

# THE BOARDMAN MIRROR

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### COUNTY UNIT SCHOOL SYSTEM MEANS INCREASED TAXATION

Umatilla county's school superintendent, who for the past month has been actively campaigning for the county unit measure, bases much of his argument on the claim that under the proposed system taxes will be reduced, and that centralization of authority will reduce cost of conducting schools. Inspection of tax levies in counties which have been operating under the county unit system show that instead of a reduction in cost the result has been just the opposite.

In Coos county, which adopted the county unit in 1921, taxes for school purposes increased nearly \$100,000 in 1922 over the 1920 levy. In 1920 the levy for all school purposes in Coos county was \$322,560.21. In 1922, one year after adoption of the county unit, the levy was \$422,560.40. These figures are taken from the 1923 report of the state committee on tax investigation.

Crook county adopted county unit in 1921, and even in this small county an increase of taxes of \$16,000 followed adoption of the measure. Crook county's total school tax in 1922 under the district system, was \$61,234.71. In 1922 under the county unit it was \$77,666.20.

Klamath county showed an increase of \$50,000 in school taxes in 1922 over the 1920 tax. In 1920 the tax was \$202,755.68. In 1922 the budget adopted after the county went under county unit was \$251,856.21.

In these counties when the school authorities put on their campaign for control of the schools under the county unit system, the same claim of ability to reduce expense was made, but the figures prove their claims to have been unfounded.

When the elementary school millage tax was on the ballot several years ago, every school authority urged the measure on the plea that it would reduce taxes by making outlying lands help pay the cost of the schools. No one can find this reduction showing on their tax statements.

The argument that a measure will reduce taxes is one every politician advances. The thought of tax saving is pleasing to the voters, but the voters have discovered that in spite of all promises made by the politicians, taxes continue to pyramid. Each new measure that is adopted means new expenditures and increased taxes.

Study of the county unit measure will convince anyone that it will surely increase school taxes. While as much as five per cent might possibly be saved on lump purchases of chalk, fuel and such items, this saving will be more than offset by the greatly increased cost of administration. A county superintendent who is capable of handling the affairs of all the schools of Umatilla county would undoubtedly receive \$4900 or \$5000 a year. All of his expenses would have to be met. Under the present system the expense of the superintendent's office is high. Although he receives a salary of only \$1800, the budget for 1922 called for additional expenditures for mileage, assistants and office expense, bringing the total to \$4300. Under the unit system, with no public control of expenditures these expenses would undoubtedly show a great increase.

Assistant superintendents, supervisors, and office help, as well as a county school clerk, would have to be paid good salaries. Under the county unit system the voters have no way of limiting the salaries or expenses to be allowed. They are privileged to object to any item, but the county board, on advice of the superintendent, may adopt such budget as they desire, in spite of any and all objections.

### EXPERIMENT STATION NOTES

(Feed More Hay)

Last week the financial phases of feeding hay were discussed. Now come the fertility features. The Law of Compensation again applies. No soil, much less our light arid soils which are low in organic matter, will permanently produce crops which are continually removed without the return of the refuse. We must go even further than maintaining the fertility of our soils—they must be built up. The deficiency of organic matter and nitrogen is best remedied by the return of manure to the land. Eight years' results show that manure applied to alfalfa at the rate of 8 tons per acre gives a return of 463 pounds of hay per ton of manure applied.

### DEVELOPING A SMOOTH AWNED BARLEY BEING UNDERTAKEN

The farm boy, the hired man, and the farmer himself, for that matter, will rise to a vote of thanks and give three cheers for the scientists of the United States Department of Agriculture when they succeed in developing on a commercial scale a variety of barley that can be harvested with impunity on a hot summer day without wearing a cast-iron shirt and overalls. The saw-edged boards of the many varieties of high-yielding barleys have been instrumental in keeping down the acreage of barley, and only its ability to produce a high acre yield in pounds of feed has maintained the present acreage.

Attempts by the agronomist in charge of barley investigations for the department to develop a smooth-awned variety from the rough-awned Manchuria, which is a popular high-yielding variety, have resulted in considerable progress. Enough seed for general distribution is not yet available, however. Specimens of this smooth-awned barley are to be seen in the Office of Cereal Investigations of the department. These awns are so smooth that they may be pulled across the face in either direction without any roughness being apparent except at the tip.

In these investigations it was found unwise to eliminate the awns entirely because they serve a definite purpose. When they are removed from the growing head by tipping, the ash is deposited in the rachis, or small stem to which the kernel is attached, making it more brittle and allowing the grain to shatter easily. The awns, it seems, act as a sort of safety valve or storehouse for this excess material. It has been found more practicable to develop a variety with a smooth awn than to remove it entirely.

