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WHERE THE HEART IS SINGING.

I.
 You needn't roam the world around
 For joys that life is bringing;
 The halcyon campin' ground
 Is where the heart is singing.

II.
 You needn't plume your wings for flight
 To distant starbeams clinging;
 To you will come the hills of light
 If still the heart is singing.

III.
 Then will your joyous life be crowned
 With fruits of high endeavor;
 The halcyon campin' ground
 Is where the heart sings ever.
 Frank L. Stanton.

FINE WORK, KEEP IT MOVING.

FOR the excellent manner in which the county wide good roads association was organized yesterday and for the vigor and thoroughness with which it has entered upon its work the people of Umatilla county are to be congratulated. There is going to be something doing and it will be real business.

The most conspicuous feature of the gathering yesterday was the spirit of fair play and harmony that was in evidence at all times. It was an open and above board affair attended by representative men from all sections and they worked with effectiveness and sincerity for a common cause. It is the spirit that will win.

Of much significance was the unanimity of sentiment for the bonding plan. Our people are tired and sick of mere road talk. They want results and they don't want to wait 1000 years to get them. They know the bonding plan offers the only solution and they voted yesterday to take that route.

When the subject is laid before the people and properly explained it is going to meet with their approval. It is a big undertaking it is true but the goal is worth the effort. It is not going to be a question of expense but rather a question of economy.

It is a fact that can be proved that the possibilities of benefit through connecting with the open river are so great we cannot afford to do without them. When transportation costs are considered the lack of proper roads in this county will cost us 10 times as much as will good highways. It is a case where frugality calls for road betterments. The extravagant man is the fellow who wishes to stand still and let the golden chance for reduced freight rates go hang. Can we afford such extravagance when as Mr. Harrah showed yesterday it is reasonable to suppose that a hard surface road from the center of this county to the Columbia can save the people \$320,000 a year.

The feature that makes the East Oregonian enthusiastic for a genuine good roads program is the fact there is a chance to promote comfort and social development in this county and at the same time make money through reductions in freight costs. It is a proposition that should appeal and will appeal to everyone when the facts become understood.

CURRENT THINKING

REMINISCENCE OF R. E. LEE.
 The American troops who occupied Vera Cruz last year were the second body of our soldiers to enter the city within a century. When it was besieged in the Mexican war, Capt. Robert E. Lee, afterwards the commander in chief of the confederate army, was ordered to throw up breastworks to defend a battery manned by the jackies of a man of war. Lee put the tars into the trenches, and soon had the dirt flying. They resented having to shovel dirt and their captain remonstrated openly with Lee.

"My men," he said, "do not want mud banks to hide behind; just let them get out and at the enemy."

But Lee would not listen, and the tars sweated away at the shoveling. Presently the Mexicans opened fire at the very point thus protected, and the sailors were glad to seek the

The natatorium is going to be a splendid addition to Pendleton. It is going to be in use for many years. While you are building it built it right. The satisfaction of having a finished job will be well worth the small additional sum needed.

There are scores of people here who have not yet contributed to the natatorium fund who can afford to do so. It is an improvement that will be an especial blessing to the boys and girls of the town. If you have not yet contributed now is the time to come forward and do your part. If the committee does not find you, go find the committee.

THE INJUSTICE OF IT.

THE woman-parent of the child is entrusted with its care from its birth. She sees it every day, and watches it through the night. She sees its inclinations and talents from the beginning. She hears the lessons at home at night, and the responsibility of the child is hers in the school as surely as it is in the home. She begins to see a weakness in the training of the child. She goes to the school room and finds it overcrowded. She finds the light reaches the desk from the wrong angle. She sees the ventilation of the room is bad, and she finds that the child lacks the school facilities and comforts necessary for its right training. She feels the great responsibility of the little "future citizen."

There is no mother on the school board to give her experience, her investigation, her life-study of the child and his needs. No, she can bear it; she can rear it, minister to it when it is sick; it is entrusted to a woman teacher.

The mother is given all the responsibility of the child, and not one iota of authority in the care of the school system.

Why should the individual who bears and rears the child not be eligible to act on the board, which decides how that child is to be further equipped for life?

Why, when the beauty of the home and its surroundings is given over entirely to women should not the women be entrusted with the direction of the community parks and have their representation on civic boards, looking to the care of playgrounds?

Why, when women have been called since the beginning of time "the ministering angels" of humanity; when their natural gifts for looking after the sick and dependent carry them to the very home of the leper; to the very brink of the trenches of war, where strong men would tremble to go, why should women not be on the board that looks out for the hospital facilities of a city?

The injustice of it—this primitive dealing with the woman of today in public affairs, makes one wonder who is responsible.

