

The Boardman Mirror Boardman, Oregon

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ONE WAY TO BEAT TAXES

To give an insight how the war-yoke is shouldered on the common people the Hill estate hearing in St. Paul provides an apt illustration. Seven of the Hill heirs ask that the Northwestern Trust Co. be made administrator. L. W. Hill, chairman of the Great Northern objects, asking that he be made administrator. The court asks for his qualifications. He cites that at the beginning of 1919 the revenue from his mother's estate was \$1000 a day. He increased it to \$2000 a day by selling or interchanging the taxable securities for non-taxable securities. How many such cases do you suppose there are in the United States? When will congress wake up to this leak? It should be corked. Would it provide a solution for the soldier bonus? Wonder what a feller thinks and does who has two thousand iron men rollin his way every day. Is it possible in the hay business?

EMPLOYE STOCKHOLDERS

It will be only a question of time when the great railroads of our country will be largely owned by the employees. On the Union Pacific system the men and women on the pay-rolls are gradually acquiring more and more ownership in the property. The great Southern Pacific system has now put on an employee ownership campaign to enable the workers on its lines to buy stock on easy terms. Beginning February 1st, 1922, any employee can apply to purchase one to fifteen shares of the common stock at the open market price. The purchases can be made at the rate of five dollars per month withheld from the monthly pay check as a minimum and more quoted at \$1.50 last week, and pays six percent dividends, seven and one half percent on this investment.

Employees are not limited to five dollar a month payment but can pay off their subscription in a lump sum and subscribe for more. Under the Hoover plan of settling all differences between employers and employee, without strikes, railroad stocks should steadily advance.

RUINING PUBLIC HIGHWAYS.

A trip over the improved highways is all that is necessary for anyone to appraise the damage that is being done by the operation of heavy auto trucks and busses. If these vehicles are not regulated as kind of tires and weight of load it is only a matter of a year or so until the roads will be ruined and taxpayers confronted with heavy bills for repairs.

Nothing will more quickly damage an improved highway than the operation over it of a heavy truck and the faster it moves the more damage it does.

Public highways have been improved at large public expense. The government has borne part of the cost of construction but it bears none of the cost of repair and upkeep. Some of the roads constructed only a couple of years ago are now breaking down from fast bus driving and heavy truck loads. If this is kept up, our supposedly improved highways will be worse than before improvement and cost of repairs will bear heavily on the already bent shoulders of the taxpayer. The situation has become serious and county boards or other public authorities should take immediate action to regulate the load of auto trucks, as well as to impose a toll, license or tax for the privilege of using public highways sufficient at least to balance the amount of damage being done.

A Chicago man states that he owes five million dollars and has less than a thousand to pay, it with. Does this make you feel any better?

What do you say to a two thirds majority deciding the third Arbuckle trial. Why would not this be a wise procedure in all Court cases? With sixty percent of the population qualifying as Morons isn't it expecting too much for a hundred percent jury.

With the dis-armament Treaty a reality, why not junk that standing. The country will never be in better position to assimilate that many idle. Everybodys doing it.

HOMELY PHILOSOPHY FOR 1922

Isn't it funny how some folks study the science of being miserable in a world filled with good things. If a fellow had potatoes in his garden and would rather go hungry than dig them up, every body would laugh at him, and by and by he'd dig. Then he'd feel better. Why not dig the good things out of life and throw aside the weeds. They'd all rot if they were dumped into the sunlight an' maybe from them would grow something better. You can always get a crop if you sew right and work up the ground now and then. There's one thing certain—you can't buck old dame nature, so you might as well fall in line and watch your step. The old lady insists that eventually everyone must be happy and if eventually, why not now.

We settled in our favorite chair for an evening's gleaming of the daily news. Being a 32 degree fight fan this headline caught our eye. Dean and Bishop fight to a finish. Knowing the record of fighters from the days of Patsy Carah, we racked our brain to place Dean and Bishop. We knew of a "Bishop" bishop but who was Dean. Here's what we ran into.

The Rt. Rev. Mr. Sumner, bishop of the Episcopal Diocese of Oregon has requested the very Reverend Mr. Hicks to move to new pastures. The very Reverend Mr. Hicks has told the Right Reverend Mr. Sumner that his present range is preferable to new pastures. Personalities are passed back and forth qualifying either for a four or ten round bout. The month does not go by in Portland that there is not a ministerial coming of the cloth. We realize the clay of the Cloth is of the same texture as the layman. The same earnest of the times discords there lives as well as ours, but when the times call for leadership, whether gospel or government of high standard and cooperation, personalities must be forgotten.