Smooth-awned barleys are still in the experimental stage. Several high-yielding strains adapted to different climatic conditions are ready for increase in larger plots and field culture. Whether they can compete with the rough-awned varieties remained to be determined.

### INTERESTING FACTS SHOWN BY OWENS DUST COUNTER

For more than a year past the Weather Bureau of the United States Department of Agriculture has been determining the dust contents of the atmosphere in a suburb near Washington, D. C., by means of an Owens dust counter. One of the interesting facts brought out by these records is that during the winter months, when coal is being burned for household heating, the average number of dust particles of a size that can be seen under the microscope is about 830 per cubic centimeter of space, which is more than twice as many as in summer when the average is a little less than 400.

During December, January, and February 1923-24, the number of dust particles in the atmosphere was little more than half that of the same months in the preceding year, when bituminous coal was used very widely. Other measurements taken within the city and compared with those in the suburb before mentioned, show that city atmosphere contained 1,831 dust particles per cubic centimeter when the suburban atmosphere yielded a count of 761.

Through the cooperation of the army aviators at Bolling Field, it has been possible to measure the dust content of the atmosphere up to an altitude of 10,000 feet. At this height the average number of dust particles per cubic centimeter is less than 50, while in summer, at 6,000 feet, which is nearly at the top of the surface haze, it is about 220.

There is very close connection between the haziness, or dustiness, of the atmosphere and the visibility. Most of the dust consists of finely divided mineral matter and loess from the surface of the earth, although some diatoms, spores, and pollen have been found at all altitudes up to 10,000 feet. In winter, however, in or near the city, many products of combustion are found.

### An Object Lesson For Purebreeds

One lot of wool that lacked staple caused the importation of over 40 head of purebred sheep into Tyler county, West Virginia, in 1923, according to reports to the United States Department of Agriculture. The owner of this lot of wool had it graded while at the warehouse in the cooperatively pool early in the year. It was pronounced good in quality but lacking staple. He then asked the extension service what he could do to improve it and, following the advice given, purchased a purebred Delaine ram in an adjoining state. A number of sheep growers of the county were present when the new ram arrived, and as a result of the interest in improved stock thus aroused a boys' and girls' sheep club was organized. For club members and adult farmers, together, 40 registered ewes and three registered rams were brought into the county before the end of the year.

### IRRIGON NEWS ITEMS

By N. Seaman

Frank Wilbur spent several days last week visiting friends in Irrigon.

Mr. Garretson from Boardman, was in Irrigon on business last Friday.

Mr. and Mrs. Smith Jordan were in Irrigon a short time Sunday afternoon.

Mr. and Mrs. Wesley Chaney have returned to Irrigon to stay for some time.

Raymond Jordan and Bill Knight were at the home of Mrs. Rebecca Knight over Sunday.

Mrs. Paul Jones is the guest of Mrs. H. T. Walpole for a few days this week.

Walter Warner motored to Boardman with his mother Saturday, to attend the teachers' institute.

Farmer Smith spent Thursday and Friday with Mr. and Mrs. Seaman and discussed many of the farmers problems.

M. A. Cleveland of Stanfield, was in Irrigon Thursday in the interests of his papers and picking up odd jobs for his press.

The Irrigon baseball team played at Umatilla Sunday afternoon. The game was quite one-sided, Umatilla winning 17 to 4.

There has been considerable effort made to organize a lodge of the Grange in Irrigon. At last reports all things looked favorable for its accomplishment.

Mr. Doherty of the Portland Chamber of Commerce, was an Irrigon visitor Saturday. Mr. Taylor of the Hermiston Reclamation service motored down here with him.

Gertrude Graybeal gave a party in the gym Saturday, March 29, for Raymond Jordan and Bill Knight. Quite a crowd attended. Games were played and there was a little dancing. A nice supper was served.

George C. Howard of Portland, and Attorney Woodson of Heppner, were in Irrigon on business Friday. Mr. Woodson went back to Heppner on the train and Mr. Howard motored back to Portland.

Alex Thomson of Echo has rented the R. S. Lamareux place for the season and has taken charge. R. S. Lamareux has a contract hauling cord wood at Gresham for some time this season and has gone there to do the hauling.

Mr. F. L. Brown, our one-time county agent, now in the insurance business at Heppner, made a business trip through the district the last of the week. He reports wheat and prospects reasonably good in the upper part of the county.

Mrs. L. W. Grimm and sons, are guests of Mr. and Mrs. C. C. Grimm for a few days. She motored to Portland and came up on the train from there. On her return, she will drive from Portland to San Francisco where Mr. Grimm is employed with the Standard Oil Co.

