

THE OPENING  
**DANCE**  
 STANFIELD HALL  
 SATURDAY - DECEMBER 14  
 -- Columbians --

**HERMISTON TERRITORY FAVORED BY  
 IMPROVED BUSINESS AND FARMS**

Continued from First Page

as fodder. The yields varied from a small amount in fodder to 70 bushels per acre.

**Hay and Pasture.**

Hay has been increased from 2020 tons last year to 2162 tons this year. Pastures have increased from 2804 acres last season to 3036 acres this season.

**Dairy Herds Mainstay.**

Dairy herds have fallen off in numbers because of the elimination of 322 head by the Bang's disease eradication campaign. But values of the herds have been raised by \$15,000, and the milk and butter fat returns, greatly enhanced. The number of dairy cows is now 2154.

Beef cattle have fallen off from 1844 to 1212, but increased in total values by \$109.

**Hogs Coming Back.**

Hogs have increased from 468 in 1934, to 828 in 1935, and the value increased by \$6606 during the year.

**Gardens Add Potatoes.**

Garden truck which includes melons, squash, berries and small stuff has increased from 325 acres to 352 acres, and with much better yields.

Potatoes fell off from 225 acres in 1934, to 91 acres in 1935. Wheat increased from 114 acres last year to 226 acres this year.

**The Co-operative Creamery.**

The Hermiston Co-operative Creamery made 492,860 pounds of butter in 1934, and, using conservative estimates for two months not yet computed, the total will be 523,000 pounds for this year. The price of butterfat is the highest in five years, and 48 new members were added to the association during 1935, making a present total of 340.

It is estimated that about 25 per cent of the cream products of the territory are handled by Swift & Co., and the Twin City Creamery Co., and a few independent shippers, which would make a total of butterfat produced in this territory of over 100,000 pounds.

**Lockers Add Meats.**

The sale of lockers at the cold storage has been increased about 100 during the year and each of the 394 lockers are taken, and in many are stored meats to supply two families. The cold storage plant is on a paying basis with a waiting list, and expansion is expected. Over 100,000 pounds of meats are in storage.

**Creamery Dividends.**

The creamery has declared a dividend every six months and soon will declare a dividend of \$2000 on a basis of one cent per butterfat pound to all its members. This is not a stock dividend.

**Farm Bureau Co-operative.**

The Farm Bureau Co-operative of Hermiston has increased its sale of feeds and other merchandise from a comparative basis of the first eleven months of last year from \$92,291.85 to \$135,130.40 for the first eleven months of this year now computed. It has added 70 new members and now has approximately 800 active members.

Its trade territory has increased and its output is trucked fifty miles or more in Oregon and Washington. Its usefulness has been shown in a very substantial way and its methods and system of operation is being duplicated in other places. More corn, wheat, oats and other products are grown and fed by farmers in its trade territory, yet its volume grows in mashes and other feeds important in the growing of pullets, and turkeys and in the production of eggs.

The mill plant is now being added to by construction of a tank for car lots of molasses used in mixing feeds. The Farm Bureau Co-operative has been in operation eleven years.

**Grange Co-operative.**

The Grange Co-operative of Stanfield, located at Hermiston, has increased its business from \$22,000 last year to \$35,000 this year. In addition to its business in fuel, lumber, and farm hardware, it has added dishes, rubber goods and used machinery. Its membership has increased this year by 50 new members, and its trade territory extends from Helix to Heppner, and Ukiah to Boardman, with patrons in Washington and even in Idaho. It has improved its business quarters and increased its employees, and expects considerable expansion the coming year.

The Farm Bureau Co-operative Service Station was opened July 1, 1934, and to date has sold \$25,000 worth of gas and oil and auto accessories, and will pay a dividend

the first of the year of over \$3000 to its patrons. An inquiry among other service stations show that the average business of the private enterprise has not been reduced, but that the general gasoline business of the territory has grown.

**Co-operative Cannery.**

The Hermiston Co-operative Cannery increased its output this year by 11,000 cans, or to a total of 51,000 cans. Its customers were increased by 100 and the total who made use of this institution is 441, in 1935. In addition it is estimated that more than this amount of canning was done in the homes. The co-operative laundry is now used by 171 families.

