

# The Hermiston Herald

Published Every Thursday at  
Hermiston, Umatilla County, Oregon.  
Alfred Quiring and Leander Quiring, Publishers.

Entered at the post office at Hermiston as Second Class Matter, Dec. 1906, Umatilla County, Oregon.

Subscription Rates	
One Year	\$2.00
Six Months	1.00
Three Months	.50

Payable in Advance

Office Telephone	2051
Residence Telephone	2333

**Member**  
**OREGON NEWSPAPER PUBLISHERS ASSOCIATION**

## A MEDAL FOR HERMISTON

(Reprinted from East Oregonian)

It is unfair for people or newspapers to criticize Hermiston for shortcomings in connection with work on the ordnance depot. The Hermiston people have worked heroically to do their part towards handling a tremendous job and they have worked intelligently. Furthermore they have succeeded thus far in getting by without unusual sickness or a major crime. Hermiston as a town is entitled to credit for having done so well.

Who is to blame for the lack of proper housing we do not know but it is plainly not the fault of Hermiston or other people in the west end of the county. The government is building a \$12,000,000 defense project in a desert area and should have arranged for housing, through the contractor, otherwise. It is not difficult to build comfortable and sanitary temporary quarters for workers and their families. That has been done time and again all over the west, usually without vast expenditure. Naturally quarters should have been provided for families because married men need work more than do single men and they like to have their families with them. When a man has to pay for board and room for himself and maintain his family elsewhere he is subjected to a double expense. We note that the federal government is expending \$9,000,000 to provide homes for workers in Seattle. Why no homes for workers placed in a desert area in Oregon?

Our guess is that the engineers in charge of the ordnance depot did everything in their power to secure proper results but found the red tape too slow in unwinding. Some of our excellent social workers are more experienced in the use of six bit words than in getting things done. Yet they are not necessarily to blame for they are under rules and regulations not of their own making, though there are supposed to be coordinating officers to straighten out emergency problems. If not, why not?

After all the purpose of the job near Hermiston is to build an ordnance base and it is being built with speed and efficiency. That is a triumph, not a failure, and if the valet service is disappointing do not forget that the early settlers of the west, and most of the rest of us, had to trim our own fingernails.

Nor should we expect perfection from our own government in war time or at any other time. It is not possible in America or elsewhere. When Captain John Paul Jones, our greatest revolutionary war sea fighter, tried to get a ship with which to fight the British he had enough woe to drive any man crazy but he got his ship, he borrowed east off cannon for it, rustled a crew himself and captured the Serapis though his own ship, the Bon Homme Richard, was sunk.

We mention Mr. Jones' difficulties to show that even in the good old days mistakes were made and life was not always a bed of roses.

As to Hermiston, that place is entitled to a medal of honor. We will bet a horse there is less crime there, less disease, less poverty and less illiteracy than in any other town of its size in the United States.

## WRITER TELLS OF INTERESTING TRIP TO SKAGIT CANYON

By Mrs. Minnie McFarland  
The recent Public Ownership League convention and tour began with a meeting at Mason City in the morning followed by a luncheon at noon at which 100 were present, and a tour of Grand Coulee Dam in the afternoon.

The caravan proceeded then to Tacoma where it was joined by others and the day was taken up by meetings of delegates where resolutions pertaining to the bills now before Congress relating to administration of Columbia Valley Authority and other matters were considered and acted upon.

A luncheon was held at noon where women, active in the public power movement in the northwest were introduced.

The banquet held in the evening at the Elks Temple was attended by 500 persons and Secretary of the Interior Harold L. Ickes was the principal speaker of the evening. Dr. Raver and wife, Dr. Carl D. Thompson of Bonneville, Mrs. J. D. Ross, Mr. and Mrs. John Boettger of the Seattle, P. L. Ray Gill and Henry Carstensen, Masters of the Oregon and Washington State Granges respectively, Dr. J. A. Rosenkranz and Henry Veith of the National School, Los Angeles, California, Mr. Barkely and wife, representing Gov. Olson of California, and representatives from Chicago, Illinois, Lincoln, Nebraska, Detroit, Michigan, Columbus, Ohio, and other states were among those present.

Oregon was well represented by representatives from different R. E. A.'s and P. U. D.'s, as was the state of Washington. Many grangers also were present.

The following two days were taken up by the Skagit tour, which begins with boarding the City of Seattle R. R. train at Rockport, its depot, and traveling 23 miles to Gorge Plant, where the Gorge Power House is located. Gorge camp is equipped with large buildings which were used by the workers building the dam, power house, etc., which supplies the "City Light" of Seattle with electricity.