### SENATORS AT WASHINGTON ARE BUSY

Washington.—Of the entire number now in office the three men who have shown the greatest attention to the interests of their constituents, and who have been most consistently in their seats are Senators McNary, Capper and Shepard.

Such is the statement of Assistant Secretary Henry M. Rose, of the United States Senate, who has custody of the roll calls of the Senators and he bases his statement on the records of the roll calls during the terms of the senators.

So far as Senator McNary is concerned, his record is almost perfect. The only time he was away from roll calls since he came to the Senate was during the time of the death and funeral of his wife some years ago, and later when he was confined to his hotel by the grippe.

Official figures tell the story of Senator McNary's devotion to Oregon and the United States. He has not missed a single roll call or been absent from his desk during all the session since this congress met in December.

### CAVES OF TUBERCULOUS COWS REARED FREE FROM DISEASE

Thirty calves dropped by tuberculous cows in the valuable breeding and experimental herd of the United States Department of Agriculture in Alaska from 1917 to 1920 have been successfully raised and adjudged free from tuberculosis. While ordinarily the practice of retaining such stock in the herd is to be condemned, and should be allowed only in extremely exceptional cases, the success of the Alaskan experiment proves that a very valuable animal which has become infected with tuberculosis need not be slaughtered; and that the excellent qualities which such an animal would transmit to its offspring can be transmitted and perpetuated in the offspring without incurring any risk of transmitting the disease.

Considerable effort has been expended in developing a breed of cattle suitable for Alaskan conditions by crossing the Galloway breed with Holstein-Friesians, when in spite of all known precautions having been taken the disease made its appearance in the herd. Measures were adopted to retain the diseased animals and to raise calves from them because of their value. The diseased cattle were placed in quarantine 15 miles from the healthy herd and treated as sound cattle, being given free access to pastures and receiving the usual feed. For the first 24 hours after birth the calves were allowed to remain with their dams in order that they might draw off the first milk, or colostrum, from the udders. They were then removed to separate quarters and fed the pasteurized milk from the tuberculous mothers. Milk, together with grass and such other forage as was eaten until six months of age. When old enough, they were tested, and upon being pronounced healthy were added to the sound herd.

Breeders of purebred cattle probably will not retain reactors for breeding except in rare cases, even though the affected animals are valuable. The experiment proves, however, that highly prized reactors need not be slaughtered. They can not be cured, but they can be isolated and bred for the production of healthy offspring.

### BUY BABY CHICKS WITH CARE, DEPARTMENT ADVISES

Practical poultry raisers and farmers are relying upon the large hatcheries more and more each year as a source of supply for their new crop of chicks. In other words, each year sees fewer and fewer chicks hatched under hens, and the mammoth hatcheries are taking the place, to a certain extent, of the smaller incubators which are commonly operated on farms. It is because of the fact that farmers are buying baby chicks from the large commercial hatcheries that officials of the United States Department of Agriculture feel the necessity of urging them to exercise great care in deciding upon where to buy this year's supply of chicks.

The question of supreme importance to a purchaser of baby chicks is the source of supply of eggs for the hatcheries. Many of the hatcheries have their business well organized and are able to guarantee the quality of the chicks. Some of the hatcheries, however, are not so particular where they purchase the eggs they use and are not able to guarantee high-quality chicks.

Especially where the chicks are to be used for layers and for developing the flock, the purchaser should insist upon a satisfactory statement from the hatchery as to the quality of eggs used. Only purebred chicks should be purchased. He should satisfy himself that the eggs were from a flock of standard quality with trap-nest records and that the flock was in good breeding condition. Purchase baby chicks with great care says the department. It is better to pay a few cents more for good quality chicks that can be guaranteed.

### IMPOSSIBLE TO FORECAST RADIO WEATHER CONDITIONS

Several times recently the suggestion has been made that the Weather Bureau of the United States Department of Agriculture undertake to issue forecasts of conditions affecting radio reception. The matter has been given careful consideration and the conclusion has been reached that it is not advisable for the bureau to engage in such a project at the present time.

It is well known that radio reception is far better in the winter than in the summer and at night than by day; also, that, apparently, the weather is one of the factors that influence the receptions. However, these relations have not been fully worked out, and other factors are involved. The whole matter has recently been the subject of considerable investigation, both in this country and abroad, and it is altogether probable that the time will come when the forecasting of the conditions in question can be undertaken with a reasonable assurance of success.

Let us print those butter wrappers.

### TEACHERS' INSTITUTE IS A BIG SUCCESS

The local teachers' institute last Saturday was an unqualified success. Over thirty teachers were present including those of the Boardman school.

