

THE PULLMAN HERALD

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No. 50

MISS JUNE SANDERS GOING TO FRANCE

Popular Pullman Girl Honored by Being Awarded a Scholarship by the French Government

Miss June Sanders, daughter of Mr. and Mrs. C. R. Sanders, will leave Saturday morning by the North Coast Limited for Paris, where she holds a French scholarship. She will sail from New York September 17 on the Bourdonnais of the French line. While in New York she will be the guest of her uncle, Captain Ward K. Wortman, U. S. N. She will arrive in Paris September 26, and her school opens October 3.

Miss Sanders holds a scholarship in a French lycee, or boarding school for girls. As the American council on education, through which the scholarship was obtained, wished to make it possible for Miss Sanders to continue her musical studies in France, they ventured to recommend to the French authorities that she be assigned to Lycee Victor Deveny in Paris, named for the man who originated public education for girls in France. A wire received Saturday announced that this recommendation had been complied with and that she was officially assigned to this particular school. It is located on the Boulevard des Invalides on the south side of the Seine in a district of great historic interest, being situated in the stronghold of the old French aristocracy. The celebrated Hotel des Invalides and Napoleon's tomb are very near.

The rules in the lycee are very strict and the luxury which is enjoyed in American universities is unheard of in France. The French girls sleep in dormitories, but separate rooms are provided for the American girls. Few French houses are heated and all hot water is heated on the tops of stoves. The girls are not allowed to go out unchaperoned and may leave the school only on Thursday afternoons and Sundays. The class rooms and residence quarters are all in one building, usually with a court in the middle. The girls attending lycees range from 12 years of age to 18. The course of study is very general, considerably more academic in character than the courses in our high schools. The French lycees, though private, are government owned and non-sectarian. The school term does not end until July 15, with two weeks vacation for both Christmas and Easter.

Every possible care is given the American boursieres. They are met in New York and a place is provided where they may stay until the time of sailing. They will go in a party on the boat with chaperones. The French reception committee will meet them at Le Havre, the port, and escort them to their various destinations. These scholarships were given to the American college girls in return for the vast number of American scholarships given to the French girls during the war. No examinations are given in choosing the boursieres, the choice being based entirely upon the academic record of the applicant, her knowledge of French and her college activities. About 20 scholarships have been conferred upon American girls this year. The French government pays for one-third of their water passage and all board, room and tuition in the school. Miss Sanders will be accompanied as far as Missoula, Mont., by her aunt, Mrs. William H. DeWitt, of Pasadena, Calif., who has been a guest in her home the past 10 days.

AUTOMOBILES COLLIDE

Automobiles owned by Pat Ryan and Mrs. May S. Matterson collided on the state highway near Busby station Sunday evening, resulting in damage to both cars, although none of the occupants were injured. The Ryan car, an Oldsmobile, was traveling toward Pullman and the Matterson Studebaker toward Busby. The Matterson car suffered the loss of two wheels and a bent axle and fender, while the damage to the Ryan car was confined to a broken running board and bent fender.

GRAIN QUOTATIONS

Red wheat 87c
White wheat 91c
Oats, per cwt. \$1.15

BOHLER WILL REMAIN AT STATE COLLEGE

The many friends of J. F. Bohler will rejoice to hear that he has decided to remain at the State College as head of the department of physical education. He returned this week from a trip to California, where he was summoned by the University of California, to look over the athletic situation at Davis, where the agricultural department of the University is located. All his expenses were paid and he was offered a substantial increase over the salary he receives here, to take full charge of all athletics at Davis. After carefully considering the offer and conferring with his friends here, he has decided to decline it and will remain in Pullman.

EMERSON STORE ROBBED

Thieves entered the Emerson store Tuesday evening and made away with a quantity of cigarettes, tobacco and candy. Entrance was gained through a rear window, a pane of glass being broken out and the lock opened. After securing their loot the thieves left the building by way of the coal chute. It is believed that the robbery was the work of boys.

SCHOOL BOARD CUTS OPERATING EXPENSES

By Close Figuring Will Be Able to Place Over \$3000 in Bond Redemption Fund

The local school board has been doing some close figuring in preparing its budget for the coming year, and by paring down several items will be able, from the regular 10 mills levy plus the seven mills levy, authorized by the voters of the district last May, to place over \$3000 in the bond redemption fund. In other words, they have cut the estimate for the operating expenses of the schools to a figure which could be met by a levy of 15 mills, instead of the 17 mills authorized.

