

LOCAL NOTES

N. A. Macomber is deer hunting this week in the Pilot Rock country.

City Supt. of Schools, M. B. Signs, was on the sick list the first part of the week.

Mr. and Mrs. W. A. Murchie of Wasco, were guests of Harry Murchie over the week-end.

In a recent letter received from Mrs. J. C. Ballenger, she states that they are enjoying the ranch, but prefer Boardman and the alfalfa fields.

Did you see the airplane flying over our city on Wednesday? School was dismissed in the forenoon, the pupils given a close study of the mechanism of the plane. A number of our citizens took advantage of the opportunity, and enjoyed a ride amongst the clouds.

Dr. Ray Logan of Umatilla, made his first regular trip to Boardman on Tuesday and will continue to come here each Tuesday and Thursday hereafter—office in the Bank building. While here Dr. Logan was called to see Mr. Casein, who has been treated for typhoid, and who is now convalescent.

SCHOOL CALENDAR FOR 1921-22

The following calendar has been arranged for the present school year of the Boardman Community school:
 September 5th—Labor Day.
 September 6th—School opening.
 Saturday, September 10th—Experiment Station Field Day.
 Tuesday, Sept. 13th—Community Fair.
 Sept. 15, 16 and 17—County Fair.
 Wednesday, Oct. 12th—Columbus Day.
 Oct. 19, 20 and 21—Teachers' Institute.
 Friday, Oct. 28th—Frances E. Willard Day.
 Last week in October—School census.
 Saturday, October 29th—Senior H. S. Hallows' Party.
 Friday, Nov. 11th—Armistice Day—American Legion program.
 Nov. 24th—Thanksgiving Day.
 Dec. 21st—Teachers' Examination begins.
 Friday, Dec. 23rd—Holiday Vacation begins.
 Tuesday, Jan. 3rd—School begins.
 Thursday and Friday, Jan. 12th and 13th—Exams.
 Friday, Jan. 13th—First semester ends.
 Monday, Jan. 16th—Second semester begins.
 Friday, Feb. 10th—Arbor Day.
 Wednesday, Feb. 22nd—Annual Declamation Contest, 10 a. m.—Washington's Birthday.
 Friday, March 10th—Senior H. S. Play.
 Friday, April 14th—Junior H. S. Entertainment.
 Monday, May 1st—Elm. School May Day Entertainment.
 Thursday and Friday, May 11th and 12th—8th Grade Exams.
 Sunday, May 14th—Morning, Mothers' Day at church; Evening, Baccalaureate Sermon, Auditorium.
 Wednesday and Thursday, May 17 and 18—Final Exams.
 Thursday, May 18th—Senior Class night.
 Friday, May 19th—Commencement Address.

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BROADVIEW RANCH WINNER

The first and second prize for the best bale of alfalfa hay at the grain and hay show at Pendleton was awarded to hay grown on Broadview ranch.

Who says there is no advantage in a farm name? Broadview ranch, where the John Day picnic and barbecue was held, then operated by Dillabaugh and son, consists of two units. Unit "C" owned by the writer, now operated by Charles Wicklander, who won first prize of \$40, and unit "D" owned by D. C. Dillabaugh and operated by B. L. Dillabaugh, who won second prize of \$30.

Two bales of hay bringing \$70! Who can beat it? Now it is plain why my Duroc Jersey hogs are the best on the project. They have had better feed, and more of it. More of it is essential, and one of the greatest secrets in raising any kind of better live stock.

Name your farm and hold a picnic so that people may learn where you are located. Raise the best hogs and produce more infertile eggs than others and sell two bales of hay for \$70, and everything else will come to you while you wait, provided you continue to hustle while waiting.

The East Oregonian is my authority for the above report, though it is now rumored that R. C. Mitchell received second prize and B. L. Dillabaugh sixth. Will correct in next issue if rumor proves to be true.

Yours for more and better alfalfa hay with enough good cows to consume seventy-five per cent of it, then we will have enough left to supply all the dairymen in the state where alfalfa is not grown.

