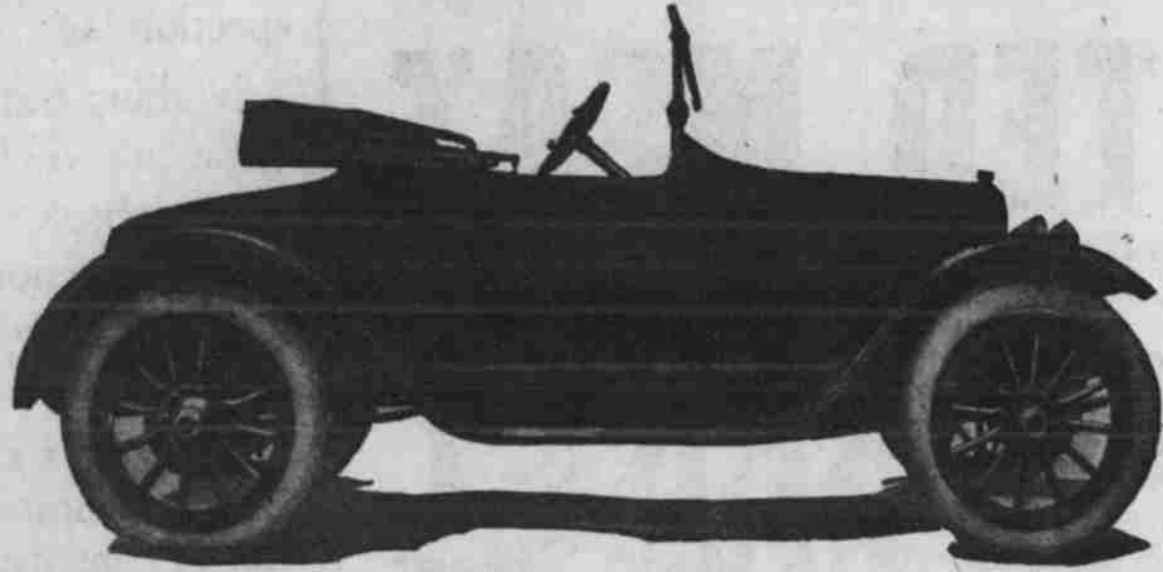


If you would have your wife drive in perfect safety, comfort, style, avoid all disagreeable mechanical troubles, and at the lowest cost to you,

"LET 'ER BUICK"

BUICK is not only built on the most beautiful lines, but has no equal, at, or far above it's price, for Power, Speed, Comfort, Durability, Dependability, Fuel-Economy and Low Up-Keep. It not only "Gets There" but it "Makes the Round-Trip." On past performance we must gauge our future dependence. Buick is the "Record Breaker" and always courts comparison.

51 CARS sold by the Oregon Motor Garage within the last three months. These owners have all investigated other makes. Take advantage of their knowledge. Ask them. It is expensive to experiment with cars that have never been thoroughly tried out on our hills and roads. **51 CARS**



MODEL C-36 BUICK ROADSTER, F.O.B. Pendleton \$1400

MODEL C-24 \$1100
Snappy stream line roadster. The latest edition of the BUICK roadster that was sold out months before the end of last season.

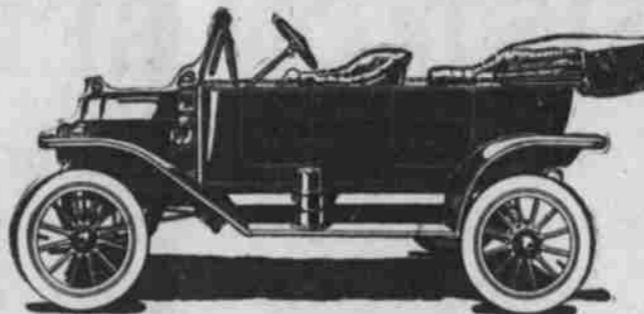
MODEL C-25 \$1150
A roomy, luxurious, five-passenger touring car. The ideal family car—finish and appointment the finest, even to the smallest detail.

Model C-55 Buick "Six" \$1850

To the 1915 BUICK Model C-55 Belongs the distinction of being the most perfectly balanced automobile on the market today. The ideal six should have an abundance of power without excessive weight. It should be economical in operation, it should represent the most artistic and luxurious design possible in a motor car.

FORD

ROADSTER, the busy man's hurry-up car. A runabout of unending convenience. Once you use one it is hard to realize how you ever got along without it. F. O. B. Pendleton \$509



FORD

TOURING CAR. If you can't afford an automobile you can afford a Ford. Cheaper to maintain than a driving team. Carries five passengers and when it goes it gets there \$559

MODEL C-37 BUICK Touring Car, F.O.B. Pendleton \$1450

Enormous Output Gives You More Car For Your Money
THE BUICK annual output is 55,000 cars and the Ford output 200,000 cars. This enormous output of these two mammoth plants enables the manufacturers to sell their cars at far below the cost of construction of most automobiles. Buick and Ford are in a class by themselves. Take advantage of this fact, Mr. Prospective Buyer and get more car for your money than others can offer you.

