

# LOCAL NOTES

A. T. Hereim was a Stanfield visitor Wednesday.

Don't miss the Boardman Legion dance Saturday night.

Mr. Wasmer was doing business in Portland last week.

Mrs. Alice Dingman was a Portland visitor last week.

Hallow'en was a very quiet evening in Boardman, as very few pranks were played.

Dr. Ray Logan spent Monday and Tuesday in Portland, having his throat treated.

Born on Wednesday, November 2 to Mr. and Mrs. Kenneth Mulkey, an eight pound boy.

Mr. and Mrs. W. L. Finnell and family were business visitors in Hesper on Wednesday.

Mr. McNeil of Portland, father of Myrtle McNeil, was visiting with his daughter on Sunday.

Noel Klitz, Dorothy Boardman and Edna Broyles have been absent from school this week on account of the chicken pox.

Mr. and Mrs. W. L. Finnell, Mr. and Mrs. Guy Lee, A. T. Hereim and A. T. Hereim, Jr., motored to Stanfield Sunday afternoon.

Mr. and Mrs. Ed Roberts and daughter of Oakesdale, Wash., were visiting with their nephew, Albert Price, several days last week.

Mrs. Guy Lee is clerking at the Boardman Trading company, filling the vacancy recently caused by the resignation of A. T. Hereim.

Miss Louise Klager, who was operated on at The Dalles for adenoids and tonsillar trouble, has returned home, and is improving rapidly.

Mrs. Royal Rands has returned from Portland, where she was called because of the illness of her daughter, Wahnona Keys. She reports Wahnona as convalescing slowly, and will be under the doctor's care for several days yet.

## PAPER DELAYED THIS WEEK

It is just one thing after another in this country publishing business. This week we are delayed on account

**NEW MARKET**  
TO FILL A LONG FELT WANT, I HAVE OPENED A MEAT MARKET IN THE BUILDING NEXT TO THE OLD POSTOFFICE AND WILL CARRY A FULL LINE OF  
**Fresh & Smoked Meats**  
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Work Called For Every Wednesday and Saturday  
Delivered Wednesday and Saturday.  
Prices Most Reasonable in Country  
Work Guaranteed Satisfactory Will call at every home  
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of a break in the feed ditch of the light company causing a shut down of the power on Thursday. Some news and other matter is necessarily left out this week in an effort to get the paper out as early as we can.

## AMERICAN LEGION CONVENTION OPENS

Many Prominent Personages Present at Meeting of Ex-Service Men.

Kansas City, Mo.—Following strains of the Star Spangled Banner, sung by Madame Schumann-Heink, National Commander John G. Emory Monday opened the third annual convention of the American Legion. Madame Schumann-Heink was given a thunderous ovation as she finished singing.

National Chaplain Inzer completed the opening of the first session with the invocation. Addresses by General Armando Diaz of Italy, Lieutenant General Jacques of Belgium, Vice President Coolidge and welcoming of Admiral Beatty were features of the program.

Delegations from 48 states and all territories were present for the opening session at Convention hall. The Montana delegation brought a newly captured bobcat which was sent here by airplane, to be presented to Marshal Foch as the official souvenir of his visit to the convention.

The great moment of the American Legion convention came Tuesday morning when Marshal Ferdinand Foch of France and General John J. Pershing, standing side by side, faced the assembled hosts of Legionnaires.

Foch looked out upon the men who came to strengthen and hearten the tired and worn allies. Pershing saw in the sea of upturned faces his own fighting heroes who followed the flag of the Red, White and Blue.

Both were proud. Both had been central figures in many great demonstrations before armed hosts, but neither had ever been more impressed than with this welcome in the time of peace.

Foch paid a stirring tribute to the valor and accomplishments of the American expeditionary forces in the World war, and lauded the aid from all parts of the United States which brought the conflict to a successful conclusion.

General Pershing was presented after the ovation accorded Marshal Foch had at last subsided. He gave a ringing speech which struck true to the hearts of the legionnaires, as he spoke upon the accomplishments of the legion and of the problems with which they are now concerned.

