

NYSSA'S FIGHT FOR IDAHO PACIFIC IS EXCITING STATE-WIDE INTEREST

Letters From All Parts of
Oregon to Commercial
Club Express Hope Nyssa
Road Will Be Built.

Not anything has occurred in years, it is thought, which has aroused such state-wide interest as the news contained in the press dispatches wired from Salem, May 25, that "construction of the proposed Idaho Pacific Railroad from Nyssa, Oregon to Winnemucca, Nev. is opposed by the Oregon Public Service Commission as a move to obstruct construction of the proposed cross-state rail line between Crane and Crescent lake. A petition asking for permission to intervene in the Idaho Pacific Railroad case was forwarded to the Interstate Commerce Commission today."

Many letters from all parts of Oregon have been received by the Nyssa Commercial Club the past week, all expressing in the main the hope that the Idaho Pacific will be granted the privilege of building. The Portland Oregonian of last Friday featured the Nyssa Commercial Club's letter of May 28 to the Oregon Public Service Commission, putting it on the first page under the heading, "Town of Nyssa Rises to Battle for Rail Extension to Nevada." Says the Oregonian: "Nyssa is not 'too proud to fight.' The little Eastern Oregon town on the Snake river, that has been waiting these many years for development of its back country, and which saw its hopes rise rapidly when eastern capital organized the Idaho Pacific Railroad Company to build from Nyssa to Winnemucca, Nev. cannot comprehend why the Oregon Public Service Commission has filed protest with the Interstate Commerce Commission against the projected development. Through its Commercial Club it has risen to enter its own earnest protest. Letters of remonstrance have been mailed to the Public Service Commission and to the Governor."

Commission Chairman at Wash., D. C. A dispatch from the Washington Bureau of the Portland Journal on June 1, reveals that Chairman L. E. Bean of the Public Service Commission was in the national capital on that date where he filed not only the commission's protest against the Idaho Pacific but a brief with the Interstate Commerce Commission in favor of the cross-state project from Crane to Crescent lake. The brief upholds the preliminary report of Commissioner McManamy who has recommended the Commission order the Union Pacific to construct the cross-state line and replies to the objections which have been filed with unanimous voice by the carriers, particularly the Union Pacific, Southern Pacific and Central Pacific.

Idaho Pacific's Construction Would Help Other

It is contended in a letter to the Public Service written Monday by Secretary Frank T. Morgan of the Nyssa Commercial Club that "the construction of the Idaho Pacific Railroad from Nyssa, Ore., to Winnemucca, Nev., rather than jeopardizing the construction of the line from Crane to Crescent, would tend to bring about its construction. The Union Pacific is objecting to building the Crane-to-Crescent link on the grounds of insufficient tonnage. That is not the real reason. The Union Pacific has had a monopoly on the rail transportation of this section ever since the country was settled and has enjoyed the long haul and collected the big freight bills for years. They do not want any short cuts and will not build any unless compelled by a competitor to do so. Their officials have said openly that they will never build the Crane-to-Crescent link, even if ordered to do so by the Interstate Commerce Commission. Let some competing line tap this country with short cuts to the coast market and the Union Pacific will be ready to build some new lines and, not before," Mr. Morgan wrote.

The letter is as follows:
"Nyssa, Oregon, June 3—Oregon Public Service Commission, Salem, Oregon. Dear Sirs: I have your let-

ter of May 31, enclosing your letter to Governor Patterson explaining your opposition to the Idaho Pacific Railroad from Nyssa, Oregon, to Winnemucca, Nevada.

"We have a different idea on how to get railroads built in Oregon. The construction of the Idaho Pacific Railroad from Nyssa, Oregon, to Winnemucca, Nevada, rather than jeopardizing the construction of the line from Crane to Crescent would tend to bring about its construction. "The Union Pacific is objecting to building the Crane to Crescent link on the ground of insufficient tonnage. That is not the real reason. The Union Pacific has had a monopoly on the rail transportation of this section ever since the country was settled and has enjoyed the long haul and collected the big freight bills for years. They do not want any short cuts and will not build any unless compelled by a competitor to do so. Their officials have said openly that they will never build the Crane to Crescent link even if ordered to do so by the Interstate Commerce Commission. Let some competing line tap this country with short cuts to the coast markets and the Union Pacific will be ready to build some new lines and not before. It is very clear to us that the Nyssa-Winnemucca line would effect the Union Pacific just that way in regard to building the Crane and Crescent line.

