

THE BOARDMAN MIRROR

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STRONG BUREAU IS AIM OF MORROW CO.

Farmers have problems in common that can be met only when attacked by the farmers collectively. Many of these are so large that it is necessary for the farmers of the nation to attack them as a unit. The Farm Bureau makes this possible.

Realizing that to achieve real results in communities, or as a county we must be strong the Executive Committee are out for a Farm Bureau with every farmer a member.

Conditions may not be ideal because money is short but the greater the reason for organized effort.

The membership fee will be \$5.00 and will be used as follows:

- National dues 50
- State Bureau \$1.50
- County Farm Bureau Paper \$2.00

The County Farm Bureau officers of the State have decided in favor of one paper to which the counties can contribute.

It is seldom that a farmer spends \$5.00 which will do so much in return in his behalf for the amount expended. For instance one single piece of work on the part of the American Farm Bureau Federation meant a saving of \$30 to every farmer in the country.

The work of the National, State and County organizations and work for the coming year will be discussed at Boardman on Monday night, December 5th, and at Irrigon on Tuesday night, December 6th. G. A. Mansfield, State Farm Bureau President, will be present at both meetings. Those who have heard Mansfield know they will have a real message and a meeting well worth while.

The program for 1922 will be discussed at these meetings and committees and officers elected.

Light refreshments and a social hour may be the order of the local committee. Mrs. C. E. Glasgow at Irrigon.

The program at Boardman consists of an afternoon committee meeting for the formulation of plans and an evening meeting with an address by Pres. Mansfield of the state organization, followed by a social hour and refreshments. It is then planned that a committee of six will district the community and solicit members. C. C. CALKINS, Co. Agent.

PASTOR HILLIS LEAVES HERE

Pastor Hillis, who has been supplying the pulpit at the Community church here for the past six weeks, has given up his charge both here and at Irrigon, and will go into the Evangelical work. He is to commence a series of meetings at Bend on November 4th. The pulpit here will be provided for, although it is not yet known by whom.

RED CROSS SEALS ON SALE

Red Cross Christmas Seals are on sale at the school house. Give your order to any of the pupils. The money is used in Health work throughout the state. Put them on your letters and Christmas packages and help what you can.

RABBIT POISON

One ounce strychnine; one ounce table salt; one quart strong vinegar; 5 quarts hot water; one cup sugar. Boil ten minutes, and apply hot to 10 pounds of hay or leaves.

Mrs. A. T. Hereim is through packing apples at Stanfield, and returned home last Sunday.

WALLULA CUT-OFF IS HELD TO BE STATE NEED

Paper Once Royal Gift.
There was a time when only the nobility, the great personages of history, could enjoy the use of paper, and then in only the most meager quantities. Only 1,800 years ago Emperor Trajan of Rome was the delighted recipient of a munificent gift consisting of 20 reams of paper from the emperor of China. In that age and time, 20 reams of the precious fabric was considered a royal gift indeed, and only a potentate with the vast resources of China at his disposal could afford to give a present of such value.

One can imagine the elation enjoyed by Trajan upon receiving so great a quantity of paper, and thus know that through such generosity he was to augment the number of volumes contained in his library.

UMATILLA HOSPITAL TO OPEN NEXT WEEK

Early next week the Umatilla hospital will be opened by two major operations by Doctors Gale and Logan. Miss Laura Hayes, a trained nurse of years of experience, and who has had charge of a large hospital in La Grande, will be the manager. The equipment is new and up-to-date in every way including an X-ray. The hospital will be incorporated and officered by the most reliable business men in Umatilla, Boardman and Irrigon.

Umatilla and the whole west end of the county may well feel proud of this new institution, and to Dr. Logan who recently located in Umatilla, due credit should be given, for it has been through his instrumentality that the hospital is a reality, and it was through his efforts that a modern and up-to-date drug store has been established in Umatilla in the hospital building with a very capable pharmacist, Clay Rinehart, as proprietor.—Spokesman.

SIX KILLED—MANY INJURED IN HEAD-ON WRECK BETWEEN NUMBERS 17 AND 12

Six were killed, four fatally injured and between 30 and 40 injured in lesser degree when west bound train No. 17 and Spokane bound train No. 12 met head-on 12 miles east of The Dalles at a little past midnight Wednesday.

Among the fatally injured Roy Hodges of Stanfield is listed. Ed Heath, an itinerate worker who has been around here for the past few months, was with Roy, but no word has been received of him.

Dr. F. V. Prime of Hermiston, who was on 17, is safe in Portland.

No. 12 had just crossed the Cello bridge from the Washington side and crashed into 17 coming 30 miles an hour on the same track, but apparently on another track.

Everett Thompson of Echo, is reported slightly injured.

HAD SOCIAL DANCE

On Thanksgiving evening a number of town and country people met at the Auditorium and had a very pleasant social dance. The music was furnished free gratis by Frances Blyden, Mrs. Wicklander, Lyle Blyden and Vaughan Keyes.