New Orleans captured the 1922 big assemblage of the ex-service men.

## STRIKES FORBIDDEN BY LABOR BOARD

Chicago.—The United States railroad labor board issued a statement in which rail workers were forbidden ever to strike without the permission of the board.

All workers who disobey the latest order will be classed as "outlaws" and denied the protection of the transportation act under which the labor board functions, according to the statement.

It was declared that the strike, which was set for October 30, was in violation of the board's order, but since the walkout order was rescinded no further action would be taken.

The board emphasized that all disputes between the carriers and employees must be submitted to the board for a hearing in case the two parties of the dispute cannot agree.

It was declared by the board that any group of transportation would be "a blow at the prosperity of the nation."

Monday the board started hearings on new rules and working agreements. The old agreements were abrogated by the board. Since then carriers and employees have been unable to agree on new ones, so the case is thrown before the board.

## 600 CLERGY IN RESERVE

Five Chaplains Made Majors and 60 Are Commissioned Captains.

Washington, D. C.—Members of the clergy, the great majority of them with war experience and graduates of army chaplain schools at home or in France, are well represented in the officers' reserve corps of the army. About 600 commissions as reserve army chaplains have been issued. They include five majors, 60 captains and the remainder lieutenants. By denominations the distribution is as follows: Roman Catholics, 166; Methodists, 115; Baptists, 91; Presbyterians, 71; Episcopalians, 54; Disciples of Christ, 31; Congregational, 25, and other sects, 12.

Asks Tour of Peace Delegations. Washington, D. C.—Foreign dele-

## IT IS AN OLD SAYING THAT POT SHOULDN'T CALL KETTLE BLACK

The aggregate net result of the whole matter in regard to the Umatilla-Wallula cut-off seems to be simply this: There will be no funds available this year or probably next. But, while the East Oregonian feels inclined to print such befogged views we wish to publish a revised version. The first column was taken from the E. O. Parallel to it is the revised proof:

### PORTLAND IS NOT THE WHOLE STATE

There is a feeling on the part of some Portland folk that the state highway commission belongs to Portland, that the state road fund should be expended where and only where Portland suggests, that any highway scheme, however far fetched it may be, that promises travel toward Portland or offers entertainment for the people of the metropolis is a highly meritorious proposition. On the other hand these people look upon any road plan that seeks development of another portion of the state as a "hick" proposal to be looked upon with disfavor and suspicion. There are plenty of facts to justify these statements. The action of the Portland chamber of commerce last week was a bit of arrogance that is still fresh in the mind. The position of the Portland chamber was in effect that the highway commission should ignore legitimate requests from Umatilla and other Eastern Oregon counties and while doing so proceed to expend a very large sum of state money on a road that is not needed but which Portlanders have falsely been led to believe will help the metropolis with reference to trade from the Yakima valley. The action of the Portland chamber has been regarded as high handed and selfish. It was unfair to Umatilla county and unfair to other counties that have road projects they feel are pressing just as we feel deeply concerning our road needs.

Portland's provincialism in such matters is not a good thing for Oregon nor for Portland. The state needs development and a wise highway administration can be a great force towards the end. The road work thus far accomplished has helped the state greatly. It has been chiefly a Portland program but people have stood for that because they believe in main roads first. Furthermore they like Portland and are willing to be generous towards the metropolis. But they expect Portland to return the compliment and it is time something was done along this line. There is such a thing as a needed road that doesn't lead to Portland. We have such proposed roads in Umatilla county and so have neighboring counties. These roads will serve great economic needs, they will increase settlement and production, they will put more property on the tax rolls and in many ways benefit the whole state, Portland included.

It is time for the state highway department to give heed to the fact that Oregon needs other roads than the so-called tourist roads. There is urgent demand for market roads and the fact that that road will not lead to Portland should be no drawback. Portland is a splendid city but it is not the entire state. It should not always have the cream while other sections feel lucky if they get skimmed milk.

gates and also press correspondents attending the armament limitation conference would be guests of the nation on a tour of the country, including the Pacific Coast states, under a resolution introduced by Senator Stanfield, republican, Oregon, authorizing the secretary of state to issue invitations for the proposed trip.

