

The Boardman Mirror Boardman, Oregon

PUBLISHED EVERY FRIDAY

MARK A. CLEVELAND, Publisher

\$2.00 PER YEAR IN ADVANCE

Entered as second-class matter Feb. 11, 1921, at the post office at Boardman, Ore., under act of Mar. 3, 1879.

This section of the country is often spoken of as the "banana belt", but it is no joke that the election return proved it indigenous to the "orange".

We asked a Cockney English printer once how to divide the word "saloon". He said: "carry the hell over; put a hess and a hay in the first line with an iphen., then a hell, two hoes and a hen".

Weston has set the dates for the thirtieth annual re-union of Umatilla County Pioneers for June 9 and 10 to which all the early settlers are invited.

Speaking of early settlers—there are two kinds. It would help us to pay our bills if some of these birds around here would join a society of early settlers.

An Initiation in the Desert

Well, not exactly that, perhaps, but the poor neophyte who joins La Society Des 40 Hommes et 8 Chevaux, the fun branch of the American Legion, when the Oregon Voiture meet here in its annual promenade July 26 will think he is being led across some real honest-to-goodness burning sands. Across the Columbia in Washington, the winds, tearing down thru the gorges east and west have, in the ages, heaped up huge dunes of fine Sahara sand. The only inhabitants thereof are Br'er Woodchuck, who forecasts weather on February 2 and the festive rattlesnake. Members of Voiture No. 105, newly organized in The Dalles, have just about decided to lead the 40 or 50 prisonnaires who will enter the society on that date across the river and into the sands from whence their walls of anguish may echo hollowly against the solemn Klickitat hills. Plans for the big initiation are now being busily arranged by Dr. Thomas E. Griffith, of Dufur, chef de gare of the local legion funsters.

EMPLOYERS' LIABILITY ACT COVERS FARMER

The following article is taken from the Extension Service News, of O. A. C. and will be of interest to employers of farm labor.

"The farmers of the state may not generally know that under a decision of the Oregon supreme court made in April, 1917, they are subject to the operation of the Employer's Liability Act with practically the same effect as any of the most hazardous occupations. It was decided in that case that an injured farm hand had a right of action for damages against his employer even though here was a contributory negligence on his own part. The knowledge of this condition has caused many farmers throughout the state to embrace the protection afforded by the Oregon Compensation law as administered by the State Industrial Accident Commission, which is a state institution not operated for profit, but for the benefit of Oregon citizens, and which furnishes a guarantee to the employer against lawsuits.

"An employer who is operating under the Industrial Accident Commission pays a certain percentage of his payroll into the state fund, his workers each contributing one cent a day to the same fund. When accident happens and a workman is injured he is entitled to medical attention and care, also compensation for loss of time, and in such cases of accident as result in death the widow and children and other dependents receive substantial relief, the widow for all her life unless she remarries and the children to the age of 16 years. All this is paid from the contributed fund, the beneficiary requiring no lawyer or other costly agencies to obtain it and the employer being relieved of legal liability. All this is done at the lowest possible expense because the Industrial Accident Commission is a state functionary, existing and operating not for profit, but for service to the whole people.

"Farmers who may feel interested in the matter can obtain all the particulars and instructions by applying to the Commission at Salem."

SALMON BAKE DOES NOT MATERIALIZING AT BOULDER

The Salmon Bake at Boulder did not materialize as the fish arrived to late. The crowd of about 200 did not go hungry, however, as they carried eatables with them, so with the abundance of hot coffee furnished they had a very good lunch.

While waiting for the boat to cross to the Washington shore, upon request of the people of Alderdale, Mrs. Cramer gave a short history of settlement and development of our project and the improvements made in the city of Boardman. Mr. Warner, the leading merchant of Alderdale then gave a history of their city beginning in 1861 when the first white family settled there. He gave an account of various exciting events with the Indians who were more or less hostile at that time, and for many years after. In 1877 their first school was established in what was called their rag school house which consisted of a tent with such furniture as they could construct at that time. They now have a very large school house but with only a few pupils, as he said that about 200 families including the Batchelors had left their homes in that section of the country which includes the dry farming lands for many miles back from the river. He says they have room for a very large population when the water can be obtained to irrigate the lands on that side.

The people of Washington were so favorably impressed with Mrs. Cramer's description of our surroundings that they proposed a joint picnic on July 4th and a committee was appointed to confer with a committee on our side. As we happened to have the chairman of two picnic committees in the gathering arrangements were made to hold the joint picnic in Boardman, if the consent of the City Council can be obtained. Our shade trees are now of sufficient size so that it will be better than the locations usually used on the river bank.

In case of severe wind or rain, we can repair to the school house so that our program can be carried out regardless of the weather conditions. The Alderdale people have promised to furnish a program which Mr. Warner says will consist largely of vocal music. Now Bachelor friends! Sit up and take notice, for you all know which gender furnishes vocal music at such entertainments.

