific and the Central Pacific to build a line to the Pacific Coast. He contended that the Southern Pacific, in gaining control of the Central Pacific, had diverted traffic for the benefit of its southern line and that it would continue to do the same thing in the future.

He further said that all development of Southern Pacific lines in Oregon had taken place during Union Pacific control of the former and that the Union Pacific had in mind the construction of the Natron cut-off to a connection with the Union Pacific line at Crane when in 1914 the supreme court decision stopped such work and took away control from the company.

He accused the San Francisco chamber of commerce of attempting to align Oregon in support of the Southern Pacific, for no other reason than that all Southern Pacific lines lead to San Francisco.

Joint ownership and operation of the Union Pacific line from Oregon to Tehama is entirely practicable, he said.

Such a plan would reduce capitalization and operating costs and overhead and at the same time make for evidence, he said.

He said that instead of reducing shops in Oregon towns, reducing purchase of lumber and other products by the railroads, joint ownership and operation would mean more shops, more purchases of lumber and would release many millions in money in new construction work in Oregon, as it would result in construction of the Natron cut-off to Crane with branch lines to Klamath Falls, Bend and Lakeview.

"Construction of the Natron cut-off will mean that Eugene will become a big commercial city and that the entire central part of the state will be greatly developed.

"It will mean that the products of Oregon will be shipped through Oregon on a sustaining line, instead of having these products diverted south over the lines of the Southern Pacific and be of no great benefit to the state," he added.

Ben C. Dey, attorney for the Southern Pacific, will answer Spencer from the standpoint of his company two weeks hence.

GOVERNOR GREETS PIANIST IN MARY GARDEN FASHION

When Mrs. Herschel Browne appeared at the banquet tendered to Governor Olcott and the Highway Commission Tuesday evening, the state's executive asked to be introduced to the performers. When he greeted them in a conventional way, someone nearby remarked, "Why, Governor, that is not the way you greeted Mary Garden. His Honor could not be bluffing, so Ontario has a pianist who received the Mary Garden salutation on the cheek from his Honor Governor Ben W. Olcott of Oregon."

BUSINESS IS LOOKING UP IN CALIFORNIA SAYS MARTIN

W. P. Martin, president of the Eastern Oregon Land company, arrived in Ontario yesterday to look after his many interests here. Mr. Martin says that business in California is showing a wonderful return to normalcy.

EX-GOVERNOR ALEXANDER MAKES BUSINESS TRIP HERE

M. Alexander of Boise, ex-governor of Idaho, was an Ontario visitor between trains Monday. He went to Vale too while in Oregon. Ad. Simon, formerly manager of the local Alexander store, was here at the same time, accompanied by his son, George Simon of Emmett. Mr. Simon is considering making Ontario his home.

Mr. and Mrs. Aubrey Howard returned Monday from a trip to Eagle Valley. While they were absent Herschel Browne had charge of the Pressery.

J. W. McCulloch and P. J. Gallagher returned Tuesday from Burns where they attended both the sessions of the Central Oregon Development League, and the special term of the District court.

R. W. Swagler was a Boise visitor on Tuesday.

SIGNS ALONG ROADS HELD REAL MENACE

Highway Engineers Figure Car Speed and Show Possibilities of Danger Through Diversion of Drivers Attention

For the purpose of erasing the glaring signs which now mar the beauty Oregon scenery in many places, the State Highway commission has inaugurated a campaign for their removal. The commission has absolute power to remove these signs from the right-of-way, but can only secure their removal from private property by the co-operation of the land owner.

The business firms which erect these signs have never taken into account the added menace to life which they thus create, or they would not erect them, nor would many property owners permit their construction on their property.

The nature of this danger is fully set forth in the following communication from the Highway department which discusses the entire question as follows:

As you are probably aware, the State Highway commission has authority to remove all signs within the highway right-of-way. However, we find in many instances the signs have been erected within a short distance of the right-of-way fences on private property.

In addition to marring the scenic beauty of the highways the signs create a hazard which is ordinarily overlooked, but investigation has disclosed the fact that they have been the cause of many serious accidents. Most of the signs are erected in a manner to attract the eye; the driver's attention is directed to the sign, and during the interval he is reading the sign he is not watching the road, and there is danger of an accident, especially if traffic is at all congested.

For your information will state that a car traveling at the legal speed of thirty miles an hour is traveling at the rate of 44 feet per second or 2640 feet per minute. The average reader reads only about 180 words per minute, or three words per second. It will readily be seen that a sign containing nine words will hold the driver's attention while he travels a distance of 132 feet, or more than eight times the width of the driveway. There is most assuredly a chance for an accident to happen during the interval of time the driver's attention is directed to the sign. There is no question but these signs are a menace to the traveling public.

