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THE LAND OF HOPE.
 I would not give much for the way at all
 If it did not lead some time
 To the dear little beautiful land
 of hope
 In the vales of the sunshine
 clime
 A land where the fairies still
 come at night
 To dance in the moonbeams
 clear
 And love goes by with her lips
 of light
 And her little songs so dear!
 I would not give much for the things we gain
 By our toil and daily care
 If it were not the beautiful land
 of hope
 Is calling and leading us there:
 A land where the sorrows that
 weigh us down
 And the shadows above us flee
 And we wander in dreams from
 the roaring town
 To the dreams of the things
 to be!
 —Boston Post.

PERMANENT ROADS ARE THE BEST

GOOD Roads Day May 20 will be most beneficial if aside from doing some volunteer work people take time to think about the need of permanent trunk roads and the economic saving that can be brought about by such work.

Volunteer work is fine and often such work can accomplish vast good, but of course permanent roads cannot be built by such methods. To build highways that will stand the traffic and be good at all seasons of the year requires engineering ability and a considerable expenditure per mile.

No state or county has ever been able to secure good roads free of cost. If they could there would be nothing to the road problem. The better a road is built the better is the service it renders and the cheaper the maintenance cost. The cheap road becomes expensive through the fact it goes to pieces when needed most and because it requires constant work to keep it in shape.

When the road problem was up in Multnomah county recently Governor Withycombe, who has set May 20 as Good Roads Day, wrote a statement for Portland publication in which he said:

"To my mind, a fundamental necessity in the upbuilding of any community is good roads—not merely passable roads, but the best highways that can be had. While the initial expense may seem large at times, experience has shown that substantial hard surfaced highways are infinitely preferable in well settled districts, to macadam or other roads, which at best are little more than temporary. The initial cost is higher but the annual upkeep is infinitely lower; while of course there is no comparison in the efficiency of the two.

"Any farmer hauling his products to market or returning supplies from that market to his farm; any businessman delivering his products or hauling raw materials; any laboring man who is obliged to use a highway between his home and his place of employment; and any automobilist to whom roads are all important realizes fully that the daily economy of a good permanent hard surfaced road in time, in money and in convenience repays him many fold for his slight share of the cost of that community road. Also those who consider themselves not directly benefited by the good road reap indirect benefits in the added prosperity and efficiency of their community and their road using neighbors."

The governor has also urged

the importance of building roads to the Columbia river so as to obtain the full benefits from reduced freight rates. The real good roads day in Umatilla county will fall on the day people vote bonds for building trunk roads some of which will connect with the river.

TEN MILLIONS A DAY

LOYD GEORGE, British chancellor of the exchequer, has publicly stated that the war is costing Great Britain \$10,500,000 a day. Coming from that source the figures may be considered as authentic and it is possible to get a close line on the financial burden England is assuming because of the strife.

Quite evidently modern warfare is expensive. It is something to make the prudent minded pause and think. Yet strange to say the element of the American press most conservative politically has been the most radical in comment upon this country's differences with Germany. In other words those newspapers that usually crab the most about governmental expenses and taxes when used for constructive purposes are the most willing to pile up monumental debts for the sake of destruction.

Why such inconsistency?

OUTSTAYS HIS WELCOME

Dr. Bernard Dernburg is getting on the nerves of even the most patient administration that has sat at Washington since Lincoln's time, discretion ought to admonish him to make a quick and voluntary departure before our unusually comprehensive department laws are invoked.

He is one of those who have from the first deliberately set out to mislead German-American sentiment in this country. There has been just enough plausibility in his statements to make them credible to those willing to think the best of the German attitude and the worst of the American attitude, and just enough mystery about his mission in this country to invest what he said with some weight in authority.

Where he can go to when he leaves the asylum of this country is, of course, a problem. If he crosses to Canada he will be arrested. If he tries to return to Germany via the Mediterranean route or via most of the North Sea routes he risks capture by the allies unless he can show credentials establishing his diplomatic character.

But his gross abuse of national hospitality leaves little concern as to where he goes, if he only gets out. Present as a tolerated guest in a house of mourning, he mocked at the cause of our sorrow. While grief over the death of our representative men, our accomplished women and our helpless children lost on the Lusitania was fresh he glorified the act by which they were destroyed. He threatened other tragic blows. He insisted that conditions under which Americans might travel in safety on the

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high seas would be dictated by Germany. He declared that the American flag and American registry would afford no protection. "Anybody can commit suicide," he said flipantly.

