

The Ontario Argus
County Official Paper
An Independent Newspaper

Published Thursdays at Ontario, Oregon, and entered at the Ontario post office for distribution as 2nd class matter.

G. K. Aiken, Managing Editor
SUBSCRIPTION.....One Year, \$2.00

FIGHT FOR OREGON

While Oregon has been lagging behind in the procession of Western states, Washington, Idaho and California have been going forward with leaps and bounds. There is a reason for this. People of Oregon ought to make the effort to find that reason and if they do, we believe they will find that lack of railroads through central Oregon is one of the principal causes.

Glance at the map of Washington and see where the Northern Pacific runs—southwest from Spokane to Pasco, thence northwest to Seattle, angling through the state, opening up its valleys for settlement. This pioneer road by reason of its route added materially in developing that great state and has since been aided by the Great Northern, the O. W. R. & N. and the Milwaukee, all but the O. W. R. & N. are trans-state lines.

Then look at a railroad map of Oregon, and see the difference. Oregon's railroads skirt the boundaries as though Oregon is a place to be touched as little as possible. What is the result? Lacking the means which intercommunication affords, there has been no harmony of interest between Western Oregon and Eastern Oregon. How could such an interest exist when the folks over there knew naught of us over here, nor we of them? To go from Ontario to Medford or Ashland by the present rail lines means an 800 mile trip; almost as far as New York from Chicago.

This lack of community interest and common purpose is one of the causes of the blight that has been upon Oregon. That blight can only be rooted out by getting together. Oregonians can not get together often enough if one half of them always have to travel nearly a thousand miles to do it.

The first and the biggest step that can be taken to get Oregonians together is to shorten the distance between them; to erase the barrier which the Cascades now make by putting the Natron pass into use. That is the purpose of the Central Oregon Development League. It is to carry the measure of a united Oregon, of an Oregon that it is possible to get across without skirting its borders and passing over into other commonwealths in the effort.

What this great object means to Oregon can be limited only by the degree of energy and ability which the leaders of Oregon demonstrate. It will unite Oregon. It will make the Willamette Valley a reality to Eastern Oregonians, and will, we hope bring a realization to the Willamette residents that over here is a market for their lumber and their manufactured products; that via a direct route across the state, they can best reach the consuming markets of the middle west and east.

Given the great artery of commerce which an east and west railroad would afford the progress of Central Oregon would be commensurate with that of its neighbors. The benefits would not be limited to the directly served area but would inure to all the state. The object of the Central Oregon Development League is such that it should have the united support of every loyal business man, of very community in the entire state.

If only there were more Oswald West's living in Portland, Central and Southeastern Oregon would get justice from the metropolis. Mr. West rode fifty miles on a rim to get to the meeting at Burns. That shows real interest and a real purpose. He may be an ex-governor, but he also is a very active and energetic booster for a bigger and better Oregon. Would there were more like him.



Time for MODERN CRANKCASE CLEANING SERVICE
Cold Flushing Oil and Zerolene for safe, thorough cleaning and correct refilling. AT Dealers who display the sign.
STANDARD OIL COMPANY (California)

CLUB NOTES

Dorcas Sewing Club of Ontario Completes Work

Thirteen members of the Dorcas Sewing Club have completed their work and made their final report. The club was organized last spring by Mrs. W. L. Turner. After completing the regular work, the girls worked out a doll clothes project for Miss Cowgill, Assistant State Club Leader. As local leader Mrs. Turner has been exceptionally successful. Even though the project is completed the girls continue to stop at Mrs. Turner's home every day or so for help on some particular problem. Following is the story of the doll clothes contest written by Barbara Castleman who is 10 years old.

"The Dorcas Sewing Club is composed of girls about 14 in number, and with Mrs. Turner as leader. The girls are all under 12 years of age.

"We all look forward to our meeting days for aside from the beginning and finishing of some interesting piece of sewing we always have a delightful time. The club enjoyed an early spring hike and road side picnic lunch.

"Here I am forgetting that I was asked to write a short article of the doll clothes contest which was held recently.

"The making of the clothes for the contest was great fun and a lot of work for small hands.

"We had several meetings at which we worked on the clothing, we made dresses or rompers as we chose, and then different little articles that go to make the finishing touches on dollies' attire.

"In the final contest, Dorothy Laxon won first prize and she has promised to write a story telling of her work.

Flora Everett made underclothes, dress, coat, cap and little shoes for her doll. The clothing was so prettily made that the judges, Mrs. Gilham and Mrs. Andeberg decided that Flora was entitled to first place in the second contest.