We have authority to remove signs which have been erected on property adjacent to the right-of-way without the owner's consent, and we intend to take advantage of the law in this respect, but in those cases where the property owner has given his consent it will be necessary for him to recind this permission, and I would appreciate your efforts towards advising the public of the danger attendant upon signs placed within sight of the highways, with special reference to those property owners who have given their consent for the erection of signs.

Mrs. V. V. Beler, formerly of this city, but more recently a resident of Woonsocket, Wash., arrived in Ontario Monday for an extended stay to look after her property here. Mrs. Beler was accompanied by her sister, Mrs. A. E. Scholtz of Oroville, Wash.

Miss Esther Claypool of Vale, is the guest of her aunt and uncle, Mr. and Mrs. Fred Clemo, this week.

Mr. and Mrs. H. O. Drane and family left Wednesday evening for a trip through California.

Dr. Tyler, R. W. Jones and Sam Taylor will leave this week for a week's hunting and fishing expedition in the Steins Mountain country.

Mr. and Mrs. Daniel Gallagher and Mrs. Gallagher's sister Miss Kauphusen of Juntura, came to Ontario last Thursday for a short visit. Mr. Gallagher returned Saturday morning while Mrs. Gallagher and her sister remained over the week end.

The W. C. T. U. will meet next Tuesday afternoon at the home of Miss Lillian Doty.

H. C. Boyer, W. H. Doolittle and D. W. Powers went to Boise Wednesday to get a line on attractions for the coming county Fair.

Mr. and Mrs. R. W. Swagler will leave Sunday on an automobile trip through Oregon and California.

Amos K. Johnson was called to Medford, Oregon Sunday on account of the serious illness of his son, Frank Johnson, who was operated upon for appendicitis. H. C. Smith formerly of this city, for whom the young man worked, wired Mr. Johnson that Frank's condition was serious.

Frank Rader returned Monday from Payette Lakes where he spent the two weeks previous with his family.

John Oakes spent the week end the guest of Charles Burrow at Vale.

Miss Margaret Blackaby and Miss Katherine Kohout left Wednesday for Jordan Valley to join T. T. Kohout and a party of friends on a fishing trip to the Steins Mountains country.

J. F. Joyce returned Sunday from Jordan Valley where he spent the last week combining business and fishing as the means of occupying his time.

NO ADDITIONAL BONDS REQUIRED TO COMPLETE STATE HIGHWAYS

PAYETTE MAN SHOT IN AN ATTEMPT TO EVADE ARREST

Walter Hamby of Payette, a fruit buyer for Denny & Co. is at the hospital here suffering from wounds received when he was shot by an Adams county, Idaho deputy sheriff who was trying to arrest him Sunday. The bullets from the officers' shotgun tore away a portion of the victim's face. He lost one eye and was terribly disfigured. Fears are yet held for his recovery, though he was reported resting easily today.

Hamby, with a companion, was alleged to have shot grouse out of season and Forest Ranger Welker attempted to arrest them, but they fled in their car. Other officers were notified and several attempts were made to catch the men. Accounts which reached here differ as to the details of the final meeting which resulted in the shooting. Following the shooting Hamby was brought here and was operated upon. His wife who was visiting at Council Sunday, was brought to his bedside. Hamby came to the valley last spring from Chicago.

MAKE TRAVEL SAFE WITHIN OUR STATE

Secretary of State Issues an Appeal For Greater Care on the Part of Motorists—Thought on Driver's Part Needed

To make travel in Oregon safe, is the motto adopted by the traffic department of the secretary of state's office, as well as that of the Highway department. While Herbert Nunn, chief engineer is directing attention to the danger caused by glaring road signs, Sam Kozier, secretary of state is appealing for greater care on the part of drivers. In a letter to the Argus this week, Mr. Kozier says:

"In view of the fact that during the months of July and August, travel on the highways of Oregon is the heaviest, and as a consequence liability of accident from the operation of motor vehicles is greatly increased, I deem it an opportune time to direct attention to this condition and earnestly urge upon car drivers in your locality greater care in the operation of their cars. Caution on their part in this respect will help in a large measure in making the highways reasonably safe for travel, and continued attention to a few simple rules of the road will ultimately make travel comparatively safe at all times of the year.

"There is no time in the year when careful driving is not imperative. During the summer months congestion of traffic, which is greatly augmented by thousands of tourist cars from other states, necessitates closest attention to the observance of road laws, while winter months demand in addition, extreme caution on the part of drivers on account of slippery pavements, obscured vision, etc. A little thought on the part of operators will minimize the danger and reduce the number of accidents, of which it is said the greater per centage is due to carelessness."