The county superintendent was on hand to discuss questions with teachers and to deal with matters related to her office.

State Superintendent J. A. Churchill occupied most of the morning session with talks on the subjects of school measurements and eighth grade examinations. In the afternoon Mr. Churchill explained the County Unit plan for school administration, and was listened to by a goodly number of Boardman and Irrigon people.

Miss Wolff had charge of the musical program which included two numbers given by children of the third and fourth grades.

During the noon hour the local teachers served a free luncheon to the visitors in the school cafeteria, for which they were rendered a vote of thanks.

The only unpleasant feature of the day was the disagreeable weather which prevented many people from attending the meeting.

Watch the litter at this time of the year and change as often as it becomes damp and heavy. In some localities it is best to change it every ten days. Damp litters cause the house to be damp, and is the source of much disease.

It is good idea to put clean sand on the floor of the brooder house underneath the litter. It should be placed in the house several days before the chicks are put in so that it will be thoroughly dried out.

### WEATHER INFORMATION AIDS A GREAT VARIETY OF BUSINESS

The correspondence handled by the Weather Bureau of the United States Department of Agriculture contains innumerable instances of the value to various business and other interests of exact weather or climate information obtainable from the records of the bureau. A manufacturer of snow-removing apparatus who wished to enlarge the market for his product wrote in recently inquiring as to the areas throughout the country where unusually heavy snowfall occurred, interfering with traffic, and necessitating snow removal. In addition to the list of such localities which was sent him, including Alaska, he was given information as to the depth of the heaviest snowfalls known and the acreage snowfall for different places on the list.

A peculiar request was made not long ago for wind data from sections that did not have wind velocities. A manufacturer of windmills requiring little wind to operate them was interested in finding out where conditions were best favorable for other types of windmills.

Persons preparing histories of towns and counties for speeches or printed material, real estate brochures, or similar uses frequently inquire for weather data for a number of years past to incorporate in their accounts of a locality. Such information is willingly supplied from the records. Insurance companies are now insuring against drought, rain, crop failure, hail tornadoes, hurricanes, and other destructive natural phenomena, all kinds of enterprises ranging from fashion shows, baseball games and entertainments to crop. Weather Bureau data for the basis of rate computation and settlement of all these cases.

The highest reward that God gives us for good work is the ability to do better work.

Men do not lack strength, they lack the will to concentrate and act.

**IS FIVE CENTS ON THE DOLLAR OF VALUATION TOO MUCH TO EARN?**



If a business worth \$10,000 earned \$500 net income a year (or \$41 a month), would it be considered an unreasonable profit and proof that its prices were too high?

The railroads are in that situation today. The 1923 net return for the whole country was less than 5 per cent. As of December 31, 1919, the Interstate Commerce Commission gave to the railroads a tentative valuation of \$18,900,000,000. With actual figures for 1920, 1921, 1922 and with 1923 conservatively estimated as \$1,100,000,000, there has been invested in the railways since this tentative valuation a net amount of \$2,371,583,000, making the value as of December 31, 1923, \$21,271,583,000. On this amount the Railways in 1923 earned an aggregate net operating income of approximately \$997,610,000, or 4.69 per cent.

The Government guarantee of earnings expired August 31, 1920. If this guarantee had been continued—as repeatedly but erroneously claimed—the Government would owe the railroads more than a billion dollars.

Last year the roads handled a record volume of business but could not earn the fair return of 5% per cent to which the Interstate Commerce Commission, under the Transportation Act, has found they are entitled. If the roads cannot earn 5% per cent in a big year, what will they do in a small year?

The Transportation Act provides that if a road in any year earns more than 6 per cent it shall pay one-half of the excess to the Government. The Act is, therefore, a limitation rather than a guarantee.

**Give Transportation Act Fair Trial**

The Transportation Act should be given a fair test and its merits judged by the results of a normal period of reasonable length. The year 1923 was the first since the war under conditions approaching stabilization.

What the railroad situation demands just now is not more law but more confidence. The railroads have emerged from the welter of the war, restored their morale, made enormous investments of new money, and in 1923 handled a peak business with universal satisfaction.

The Transportation Act is the only really constructive railroad legislation of a generation. Previous acts were almost solely repressive. In framing the Act the public interest was paramount. The Act directs the Interstate Commerce Commission to "give due consideration to the transportation needs of the country and the necessity of enlarging railway facilities in order to provide the people of the United States with adequate transportation."

Give the Act a chance. Don't amend it. If the roads are let alone they should make as good a record for efficiency this year as last.

Constructive suggestions are always welcome.

April 1, 1924. C. R. GRAY,  
Omaha, Nebraska. President.

**UNION PACIFIC SYSTEM**