

The Boardman Mirror
Boardman, Oregon

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J. C. Ballenger was an Arlington visitor Tuesday.

Mrs. Irene Sprague was a Heppner visitor this week.

George Storey made a business trip to Hermiston Tuesday.

Mr. and Mrs. Chaffee were callers at the Garrett home Sunday.

L. V. Woodard of The Dalles was in town the first of the week.

The Marty family moved this week to one of Frank Cramer's cottages.

Mrs. Dewese and Mrs. Root called on Mrs. Glenn Carpenter Sunday afternoon.

Eugene Cummins returned Wednesday for a month's visit with relatives at Oregon City.

Mrs. Blayden, Mrs. Klages and Mrs. Gorham were entertained at the Rand home on Saturday.

Paul Hatch, who is working in Baker, came down to visit his parents on Sunday returning Monday night.

Mrs. Eugene Cummins returned home Wednesday after several weeks home Wednesday after several weeks' absence.

Mrs. Tichenor and daughter, who visited last week at the Royal Rand home, left on Monday for their home in Portland.

Glen Garrett drove to Condon and Hardman with a load of melons on Monday. The roads were very rough, he says.

Mr. and Mrs. Ford E. Stokes of Stockton, Cal., are visiting at the R. S. Davis home. Mr. Stokes is Mrs. Davis' uncle.

Grace Maxine, the baby daughter of Mr. and Mrs. Charles Wicklander, was christened at the community church recently.

Mr. and Mrs. Fred Edmunds left Wednesday in their car for their home, after spending a few weeks here at their country home.

Mrs. Hopkins and children returned to town, after staying with Mrs. Cox the last two months while Mr. Cox was away harvesting.

The Ladies Aid will hold a sale of aprons and girls' school dresses in the bank rooms on Saturday, Sept. 8th. Sale will begin at 10:30.

Dr. W. J. Miller, specialist eye, ear, nose and throat of Portland will be in Boardman Sept. 17th (Monday) to do work in his line.

Earl Cramer has returned after having spent several weeks in the wheat country hauling wheat with his truck. He has the contract again this year driving the East End school bus.

Mrs. Mabel Morehouse went to Portland Saturday, after spending the summer helping Mrs. Sprague at the service station. Della Olson is taking her place. After a week in Portland she will return to her home in Medford.

The American Legion Auxiliary met at Mrs. Macomber's Tuesday evening to elect a delegate to the convention at Seaside, as the one who was elected before could not attend. Mrs. Crawford was elected but had to refuse as the sheep would not stay in the pasture without help.

Mrs. Crawford is expecting one of her brothers here any time to stay through the winter. George Houston is working on the U. S. dredge boat, "Clatsop," near Astoria, and Charles is on the dredge boat, "Wakiakum" near Rainier, Ore.

J. C. Ballenger and family returned last week from Seaside. Mrs. Ballenger and Maxine have been down there several weeks and Mr. Ballenger motored down the latter part of August.

The teacherage is being renovated and put in order for the teachers, some of whom are expected Friday. Mr. Goodwin kalsomined the kitchen and living room, both of which were badly smoked.

Mr. and Mrs. W. A. Leathers of Hermiston stopped at the J. F. Gorham home Wednesday while on their way home from a tour through western Washington.

The Aid met Wednesday at the church. The afternoon was spent in sewing again. Some business was transacted. Next meeting will be September 19th. The play which was scheduled for this week was postponed temporarily.

Mr. Beck and family of Dufur are again located in Boardman, living in the F. L. Brown house. Mr. Beck will drill the long-talked-of town well, it is understood, and has his machinery and outfit on the ground now, just back of the Advent church on the lot purchased by the city.

Mrs. J. C. Ballenger has been suffering with an abscess on her cheek since her return from the coast. On Monday night the Ballengers and Nate-Maccombers drove to Hermiston where Mrs. Ballenger consulted Dr. Illsley, who gave her an electrical treatment.

Prof. P. J. Mulkey and wife, Mrs. Gladys Gibbons and Norma returned Tuesday evening from Monmouth. Mr. and Mrs. Mulkey and the latter's mother enjoyed a trip via Ford to Yellowstone Park this summer and Mrs. Gibbons and Norma spent several weeks on the beach at Newport. All are feeling fit and report a delightful vacation.

Geo. Wicklander and family, Chas. Nizer and wife, A. W. Cobb, George and R. C. Mitchell, Chas. Wicklander and sons, Carl and Hector, C. H. Dillabough, Mr. and Mrs. Packard, Ethel Broyles, Mr. and Mrs. Hatch all motored to Hermiston Thursday to attend the Field day exercises at the Experiment station.