Mrs. Art Rhodes, wife of Art Rhodes, the mechanic at Lane's garage, is seriously ill in a Pendleton hospital, where she was operated on recently.—Umatilla Spokesman.

Portland Chamber Committee Indorses Project in Face of Pendleton's Objection

Notwithstanding the argument advanced by the representatives of Pendleton, the special committee of the Portland Chamber of Commerce recommends the Umatilla-Wallula cut-off. The committee has gone into the subject exhaustively and strongly favors the cut-off, but suggests that no money be spent on the cut-off until the old Oregon trail be completed; that the La Grande-Joseph road be completed and that Walla Walla county commit itself to build.

Here is the report of the special committee to the board of directors of the chamber, which reduces the matter to a nutshell:

"Whereas, There is at present no all-year road between the Inland Empire of Washington and Portland, and more especially between points in the Yakima valley and Portland, since all roads at present in existence cross at elevations of 2000 feet or more, and

"Whereas, The building of such an all-year road would, in the nature of things, divert the winter travel of the Yakima valley to tide-water at Portland, and

"Whereas, The road from Umatilla to Wallula along the water-level grade of the Columbia river is the only road which would be an all-year road, and

"Whereas, The federal government cannot expend its funds upon an undesignated state highway;

"Therefore, we urge that the Umatilla-Wallula cut-off highway be immediately designated as a primary state highway, but that no money be spent by the state of Oregon upon this cut-off until: First, Walla Walla county agrees to build the part of such road lying within Walla Walla county and the Oregon trail through Pendleton, La Grande and Baker to the Idaho state line be completely graded and macadamized; third, the La Grande-Joseph highway be completed.

"We urge these projects be finished with the utmost possible speed."

Pendleton for Other Roads First
The report is signed by H. J. Ottenheimer, Dr. C. J. Smith, Robert S. Howard, J. P. Jaeger, Robert H. Strong and F. W. Vogler.

The Pendleton opponents contend that before the Umatilla-Wallula cut-off is undertaken that the following highways should first be completed: Old Oregon trail from Pendleton to Ontario, Wallawa-Joseph highway from La Grande to Joseph, road from Pendleton south to Canyon City, a road from Pendleton to Helix and Touchet in Washington, the highway from Pendleton, Pilot Rock, Heppner, Ione to Willow Creek, otherwise the Oregon-Washington highway; the John Day highway from Arlington to Ontario, the central Oregon highway from Ontario through Burns to Bend, The Dalles-California highway from The Dalles to Lakeview and Klamath Falls.

When all the foregoing highways are completed the Pendleton people contend, it will be time enough to build the Umatilla-Wallula cut-off.

The report of the Chamber of Commerce committee concedes everything that both sides have asked for. It overcomes the main objection made by the Pendleton Commercial

association, the Baker chamber of commerce, the Union County Ad club, the Eastern Oregon Auto club and the Helix Commercial association. It simply recommends that the cut-off be immediately designated as part of the Oregon primary highway system, and that no money be spent by the state until the roads mentioned by them have first been completed.

Objections Are Answered

Objections by the Pendleton Commercial club and the answers to these objections by the committee in Portland, follow:

"First—Efforts of the highway commission should be directed toward the development and completion of the old Oregon trail." Answer—The Portland Chamber of Commerce agrees with this in principle and has asked the commission to concentrate on this road as much as possible, with special reference to the gap lying between Dead Man's pass and La Grande.

"Second—All of the Washington territory which has interested itself in this agitation is now served with a paved highway." Answer—This highway does serve for traffic along the Oregon trail and local traffic but it is not the shortest nor the most practical road for the large territory in the state of Washington that is tributary to Portland. There is an enormous area that is served by the central highway, a main artery partly paved, that runs from Spokane to Pasco, which would be benefited immensely by the building of the cut-off, the saving being from 85 to 90 miles.

In other words, this cut-off would bring all that section much nearer to the Columbia River highway. The travel originating in that section is routed by the Washington people via Pasco and Yakima, to Seattle, whereas the proposed cut-off would divert all this travel to the Columbia river and this will apply also to all that section tributary to Lewiston, Idaho. It would be the means of diverting all that inland population that is desirous of spending the summer on the coast to the Oregon beaches.

"Third—It would be an injustice to Umatilla county to divert the traffic away from the county when it has spent so much money on graveling roads, etc." Answer—This is an admission that the travel will take the cut-off, consequently the cut-off is essential. There is enough travel within Umatilla county, as well as over the old Oregon trail, to justify all expenditures made and which will be made by Umatilla county.

"Fourth—The project is not favored by Umatilla county because it is being promoted and pushed by a few private interests having acreage and who are not considering it from a 'public good' standpoint." Answer—If the project is not favored by Umatilla county because it is being promoted by private interests, then on the same line of reasoning, Umatilla county should be for the cut-off because it is proved that it is not a case of private interests having land to sell, but on the contrary it is wanted by the state of Oregon and by the Portland Chamber of Commerce because it is a missing link

Accommodating.