C. H. DILLABAUGH.

In last week's issue of the Mirror an article appeared under the title of "Rocky Roads to Dublin." The title the writer furnished for the article was "Some of the Pleasures of a Trip to the County Fair With Our Exhibit." The office boy evidently thought that it was intended to be humorous when he made the change. While I admit the roads are more or less rocky, I did not intend it to be taken humorous as facts are never funny.

While I am sure the office boy is to blame for the change, I will hold our genial editor responsible for any similar act in the future.

No writer, even though he blunders, cares to have any change made in his production other than to correct poor spelling.

My object in giving the above title was that when we call for volunteers to take our exhibit to the county fair two years hence we can remind them of the pleasures and advantages of such a trip. Why I say two years hence is because we are going to insist upon the county fair being held in the north end of the county in 1922.

The south end has had the honor for eight years, now we ask that it be held in the north end one year in the three. We have a great advantage over the south end in way of good roads so that we can expect patronage from considerable distance both east and west, and the roads are no worse from Heppner to Boardman and Irrigon and return than they are from here to Heppner and return. We have assisted you for several years now Heppner be game and visit us once.

Yours for a better County Fair,
 C. H. DILLABAUGH.

WATER COLOR PAINTS HERE

The water color paints for the school art work have arrived at the stores. All pupils in the first seven grades should get them. The price is 45 cents, but with care they should last two or three years.

Miss Glatt will supervise the art work for all. Everyone should be ready by next Monday so the work may start off all together. We are already four weeks late in beginning.

on account of the supplies not being available. M. B. SIGNS, Prin.

WONDERS OF AMERICA

By T. T. MAXEY

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JETTIES OF MISSISSIPPI

ALTHOUGH the "Father of Waters" has several mouths, none of them provided a satisfactory channel for the never-ending procession of steamers which carry millions of tons of commerce (one item of which, during a recent year, was 15,728,144 bunches of bananas) from the ports of the world to and from the port of New Orleans.

The western-most one of these mouths is known as Southwest pass. It is about 15 miles long, of irregular width, had a tidal variation of from 16 to 28 inches, was influenced by floods and obstructed by a submerged sand-bar over which the water was only nine feet deep.

Notwithstanding these handicaps, army engineers considered it the best route and set about to force the river to run as they thought it should. They planned to dig and build a channel 1,000 feet wide and 35-feet deep through this pass, so that the biggest ships could steam right up the river and anchor off New Orleans.

They dredged the head of the pass for 3 1/4 miles to give it the necessary width, closed a number of outlets to conserve the flow, built "sills" to prevent the outlets to the river above the mouth from enlarging; dredged away the sand-bar (removing the equivalent of 35,000,000 wagon loads of sand and mud), constructed jetties more than 20,000 feet long to protect this dredged channel and built spur dikes as necessary.

Southwest pass now satisfactorily performs the work which falls to the lot of the official mouth of America's greatest river.

HOT SCHOOL LUNCH NOW PROVING SATISFACTORY

A very satisfactory feature of the work of the Boardman Community school is the serving of a hot lunch at noon to practically all the pupils and teachers.

The meals are nourishing and are served cafeteria style so one may get a full lunch or a single item to supplement lunch brought from home.

Payment is made either daily or monthly of tickets in duplicate being made for each order.

The teachers supervise the pupils and correct serious faults of table etiquette, and monitors are appointed to keep the tables neat and clean.

The work of serving the meal is in the hands of Mrs. C. P. Harter, who is employed and paid by the board, all items being served at cost.

Following is the menu for one week, each lunch costing 10 cents: Pork and beans, prunes, 'slice' of bread and butter; Hindu eggs, cocoa, bread and butter; Cream of corn soup, baked apple with butter sauce, bread and butter; Rice pudding, cocoa, bread and butter; Beef stew, cocoa, bread and butter.

BOARDMAN SADLY DISRUPTED WEDNESDAY BY AEROPLANE

The town, community and school life of Boardman was sadly disrupted Wednesday when an aeroplane belonging to the Morris & Davis Aviation company of San Francisco, flirited around over the housetops and finally landed in a field close by.

Thither everyone flocked; the curious, venturesome and financially able, two at a time, enjoyed a fifteen minute flight at \$7.50 per, and considered the money well spent.