**Towns Add Farm Area.**

In all the towns of the district there is scarcely to be found an empty house, and likewise the same may be said of the farms and farm houses, all occupied and used. On the Hermiston project the population was increased by almost 100, to 1014 farm residents, but there are no figures for other districts, though reports indicate the same percentage of new people. A figured estimate of the totals of all localities in the Hermiston Herald's territory show almost 7000 people.

**What the Figures Show.**

The foregoing figures, except in the cases of the cooperative institutions apply mainly to the statistics taken annually by the Hermiston Irrigation District. The same growth has taken place on all the adjoining projects, with some exceptions. On the Stanfield project the growth of dairy herds, hay and grains and potatoes has been strong which may be said of the Boardman district.

The percentage of increase of population has been strongest on the Stanfield project than any other. Hens and turkeys have been increased on the Hermiston project more than on others. Hay acreage on the Westland project has been more pronounced. A strong tendency to corn growing has been marked on all projects. This may be said of better farming and a set purpose to produce only such products as the locality is most suitable for.

A system of rotation of crops has been put in vogue and the idea of the necessity of fertilizing has become more pronounced. No year in all the history of the entire territory has shown better farming, better crops and a more stabilized agriculture than 1935 has shown.

**From Other Angles.**

The deposits at the First National Bank during the year have increased nearly \$75,000.

The Hermiston post office receipts for stamps alone has increased ten per cent during 1935.

In a brief survey of business houses, it is found that every business in Hermiston has increased its volume of business during 1935, and that several new business enterprises have entered the field.

The turkey industry of the Eastern Oregon Turkey Growers' association region, with headquarters here has grown from 30,000 birds to approximately 40,000. This does not include turkeys handled by Swift



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**DIGEST OF TALK ON  
 CHILD WELFARE.**

By William Kletzer, Chairman.  
 Great concern is felt by the American Legion over the failure of the special session of the legislature to bring Oregon into line to benefit by the Mothers' pension section of the National Security Act. This failure deprives Oregon of an amount which has been estimated as high as \$300,000.

The American Legion has been keenly interested in securing some standard and adequate administration of Mothers' Aid throughout the state. For the last two sessions of the Legislature they have submitted measures which would have given a more uniform and stable administration of this type of assistance. The County Judges in cooperation with the State Planning Board prepared the measure submitted to the special session. This measure met the same opposition that the Legion measures received. This opposition is headed by the judge of Multnomah county administering mothers' pension. With the added burden placed upon the counties and the state for carrying for unemployables and the possi-

bility that federal money will not be available for the care of the aged, the loss of \$300,000 for the care of dependent children, with their widowed or deserted mothers, will be a serious loss to the counties.

**GREATEST TRAVEL HAZARDS  
 LURK ON NATION'S HIGHWAYS.**

This is a story that figures tell better than words.

It has to do with the relative safety of the modern methods of overland travel—automobile, the airplane and the railroad.

Statistics prove the highways more hazardous than the airways or the rails, according to M. J. Gormley, executive assistant of the Association of American Railroads.

On the highways, for every 20,000,000 passenger miles traveled, one person is killed; over the airways for every 24,000,000 passenger miles one is killed, while over the rails, only one fatality is recorded in every 400,000,000 passenger miles Gormley said.

The figures prove rail transportation 20 times safer than highway and 16 and two-thirds safer than by air, according to Gormley.

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An opal bowl reflector under the shade diffuses the light, softens shadows, and sends enough light to the ceiling for general illumination. The inner shade has a specially treated white surface of high reflecting value.

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 Meets first and third  
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& Co., and other private shipments. Also the birds grown were larger and with a greater percentage of prime birds, and a better price for all grades.

A very noticeable increase of new and better grades of used cars is reported by dealers and is exhibited on every hand.

◆◆◆◆◆  
**ON OREGON FARMS**  
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**New Grass Nurseries Seeded.**

THE DALLES—To determine the adaptability of certain varieties of grasses in their respective vicinities, two Wasco county farmers have recently cooperated with County Agent W. Wray Lawrence in seeding forage crop nurseries on their farms, using seed obtained from the Moro Experiment station. One of these, on the farm of W. L. Smith of Kingsley, has been seeded to *Ampla spicatum*, *Poa ampla*, *Crested Wheat grass*, *Selected Crested Wheat grass*, *Bulbous bluegrass* and *Idaho Fescue*. The other, on the farm of J. F. Fleming of Bakeoven, is seeded to *Crested Wheat grass*, *bluebunch wheatgrass*, *big bluegrass*, *bulbous bluegrass* and *Indian rice*.