Some years ago, before prohibition was in force, I was traveling, making a great many small towns. As a rule there was only one hotel in a town, and invariably a saloon in the same building. I disliked this exceedingly, and determined to avoid stopping at such a place where possible. One evening, alighting from a train in a small town, I was accosted by two local hotel-keepers.

"Hotel, lady?"

I thought to myself, surely both of these hotels do not run saloons.

So I said to the nearest driver, "Does your hotel have a saloon in connection with it?"

He replied, "No, lady, but we will send out and get anything you want." —Chicago Tribune.

CHAUTAUQUA SIGNED FOR ANOTHER YEAR

The Ellison-White Chautauqua Festival closed Saturday night after giving three of the five evenings entertainment called for in the contract. Owing to the storm it was necessary to cancel a part of the program. The three given were choice entertainments, and were greatly appreciated by the people of Umatilla.

The old plantation favorites and folk songs of the southland was the first number given, and was a decided success, delighting the audience.

Friday evening was a lecture by Prof. Habb, and Saturday evening the Old Fashioned Girls' delighted a large and appreciative audience with their wit and talent, which was followed by a dance, the company furnishing the music.

Miss Johnson, the advance agent, remained in Umatilla for a few days to secure signers for the 1922 winter Chautauqua and Festival. She had no trouble in securing the signers.—Umatilla Spokesman.

In a great artery of scenic and commercial value. It is quite likely that this road will open up some land that will permit private interests to benefit, so much the better. With the completion of the road which is now being built from Holdman to Cold Springs it will give an automobile outlet to the highway in either direction to those persons living between Pendleton and Cold Springs, a distance of about 15 miles.

Cut-off Needed in Chain

"Fifth—The proposed road will not pass thru a settled country and the people of Oregon who pay for the roads should have first consideration." Answer—It is not proposed to build this road for the purpose of settling the district between Umatilla and the state line. This, of course, is a cut-off to save time and distance for through travel, to permit an all-year travel for certain sections that are not so fortunately situated at present, and to complete the Columbia River highway to the state line, making it a link in an interstate highway system. Besides, the cost of this road will not be borne by the people of Oregon but at least 60 per cent of the cost will come from the federal government, which money, if not spent on the proposed cut-off, will be spent elsewhere.

If the proposed cut-off is not built it will break the chain of roads that are proposed to be built in the state of Washington, and will necessarily have to be built if this cut-off is built in order to make a through

BOARDMAN MAN HAS THRILLING ESCAPE

J. Kelly, who has been working in a lumber camp near Mt. Hood, forty miles from the railroad, arrived in Boardman on Thanksgiving, and relates a harrowing experience in getting out of camp. There was no food supply and the crew started for civilization. They spent one night at another camp but could not stay longer as there was shortage of rations there also. Wading snow three feet on the level and scaling drifts twelve feet deep in freezing temperature was too much for many of the crew of whom but five came out with Kelly. Three had died on the way, two were hauled out on sleds, and others turned back to an unknown fate.

GAVE DINNER

H. H. Weston gave a chicken dinner last Sunday to a few of the young folks. Those present were Mrs. Edith Crawford, the Misses Glatz, Price, Chaffee, and Runner, Messrs. Allen, Rands, Crawford. A delightful time was had by all and they hope he will give another dinner soon.

NEW CHEESE ON MARKET

The first cheese from the new factory was placed on the market Saturday. Ira A. Berger received 19 pounds and sold at 38 cents per pound. It was of excellent quality, although a little green. The first brick was cut up and distributed as samples amongst admiring customers.

REPRIVE GRANTED TWO MEN SENTENCED TO BE HANGED FRIDAY MORNING

The execution of Rathie and Owens, found guilty of murder in connection with the death in 1920 of Sheriff T. H. Taylor in Pendleton, which was scheduled to have been held this (Friday) morning at the state penitentiary at Salem, has been postponed as a result of legal action taken by the attorneys for the condemned men. The reprieve granted them is until February 3.

Skating is becoming quite popular amongst the young folks. Monday they organized a party and took two Ford's full up to Messner lake. They report a very enjoyable time.

Interstate road to Lewiston. This is covered by the new law which provides that the secretary of agriculture shall give preference to such projects that will expedite the completion of an adequate system of highways interstate in character. In other words, if Oregon builds the cut-off the adjoining state must couple up to Oregon and the moment Washington couples to this cut-off it will have to couple on to the road leading to Lewiston, completing the chain referred to; consequently the cut-off is a key to the situation and of vital importance to Oregon.

Cut-Off Strongly Recommended

Construction of the Umatilla-Wallula cut-off has been strongly recommended by the special committee of the Chamber of Commerce appointed several weeks ago to make an exhaustive study of the Northeastern Oregon road question. The committee suggests, however, that no money be spent on the cut-off until the old Oregon trail is completed. The committee also recommended that the La Grande-Joseph road be completed and that Walla Walla county commit itself to build.—Oregon Journal.