O. H. Warner and wife were greatly surprised Sunday evening when one of the tourists who spent the night at the Warner auto camp proved to be a former acquaintance of 35 years ago, Philip Abbey, now of Hood's Canal, Wash., but whom the Warner's knew in Montana. Mr. Abbey had lived at Hood's Canal for the last ten years until a year ago he returned to Iowa, but is now on his way back to Hood's Canal, having been on the road since May. They spent a very enjoyable evening together reminiscing.

IRRIGON NEWS ITEMS

Plenty of news these days but everybody too busy to tell about the doings.

Mrs. Barr of Alberta, Canada, and Miss Gladys Williams of Walla Walla, Wash., are guests of Mr. and Mrs. R. F. Williams this week. These ladies are sisters of Mr. Williams and motored over Monday from Walla Walla, where Mr. Williams had gone a day or two previously to attend to some business matters.

A goodly number of newcomers during the past week, but the writer has not learned the names of these parties. McCoy house and Ives' have been occupied during the week.

Mr. and Mrs. Chas. Markham moved into the Doering house the first of the week; vacated by W. M. Castle, who left for Portland Tuesday. Mr. Markham is taking Mr. Castle's place as ditch rider.

The Association has now shipped seven carloads of mixed watermelons and Pride of Irrigon cantaloupes, but expect to move the rest by truck and express. There is not enough Kleckly Sweet watermelons left now to load carloads with cantaloupes, and the other varieties are not suitable for our markets.

Mr. Brown is making great progress in leveling Geo. C. Howard's acreage, and they expect to sow alfalfa to several acres Saturday.

ITALIAN PRUNES. Ready about Sept. 1st. A large crop of fine quality. Please bring your own containers as usual. Ten-acre orchard, 2 1/4 miles north of Hermiston, Ore. E. I. DAVIS

WANTED—Fresh eggs and chickens. French Cafe, Pendleton. au31tf

COOPERATIVE FARM MARKETING NOTES

Progress of the Movement to "Put Farming on Par With Other Big Business."

A pamphlet and questionnaire on cooperative farm marketing recently issued by the State Bank Division, American Bankers Association, has brought out valuable information on the subject from bankers, farmers and state agricultural departments. It is being used as a campaign document in the organization of co-operative marketing associations in various sections of the country, farmers having adopted its slogan: "Put Farming on a Par with Other Big Business."

The movement on the part of farmers toward co-operative marketing as a cure for their present economic plight is nation-wide. There has been notable progress in the development of such associations, some conspicuously successful ones being in operation at the present time. There have also been some disastrous failures among these ventures in co-operative marketing, which is the inevitable accompaniment of the progress of any movement. The "Banker-Farmer," published by the American Bankers Association, says: "Cause and effect are operative in co-operative marketing as truly as they are in every other business enterprise. An association will not necessarily succeed or fail merely because it is a co-operative association, but because it conforms to or transgresses from the underlying principles of successful business operation. The movement itself is of great national import and the bankers of the country can materially aid or retard its progress. The responsibility of leadership in rural communities rests very largely with the country banker. It is his duty to be informed on all matters relating to the farmers' well-being."

Modern conditions are such that agriculture cannot be successful by individual effort. To regain its position as a basic industry, and as a force in national affairs, agriculture must depend upon organization and co-operation for economic production, for economic marketing and for the establishment of its proper relationship in community life.—Howard Leonard, President, Illinois Agricultural Association.

With a program of speeches, after a picnic lunch in the Dufur city park, the first completed unit of The Dalles-California highway in Wasco county was formally thrown open last week. The road connects The Dalles and Dufur.

Bedding charges of \$1 a stock car and \$1.50 for double-deck cars, in effect on northwest railroads, are attacked in a suit filed with the interstate commerce commission last week by the Northwestern Livestock Shippers' Traffic league, William Pollman, president; the Cattle & Horse Raisers' association of Oregon, Mr. Pollman also being president, and the Portland Livestock exchange, Leo Gholson, president.

RANCH FOR SALE—20 acres, 10 acres in fruit and alfalfa. Terms, 1 1/4 miles west of Umatilla. M. C. Stewart au31tf

Hotel Dorian, Pendleton, is still the house of welcome.

Read the home paper.

NOTICE FOR PUBLICATION Department of the Interior, U. S. Land Office at The Dalles, Ore. Aug. 9, 1923.

NOTICE is hereby given that Paul M. Smith, of Boardman, Ore., who on Sept. 10, 1918, made Homestead Entry, No. 020063, for NE 1/4 SW 1/4, being Unit "E" Umatilla Project, Section 8, Township 4 North, Range 25 East, Willamette Meridian, has filed notice of intention to make three year proof, to establish claim to the land above described, before C. G. Blayden, United States Commissioner, at Boardman, Ore., on the 18th day of September, 1923. Claimant names as witnesses: Nick Faler, O. H. Warner, I. Skoubo, J. R. Johnson, all of Boardman, Ore. J. W. DONNELLY, Register.

au17se14

Judging a Great Institution by Small Defects

By J. H. PUELICHER
President American Bankers Association.