"Competition is what builds railroads and not Interstate Commerce Commission orders.

"The gentlemen's agreement among the Northwest railroads that has existed for the past fifteen years seems to be laid aside for the present and Oregon has a grand opportunity to get some railroads built and our state developed.

"To us it seems that the position of the Oregon Public Service Commission should be nothing but support of the Idaho Pacific's application for permission to build from Nyssa to Winnemucca. Yours truly, Nyssa Commercial Club, Frank T. Morgan, Sec.

Public Service Commission's Letter
"We enclose herewith in explanation of our action, copy of a letter which we have today addressed to Hon. I. L. Patterson, Governor, on this subject which will also serve as a reply to your letter," said Herbert H. Hauser, secretary of the Oregon Public Service Commission, in a letter, dated at Salem, May 31, to Secretary Frank T. Morgan of the Nyssa Commercial Club. Mr. Morgan wrote to the Service Commission on May 28, requesting that body's reasons for filing its petition with the Interstate Commerce Commission against the Idaho Pacific Railroad.

Mr. Hauser's letter to Governor Patterson is as follows:

"Salem, Ore., May 31.—Hon. I. L. Patterson, Governor of Oregon. Dear Governor Patterson: In explanation of the action of the Public Service Commission in said intervention, we wish to advise that this Commission in Finance Docket 1968 in conjunction with the Public Utilities Commission of Idaho, Grants Pass Chamber of Commerce, Ontario Commercial Club, Douglas County and Roseburg Chamber of Commerce, Coos County Chamber of Commerce, Portland Chamber of Commerce, Lane County Court, Springfield Chamber of Commerce, Albany Chamber of Commerce, County Court of Malheur County, Willamette Valley Lumbermen's Association and Salem Chamber of Commerce have for the past six years been endeavoring to secure the construction of a cross-state line connecting the westerly extension of the line now operated by the Oregon Short Line from a point at Crane, Oregon, to connect with the Natron Cut-Off at Crescent Lake.

"This Commission's case relies upon northern Malheur County and the Boise and Payette valleys in Idaho for westbound tonnage in order to secure sufficient revenue to justify the construction of the Crane to Crescent Lake line. The defendant carrier in the record made before the Interstate Commerce Commission and briefs filed in said case allege insufficient tonnage to justify the cross-state line. Manifestly, if another line of railroad is to divert the

BOISE CAPITAL NEWS HEARTILY SUPPORTS THE NYSSA RAILROAD

Says Idaho Must Take Advantage of Every Possible Opportunity to Grow, Develop and Expand.

That the Boise Capital News is giving its hearty support to the Idaho Pacific railroad, is evidenced by a powerful editorial under the heading, "What a Winnemucca Connection Would Mean," appearing in Monday's issue of that paper. It advances many reasons for the construction of the proposed road, among which are the following:

"For many years this connecting link of steel has been contemplated, but this is the first time it has developed to that stage where actual application for permission to build has been made to the Interstate Commerce Commission. Idaho should ever be alert to looking after its own interests, supporting those enterprises that will help it and opposing those that seek to retard its development.

"The distance between Nyssa and Winnemucca is 238.7 miles. If a rail connection is built, western Idaho will be given direct contact with the Western Pacific and the Southern Pacific railroads. And that connection will be shorter by 337 miles than the shortest existing routes. It would save a day and time to perishable products, stocks, etc., destined to California markets. Naturally there would follow lower passenger and freight rates.

"Railroads must meet competition and to do so find new territory to invade. The Capital News does not know what is behind the Idaho Pacific railroad and it does not care. It has not been taken into the confidence of those who are proposing to finance and build it. It has not been asked to lend its support to the proposed project by its backers. This paper believes that if such a connecting railroad can be helpful to the producers of western Idaho and eastern Oregon, it warrants its support and the support of the people in the territory to be benefitted.