The moment a great public movement is inaugurated, where the public welfare is involved, the first cry is for the women to help. They do it to the best of their ability.

But when they ask a hand in the official direction of the children's education and of their playgrounds and parks, the politicians tell them "This is no work for women."

It's all wrong. And sooner or later it will be right—sooner if the women themselves get busy.—Atlanta Constitution.

TRANSFORMED.

Just when the blizzard sings his song Comes a sweet spring day along. Lights the world from east to west. Pins a rose upon his breast; Then the heavens cease to weep. Then the storm is lulled in sleep. After all the bitter strife Love is love and life is life.

WHAT HE WANTED.

Arthur H. Engelbach, in his collection of anecdotes of the bench, tells this story about Lord Braxfield, who was among the last of the Scotch judges who rigidly adhered to the broad Scotch dialect:

"Ha ye any counsel, mon?" he said to the prisoner, when placed at the bar.

"No," was the reply.

"Do ye want to ha'e any appointment?" continued the judge.

"No," said the man. "I only want an interpreter to make me understand what your lordship says."

THE ANSWERS MIXED.

Two correspondents wrote to a New England country editor desiring to know, respectively, "the best way of assisting twins through the teething" and "how to rid an orchard of grasshoppers."

The editors answered both questions faithfully, but, unfortunately, got the initials mixed, so that the fond father of the teething twins was thunderstruck by the following advice:

"If you are unfortunate enough to be plagued by these unwelcome little pests, the quickest way of settling them is to cover them with straw and set it on fire."

The other man, who was bothered with grasshoppers, was equally amazed to read: "The best method of treatment is to give each a warm bath twice a day and rub their gums with India rubber."

WHERE MEN ARE SCARCE.

At a social affair in Boston the subject of marriage came up for discussion.

"Speaking of marriage," remarked one of the women guests, "I could never quite understand one of the biblical references to it."

"To which one do you particularly refer, Mrs. Jones?" asked another of the guests.

"About marrying in heaven," answered Mrs. Jones, thoughtfully. "Why do you suppose there is no marrying in heaven?"

"That's an easy one!" promptly chipped in a sarcastic matron. "I don't suppose there is a man in the place."

ROAD MEETING.

(Continued from page one.)

had been proposed by C. G. Brownell of the Umatilla delegation. W. W. Harrah was also nominated but declined in favor of Mr. Robinson, who accepted the post after a vain request that some one else be chosen.

For vice president Frank Sloan and C. A. Barrett were nominated and the ballot resulted in favor of the Stanfield man who received 21 votes to 18 for Mr. Barrett and four for Leon Cohen who had declined a nomination. R. W. Ritner was made secretary of the association by acclamation.

Executive Committee.
 One of the most interesting features of the meeting was the election of the executive committee to which has been entrusted the details of presenting a bonding proposition to the people. It was decided to select an executive committee of seven. After several alternative suggestions had been voted down it was decided to make open nominations from the floor.

The following were nominated for membership on the executive committee the list not including several who were nominated but asked to be excused: C. A. Barrett, Athens; Herbert Boylen, Pilot Rock; H. J. Bell, Juniper; J. F. Slover, Milton; A. R. Shumway, Milton; W. W. Harrah, Pendleton; William Kupers, Holdman; Asa B. Thomson, Echo; D. C. Brownell, Umatilla; H. O. Earnhart, Holdman; P. T. Harbour, Weston; J. H. Waggoner, Ukiah; George Roberts, Pilot Rock Junction; E. P. Dodd, Hermiston; J. C. Prendergraft, Vansycle; and J. M. Kyle, Stanfield. Judge T. P. Gilliland of Pilot Rock was among those nominated but withdrew in favor of Herbert Boylen.

A ballot upon executive committee-men was taken and the seven receiving the highest number of votes were declared elected. The successful candidates received votes as follows: W. W. Harrah, 50; C. A. Barrett, 35; Herbert Boylen, 24; Hugh Bell, 23; R. O. Earnhart, 23; Asa B. Thomson, 27; A. R. Shumway, 25.

Special Bond Election.
 The motion to instruct the executive committee to submit a bonding proposition to the people was made by Asa B. Thomson who moved that

shelter of the despondent dirt. The ship's captain felt that he owed Lee an apology, and made a handsome one.

"Well, captain Lee," he stammered, "I reckon you were right. I suppose the dirt did save some of my boys from being killed or wounded, but you know we sailors have no use for dirt banks on shipboard. All we want is a clear deck and an open sea. The fact is, captain, I don't like this land fighting, anyway. It isn't clean."—The Youth's Companion.

When it comes to the basis upon which we maintain either the necessities or the luxuries of life well-to-do people have an unquestioned advantage.