These buildings are now used to house excursionists taking the Skagit tour during the summer. Opportunity is given for inspection of J. D. Ross' rock gardens, extending to quite a height on the side of a mountain and laid out with winding trails and steps hewn out of rock, benches and platforms for rest, and illuminated with various colored lights all along the path, making a beautiful spectacle of the many wonderful plants and flowers sent to J. D. Ross from all over the world.

At the top of the rock garden trail, one pauses to enjoy the unsurpassed picture of Ladder Falls, a small stream that rises in a glacier on the shoulder of Pyramid Peak and tumbles downward for 4,000 feet in a series of waterfalls over granite cliffs and into granite pools. At night the spray of the falls and the moss covered boulders are illuminated in all the changing colors of the rainbow, making a spectacle never to be forgotten.

The next morning the trip to Diablo Dam is made in electric cars which climb along the cliffs above the roaring Skagit river for seven miles of wonderful mountain scenery to Reflection Bar.

This is a small flat in the bend of the river and the site of the Diablo Power House. An inclined railway designed to lift the heaviest load of freight car, carries the guests to a landing 313 feet above on the mountain side, when a walk of 200 yards brings them to a point where the full panorama of Diablo Canyon, Diablo Dam, and the reservoir beyond is spread before the eye.

A boat trip carries the tourists across Diablo Lake and four miles into the Skagit Canyon to Ross Dam, presenting a panorama of snow capped peaks and glaciers of indescribable grandeur. Ross Dam is at the upper end of Diablo Lake where the boat turns to come back to Diablo Dam. The first step of Ross Dam has been completed. This structure will be 653 feet high and form a lake 20 miles long, extending into Canada.

During the trip to Ladder Falls and during the boat ride on the lake, one hears strains of grand music, apparently emanating from the mountains surrounding the scene, but in reality coming from phonograph records with loudspeakers and wiring ingeniously placed on the mountain sides.

The trip from Rockport and return, with three meals, room for the night, the trips on electric cars, and on boat, a colored movie of the Skagit Tour, all for \$4.05 causes one to inquire why and how?

The answer is this—this municipally owned power site, R. R. and de-

pot with its service to the City of Seattle at a very low rate, the Skagit Tour, the beauty of the gardens, etc., are all the vision of a great man, J. D. Ross, engineer, mathematician, dreamer, who loved his fellow men and found his happiness in serving them.

The Public Ownership League, of which Dr. Carl D. Thompson was the founder and of which J. D. Ross was a member, has received a new impetus and inspiration from this convention and tour and will long be remembered by the participants.

## BOARDMAN NEWS

By Elaine Fisher

The North Morrow County Fair was held here Friday and Saturday. There was a fine display of farm stuff, fruit, fancy work, quilts, etc. There was also a good display of livestock of all kinds. The board deserves great credit for their hard and faithful work in getting it ready at such short notice.

Mr. Potts passed away at his home Saturday after a long illness. The funeral was held at The Dalles Wednesday afternoon with Rev. J. K. Walpole in charge. A son was expected to arrive from Oklahoma for the funeral. He is survived by his wife and sons here and other children elsewhere.

Mr. and Mrs. Tannehill of California are guests at the home of his brother and sister-in-law, Mr. and Mrs. Clyde Tannehill.

Essie Jones of Pendleton was here for the week-end.

The community is giving a reception Saturday evening in honor of the golden wedding anniversary of Mr. and Mrs. F. Barlow.

## DRIVING SCHOOL ANNOUNCED HERE

Students of the Hermiston high school will be offered the opportunity of learning to drive an automobile in a modern safety driving school when a seven-weeks course will be started here September 19, under auspices of Earl Snell, secretary of state, it was announced today. Mr. Snell sponsors these schools as a part of his state-wide traffic safety program.

Students 15 years of age or older are eligible to enroll, registrations to be left at the high school. Each pupil must furnish his own car, but no driver's license is required for the course. Cars must be driven to and from the school by licensed operators, however.

Instruction is given in the proper method of starting a motor, use of the clutch, shifting gears, turning and backing, parallel parking, stopping

## Money Transfer—

IF YOU DON'T HAVE A CHECKING ACCOUNT, YOU WILL FIND OUR CHARGE FOR A CASHIER'S CHECK OR DRAFT IS CHEAPER THAN ANY OTHER METHOD OF MONEY TRANSFERRING.