"To grow develop and expand, western and southern Idaho must take advantage of every possible opportunity. It cannot rest content on what it has. It must reach out and seek to help itself. If a shorter haul at lower freight rates to markets presents itself, western Idaho and eastern Oregon would be unwise indeed if both did not lend encouragement to their development. New and better markets for Idaho producers and shippers mean greater prosperity."

M. E. CHURCH

June 9, 1929

Church School 9:45 a. m. R. J. Davis, superintendent. The Sunday school will give a Children's Day program at the church hour, 11 a. m.

Epworth League 7 p. m., Myrtle Pullen, president.

Preaching 8 p. m. Sermon theme, "The Call of Moses."

Prayer meeting in the church Wednesday 8 p. m.

Choir practice in the church Thursday, 8 p. m.

The Ladies Aid will serve a chicken dinner in the Bodfish building celebration day, June 12. John E. Garver, Pastor.

M'LAUGHLIN FACES A SECOND CHARGE

Archie McLaughlin, a former Nyssa man implicated with several others in a series of burglaries at Payette, Weiser, Ontario, Caldwell and Nampa last January and who escaped from the Canyon county jail at Caldwell on March 26, found he was facing a second charge of "injuring a public jail," when he was brought back to Caldwell from Sacramento to last Sunday night. He had been arrested at Sacramento on a robbery charge and held for Sheriff O. G. Boyd. McLaughlin was awaiting trial in the district court at Caldwell when he escaped from the jail on March 26.

Arraigned before Probate Judge R. A. Russell Monday afternoon in Caldwell, McLaughlin waived preliminary hearing and was bound over to district court. Unable to furnish the \$3000 bond under which he was placed he was remanded to the custody of the sheriff.

ATTEND W. C. T. U. INSTITUTE AT ONTARIO

A delegation of Nyssaites enjoyed an interesting W. C. T. U. program at Ontario Tuesday afternoon and a Mother-and-Daughter banquet in the evening. Among those attending the Ontario institute were Mesdames Charles Fischer, Jesse Spencer, C. W. Reberger, L. A. Higby, A. W. Austin, Fischer and Douglass and the Misses Ruth Reberger, Lois Elliott, Bertha Wimp, Margaret Pinkerton, Gladys Campbell, Ruth and Irene Gilchrist and Myrtle Pullen. Miss Ruth Gilchrist responded to the mother's toast.

WILL RECROWN PARTS OF NYSSA-ADRIAN ROAD

Portions of the Market road between Nyssa and Adrian will be recrowned, it was determined by County Highway Engineer Edwin Johnson, after a trip of inspection made last Friday. Work, under the direction of J. M. Robertson of Nyssa, will begin on the road in a few days.

Engineer Johnson found that portions of the Market road had given away when the frost went out of the ground this spring. The foundation will be renewed with a liberal use of dirt and crushed rock.

NYSSA ROOM OWNER GETS \$50 COURT FINE

Mrs. Shirley George, owner of the Nyssa rooms in the Bodfish building, was fined \$50 and court costs by City Recorder A. R. Millar Monday afternoon on a charge of disorderly conduct.

The offense was committed on Wednesday, May 23, during the noon hour, when the defendant overstepped the bounds of decency in giving a rival rooming house proprietor a tongue lashing, according to the court charge.

MRS. C. C. HUNT GIVES DINNER

Mrs. C. C. Hunt was hostess at a delightful 1 o'clock dinner last Sunday afternoon at her home, one mile west of town. Guests included Messrs. and Mesdames Frank D. Hall, Dick Tensen, Frank T. Morgan and Mesdames J. F. LaFrenz and Joe Boydell.

Orvil J. Glenn of Owyhee and Ruth Alice Shelton of Nyssa were married last Sunday afternoon in Boise at the Emmanuel Methodist church, Rev. Dr. W. Van Dusen performing the ceremony. They will make their home at the damsite, where Mr. Glenn is employed on construction work.