The budget, as prepared, is as follows:

Estimated Receipts for School Dist. No. 59, 1921 and 1922	
State	\$20,312.68
County	9,177.12
New high school fund	3,494.34
17 mills voted	26,958.48
\$59,942.62	
Estimated Expense for School Year 1921 and 1922	
General Control—	
Supt. salary	\$ 3,600.00
Clerk's salary	360.00
Traut officer	200.00
Instruction—	
High school teachers	15,000.00
Grade teachers	22,850.00
Manual training	500.00
Domestic science	500.00
Pupils' and teachers' supplies	1,000.00
Operation—	
Janitors	3,200.00
Fuel, light and power	2,500.00
Maintenance—	
Building and repairs	1,500.00
Furniture and fixtures	1,250.00
Auxiliary Agencies—	
Library	250.00
Interest on warrants	850.00
Incidentals	1,000.00
Paving	715.00
Bond redemption and interest	3,067.62
Deficit	1,600.00
\$59,942.62	

At a meeting of the school board, after consideration, it was moved and carried that the resolution excluding non-resident grade pupils be amended as follows: That all non-residents of this district attending the grade schools in Pullman must pay \$4 per month tuition, and that pupils attending the high school, who are residents of a district that maintains a high school, must pay a tuition of \$5 per month.

SAYS PULLMAN NEEDS HOTEL

Pullman's urgent need for a new and modern hotel was stressed by C. F. Anderson, now of Chehalis, in a talk before the chamber of commerce Tuesday. Mr. Anderson cited the magnificent hotel at Chehalis as proof for the contention that a modern and commodious hostelry would prove a paying proposition as well as an excellent advertising medium and would relieve the congestion which is felt at times of conventions or other gatherings at the State College. Mr. Anderson congratulated the city upon the improved appearance of its residences and business property.

EARLY REMINISCENCES OF CITY AND COLLEGE

JUDGE THOMAS NEILL RECALLS SOME IMPORTANT EVENTS IN THE HISTORY OF PULLMAN

CHAPTER II.

The Northern Pacific Branch

In the spring of 1890 the Northern Pacific Railroad company proposed to extend the Palouse branch into Lewiston by way of Moscow, branching from the line running to Genesee at Whelan.

Pullman citizens objected to being put on a branch line, but Moscow, at that time a trade rival of Pullman, was interested in having the road run from Whelan. Moscow citizens had influential connections with the railroad company, and the situation was very discouraging from the Pullman viewpoint. The matter was still under consideration when, on July 3, 1890, fire destroyed every business house in Pullman except the hotel and The Herald office.

Property owners were discouraged and some of the business men commenced talking about re-establishing their businesses at Whelan. The seriousness of the situation brought forth the most energetic efforts of the Pullman boosters.

Telegrams were sent to the president of the Northern Pacific railroad in New York, to the traffic manager at St. Paul and to the chief engineer at St. Paul, to the effect that the interests of the road were being sacrificed for selfish interests—that, as proposed, the road would get no additional freight between Whelan and Moscow, whereas, if it went through Pullman the road would get at least 100,000 tons of freight more than it would receive if it went by Whelan.

The next day a telegram was received from the chief engineer, Mr. Kendrick, asking that a committee meet him at Spokane to explain the matter to him. At the appointed time a committee met Mr. Kendrick in his private car at Spokane, and they had with them a map of the Pullman route and statistics as to the production of the lands along the route. While the committee was graciously received and the information accepted with thanks, no indication was given as to how it impressed Mr. Kendrick, and the committee left without the encouragement for which they had hoped.

About ten days afterwards the local engineer in charge of the construction of the road from Whelan, asked the Pullman committee to show him over their proposed route from Pullman to Moscow, which was promptly done, and the committee was then informed that, if they would get a right-of-way over the route proposed, it would be considered by the company. The right-of-way was secured, but afterwards the route was changed and a new right-of-way had to be secured, which was a more difficult job. When the

committee was getting the first right-of-way the people along the route did not believe that there was any chance of the company's accepting it and therefore willingly gave a right-of-way, but when the committee called the second time, it was then thought that the route would be accepted and the owners of the land were not so willing to donate the right-of-way, but it was finally secured. The committee was then informed that it would be necessary for them to secure an acre of ground in Moscow for a depot site before the company would consider a change of route. For a time this seemed to be impossible, as all of the influence of the Moscow citizens would be against it. However, Dr. Webb recalled the fact that about two years previous Mr. McGregor of Moscow had given him a written memorandum to the effect that, if the Northern Pacific railroad ever built into Moscow, he would give them a depot site, and after much search this memorandum was found, and the committee proceeded to Moscow to find Mr. McGregor and remind him of his promise.