The youngest was six, and the oldest fifty, but all were equally enthusiastic, and some of the Boardman school teachers will be looping the loop in their sleep for some time to come.

The pilot, L. Yexex, and his mechanic gave an exhibition flight and showed some daredevil stunts and then hit the air in the direction of Fossil.

HERMISTON HAS FIRE

Fire which is supposed to have originated in the bakery destroyed \$15,000 worth of property in Hermiston early Wednesday morning.

The frame buildings belonging to Dr. F. P. Adams adjoining the concrete bank and office building and occupied by the R. C. Challis meat market and Hermiston bakery were completely gutted and building contents a total loss, as was the shoe store of Sam Rogers and the barber shop of Bert Mullens. W. H. Warner's law office and E. P. Dodd's real estate office were ruined, although most of the contents were saved. About \$10,000 insurance was carried. Rogers had \$6,500, the bakery \$2,000.

Volunteer work on the part of the volunteer fire department to save the drug store adjoining as a regular gale was blowing from the

west. Sparks were carried to buildings across the street and beyond to the fields.

TAKEN UP

One Gelding colt, 3 years old, star faced, brand "M" on left shoulder. Will be sold at my ranch on Saturday, October 22 at 2 o'clock.

I. SKOUBO,
 Boardman, Oregon.

FARMER JONES AT THE ROUND-UP

Yes, we thought this year that instead of goin' to the county fair as usual to see the stock, we'd go to the big Let 'er Buck Round-Up. As usual we had quite a time gittin' off. The pigs got out and the old hoss kicked in the manger and the dog had to be tied up an' what not, but finally we got off.

The train was jest startin' when we got to the depo, and when they seen we was late they stooped dead still, and blew the whistle, an' I says to Ma, now run for all you're worth. We saw some others doin' the same thing. One woman was carryin' her coat in one hand and her shoe strings in the 'tother. She hadn't bot her ticket when the conductor said "all aboard". Well, she bot her ticket, and they waited around a spell to see if they could drum up a few more.

Well, when we got there we seen the awfules lot of flags and brite colored banners floatin' down the street you most ever seen with fellers buckin' hosses, made out o' paper, of course, and a band on every corner. Seemed like Ma and me couldn't get enuff music. We heard a too too toot down the street, and I sez to Ma that's the merry-go-round I'm off, and the next I knowed I was ridin' 'round and 'round, my hed a-spinnin' and I sez, if I can't ride one of those buckin' hosses I will ride a wooden hoss. I looked 'round when I got a bit steady, and there was the leadin' lady storekeeper of our town and a friend of hers ahead of us, and I nudged Ma and we both luffed, and then I looked back agin and there was our popular general storekeeper right back of us, all goin' up and down and 'round and 'round, havin' the time of their lives, reminded of their childhood days on the farm back in Missouri.

Well, the next we knowed we was in the Round-Up, an' say I got right up and threw my hat in the ring when that big Texas steer came gallopin' across the field or ring, with a feller ridin' after him pell-mell when all of a sudden the feller jumped from his hoss and lit straddle of the neck of that steer and straddled its neck and grabbed its big horns. Ma jest fairly screamed, but I set out loud, goodness gracious somebody git the boy up, the steer'll gore him fer sure. Gosh, how the crowd cheered and some more fellers on hossback with bright colored shirts came ridin' up and got him up all O. K., and the clown came along and hopped on the steer's back and off he went to the corral, never seen the likes of it before. A feller with a camery tried to take a picture of the steer, but the steer jest went boo and that camera man dumbled up like a burnt boot. The clown then wandered 'round and put his arm 'round the leadin' lady rider and everybody cheered again.

The trick ridin' was somethin' worth seein'. Standin' on their heds and climbin' under them hosses and the hosses runnin' at full speed. Ma sed, I like to see you try some of them tricks.