REV. HERSHEY IN AUTO WRECK NEAR VENTURA, CALIF.

Former Nyssa Pastor Sustains Injuries to His Back, Chest and Abdomen; Willis Hershey, 17, Was Driving Car and Went to Sleep.

Rev. Noah Hershey, former pastor of the Nyssa Methodist church, and three sons are confined at the Big Sisters hospital in Ventura, Calif., as the result of an auto accident which occurred on the Rincon highway near that city early on Wednesday morning of last week.

The minister and his four sons, according to the Ventura Daily Star of last Wednesday, were driving a touring car from their former home Wallawa, Oregon, to Upland to make their home. The wife and mother had already gone to Upland for her health and the family was to be reunited.

In a letter written by Mrs. Hershey at Ventura on May 31 to H. F. Brown, publisher of the Journal, she says that Mr. Hershey's injuries are serious. "He has back, chest and abdomen injuries, back the worst, and bad shock affecting the heart," she wrote. "Willis has over 20 stitches in face, three teeth out, but the danger is nearly over for him, we think, although still confined to bed in the hospital. Just how serious Mr. Hershey is we cannot tell until all X-Ray developments are complete. At the best it will take months for his recovery. He is fully conscious. I am standing the strain as well as could be expected."

Willis, 17, was driving the car when the accident happened, the Ventura Star says. It is believed he went to sleep. The machine ran off the road about four miles west of Ventura and crashed into a palm tree.

The smaller boys are Stanley and Wesley.

HORSE SHIPMENTS OUT OF NYSSA BEGIN

Forty-eight head of horses, destined in the near future to become chicken feed, were shipped out of Nyssa last Friday. One shipment of 22 head by Hinton Bros. of Adrian was forwarded to Schlesser Bros. at Lynnton, Ore. The other shipment of 26 head belonged to Guy Glenn and Charles Share of Nyssa and was billed to Butte, Montana.

It is estimated that been 700 and 800 head of horses will be shipped from this point within the next three months.

O. S. L. OFFICIALS HERE TUESDAY

R. A. Pierce, general superintendent, E. C. Manson, superintendent, and E. E. Moberly, division engineer, were O. S. officials who spent Wednesday at the Owyhee dam and inspecting the Homedale branch line.

The officials, accompanied by a corps of clerks, arrived early Wednesday morning in a big private car. Putting the Pullman on a sidetrack, they left soon afterwards for the damsite on the motor car. They spent several hours there, devoting the rest of the day to an inspection of the Homedale branch line. The officials have been out over the division for the past few weeks, it is said.

W. C. T. U. INSTITUTE TUES. DRAWS CROWDS

About 100 people were at the opening exercises of the W. C. T. U. institute in Nyssa Tuesday afternoon, which began in the M. E. church at 1:30 o'clock. Devotional was pronounced by Mrs. John E. Garver, after which came committee reports, official papers and publicity. Mrs. Ada Jolley, the state president, was then introduced by Mrs. Higby, the local president. Mrs. Jolley spoke on the Children's Farm Home, which is an institution wholly under the care of the W. C. T. U. The Loyal Temperance Legion silver medal contest was put on, the contestants being Frances Foster, Leona Brooks, Curtis Foster, Dorothy Gilchrist and Vivian Higby. While the judges were engaged in determining who the winner was, a piano selection was given by Miss Ruth Reberger. Mrs. W. W. Foster also spoke on Local Union, an Essential Factor, illustrating with block how individuals built the local, the locals the county, the counties the state and the states the national. Dorothy Gilchrist was then announced as the winner by the judges, the L. T. L. medal being presented to her in a little speech by Mrs. Higby.