EASTERNERS ON TOUR PRAISE CLIMATE SNAKE RIVER VALLEY

Judge and Mrs. Robert L. Mason and son, Kenneth, of Greenfield, Ind., and Dr. and Mrs. A. H. Sears of Anderson, Ind., who have been touring the west since June 15th, spent a week with the J. A. Walter and John Leinhardt families who reside on the Boulevard.

Dr. Sears is one of a company owning 1800 acres of orchard at The Dalles. Both gentlemen were high in their praise of the Snake River Valley, its cool nights and good water.

Mrs. Sears is a sister of Mrs. Walter, and left here thirty years ago. Judge Mason is a cousin and had never been here before, and had not seen Mr. Walter for 42 years. They left Tuesday for home via Salt Lake and Denver.

NEW MEN TO HOLD JOBS OLD MEN MUST HIRE OVER

In a bulletin issued to all the newspapers and posted in all the Short Line offices, President Carl Gray of the Union Pacific system notifies the men who went on strike that all seniority rights have been lost to them, and that the only way in which they can re-enter the service is by being employed as new men. He also announces that the new men employed will have permanent positions. The officials take the position that the strike is not one against the railroad company, but against the federal labor board.

GOVERNOR OLCOTT AND COMMISSIONERS BOOTH, YEON AND BARRATT DISCUSS SITUATION AT DINNER GIVEN BY COMMERCIAL CLUB

GOVERNOR LAUDS COMMISSION

Interstate Bridge is Viewed and Need for New Construction Noted—Oregonians Do Not Realize Wonders of Magnitude of Commonwealth

Ontario had the honor of entertaining on Tuesday evening, Governor Olcott and Highway Commissioners R. A. Booth, John B. Yeon and William B. Barratt, and from them learned the administration's view of the road problem of Oregon as now developed.

The visiting party made the trip from Mt. Vernon to Ontario in one day over the John Day Highway. It was a hard trip and as the result they did not reach the city until 9 o'clock. In the meantime the members of the Commercial club had eaten their dinner and discussed Fair and other matters while awaiting the visitors, who after erasing the evidences of travel sat down to a chicken dinner provided by the club, following which short talks were made.

Governor Olcott was the first speaker introduced by Vice President W. F. Homan, and the governor did two things in his speech. He told of the long trip of the commission and of the many wonderful natural beauties of Oregon they had seen, and second he lauded the work of the commission. "Oregon could not afford, nor could it receive such service as we have secured from these commissioners at any salary we might name, yet they did this great work and have given their time without remuneration," he said.

The Governor also took occasion to lay the ghost furnished by the rumor that Commissioners Booth and Barratt were to resign, saying: "I have no resignations for them, nor hope I will never receive them."

Chairman Booth of the commission, the next speaker, said: "We have reached a place in the road building program which requires the serious consideration of the people. The program is not complete, but it can be completed in the next five years. This will require some constitutional changes, but not an additional direct tax, nor additional bond issues. If we can continue to match with the federal aid for the time mentioned the work can be done. We urge you all, every one of you to give this matter your best judgment and consideration.

"We are gratified at the reception you have tendered us. You have voiced your appreciation of our efforts. We feel that you here are most fortunate. No other community in Oregon is so placed at the apex of three highways. Many other sections have not had their share. Some counties have not bonded one cent. Something must be done to even up the burden. To close the gaps, and to make the system truly state-wide and continuous further work is necessary.

"This road system means more than most people realize, and is now the means which is taking prospective settlers into those sections which before they did not see and could not reach."

Commissioner Yeon said: "Aside from the direct benefit of the service now furnished by the roads the capital investment has been justified by the very fact that of the vast number of tourists coming here in search of homes. The records show that 40 per cent of the people from their states who call at the tourist bureau offices are seeking new locations. With our highways complete, I have such faith in Oregon's resources and its possibilities that I am willing to take a chance on securing our share after they have viewed our state and traveled our roads."

Commissioner Barratt said: "If the wonders of Oregon were located in other states thousands would be visiting them every day, and the state would be reaping its harvest from the tourist crop. We people in Oregon do not know our state. It has been inaccessible, but now the highway system is reaching out and giving a direct benefit to all sections. It is true that some of the counties whose roads have been built are now trying to lie back and stop the program before the remote sections, the rim of the state is cared for. Over here I know from your expressions that you have not that spirit and it is encouraging to us to know that you men will continue, as you have in the past, to stay by the good roads program until Oregon's system is complete.

Short talks were also made by P. J. Gallagher, whom Governor Olcott described as one of the most active and efficient members of the legislature in the past two sessions, made a short talk and urged the completion of the road to Vale and the construction of a new bridge over here. George K. Aiken also addressed the commission to express the appreciation.

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