There are two remedies if diplomacy be unknown. A private laundry for the soiled linen of the pulpit, or the sixteen foot ring with the laws of the Marquis of Queensbury ruling. Why is it that you never hear of the Salvation Army "mixing" as it because they are so busy doing the Lord's work that they do not have time for personalities. Could the Right Reverend and the Very Reverend have their sights too high thus shooting over the mark of their calling.

What of the one big union with the Army tenets of Salvation governing. If the teachers of the leaders are always preened anduffed, how are they to give solace to the scolders of light. They whirlpool in the River of Doubt and there's no good in us. Let us Pray.

Hon. N. J. Elliott will be a candidate in the May primaries for reelection as Congressman for the 2nd district. A rumor was abroad that was false. Mr. Elliott is the ablest he did not seek reelection. This see that he beats Joe Cannon's record.

Not that I would suppress the latitude of a Senator or Representative, but the following caught my eye. "Senator Simfield is busy in Washington working on a fifty cent tariff on shingles. Congressman McArthur time is taken up combating the Farm Bureau and Grange because they stand for the excess profits tax". As it is the shingle vote of Multnomah county that permits McArthur to hold office, let Mc Arthur do the shingling and Stantfield come home to his sheep.

Dolly Gardner's movie career is one continuous round of grief. Cities refuse to let her display her wares. She seeks a fund to restore Roy's brain to normal condition. With a fifty year sentence before him would it not be more humane to leave things just unnormal?

Does the controversy over the sales tax, the tariff tax or any tax hinge on the fact that the poor want to be rich and the rich are not willing to be poor.

The "elephant" does not look where it steps. The sales tax may be a mouse.

The poor mans brains, smelt, will soon be with him.

SENATOR CHARLES HALL



I submit my candidacy to the Republicans of Oregon for the nomination for Governor. Following are some of the principles for which I stand:

1. I have made no pre-election promises and I will make none, except those herein stated.
2. Taxes on general property must be reduced. I favor substituting not to exceed ten departments for the seventy or more existing State Commissions. (Illinois System.)
3. Not only reduction of taxes, but improved marketing facilities and increased credit are essential to insure the prosperity of the farmer.
4. A more equitable adjustment of the automobile license tax with due regard to the actual value of the car. Gasoline tax for highways only.
5. As to my attitude on the labor question, I refer to my employes, and my Legislative record.
6. Completion of the State Highway System with special attention to market roads.
7. The public school is one of the fundamental factors in our system of Government. I favor compulsory attendance in the primary grades. Teach pure Americanism to all pupils, beginning at an early age. Continue to strengthen and build up this typical American institution.
8. Strict enforcement of all laws.
9. I am against Japanese land ownership or control.

Senator Charles Hall of Marshfield, who has long been mentioned as one of the strongest prospective candidates for Governor, has announced definitely that he will enter the gubernatorial race. This announcement has been expected by his friends for some time, as strong pressure has been brought to bear upon the Coos and Curry Senator since his name was first mentioned as a prospective candidate.

He was born on a farm in Jefferson County, Pennsylvania, and came to Oregon in 1891. Shortly thereafter he began his business career as a clerk in a drug store at Clatskanie, Oregon. Eventually he acquired ownership of the drug store, sold it and bought a drug store in Hood River, where he lived until 1914. In Hood River his ability for organization asserted itself. During the eight years he spent in that town, he was one of the builders of the telephone system there, the Oregon-Washington Telephone Company, and built the Central Building, Oregon Hotel and the Hall Building, and owned and planted a number of orchards in the Hood River Valley. He also served as Director and President of the Hood River Commercial Club.

His activities were transferred to Coos Bay in 1914 and immediately thereafter a number of new organizations in that district came into being. He organized the Coos and Curry Telephone Company of which he is President today; organized the Bank of Southwestern Oregon in 1917 and was President of that institution until 1921.

Outside of his business activities in Marshfield, he soon became one of the prominent citizens of that district. He was one of the original promoters of the State Highway program. He was elected Senator from the Eighth Senatorial District comprising Coos and Curry counties in 1920.

Senator Hall soon became one of the leaders in state-wide politics as a fearless exponent of the highway program. As a legislator he played a prominent part in all important legislation during both sessions in 1921. He risked censure from the exponents of the 1925 Exposition Bill when he refused to listen to any proposed roads into the road funds for the purpose of financing the Fair. Hall's mediating course in this latter action brought forth the highest praise from all parts of the State.

Since his debut into state-wide politics, the leadership in various non-political movements has gravitated naturally to him. He is a member of the Oregon Land Settlement Commission and served for three years as President of the Oregon State Chamber of Commerce and is now a director of that organization.