Mrs. C. L. McCoy sang very effectively, "Beautiful Garden of Dreams," Mrs. C. C. Hunt played the accompaniment. Mrs. Jolley's address followed, in which she touched upon several subjects needed, and was much enjoyed and applauded. She then answered several questions, one being when was Frances Willard first elected national president of the W. C. T. U., the answer being in 1879, 50 years ago. There was an instrumental duet by Mrs. Tensen and daughter Betty, following the seventh and eighth grade medal contest. Irene Gilchrist was declared the winner. Mary Graham of Vale and Howard Foster and Ruth Gilchrist of Nyssa were the entries in the gold medal contest. After the judges had retired, Mrs. Higby announced a real treat for the afternoon; Miss Kathleen McFarland of Nampa, who recently won the medal for sopranos at the local, county, district and state contests in Idaho, would sing the selection that won the state medal, "The Bird and the Babe." She was accompanied by Miss Menjen, who also received the state medal for the piano. Miss Jolley was then called upon to present the county gold medal to Ruth Gilchrist, remarking that it was so unusual for three out of the same family to win medals the same day that she wanted the other two sisters and the mother to come forward. As the mother and three daughters stood in line the applause was deafening. Mrs. Gilchrist replied to Mrs. Jolley's congratulations, thanking her, the W. C. T. U. and the audience for the part they all played.

A covered-dish luncheon was served at 6 o'clock in the church basement. During the supper hour Gilbert and Eddie Spencer sang a duet, "The Lord is My Shepherd," and Miss McFarland again sang "The Bird and the Babe."

At 7:30 o'clock the people gathered again in the church. Following devotionals and the singing of anthems by the choir they again repaired to the basement, where they were entertained and instructed through a lecture and illuminated X-Ray pictures by Dr. J. C. Woodward of Payette.

Rr. and Mrs. C. J. Rider, Rev. Paul Iverson, Miss Russum Miller and Abe Friis are attending the Seventh Day Adventist meetings being held in Boise this week.

EVERYTHING READY FOR BIG "DOINGS" NEXT WEDNESDAY

Arrangements Complete for Entertainment of Large Crowds Expected at Owyhee Dam Celebration.

Arrangements are all completed for the entertainment of large crowds of Eastern Oregon and Southwestern Idaho expected at the second annual Owyhee Dam Celebration to be held in Nyssa Wednesday, June 12. The streets will be handsomely decorated for the occasion, which bids fair to eclipse last year's big event.

Every event as scheduled on the big window-sheet posters and the advertisements appearing in Snake river valley newspapers this week will occur. The parade is destined to be even larger than that of last June's celebration. This feature is scheduled for the forenoon and will be led by a band. Sports for the kiddies will occur on Main street directly after the dinner hour. Water fights are listed immediately afterwards. The ball game between Boise and Nyssa teams is a return engagement, and the home boys are determined to avenge themselves for the Memorial day defeat they suffered last Thursday at Boise. The stunt flyer will come with his airplane from Caldwell early in the forenoon. When he is not occupied with "doing his stuff" over the ball park and other portions of town he will take up passengers for flights. Everybody will be directed to "park your six-shooters at the door" to avoid trouble after entering "Owyhee Canyon." There they will see old-time saloons and gambling houses running in full blast as in the days of yore. Merlyn Walker and her "Melody Boys" will entertain the dancers at the pavilion during the afternoon and evening.

PULLEN-FETTER NUPTIALS TUESDAY

The marriage of Miss Myrtle Elba Pullen to Cecil Elmer Fetter took place at Notus last Sunday, Rev. J. T. Walker of the Baptist church officiating at the home of Mr. and Mrs. Oliver Pennington.

Mr. and Mrs. L. A. Higby of this city accompanied the young couple and were present at the wedding ceremony. They gave them a reception at 4 o'clock in the afternoon, the home being crowded with friends of the young couple. The hostess, assisted by Mesdames C. A. Abbot, Spencer and Douglass, served wedding cake and punch.

Mr. and Mrs. Fetter have many friends in the community who wish them all the joys that fall upon the path of happy wedlock.

NEGOTIATING FOR LOCAL FORD GARAGE

Negotiations have been under way the past week, between Howard J. Larson and Monty Hunter of Rupert, Ida., and T. F. Coward which are expected to be completed within a day or two. Inventory of the stock is nearly finished.

Mr. Larson and Mr. Hunter are experienced garage men and will be welcomed in Nyssa's business circles. The Larson will move into A. V. Cook's new bungalow the latter part of week.