It was the well-to-do man who first began to apply a mental taximeter to his heavy automobile and found the cost of mileage too high for what he got out of it.

The fact that he could afford the expense better than his neighbor never appealed to him as an argument. He disliked waste. That was one reason why he was well-to-do.

Every time he looked at that big, heavy body, with its weight added to rigid construction, he knew it was the cause of perpetual tire troubles and extravagant tire bills.

He said, "What I want is a fine light car."

That explains perhaps why such a large number of Franklin owners are of the well-to-do class of seasoned motorists.

THIS MAY ENTERTAIN

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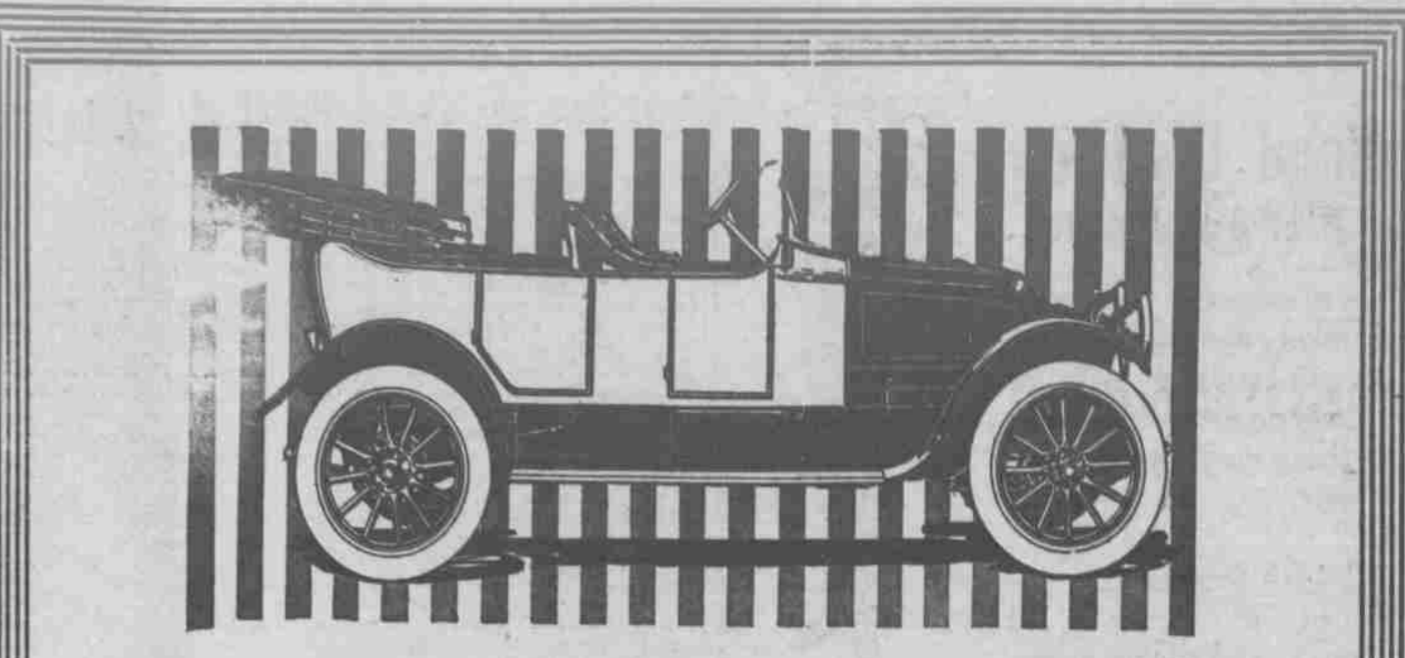
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The FRANKLIN CAR

The Most Talked-about Fine Car in the Country Today

THERE was a man Bishop Vincent used to tell about who prayed that he might become well enough off so that he could afford to be economical.

It should mean even more to the buyer of small means—this ultimate economy of the Franklin.

As for the new motorist,—it should lead him to stretch a point, if necessary, in the matter of first cost.

The man who best appreciates the Franklin is the man who has owned and operated another car—any car. He has a basis for comparison.

This determination of buyers to face the facts and get the figures has made the Franklin the fastest-selling fine automobile in America.

This is why Franklins are coming into Oregon and Washington in train loads—why the second train load has arrived within the last thirty days.