## RAIL FUNDING BILL FAVORABLY REPORTED

Washington, D. C.—The administration bill for funding \$500,000,000 of railroad debts was reported favorably by the senate interstate commerce committee.

The bill included amendments by Senator Cummins, republican, Iowa, chairman, broadening the financing operations.

One amendment by Senator Cummins adopted would permit marketing of railroad securities now in the hands of the railroad administration through private channels, in addition to through purchase by the War Finance corporation. This provision would operate to extend the sale possibly beyond the \$500,000,000 limit fixed on the War Finance corporation.

Another amendment by Senator Cummins would bar claims of a railroad against the government for "in-

### PENDLETON IS NOT THE WHOLE COUNTY

There is a feeling on the part of some Pendleton folk that the state highway commission is for Pendleton's benefit alone, that the state road fund in Umatilla county should be expended where and only where Pendleton suggests, that any highway scheme, however far fetched it may be, that promises travel toward Pendleton or offers entertainment for the people of the county metropolis is a highly meritorious proposition. On the other hand these people look upon any road plan that seeks development of another portion of the county as a "hick" proposal to be looked upon with disfavor and suspicion. There are plenty of facts to justify these statements. The action of the Pendleton Commercial club on the Umatilla cut-off is a bit of arrogance that is still fresh in mind. The position of the Pendleton body was in effect that the highway commission should ignore legitimate requests from Umatilla and other Eastern Oregon cities and while doing so proceed to expend a very large sum of state money on a road that is not needed but which Pendletonians have falsely been led to believe will help the metropolis with reference to trade from the ten or twelve inhabitants of the mountains. The action of the Pendleton bunch has been regarded as high handed and selfish. It was unfair to Umatilla and unfair to other cities which feel that this cut-off is just as pressing as Pendleton feels deeply concerning her road needs.

Pendleton's provincialism in such matters is not a good thing for Umatilla county nor for Pendleton. The state development and a wise highway administration can be a great force towards this end. The road work thus far accomplished has helped the state greatly. If it has been chiefly a Pendleton program the people have stood for that because they believe in main roads first. Furthermore they like Pendleton and are willing to be generous towards the metropolis. But they expect Pendleton to return the compliment and it is time something was done along this line. There is such a thing as a needed road that doesn't lead to Pendleton. We have such a proposed road in Umatilla county and so have neighboring cities. This road will serve great economic needs, will increase settlement and production, will put more property on the tax rolls and in many ways benefit the whole county, Pendleton included.

It is time for the state highway department to give heed to the fact that Oregon needs other roads than the so-called scenic roads. There is urgent demand for market roads and the fact that a road may not lead to Pendleton should be no drawback. Pendleton is a splendid city but it is not the entire county. It should not always have the cream while other sections feel lucky if they get skimmed milk.

efficiency of labor" should the carrier agree to settlement of their accounts with the government.

## U. S. EMBASSY IS GUARDED

10,000 Policemen and Soldiers Take Positions Around Building.

Paris.—Ten thousand soldiers and policemen guarded the American embassy and neighboring streets Sunday to prevent a threatened demonstration by French communists in protest against the conviction for murder in a Massachusetts court of Sacco and Vanzetti, but no communists appeared.

Long before the hour set for the concentration of the communists at Port Marlot, 3000 troops were on hand. A few communists emerged from the subway station, but they were hustled out the city walls.

American military police, long absent, reappeared. Two were on guard near the American embassy and others were stationed at the passport bureau.

## Washington Game Farm Head Ousted

Walla Walla, Wash.—Announcement was made here by Ernest A. Seaborg, director of the department of fisheries and game for the state, that Henry Drum, ex-warden of the state penitentiary, has been requested to resign from his position as superintendent of the state game farm, the resignation to become effective December 1.

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