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PREMONITIONS.
 There's a bud on the bush by the lilac gate,
 And a bird on the bough in the lane;
 And, upon my soul, I can hardly wait
 For the bloom in the valley again!
 There's a knock at the door of the beautiful hill
 And a shadowy, far-off note
 Of song on the stream from the lips of dream,
 And the robin is clearing his throat.
 The eaves are a-drip and the sod grows warm,
 And the trees are beginning to sigh;
 The spirit of bloom's in the wake of the storm,
 And there's infinite sweet in the sky;
 Tomorrow, perhaps, when I wake I shall see
 A catkin in velvet and brown
 And little Miss Daffodill golden in glee,
 A-stroll through the heart of the town!
 —Selected.

THE BUSY PANAMA CANAL

DESPITE the war's interruption of the world's commerce and the various slides in the Panama canal that have been chronicled from time to time, a great deal of shipping has passed through that waterway, and the figures recently published in the Panama Record have an interest for Chicago, which unfortunately is not prepared to send freight by water to the gulf. On Feb. 14 the canal had been open to commercial traffic for six months and in that time 496 vessels, other than canal vessels and launches, passed through and carried 2,367,244 tons of cargo. As a considerable portion of this great tonnage was grain and other commodities that would otherwise have been transported across the continent on the railroads, the figures throw light on the rivalry between the freight vessels and the transcontinental land lines.
 Of the 496 vessels that passed through the canal 109 were in the coastwise trade west bound and ninety-seven were in the coastwise trade east bound. In other words, slightly more than 41 per cent of the cargo handled was in movement between ports of the United States. In addition, more than 21 per cent of all the cargo was in movement between the Pacific coast of North America—principally the United States—and Europe.
 The six principal commodities that passed through the canal were, in the order of their tonnage, grain, nitrates, coal, refined petroleum products, lumber and cotton. Grain shipments amounted to 303,124 tons, of which nearly all was from the west coast of the United States and Canada. The tolls in this period amounted to more than \$2,000,000—Chicago News.

MOVING IN THE RIGHT DIRECTION.

THE predominating spirit at the good roads meeting here yesterday was for harmony and fair play to the different sections of the county. It is the spirit that is needed if a successful campaign is to be waged.
 It is impossible of course for hard surface roads to be constructed around every quarter section of land in the county. But it should be possible to devise a building program that will care for the most urgent needs of the four natural divi-

ions into which the county is divided.
 Of first importance from a traffic standpoint is the question of handling the wheat crop and this calls for a road by the shortest route to the Columbia which is Cold Springs landing. It seems needless to say the wheat farmers who constitute a very influential and heavy taxpaying group will not support a program that does not assure them the benefits that can be obtained from the open river.
 By the same token the people in the west end of the county will demand that their interests be served through construction of the Pendleton-to-Umatilla highway. The people southward will demand aid, for they too desire an outlet, and the east end of the county will require assurance of a road connecting them with the Walla-Walla-Wallula highway.
 The problem will be how to provide for such work as this and still keep within the limits of a proposition the people will support with their votes. It will be an ambitious undertaking but the opening of the Columbia offers great opportunities to this county. To secure those benefits we must act in a big way. We cannot succeed by following the old time narrow grooves. If people cannot see beyond their noses in this matter they will have to get along with present roads and present high rail freight rates.
 The broad spirit and general desire - to - aid - all - the - county feeling prevalent at yesterday's meeting augurs well for the success of the good roads move. If that same spirit is continued to the end the cause will win and Umatilla county will take its greatest step toward economic advancement.

LIQUOR AND THE WAR GAME.
 TO many people the most redeeming feature in the dark war drama is the realization of the fact that liquor is a foe each nation must subdue in order to face the enemy in proper form.
 At the very outset of the war Russia with one fell swoop enacted national prohibition. France and Germany took similar action or something to that effect. Now England desires to place alcohol under the ban and from appearances is going to do so.
 With the fighting nations the problem is not a moral one, for moral considerations were long ago cast to the winds. Liquor is opposed not because its use is immoral but because it interferes with efficiency. It prevents the best soldiery and it means waste at a time when resources are being closely conserved so that each nation may be in the best possible condition to endure an ordeal that is going to reshape the map of the world.
 The war game is waged on the Darwin principle and through operation of that same principle John Barleycorn is being sent into temporary if not permanent exile.
 The fate of the Roseburg banker Sheridan is one more warning to the banker who tries to make money too swiftly.
 "We are all in the same boat" is the sentiment of the good roads boosters and it is applicable to the situation.
 Those former Tri-State League ball players seem to be making good in bigger company.
 Trans-Atlantic travel these days affords a quick way to commit suicide.
 Now watch the wheat grow.

LIQUOR AND THE WAR GAME.

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 Color in Old Carpets Restored.
 WALL PAPER CLEANED. You had better see me before you have that room repapered. I might save you some money.
 E. W. ALLEN. Phone 343 R.

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You can own an exact duplicate of "Wild Bill" Turner's or Billy Carlson's record-breaking Maxwells

Think of owning one of these same Maxwells—think of driving it wherever you want to—over any kind of roads—up any kind of hills, wherever four wheels can go, the same car for \$695.

Remember, every 1915 Maxwell is an exact duplicate of the regular stock Maxwell Touring Cars in which "Wild Bill" Turner broke the world's record up Mt. Hamilton, 21 1/2 miles in 48 1/2 minutes, beating the world's record by 16 1/2 minutes, and "Billy" Carlson broke the world's record up Mt. Wilson, California, making nine miles (up an elevation of 6,000 feet) in 29 minutes and 1 second, beating the previous world's record by 13 minutes.
 That's the kind of hill-climber you get when you get a Maxwell.
 Now about speed and endurance—here are some recent Maxwell Racing Car records:—
 Barney Oldfield in a Maxwell Racing Car broke the world's non-stop record at Corona, California, for 300 miles, averaging 86.3 miles per hour. Think of it—not a stop made!
 Then, right on top of this marvelous motor record, along came "Billy" Carlson in his Maxwell Racer and made still another 300 miles non-stop record in the San Diego race. Again a Maxwell Racer ran 300 miles without a stop!
 These Maxwell Racing Cars are built by the same Designers, the same Chief Engineer, that build the regular Maxwell Cars; and the same Maxwell Laboratory Tested Steel is used in them that is used in the regular stock Maxwell Touring Cars.
 But, aside from hill-climbing and speed, power and endurance records, here are some of the facts about Maxwell comfort,—Maxwell special features,—Maxwell beauty and Maxwell service.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

<p>Attractive Streamline Body Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.</p> <p>A High-Tension Magneto Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.</p> <p>Left Side Drive—Central Control Left side steer with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.</p> <p>Three-Speed Sliding Gear Transmission All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will</p>	<p>pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.</p> <p>Double-Shell Radiator with Shock Absorbing Device The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.</p> <p>The Roomy Full 5-Passenger Body Adjustable Front Seat The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—so fit no one.</p>	<p>Low "Up-keep" Carburetor The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.</p> <p>Irreversible Steering Gear The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.</p> <p>Heavy Car Comfort What surprises most people is the smooth, buoy-</p>	<p>ant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptic front springs and the three-quarter elliptic rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.</p> <p>One Size of Tire—Anti-Skids on Rear The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3 1/2 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.</p> <p>A Dependable Electric Starter For \$25 extra, you can have your Maxwell delivered equipped with the famous Simms-Stuff electric starter. This starter is efficient, trouble proof and easily operated. And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear. When you buy a Maxwell you have nothing extra to buy.</p>
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No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices. This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

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