Having overheard some of the plans of the Oregon committee, I learned that a part of our program would consist of a trip over the project, so Mr. Bachelor, if you will give the car a new coat of paint, have it a good running, with a full tank of gas, you may have the honor and also the pleasure of showing the members your homes. After our experience on the ferry boat, the committee will insist upon a full tank of gas so that none will be stranded on the desert or at your homes.

At about 3:00 p. m. the boat started for the Washington shore with 142 passengers aboard. Everything went smoothly until about 200 feet from the landing where the motor stopped for the want of fuel. The boat men not thinking it possible that the gas tank was empty insisted upon it being a stoppage in the gas line and disconnected it several times and cleaned out the sediment of perhaps several weeks. The engine would start every time it was cranked but die again after three or four revolutions. After having drifted for more than a quarter of a mile below the landing, the passengers began to look a little uneasy, so we decided to tie up to the shore until the real trouble could be located. Captain Joe White, with line in hand was the first to land on the Washington side. After tying to a big boulder for a short time we decided that with the help of those on the boat we could haul the boat up stream about 200 feet around a little bend and out of the swift current which we succeeded in doing after about half an hour of hard work. Again we tied the boat fast and about half of the passengers disembarked and walked up to the landing. Soon after this the engineer filled the tank and our trouble was over. The boat had no difficulty in making the landing where we would the boat of our party waiting. All were pleased to learn that the trouble was only a shortage of fuel which was serious enough though not so great as a defective motor would have been. It was extremely careless on the part of the engineer but I think we can rest assured that it will never happen again. It was a poor advertisement for the new ferry line but as we of Boardman and vicinity are going to be greatly benefited by our acquaintance with the people of Alderdale, let us refrain from knocking if we cannot get our shoulders to the wheel and boost, we can one and all get a

firm hold on the hauser and pull with all our might. We were at no time in any danger other than being stranded on the other side until the wind changed or be brought across in a row boat.

One of the party who walked to the landing said he saw a snake and has a living witness to prove that it was not a moonshine magnified imagination but an honest-to-goodness snake at least two inches in diameter and between five and seven feet long and the first of the kind Mr. Cahoon ever saw. Neighbor Jack met several copper colored girls, old acquaintances I think on the Washington shore and as he was able to speak their language as fluently as a regular squaw man, he had a very nice visit with them. The girls seemed to enjoy the line of talk he gave them but when he came to one certain important statement which he made with considerable pride they shook their heads and said, "No, not so".

Ask Jack about it. While the boat men believed they had plenty of gas for the return trip, they did not care to take any chance so chartered an automobile and went to Alderdale and got more. Alderdale is about one half mile from the landing so the delay would not be a visit to the city as we had planned.

The return trip was made without difficulty and I think all had enjoyed it regardless of the little delay. So ended for me a very pleasant holiday. How many will have seen it just as I did. I trust we will hear from others. C. H. Dillabough.

JUDGE PHELPS UPHOLDS LAW IN JOHN DAY DISTRICT CASE

Findings and conclusions of law and a decree in the case of the Northern Pacific Railroad Co. and Dan P. Smythe and other big property owners against the John Day Irrigation district have been returned by Judge Gilbert W. Phelps following several months in litigation in the case. Some of the chief features of the involved case which the court has decided are as follows:

The law under which the district is organized is a valid law and the district is regularly organized.

The contract entered into between the district with Lewis and Clark, engineers, was valid at the time it was made.

The special assessment of 50 cents the acre, levied in 1920, is valid and constitutes a lien on the land, the court rules.

The contract of January 4, 1921, between the irrigation district and the engineering firm was beyond the power of the board to make.

Warrants up to the amount of \$20,000 for the services of Lewis and Clark should be paid. The court finds that the testimony does not indicate just what sum in excess of this amount the engineering firm is entitled to receive, but indicates that this payment may be adjusted between the district and the engineers, failing which the engineers have the right to bring action in court to have the amount of fair compensation established.

One of the chief questions brought up by the litigation is whether present state laws applying to the organization of irrigation districts is constitutional. Judge Phelps holds that the law is constitutional.

In the decree, the court sets forth the remuneration the secretary of the board was entitled to receive. The exact amount due the board's former attorney, F. A. McMenamin, can not be ascertained from the testimony introduced, the court holds.

This litigation has been in court since early last spring. Testimony has been given on several occasions since that time.

Uncle John's Josh

I WONDER, WHEN DARWIN WAS YOUNG DID HE EVER THINK OF MAKING A MONKEY OF HIMSELF



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WHY

BOARDMAN?

Because the

Climate is Good,

People are

Sociable
Intelligent
Enterprising

Town is New and Growing

Location Well Chosen

Half way between The
Dalles and Pendleton
On O-W Railroad
On Columbia River

Soil Will Raise Anything

Water for Irrigation from
West Extension of
Umatilla Project

McKay Creek Dam

Will be built, assuring
more acreage under
water.

Boardman is a New Town But Not a Boom Town

Write Secretary of Commercial
Club