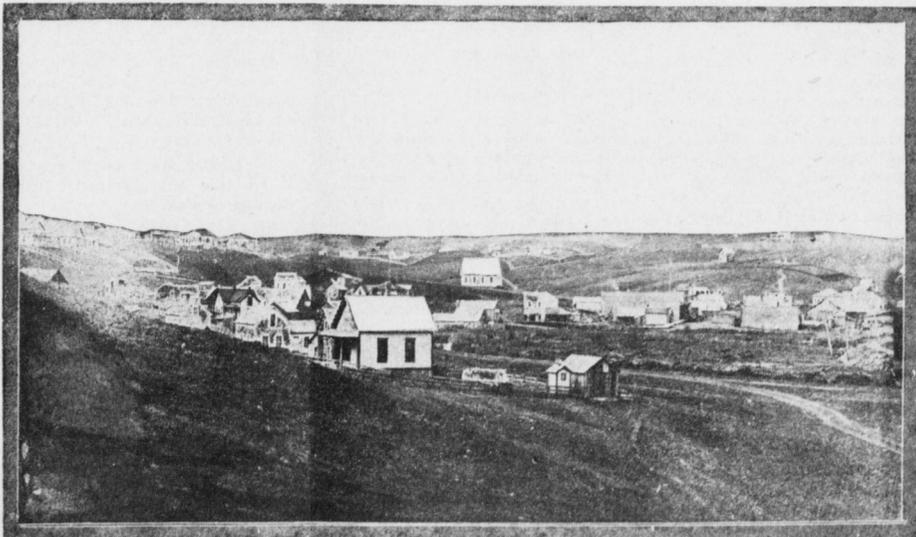
When Mr. McGregor was approached on the matter, he informed the committee that he had forgotten that he had given this memorandum, and had sold all the land he held in Moscow outside of his home. After discussing the matter, and asking what, if any, suggestions he could make in regard to securing a depot site, he remembered that, when the O. R. & N. road built into Moscow, he and Mr. Taylor had verbally agreed that, if the depot grounds were located on McGregor's land, Taylor would convey a half of the amount taken for depot purposes to McGregor, and if located on the Taylor land, McGregor would deed half of the amount to Taylor.

The O. R. & N. depot was located on the McGregor land, but Taylor had not deeded to him the half acre according to promise.

The committee and Mr. McGregor interviewed Mr. Taylor and he acknowledged his agreement with Mr. McGregor, and agreed to give a half acre for the Northern Pacific depot site. A contract for a deed to the railroad company was then taken, and was accepted by the company, and the route was changed from Whelan to Pullman as the junction.

This renewed the confidence of the property owners of Pullman and the Boston Realty company let the contract for the reconstruction of its two buildings which had been destroyed by fire and other property owners commenced to erect brick buildings. The city council began the grading of the streets, and put in a water system and built the city hall, and the school board built the

Pullman in 1887



The accompanying illustration is the reproduction of a photograph of the city of Pullman taken in 1887. The picture was taken from a point east of the intersection of Main and Spring streets, looking west. The picture shows the residences of Mar-

tin Zender, George Layman, B. F. Taylor, Alfred Windus, E. H. Letterman, E. W. Downen, L. C. Staley, Harry McKenzie and other early settlers. In the business section are shown the old Palace hotel, built by M. C. True and later moved to another location and destroyed by fire. Near the corner of Main and Alder

PRETTY TEA PARTY FOR MISS JUNE SANDERS

Mrs. A. A. Rounds gave a charming tea last Friday afternoon for Miss June Sanders, who leaves this week for Paris, France. In the receiving line were Mrs. Rounds, Miss Sanders, her aunt, Mrs. William H. DeWitt of Pasadena, Calif., and Mrs. Sanders. Assisting were Mrs. Frank Sanger, Mrs. Wallace Sutherland and Mrs. Bert Brooks. Mrs. Lester Folger and Mrs. Howard Hackedorn presided at the urns. Misses Catherine and Charlotte Mathews, Miss Glenna Troy and Miss Grace Baker served. The guests were greeted at the door by little Miss Virginia Gerding and Miss Marion Hackedorn.

The house was elaborately decorated with baskets of pink and orchid gladioli, roses and asters. The tea table was laid with a handsome embroidered cloth, in the center of which was a basket of Cecil Bruner roses and orchid baby breath, tied with tulle. Just inside the hall was a massive bouquet of tall gladioli in delicate pink. A lovely basket of orchid asters and sweetpeas stood in front of the fireplace. Mrs. Frank Chaifant and Mrs. Bert Brooks sang. About 135 guests were present.