The Indians sure did make a show in them red blankets and their blankets of eagle feathers and elk teeth and beeds and other trappin' when they made that charge on hossback. I sure thot the days of Indian raids had come back, but about the best thing accordin' to my notion, was breakin' the wild hosses to ride. Of all the skylarkin' them hosses did it took two men with ropes and a hoss to hold one. They 'rose on their hind feet and fell over backwards, feet up, the fellers leadin' 'em went helter skelter every which way. They would throw the saddle on 'em to get 'em used to it. Finally they got in the saddle and off they flew across country—never seen sich ridin' in my life nor sich buckin' neither. I see now where they got the name "Let 'er Buck." Finally they broke into a run and away they flew. Ma sed she had enuff of round ups but I says "can you beet it?"

REQUIESCAT IN PACE

The car ahead
 He tried to pass;
 And now he's dead—
 The speeding ass.
 —Weston Leader.
 Came to a hill,
 Started to coast,
 Brakes didn't work,
 Gave up the ghost.

Let us print those butter wrappers.

CONSTRUCTION OF UMATILLA RAPIDS PROJECT MIGHT BE POSSIBLE IN NEAR FUTURE

(Continued From First Page)
 130,000 horsepower of secondary the proposed first unit installation of 180,000 horsepower economically successful.

A profitable market for 125,000 horsepower of primary power and 250,000 horsepower of secondary power must be found before the proposed installation of 375,000 horsepower can be pronounced feasible.

If all railroads in Oregon were electrified it would require only about 115,000 horsepower to operate and for Washington 190,000 horsepower, or about 35 horsepower per mile of track.

If existing power companies now operating in the principal cities of the Northwest were to connect with this plant when constructed, it is believed a considerable part of the secondary power could be used to replace power now generated by the steam plants and ultimately much of the primary power could be absorbed as the power market in this section grows.

The report argues that the public is interested in the Umatilla project for the following reasons:

The principal cities of the Northwest, which are the present markets for hydro-electric power, are located within a radius of 200 miles of the proposed plant—Portland, Salem, Tacoma, Seattle, Spokane, Walla Walla, Lewiston, Pendleton, Ontario and Burns.

The plant would be constructed at approximately the center of the present railroad mileage in the northwest, with two transcontinental lines passing the power site. The electrification of these lines would go far toward financing the project.

The plant would be located at the junction of the railway lines leading to the northeast and southeast. From the north will come coal and many other commodities essential to industrial development while from the southeast enormous shipments of phosphate rock from the rich Idaho deposits may be required for the making of fertilizer.

Surplus power would pump all the water needed for irrigation.

Navigation would be improved by drowning out Umatilla rapids and affording a slack water pool above the dam nearly to the mouth of the Snake river. Another dam below

the first is suggested as an ultimate possibility, the entire output of power to be utilized in the manufacture of fertilizer. Cheap barge transportation to the Inland Empire would thus be made feasible without cost to the general public except for locks in dams built primarily for commercial purposes.

As the Columbia is in flood at about a time when other Northwest streams are low the project might prove invaluable tied in with a super-power line connecting all existing hydro-electric projects in the Northwest. Power could be sold at cost, and the rates of existing companies reduced in proportion to the savings made.

In the introductory statement by John H. Lewis, these paragraphs occur:

"We are issuing millions of dollars in bonds for the construction of highways which will be a burden upon the taxpayers and which roads may ultimately have to be rebuilt before the bonds are paid off. We are expending millions of dollars for the improvement of our rivers and harbors, with but little prospect of a sudden industrial expansion unless we have available some form of cheap power. It, therefore, seems high time that we begin to inquire if some new policy cannot be wisely adopted, such as loaning the public credit for the construction of water power projects which will be self supporting and ultimately return the entire investment, or perhaps the subsidizing of private capital which will undertake the construction of the first few large power projects, just as we subsidized the construction of the first transcontinental railways. Or, perhaps, some form of co-operation with private capital may be considered a better policy for the people of the Northwest to pursue than the present policy of restriction only.

In the absence of such a policy this great natural resource is going to waste while we are shipping in from great distances, coal and oils to run our industries. Our country is sparsely settled and we cannot hope to offer special advantages such as cheap coal or oil to attract new industries. It we are to secure the increased taxable wealth to share with us the cost of roads, harbor improvements now under way, we should carefully consider what we have to offer such new capital, and the conditions which we must compete within other places."



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