Here's your hat, doctor.—St. Louis Post-Dispatch.

HOW WOMEN AVOID OPERATIONS

By Taking Lydia E. Pinkham's Vegetable Compound.

Cleveland, Ohio—"My left side pained me so for several years that I expected to have to undergo an operation, but the first bottle I took of Lydia E. Pinkham's Vegetable Compound relieved me of the pains in my side and I continued its use until I became regular and free from pains. I had asked several doctors if there was anything I could take to help me and they said there was nothing that they knew of. I am thankful for such a good medicine and will always give it the highest praise."
 —Mrs. C. H. GURFITH, 1568 Constant St., Cleveland, Ohio.

Hanover, Pa.—"I suffered from female trouble and the pains were so bad at times that I could not sit down. The doctor advised a severe operation but my husband got me Lydia E. Pinkham's Vegetable Compound and I experienced great relief in a short time. Now I feel like a new person and can do a hard day's work and not mind it. What joy and happiness it is to be well once more. I am always ready and willing to speak a good word for the Compound."
 —Mrs. ADA WILT, 303 Walnut St., Hanover, Pa.

If there are any complications you do not understand write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.



Maxwell Wins Test Over 40 Cars

Result of the great Yale University Sheffield Scientific School Test. Of the forty automobiles tested at the famous Sheffield Scientific School laboratory the Maxwell stands first in economy of Gasoline consumption.

MECHANICAL ENGINEERING DEPARTMENT
 SHEFFIELD SCIENTIFIC SCHOOL
 YALE UNIVERSITY
 NEW HAVEN, CONNECTICUT
 May 1st 1915.

The Biever Motor Car Company,
 1079 Chapel Street
 New Haven, Conn.

Gentlemen:—
 I am enclosing report of test of your Maxwell automobile recently made in our laboratory.
 I should like to add the following comments:

- RELIABILITY OF TEST.**
 A preliminary test was made on April 19th, using a new car which was rather stiff. The showing was so good that we decided to make a second test. This was made on April 30th, using same car. On this test, the car showed less stiffness and the performance was better than on the first car. The second test was supervised by our most careful experts, and the results, I believe to be perfectly reliable.
- MILEAGE.**
 The efficiency of the Maxwell automobile as indicated by the number of miles on a level road, is exceptionally high. This mileage record is better than that of any one of forty automobiles tested in our laboratory to date.
- MOTOR PERFORMANCE.**
 The efficiency of the motor and carburetor as indicated by the pounds of gasoline used per hour per horse-power at rear tires, is exceedingly good, and indicates very perfect carburetor action over the whole range of speed and load. This record like that on mileage per gallon, is the best one that we have had.

Very truly yours,
 E. H. Lockwood
 ASSISTANT PROFESSOR MECHANICAL ENGINEERING.

The table furnished by the Yale Sheffield Scientific School

Power and Fuel test made on high gear of Maxwell stock Touring Car on comparatively level roads by Professors E. H. Lockwood and T. Q. Boyer, Sheffield Scientific School, Yale University.

- | | |
|---|---------------------------------|
| 1. Name of car | MAXWELL, 1915 Model "25" |
| 2. Owner of car | Biever Motor Car Co., New Haven |
| 3. Date of test | April 30th, 1915 |
| 4. Weight of car with driver | 2,000 lbs. |
| 5. Wind resisting area | 20 sq. ft. |
| 6. Rolling resistance, declutched, high | 36 lbs. |
| 7. Rear ratio, direct, measured | 3.55 to 1 |
| 8. Tires, size, front and rear | 30 x 3.5 |
| 9. Tires, make, U. S. Non-skid | Inflated to 70 lbs. |
| 10. Wheel base | 103 inches |
| 11. Cylinders | Four, 3 5-8 x 4 1-2 |
| 12. Carburetor | K. D. |
| 13. Ignition | Battery and Simms Magneto |
| 14. Starter | Simms-Huff |
| 15. Gasoline spec. grav. | 0.72 |

SPEED Miles per Hour	DRAWBAR PULL Pounds	HORSEPOWER At Rear Tires	FUEL Miles per Gallon
10.2	42.	1.2	33.8
19.8	60.	3.2	33.2
30.1	90.	7.2	23.2
40.	132.	14.1	19.3

Dodge Wins

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