Friends of Senator Hall proclaim him as a natural leader, and point with pride to his record of achievements in public and private life. Others concede that his judgment is sound and admit that no outside pressure or fog rolling can swerve him from any program or movement to which he has dedicated himself.

Mr. Hall was married in 1906 to Portland to Ann English. They have three children, two boys thirteen and seven, one girl nine.

MERRILL E. DOBLE

Merrill E. Doble made a business trip to Pendleton Friday, returning Sunday morning.

Thomas Alexander has hired out to Mr. Suddarth and is in charge of his place. Mr. and Mrs. W. H. Boardman, who have been on the place during the winter months, have returned to their own place near Lexington to get in the spring sowing.

Mrs. Harry Lester arrived from Seattle Friday and is going to make Irrigon her home for a while.

George J. Frederickson of Juntura, Idaho, is visiting his brother, F. C. Frederickson for a few days.

Vane E. Jones reports having purchased the fourteen acres from Ray G. Beckley on the south side of the Columbia River highway adjoining the townsite. This is an elegant place and Vane will know how to make a paying proposition of this farm. He is going into early potatoes and melons quite extensively this season.

Rev. Dr. Allen, who was first pastor of the Irrigon church some years ago, visited Irrigon the other day, accompanied by Rev. Seeley, superintendent of the home mission work in this district; Rev. Dr. Hayes, pastor of the Unapine church, and Rev. B. F. Harper. They had all been attending the Presbytery in Pendleton, and on their way back stopped at Umatilla to organize a church there, then motored on to Irrigon to look over the field here. Dr. Allen occupied the pulpit Sunday morning here and Rev. Watson, a Unitarian church in the evening. Dr. Allen spent several years in America and encountered many hardships and difficulties, but returned to this country a couple of years ago and has since been employed as one of the professors at Whitman college. He says they are planning to resume work in Siberia this fall. It was reported at various times that he and Mrs. Allen had met the fate of many others, but these reports originated from their inability to communicate with this country in those days.

The Union Pacific system has sent out the first agricultural bulletin known as Bulletin No. 14, and it is being displayed in the postoffice and the depot. These will be issued the middle of each month, and any one who has some high class seed or thoroughbred stock for sale, or wishes to secure something along this line can have their items inserted in this bulletin by mailing such items to R. A. Smith, superintendent of agriculture, Union Pacific system, Omaha, Neb. Items should reach him by the first of each month to insure their publication in the following issue. The idea is to get the seller and buyer together in the Union Pacific territory and save the patrons every unnecessary expense in locating their wants. The bulletins are the best of their kind and far superior to information from other sources quoting car load movements or sales made during the past week or past number of days, etc. That class of information is not dealt with but products for sale and wanted are quoted.

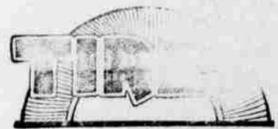
The Irrigon school staff arranged very appropriate Lincoln and Washington birthday exercises Tuesday evening in the school auditorium. It was one of the best known in the history of the Irrigon school and the entertainment lasted nearly two hours. There was one continual applause and the auditorium was nearly filled to capacity. The program consisted of dialogues, speaking, singing and various flag drills, each carefully selected for the occasion and required by the school laws of the state and to take in both worthy occasions they figured a joint exercise on the 21st. The parents returned to their homes with much more knowledge of the lives of Lincoln and Washington than taught in their school days.

FOR COMMISSIONER

I hereby announce myself as a candidate for the nomination to the office of County Commissioner, subject to the will of the Republicans of Morrow county, to be expressed at the Primaries in May, 1922. Present Incumbent.

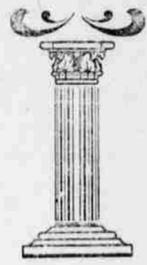
G. A. BLEAKMAN,
Hardman, Oregon.

DIAMOND



and Tubes

Mighty Easy Riding



THE MODERN
A. B. C.
ALWAYS BE
CAREFUL!

Loose Wheels
Tightened
While You
Wait.

GAS—OILS—ACCESSORIES

Expert Guaranteed Repair Work
at Reasonable Prices.

Service Car Any
Time Any Where

If Your CAR Is Sick, We Can Cure It.
No Cure. No Pay.

Boardman Garage

BOARDMAN

Townsite Co.

E. P. DODD, Pres.

City Lots for Sale at
Proper Prices

Boardman is a New Town But Not a Boom Town

Ideally located on railroad and
Columbia river, far enough away
from any large town to naturally
become the trading center of a
wonderful growing country.