All five models of these cars now on display at this garage. We will be pleased to demonstrate them at your convenience.

B. F. Trombley, Proprietor **OREGON MOTOR GARAGE** Telephone 468. 119-121 W. Court St.

EAST OREGONIAN
AN INDEPENDENT NEWSPAPER.
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Semi-Weekly, one year by mail..... 1.50
Semi-Weekly, six months, by mail..... .75
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HOW TO WIN.
It takes a little courage.
And a little self-control.
And some grim determination.
If you want to reach the goal.
It takes a deal of stirring.
And a firm and stern set chin.
No matter what the battle,
If you're really out to win.
There is no easy path to glory.
There's no rosy road to fame;
Life, however we may view it,
Is no simple parlor game.
But its price calls for fighting,
For endurance and for grit,
For a rugged disposition,
And a "don't-know-where-to-quit."
You must take a blow or give one,
You must risk and you must lose,
And expect in the struggle
You will suffer from a bruise.
But you must not falter,
If a fight you once begin,
Be a man and face the battle,
That's the only way to win.
—Neil Soranson.

That the German casualty list already contains 980,000 names was stated in press reports from Europe yesterday. That report seems incredible but if true what a horrible war when almost a million men have been slaughtered on one side, and the war scarcely started. A human life is valued under the statutes of Oregon at \$7,000. Upon that basis a million men are worth, from an earning standpoint \$7,000,000,000, so Ger-

many has lost seven billions in human flesh thus far in addition to the cash cost of the war.
The war god takes a colossal sacrifice.
According to news stories in the Oregonian and other Portland papers earnest attention All For Economy is to be given by And Reform. the coming legislature to the matter of throwing present state appointees out of office so their places may be filled with men who rendered valiant work in the recent election. So zealous are the crusaders that it is even proposed to change some of the laws in order to accomplish their purposes with all speed. For instance the insurance commissioner who holds under the law until 1917 and who has some notions about state insurance, may be ditched at once through legislative action. In order to get rid of other men ahead of time it is proposed to abolish their offices and then revive them again so as to get new men in the coveted places. Inasmuch as the laws under which these men now hold office were enacted by republican legislatures of the past or by the people at the polls the line of action seems unusual.
However, we have a new legislature pledged to economy and reform and a governor-elect of the same political faith. Therefore great results are to be anticipated and no doubt the relief of the "suffering Belgians" of the G. O. P. is a necessary step towards the splendid goal of reduced taxes and a Greater Oregon.
One political problem that may be upon us immediately after the war is that of immigration. Immigration happily not a particular After the War. san problem. Some believe that demand in the old world will keep labor there, but we are inclined to think immigration to the United States next spring will be enormous. If so, the question is bound to become acute. Can we accept it, with no better arrangements for digesting it? Can we make better arrangements for digesting it?
And connected with this is one other matter bearing on American business after the war. Violent radical changes in politics and industry are practically certain in Europe after peace is established, and they are not at all improbable even during the war. Shall we escape? It depends on the wisdom with which great capi-

talists act, now that the legislative fight is about over. Even in England, at war as she is, this principle is in everybody's mind. One of the foremost economists in the world expressed to us the other day the opinion that cooperative buying in England would show a great increase at once. In England, of course, the situation is inexpressively acute; and important, therefore, is any intellectual step forward in the mechanism of industry, since it helps to ward off a danger a thousand times more pressing than any fortunate American yet knows.—Harper's Weekly.
"Where MacGregor sits there is the head of the table," is being quoted to show that in the next Penrose and congress Penrose will be the minority leader in the senate and Joe Cannon their guide in the house. This will be true whether or not those men are the titular floor leaders. They are the ablest men of their party in the national legislature, or at least they are the most shrewd about interpreting the mission of their party which of late years has consisted distinctly in service to privilege. The explanation of why republican leadership does not fall naturally into the hands of men of the progressive group like La Follette is found in the fact those men do not suit the interests that put up the money for the party war chest. They are too much like the Wilson democrats in that they have some desire, to serve the country. Penrose and Cannon are hardened against anything of that sort and may be counted upon to stay put.
Liverpool wheat prices are basic and may be safely followed; the Chicago and Portland markets are often affected by temporary local conditions.
Having had a street car accident, Pendleton is absolutely in the metropolitan class.
It is well to heed the postal suggestions about marking Christmas parcels; ditto the early shopping slogan.
The great and momentous issue in Oregon today is being fought out at Corvallis amidst much yelling and tooting of horns.
The weatherman should either give us some snow or stop this bluffing business.