TOURISTS APPROVE PULLMAN'S AUTO PARK

Highly Appreciative of City's Efforts to Provide Conveniences for Travelers

Pullman's tourist park meets with the approval of the big majority of the travelers who have made use of it during the past few weeks and many words of commendation have been spoken. The new lights are a valuable addition to the park and Messrs. George Gannon and Robert Neill, who comprised the park committee last week, made a much needed improvement when they placed rocks and sand in place of the mud around the park faucet. The new swing is another addition to the park equipment which is much appreciated by the kiddies.

Pullman's fine artesian water and the magnificent buildings and plant of the State College are most often mentioned by tourists who are interviewed by the weekly park committees, and all, apparently, leave Pullman with an excellent impression of the city and its people.

The single objection registered against the park by campers this week was the presence, on several nights, of tramps, and it was suggested that the police officer visit the park nightly and ask the "tie tourists" to move to some secluded spot. From two to 10 automobiles have been in the park every night during the past 10 days, most of the tourists staying but a single night and proceeding on their journey, although some stay for two or three days.

Several pertinent comments have

(Continued on page twelve)

THAT "MISSING LINK" AGAIN IN LIMELIGHT

President of Genesee Chamber of Commerce Says Petty Politics Reign in Whitman County

Alleging that the Whitman county board of commissioners show no inclination to improve the much mooted "missing link" of highway to connect with the Idaho state highway at the state line, President Monshek of the Genesee chamber of commerce indulged in a tirade against the Whitman county commissions at a meeting of the Moscow commercial club held recently, when the Genesee and Lewiston commercial bodies were guests. County Commissioner J. B. Sanborn of Pullman states that the allegations of the Genesee man are not founded on fact and will be asked to present the real facts in the case to the readers of The Herald next week.

Concerning the remarks of the Genesee chamber of commerce head the Moscow daily Star-Mirror had the following to say:

President Monshek of the Genesee chamber of commerce made the speech of the evening at the meeting of the three chambers of commerce in Lindley hall last night. Introduced by President Hagan as the one executive of a city that could not get out to visit with Lewiston during the winter months because the Washington road was impassable, and never maintained by the Whitman county commissioners, and as one of the committeemen on the project, he made an opening talk praising the reception given Genesee and Lewiston by the Moscow citizens and the chamber of commerce.

"Your sympathies I am sure will be extended to Genesee when I tell you we have spent a quarter of a million dollars on highway systems," he said, in substance. "But we can't get at that half mile of mud on the Washington side. From November to April this half mile is impassable. Moscow, Genesee and Lewiston feel it to be offensive. It is an impediment to neighborly feeling. We would like to see the Lewiston folks during the winter, and they would like to visit us. But the road is impassable. If there is to be a north and south highway in Idaho, by all means let us have an all-Idaho route. Idaho would then be assured that her own would be maintained. But in Washington maintenance can not be assured. We would be spending our money on another portion of that state, Whitman county."

Mr. Monshek in a second speech told how his commerce men had approached the Whitman county commissioners at Colfax. The Colfax men said they had no equipment to take to the lower end of their county. "We offered not only to lend them equipment but placed the rock crusher and the rock at their disposal. They had no money, they next said. We offered to lend them the money. They said it would take from \$3000 to \$3500. We told them we would do the whole improvement for \$2500 or \$1000 less at least than their estimate. Later they reiterated they had no cash to pay Genesee and we said we would put up the money. They said that would be as bad as building the road themselves as they would have to tax the people to pay us back."

President Monshek in his conclusion said petty politics, he was informed, reigned in Whitman county. They told the Genesee people that they did not build roads in a day. That is the attitude of Whitman county. The fact is they do not want to divert traffic from Washington into Idaho. They want the tourist trade for themselves and I can not blame them." Mr. Monshek was given an ovation at the conclusion of his speech.

KING'S HERALDS

The King's Heralds of the Methodist church report a wonderful time on their annual camping trip at the Lyle grove. Incidents of the trip were the visit made by Mr. and Mrs. W. F. Taylor, who brought watermelons to the girls; the hot muffins Mrs. Lyle furnished them for their breakfast and the thrills incident to a sudden shower. Mrs. H. V. Carpenter and Mrs. John G. Law chaperoned. At the King's Heralds meeting Wednesday the girls packed a box of garments they made themselves for Chinese famine babies.

PYTHIANS TO EAT MELONS

Evening Star lodge, No. 26, Knights of Pythias, will hold its first meeting of the season next Monday evening. An abundance of watermelons will be on tap and the lodgemen will outline a program of activities for the winter months.