It would be difficult to find a banker, understanding thoroughly the Federal Reserve System, willing to admit that we could continue a first-class commercial nation, without the Federal Reserve Banks, or mechanisms similar to them. Yet there is antagonism to the Federal Reserve Banks based in a measure on some minor mistakes in administration, but more generally on a misunderstanding of their purposes, of what should be expected of such a system.

The banker, as much as any man, is to blame for the present misconception. He found Federal Reserve Banks a ready scapegoat to blame for no matter what happened. If it seemed desirable to refuse or call a loan it was easy to say that the Federal Reserve Bank wished it, although it should have been refused because contrary to good banking practice.

Most of all was the system blamed for the fact that violent inflation which hundreds of business men and bankers hoped might be continued forever was finally checked by putting up Federal Reserve interest rates. There were those who blamed the system for not having put up the rate soon enough and others who blamed it because it put up the rate at all.

The penalty for thus blaming every business mishap on this valuable system may be the loss of its much needed benefits. If we wish to save the present bank of the United States from the fate of its two predecessors we must make known to America, to its rank and file, the splendid usefulness of these institutions.

We must admit at the outset that in their administration mistakes have been made, that governors of Federal Reserve Banks and members of the Federal Reserve Board are human beings, and in the administration of the affairs of any institution by human beings mistakes will be made, but these have been so insignificant as compared with the outstanding usefulness of the institutions themselves that they should be judged by the good which they have performed, which, after all, has been along the line of their designed achievement, rather than by those errors which time and experience can easily eliminate.

With a view of restoring water transportation on the Willamette river as far south as Salem, J. E. Exon, C. Blum and James L. Bacon have leased from the Portland Navigation company the boat Northwestern.

Brood sows, to farrow soon, bred to Big Orion Sensation. Also some fine quality 4 month old shoats, priced right. Chas W. Powell Irrigon, Oregon.

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Union Pacific Taxes \$36,306 A Day



Union Pacific System taxes practically trebled between 1912 and 1922, or from \$4,668,875 to \$13,251,552.

Our 1922 taxes amounted to \$36,306 a day. This would have paid for 17 all-steel box cars every day or a modern freight or passenger locomotive every other day.

Union Pacific System tax payments since 1900 have been as follows:

Year	State and County taxes	Federal taxes	Total
1900	\$1,256,839	\$	\$ 1,256,839
1910	3,205,969	346,792	3,552,761
1912	4,336,265	332,610	4,668,875
1917	6,121,174	3,113,962	9,235,136
1920	9,841,767	4,250,331	14,092,098
1921	9,878,649	2,968,506	12,847,155
1922	9,831,822	3,419,730	13,251,552

†Fiscal year ending June 30. Calendar year ending December 31.

Union Pacific System taxes for 1922 consumed 6.87 cents out of every dollar of gross earnings and 27.03 cents out of every dollar of net earnings.

Total taxes paid by all railroads of the United States in 1922 were \$304,835,158, which was almost as much as the cost of digging the Panama Canal. Taxes exceeded cash dividends paid by the railroads in each year since 1917, or the entire amount of running the United States Government in 1922. They amounted to 5.4 per cent of the entire gross earnings.

Railroads are the largest tax payers in many states. In some counties railroad taxes equal one-half the total.

Some of the tax money provided by the railroads is used to build and maintain highways on which trackless competitors operate. Some of these highway transportation routes serve as feeders for the railroads, but in most cases they take tonnage from the rail lines, and the taxes levied on the railroads and their trackless competitors are often unjustly apportioned.

Senator Borah, speaking in Congress last December, said:

"It will be very difficult to reduce freight rates if we continue in this country to increase taxes upon the railroads as we have for the last four years. These public utilities must collect this money from but one source, and that is from those who ship."

Railroads, like other businesses, must pay taxes. They are willing to pay their share, but they ask that the tax burden be equitably distributed, and that the public appreciate that taxation is an element of increasing importance in railway costs.

The price of transportation is bound to keep pace with the cost of transportation. We are bending every effort to reduce the cost.

Constructive suggestions are always welcome.

C. R. GRAY,
President.

Omaha, Nebraska,
September 1, 1923.

Dr. A. H. Johnston
Physician and Surgeon
Calls answered at all hours
In Boardman Wednesday and Saturday mornings.
Office phone M 151 Res. M 332
Arlington, Oregon.

COMMUNITY CHURCH SERVICE
Every Sunday
Sunday School 10:30 a. m.
Church Service 11:30 a. m.
Christian Endeavor 7:30 p. m.
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REV. B. S. HUGHES, Pastor.

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