Life imprisonment is more severe than death and it will save tragic mistakes.
Senator Lodge wants trouble with Turkey; why don't he go over there.
Our bowling team generally gives a good account of itself.
Wanted, Bids.
For filling 4500 cubic yards of dirt and gravel at Weston Popular Spring Dam. Plans and specifications can be seen at the City Recorder's office, Weston, Oregon. The city reserves the right to reject any and all bids. Bids to be opened at 7:30 p. m. Nov. 25, 1914.
Attested: E. O. DEMOSS, City Recorder.
Notice to Public.
Owing to repairs being made on one of the auto street cars, the service to state hospital and north side will be discontinued until further notice. Car going to St. Anthony hospital will leave every hour instead of the half hour as at present.
PARKER TAXI CO.
United Artisans, Attention.
Alpha Assembly No. 9, United Artisans, will hold an open meeting on Tuesday evening, November 24th. Supreme officer will be present and all members urged to be in attendance.
BY ORDER MASTER ARTISAN. (Adv.)
Uncle Sam Involved.
The government has inspected our meats and approved them as being fresh, pure and wholesome. Have you this protection elsewhere? Protect your health, phone 444, Oregon Market.—Adv.
Thanksgiving Masquerade.
Eagle-Woodman hall, Thanksgiving eve, Wednesday, November 25. Cash prizes for best sustained character; also for best costumes, lady and gentleman. Secure your costumes and compete for the prizes.
SATURDAY NIGHT DANCE MANAGEMENT. (Adv.)

Miss Mae Paulson
Teacher of...
Vocal
Piano
and Pipe Organ
Graduate of Winona Conservatory of Music and pupil of Hugh Owen Mus. Bac. of Wales.
STUDIO
709 Garden St.
Phone 343 J.

DODGE BROTHERS MOTOR CAR

HERE IT IS

It Speaks for Itself

UNIT POWER PLANT—Cone Clutch.
MOTOR—Four-cylinder, cast en bloc. 3 7-8-in bore by 4 1-2-inch stroke, 30-35 H. P. Water Cooled, Centrifugal Pump.
RADIATOR—Tubular Type.
STARTER GENERATOR—Single unit, 12-volt, 40-amp. Battery.
HIGH-TENSION MAGNETO—Waterproof.
LUBRICATION—Splash and force feed.
GASOLINE SYSTEM—Pressure feed, 15-gallon tank hung on rear.
REAR AXLE—Full-floating. Removable cover plate to give access to differential.
TRANSMISSION—Selective sliding gear type—three speeds forward and reverse. Vanadium steel gears heat-treated.
TIMKEN BEARINGS thruout, including wheels and differential.
S. R. O. BALL BEARINGS in clutch and transmission.
STEERING GEAR—17-inch wheel. Irreversible nut and sector type.
DRIVE—Left side; center control.
WHEELBASE—110 inches.
BODY—Real five passenger, comfortably upholstered in genuine grain leather, with deep springs and natural hair.
SPRINGS—All Chrome Vanadium steel, self lubricating.
FENDERS—Exceptionally handsome oval design.
RUNNING BOARD AND FOOT BOARDS—Wood, linoleum covered and aluminum bound.
WHEELS—Hickory; demountable rims. \$2 by 1 1-2 inches.
TIRES—Straight side type—Non-skid rear.
WINDSHIELD—Rain vision, clear vision and ventilating.
TOP—One-man type, Mohair cover with jiffy curtains and boot.
LIGHTS—Electric; head (with dimmer and automatic focusing device), tail and dash.
INSTRUMENT BOARD—Carries full equipment of oil pressure gauge, gasoline pressure gauge and pump, battery gauge, switches and speedometer. Speedometer driven from transmission.
EQUIPMENT—Electric Horn, Robe Rail, License Brackets Foot Rail, Tools, Demountable rim mounted on rear.
SHIPPING WEIGHT—Approximately 2200 pounds.
PRICE—\$785 f. o. b. Detroit.

Price f. o. b. Pendleton with the following extra equipment: 1 extra inner tube, 1 pair weed chains, 1 extra casing, with tire cover, on the extra rim.

\$900

Highest Priced Elscam High Tension Magneto, Jones 60-Mile Speedometer.

Highest Priced Willard Storage Battery. One man top. Clear Vision Ventilating Windshield.

Orders are Being Received By

PENDLETON AUTO CO.

812 Johnson Street. Agents for Umatilla County. Phone 541
GASOLINE REDUCED TO 20 CENTS