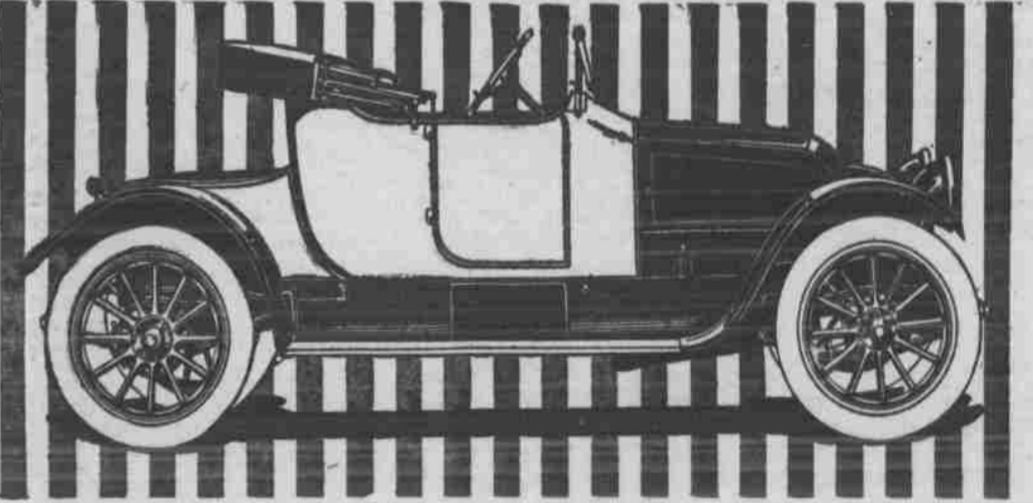
It is not because the people here are extravagant, but they "can afford to be economical" because they have learned to avoid waste. Because they look for ultimate economy instead of buying uneconomical things because the first cost is less.

PRICE \$2300, F. O. B. PENDLETON. Weight 2750 pounds (scale weight.)

Get the facts!

PHONE US FOR DEMONSTRATION.

Pendleton Auto Company



the organization go on record as favoring the bonding plan for financing road work and that the executive committee be instructed to decide upon detailed plans and to prepare the question for submission to the people as soon as possible.

The motion was warmly supported by several speakers and carried without a dissenting vote. For the purpose of taking up its work the executive committee was called to meet in Pendleton at 2 p. m., Saturday, April 17.

Results Are Wanted.
 "Let us do something. We should not let this association go the way such associations generally do. We must accomplish something. I don't want my name connected with a failure, nor do any of you men." This was the declaration of J. F. Robinson on taking the presidency of the organization and the same sentiments were expressed by others at numerous times during the meeting. Various speakers urged action and pleaded that all local disputes or jealousies be forgotten in the general good.

Senator C. A. Barrett, who introduced the county bonding bill in the legislature, urged the bonding plan as the only way through which effective road work may be carried on. He declared that a bond issue will be largely taken by Umatilla county people and pointed out various safeguards embodied in the law. He advised macadam, and oiled roads as well as hard surface roads.

R. O. Earnhart declared that the character of the country close to the Columbia is so sandy that a hard surface road is necessary if the road is to stand heavy traffic.

It developed during the meeting that the west end towns are planning to join in good roads days once a month or more often and that on

such days all men turn out to work voluntarily on the roads. It was suggested that the move be made county wide, some action to that effect being advised by R. W. Ritner, who was supported by Hugh Bell.

COSY THEATRE
TONIGHT AND SUNDAY
Charles Chaplin
 "Nuf Sed"
 Adults 10c. Children 5c

A word to the workingman

The HUB is where you get 100 cents worth of merchandise for every dollar you spend. A dollar saved is a dollar made.

- Men's wool pants, regular \$2.25 value for..... \$1.00
- Men's corduroy pants, regular \$2.50 value for.... \$1.45
- Men's bib overalls for 45¢, 69¢, 83¢
- Men's jumpers for 45¢, 69¢, 83¢
- Men's horse hide gloves for 25¢, 35¢, 45¢, 65¢, 85¢, and 95¢.
- Men's heavy wash shirts, regular 50c value for..... 38¢
- Men's black sateen shirts for 45¢
- Men's heavy black and tan drill shirts, all sizes, regular 75c grade for 45¢
- \$2.00 and \$2.50 hats for \$1.00
- Men's military and soft color shirts, regular \$1.00 and \$1.25 value for 85¢
- Men's \$3.00 and \$3.50 hats for \$1.85
- John B. Stetson hats, regular \$5.00 grade for..... \$3.35
- John B. Stetson \$4.00 grade for \$2.95
- Men's Paris pad garters for 15¢
- Leather faced canvas gloves for 15¢
- Canvas gloves, knit wrist for 5¢
- Men's Rockford socks, 3 pairs for 25¢
- Men's black socks, 4 pairs for 25¢
- Men's heavy suspenders for 25¢
- Men's mule skin shoes for \$1.19
- Men's heavy ribbed union suits for 85¢
- Men's summer weight union suits, closed crotch for 65¢