**THE SAVING WILL BE WORTHWHILE ASK US ABOUT IT**

### FIRST NATIONAL BANK OF HERMISTON

F. B. SWAYZE, President  
Member Federal Deposit Insurance Corporation

and starting on hills and general care of the car. At the first session, the instructor outlines the work to be covered in the school and discusses rules and regulations pertaining to the operation of motor vehicles in Oregon. All subsequent classes feature instruction with the student at the wheel of his car.

"The operation of an automobile in the complicated traffic of today involves more than the mere knowledge of shifting gears and steering," Snell declared. "In order to be a safe driver, today's motorist must thoroughly understand traffic regulations and the responsibilities attendant to using the public thoroughfares. Throughout the driving school sound practices of safe driving are stressed and strict observance of traffic regulations are emphasized. In addition, the many little points connected with expert driving are explained and demonstrated so that the beginner learns the right way to drive instead of picking up bad habits which are sometimes difficult to overcome."

Classes are held each week during the course, one phase of driving being taken up at each session. Between classes, students are expected to practice in order to master the various steps as they go along. A competent instructor is in charge of the work at all times and parents are invited to

attend any classes.

**U. S. CIVIL SERVICE EXAM**  
The United States Civil Service Commission announces the following open competitive examination:

**CLASSIFIED LABORER**  
This examination is for the purpose of filling existing and future vacancies in the U. S. Quartermaster Corps, War Department, Pendleton Air Base, Pendleton, Oregon, and U. S. Quartermaster Corps, War Department, Hermiston, Oregon.

Applications must be on file with the Manager, Eleventh U. S. Civil Service District, Post Office Building, Seattle, Washington, not later than October 6, 1941.

Full information may be obtained from the Secretary, Board of U. S. Civil Service Examiners, Post Office, Enterprise, Heppner, Hermiston, La Grande, or Pendleton, Oregon, or from the Manager, Eleventh U. S. Civil Service District, Post Office Building, Seattle, Washington.

**OUT OF TOWN PRINTERS PAY NO TAXES HERE LET US DO YOUR PRINTING**

**HERMISTON HERALD**

## You can have this ECONOMY ON YOUR FARM



*The Superior Performance of John Deere Tractors at the Economy Matches at Cherokee, Iowa, is Typical of the Every-Day Economy of John Deere Two-Cylinder Tractors on the Farm.*

THE rock-bottom fuel economy of John Deere Tractors, demonstrated again and again in various tests throughout the country . . . proved by the experience of thousands of farmers . . . is again verified by the results of the tractor economy matches held at Cherokee, Iowa, early in September.

John Deere Tractors, burning the low-cost fuels, romped home with first, second, third, fourth, and fifth places in the rubber-tired events, and with first and second places in the steel-wheeled contests.

Here are the results:

RUBBER-TIRED TRACTOR CLASS				
Place	Make of Tractor	Contestant	Fuel Cost per Gallon	Fuel Cost per Acre
1st	John Deere "H"	John Patterson	8.2¢	9.36¢
2nd	John Deere "H"	Lyle Mason	7.5¢	9.55¢
3rd	John Deere "A"	Laurence Kohns	8.2¢	10.7¢
4th	John Deere "H"	Laurence Gumnow	8.2¢	10.8¢
5th	John Deere "H"	Gernis Boothby	8.2¢	12.1¢

The fuel cost of the next nearest entry was 20.7 cents per acre—71 per cent higher. Some entries ran more than twice as high as the John Deere.

STEEL-WHEELED TRACTOR CLASS				
1st	2nd	3rd	4th	5th
John Deere "A"	John Deere "B"	Harvey Fick	Marvin Mann	
8¢	8¢	12¢	15¢	

Fuel economy like this is a conclusive demonstration of the real money to be saved by using low-cost fuels in John Deere two-cylinder Tractors. And the reason for this economy is exclusive John Deere two-cylinder engine design . . . after seventeen years still the most practical development in farm tractors.

You want this same economy on your own farm. Enjoy it this year and for many years to come with a John Deere Two-Cylinder Tractor. See us today.

**Braden-Bell Tractor & Equipment Co.**  
Pendleton, Oregon

## Buy DEFENSE BONDS



— with Dollars Saved Traveling by Bus!

**PORTLAND \$3.60**

San Francisco \$12.60  
Los Angeles \$17.60  
Seattle \$6.10  
Boise \$5.15

**HERMISTON DRUG CO.**  
Hermiston, Ore. Phone 2271

**UNION PACIFIC STAGES**