**O.S.C. Student Sees Chinese Drama.**

CORVALLIS—An Oregon student, Graddon Fisk of Maplewood, is hav-

ing a close-up view of the tense international developments between China and Japan. Fisk is an exchange student this year, going from O.S.C. to spend his junior year at Lingnan university, Canton, China. He has written friends here that there is considerable military activity in south China and that the strategy seems to be to hamper and delay Japan long enough to allow China's preparedness campaign to gain further momentum. China feels that given more time she will present a powerful united front against Japan, Fisk writes.

**Cedars Cheer Christmas Patients.**

CORVALLIS—Two-hundred little Port Orford cedars will soon leave the Clark-McNary nursery for an unusual destination and use. They will be sent to The Dalles where those in charge of the state tuberculosis hospital will use them to help bring Christmas cheer to the patients. Several years ago the custom was started through the efforts of Miss Sybil Hadwin, formerly of OSC and now on the hospital staff. The trees only a few inches in height but bright green and cheerful, are potted and placed on each tray at Christmas time. After keeping them to brighten the wards for weeks or months, many discharged patients have taken them home and planted them outdoors, according to Miss Hadwin.

**WE DRIVERS**  
 A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors

**No. 1—CURVES AND TURNS**

NO MATTER how expert we may be as drivers, we are all apt to fall into habits of driving that don't quite measure up to what we really know is right.

For instance, we all know that we ought to be careful about passing cars, especially when another car is approaching from the opposite direction. And yet there possibly isn't one of us who hasn't, at one time or another, moved over in the road to pass a car, and then wondered if we would get around in time.

Now here's an interesting thing about that. When we try to pass a car that's going forty miles an hour, it's just the same as if we tried to pass a standing string of cars 128 feet long. In other words, it's like passing eight cars parked bumper-to-bumper in the road. If we try to pass one going sixty, it's like trying to pass a line of more than sixteen cars standing in the road, and sixteen cars in a row will reach half a block. This is probably a new idea to most of us. If we kept it in mind, we would never pass a car unless we were sure that there were no oncoming cars for a good long distance ahead.

But turning aside to pass is not the particular kind of turning that we are interested in discussing here. What we are now concerned with is taking curves and corners. From time to time in these discussions will be involved, foremost among them will be the laws of momentum, and momentum plays the major part in going around curves. Because momentum not only wants to keep us going, but going in the same direction. When it is trying to make us go straight instead of curving our course, it operates under an assumed name, if you please. For then we call it "centrifugal force."

Now of course we all know what centrifugal force is. We feel it when we go around curves. Highways and railroads are banked at curves to offset centrifugal force. Aviators bank their planes at turns by tipping them with the controls. But even though we all know about centrifugal force, few of us realize how powerful it is, and how much greater it gets the faster we go.

A 3000-pound car making a turn of 500-foot radius, has to overcome a centrifugal force of only about 150 pounds at 20 miles an hour. But at 30 miles an hour, that force has grown to 260 pounds, and at 40 it is nine times as great as at 20—over fourteen hundred pounds trying its best to push us off the road! The only thing that keeps us on the road in the first place is the friction between our tires and the road. The minute the centrifugal force gets stronger than the force of that friction, off the road we go.

The trouble is that we often don't realize how fast we're going. On road trips, for instance, after we have driven at a certain speed for a long time, it seems a small matter to increase our speed a few miles an hour. Then after a while we may do the same thing again. In other words, we keep putting forward our basis of comparison till by-and-by we have lost our usual sense of how fast we are going. Then, the first thing we know, we are face-to-face with a turn or even half way around it and we feel Old Man Centrifugal Force trying to push us off the road.

So what do we do? We clamp down the brakes. It's the only thing we can do when we find we're going too fast. But just the same, approaching that corner too fast has kept us from taking it as we should have liked to. For if conditions permit, it is often desirable to increase speed as we go around a curve. As long as our rear wheels are not being retarded, but are actually pushing us around the curve, our steering is effective and our car is under control.

The long and short of it is that we can't take liberties with the laws of momentum and centrifugal force. Man's speed laws may not always be observed, but Nature's speed laws always are!

WHEN WE WANT TO GO THIS WAY, MOMENTUM WANTS TO GO THIS WAY