"Beulah Rasmussen made a dress, cap and underclothes nicely and was given second prize in the contest.

"The other members of the Club dressed their dolls in such an attractive way that it was decided to give each girl a small doll as a token for her effort.

"Mrs. Turner served refreshments and we adjourned and are looking forward to meeting again with our leader to whom we owe much for our success as a club, to whom we are responsible for the many useful and pretty articles which each club member proudly displays.

Barbara Castleman

Summer School Develops Leaders

Two of the successful sewing club leaders in Malheur County attended the Boys' and Girls' Summer School at Corvallis in 1921. Violet Lees of Bonita, has a club of five members and are doing some very nice work. Sylvia Grabner of Brogan has a sewing club of four members. The members report some very enjoyable parties and picnics. Also they only started to work in May, they have completed all but two lessons.

IRONSIDE NEWS

Mr. and Mrs. Bert Lawrence, Mr. and Mrs. Ted Wisdom, Mrs. T. A. Turman were Baker visitors the past week.

Mrs. Halle Robberson is visiting relatives in Baker for an extended time.

Miss Hazel and Waneta Westfall is visiting her sister, Mrs. Ike Powers from Ontario.

Ralph Harvey delivered a truck load of stock salt to Unity Stock Association Sunday.

Lester Hammock of Bonita is working in this vicinity.

Louis Rose and Oliver Crews has taken the contract putting up E. J. Bean's hay.

Mrs. W. J. Hinton of Grandview, Idaho is visiting her parents, Mr. and Mrs. H. C. Elms this week. She will visit relatives at Unity Sumpter and Baker before returning home.

James Morfitt of Boise Idaho and sister, Mrs. Olive Oliver of Malheur City passed thru here via Unity enroute to Portland where they will visit relatives.

Mrs. T. A. Trueman and daughter, Ida, Mrs. I. H. Lawrence, went to Malheur River Monday.

Miss Dorothy Morfitt and Pansy Derrick were Ironside visitors Monday.

Mr. and Mrs. Ray Duncan were called to Silver City, Idaho Thursday on interest of mining claims he has there.

Mrs. Albert Morfitt of Golden Eagle is visiting her mother, Mrs. D. M. Rippley here.

Dave Graham of Ontario was in this vicinity looking after interests of the Eastern Oregon and Co.

FRENCH SURE M'NARY BILL WILL PASS SOON

Idaho Congressman Discusses Status Of Irrigation Measures Before Congress—Idaho Solons Active in Campaign For Funds

"That the Smith-McNary reclamation measure, carrying \$250,000,000 of which from \$25,000,000 to \$30,000,000 would become available annually as it could be judiciously spent, would pass congress in the near future was the confident prediction made Tuesday evening by Burton L. French, Idaho congressman," says the Caldwell Tribune in its account of a meeting held there.

"While the measure as now drafted might not be the one finally acted upon, Congressman French expressed the belief that the law, as passed, would not be materially different from the bill now on both the house and senate calendar after having been reported favorably by committees in both houses.

Two hundred business men, interested in reclamation, from Caldwell, Emmett, Parma, Middleton and Notus attended the meeting at the Caldwell Commercial club rooms Tuesday evening.

Objections Cited

Three things stand in the way of reclamation development, so far as favorable congressional action is concerned, Congressman French told his attentive audience. The first is the purely political one of lack of votes from western states. Either the New York of the Pennsylvania delegation, he pointed out, were numerically strong enough to offset the entire voting power of representatives from western reclamation states. Education, to convince eastern people and their representatives that reclamation is not a sectional policy, but rather of nation wide importance, is the only means of overcoming this potential opposition, the congressman pointed out.

Other objections raised are delinquent payments from completed projects and reports, freely circulated at Washington, that the west was seeking to have reclamation expenditures made outright gifts.

"You know and I know," Congressman French declared, "that these reports have no basis in fact. We of the west are willing to pay for what we get. But, nevertheless, those reports are being circulated and they do harm proposals to further reclamation."

Borah Measure Discussed

Speaking of a measure introduced in the senate early this week by Senator Borah which would prolong the time of payment on federal projects from 20 to 40 years, Mr. French asserted that there would unquestionably be serious opposition to the measure. He declared, however, to forecast its probable fate. Objection to the measure would come from those who see in it the opening wedge for cancelling reclamation expenditures in favor of the project settlers and from those who oppose reclamation generally. On the other hand, Mr. French believes the measure could be supported on the ground that when the reclamation bill was originally passed, costs of projects per acre were far lower than at present and it was not presumed at the time that \$100 or more per acre must be repaid in 20 years.

Tracing the history of reclamation in the West, Congressman French lauded Marcus Whitman as the true pioneer of the west, the men who saved the great northwest to the United States and who made the development of these arid western lands possible.

Emmett people were lauded for their work in evolving the plan, adopted by the reclamation service and now become a reality, for irrigation of Emmett Irrigation district lands and the reclamation of Black Canyon. Congressman French in some detail depicted the historical features of the campaign for recognition of the Black Canyon.

Greater conservation of water, more intensive agricultural methods and reclamation of lands far beyond dreams of today were forecast by the congressman. Cement lined canals, careful utilization of water supplies to the end that the maximum acreage be reclaimed will be the next development in the use of the natural western water resources, Mr. French predicted.

Methods employed in convincing the east that reclamation was not a sectional policy were discussed by the speaker. The Boise project alone, he said, consumes in car lot shipments, enough eastern manufactured goods to necessitate a train five miles long to transport it. Western congressmen recently divided the entire house membership into groups of 10 to 15 and selected from their number individuals to wait upon each group, pointing out the

national features and importance of reclamation. This method, Mr. French declared, had practically insured a majority of house members as favorable to the Smith-McNary bill.

Figures Show Results

Statistics graphically showing what reclamation had already accomplished in the west were given by Mr. French. The government he said, had spent thus far about \$150,000,000 for reclamation. Lands that had been reclaimed conservatively valued at half a billion dollars and last year marketed crops whose value aggregated \$400,000,000 from land that before being touched by the water magic was almost worthless. The Payette-Boise project, costing less than \$12,000,000, last year added \$40,000,000 in wealth to the nation by virtue of the crops it produced.

Short addresses were made by representatives from Emmett, Parma, Middleton, Notus and Caldwell at the conclusion of Congressman French's talk. Every speaker lauded the Idaho congressman and the work that he had done for reclamation in Idaho, particular significance being attached to his able disposition of the Black Canyon problem.



UNIVERSITY OF OREGON
contains:
The college of Literature, Science and the Arts with 22 departments.
The professional schools of Architecture—Business Administration—Education—Graduate Study—Law—Medicine—Music—Physical Education—Sociology.
The 47th Year Opens October 2, 1922
For a catalogue or any information write The Registrar, University of Oregon, Eugene, Oregon.

111
cigarettes



10¢
They are GOOD!

MARSDEN'S
Machine Shop
For all kinds of
Machine
Repairing
Ontario, Oregon

keep friction where it belongs

Friction consumes power and develops heat and wear. Sometimes friction is utilized. In the automobile the friction of the clutch transmits the power of the engine to the rear or driving wheels, the friction of the tires and the road surface propels the machine, and the friction of the brakes stops the car. Friction should be confined to the parts named (the clutch, the tires and the brakes), if possible.

Lubricating oil used in the automobile to prevent friction between all moving parts in direct contact has friction within itself. This friction has to be overcome by and uses up engine power. The heavier the oil the more its internal friction, the less power it leaves for useful work.

Increasing Power, Speed and Gasoline Mileage

It may be proved that as much as 20% of the power at the driving wheels may be lost through the use of an incorrect oil.

The ideal oil is the thinnest oil which will keep the bearing surfaces separated and at the same time offer in itself the least frictional resistance to the engine power going to the driving wheels.

In addition, this oil must have stability to resist engine heat, and it must be pure.

Zerolene meets the conditions perfectly. Made from selected crudes by our own patented high-vacuum process, it has great "oiliness," which causes it to cling to bearing surfaces while offering in itself a minimum of frictional resistance to the engine power; it has great stability to resist engine heat, and it is pure.

Zerolene reduces friction, and permits the development of the maximum power, speed and gasoline mileage of the car.

Board of Lubrication Engineers
STANDARD OIL COMPANY (California)

**more power & speed ~
less friction and wear ~
thru Correct Lubrication**

Banking Service

We have three officers who have lived in this county for at least FORTY years. Our other officers have lived here several years, and we think our experience can be of value to citizens of this community. We are to be of service wherever possible, and will be glad to talk over any business or any financial problems with you.

Ontario National Bank

Oldest Bank in Southeastern Oregon

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	LIABILITIES
Loans and Discounts\$406,775.25	Capital\$ 50,000.00
Overdrafts 1,243.99	Surplus and Profits..... 52,832.56
Bonds and Warrants 45,679.07	Circulation 11,900.00
Banking House and Fixtures.....	Re-discounts NONE
..... 39,147.36	Bills Payable NONE
Other Real Estate..... 18,160.18	DEPOSITS 500,249.56
CASH 168,977.27	
\$674,983.12	\$674,983.12

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