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**ON THE FISHING LINE.**  
I.  
Not all the Ananias folk are where the warrens shine; The tellers of the mighty tales are on the Fishin' Line; The war claim agents—they are good an' write the readin' line.  
But they'll never match the stories of the steady Fishin' Line.  
III.  
They're in a class—they fellers no Ananias chaps Can beat with leoprog-lightnin' world-shakin' thunder claps! An' every day the "moonshine" way you'll see 'em rise an' shine— There's world-imagination on the Georgy Fishin' Line! —Frank L. Stanton.

**THE SCHOOL BOARD'S STATEMENT**

THE statement made by the members of the school board today is a flat repudiation of the interpretation placed by the Tribune on the board's attitude toward Mr. Landers and the statement is creditable to the board.

It would be raw indeed to have it set up as a precedent that a school superintendent or a school teacher in Pendleton could not follow his own conscience on a moral subject without sacrificing his position.

It is extremely unfortunate the circumstances surrounding Mr. Landers' resignation were such as to give the general impression he was ousted because of his prohibition stand. Mr. Landers believes that was the cause of his downfall. So do a host of his friends. The East Oregonian's local contemporary has done much to increase that impression and spread it broadcast.

Through this affair Pendleton has been placed in an unenviable light before the world. The statement made today by the board helps clarify the situation for it repudiates the notion that the board acted from the motives ascribed by the Tribune. In effect that statement sets up the principle that a schoolman in Pendleton may exercise his political rights as he sees fit without placing his neck in danger. It is a principle that should stand as sacred.

May there now be an adjustment of our school affairs on such a basis that will be satisfactory to both sides of the controversy and at the same time will make this city's position seem clear and just before the people of eastern Oregon.

**BACK TO THE OCEAN**

REPORTS to The World from the leading shipyards of the country show a tonnage under construction nearly three times as large as a year ago. The more important yards are employed to full capacity and new contracts are coming forward in promising volumes. These yards are chiefly located on the Atlantic coast. Those on the Pacific coast and those which build for lake and river traffic are poorly employed.

The great stimulus to American ship construction is thus to be found in the war which has especially affected transatlantic tonnage. Large amounts have been destroyed and are being destroyed. Still larger amounts have been forced into idleness by Germany's exclusion from the seas. Other large amounts have been turned from mercantile to war uses by the allied powers. Our export traffic is heavy. Rates are high. Profits must be alluring.

Europe first gained its ascendancy in the American ocean-carrying trade through the destructive agencies of our Civil War. Through agencies similarly affecting European shipping we should be able to recover the old ascendancy by going out after it, and we can. There was no trouble because of the high American cost of labor or material in the old days of wooden ships. Why should there be any more trouble on the score of labor or material in these days of steel and in a country greater than any other in labor efficiency and abundance of material?

The first steps in getting back on the ocean are the hardest, but the necessities of war are forcing them. Like swimming, persistence and practice will make the rest comparatively easy to a nation that was always at home on the ocean until a short-sighted public policy subsidized its capital and enterprise to confine their activities to landed industry.—New York World.

**THINK IT OVER**

EVERY woman whose husband is a property owner has a dower interest in his property. If he dies or if there is a divorce the law awards her a portion of the estate or all of it. If during his lifetime the husband gives a deed his wife must sign it to make it good.

But at school elections in districts of the first class in Oregon a woman whose own name does not appear on the tax roll may not vote. This regardless of how much the family may pay in taxes, regardless of how many children she may have in

school or how well informed she may be regarding school affairs.

Since every married woman is the legal partner of her husband and has a legal interest in the family property why should she not have the right to vote in school elections? Where is there any propriety, any justice or any sense in denying her the right to vote in school affairs which come most directly under her sphere.

EVENING DRESS FOR MATRONS.



We were threatened as early as in the spring by the most highly approved Parisian couturieres that full, short skirts would prevail and when they arrived we gladly accepted them without protest. Were they not a delightful change from the long, tight skirt and just the thing for tailors and dance frocks? And then the American matron hesitated—as an evening frock for her debutante daughter, well and good, but for the dignified hostess, who demanded a trained reception gown—never.

As a result, we have the gown illustrated, designed and worn recently by an American society woman. The novelty is in the train. When she desires, the wearer may appear in training gown with all the dignity that social etiquette demands, and when the dance music starts, she may gently lift the train and indulge to her heart's content, with all the comfort of the short but not too voluminous skirt.

The gown was of white goldenrod satin with the skirt scantily gathered at a slightly high waist line. The skirt finished by a straight train, which was looped under at about the knees, and this gave the extra fullness. An elaborate garniture of crystal effect was also worked out on the sleeves and in the hair and slipper ornaments, and a handsome string of pearls completed the attractive costume.

**CURRENT THINKING**

**GALICIA'S BATTLEFIELD.**

Galicja's great battlefield along the course of the river San is described in today's Geographic Society.

The broken banks of the river San have taken their place among the world's greatest battlefields of all times through the determined Russian investment and capture of Przemysl, and more especially through the recent continuous days of battle between the Austro-German armies headed toward Lemberg, and the Russian armies bound for the open plains of the dual monarchy beyond the Carpathians.

On the banks of the San hundreds of thousands of men have been fighting bitterly back and forth, and the little stream of such slight peace importance as to have escaped notice of all leading works of English reference henceforward will live in history's annals as long as the memory of the names of the fields of Waterloo and Gettysburg.

The San, a right-bank tributary of the Vistula river, is about 300 miles long. It rises in the East Beskides, flowing first through a very narrow valley full of wildest mountain scenery. The river becomes navigable at Przemysl.

From the point of this famous Austrian stronghold shallow-draft boats and pole scows carry forest and agricultural produce to the Vistula. Behind Przemysl the river is a mountain stream and one of the most attractive in northern Europe.

About 25 miles north of Przemysl the San, at Jaroslau, reaches the open plain. From this point the river turns more northwest, joining the Vistula on the borders of Galicja and Russian Poland. Between Jaroslau and Przemysl, where the heaviest fighting of the past week has been taking place, the country is rough, often sharply broken at the river and offering many opportunities for military defense.

Beyond Przemysl, toward the river's source, the San zigzags from a point about 30 miles to the west, whence it comes from the south and south-east. During the spring freshets and again during rainy autumn seasons the lower valley of the San often suffers from severe floods. The San is joined by a number of small mountain tributaries which add to the intricate markings of the great battlefield.

**THIS MAY ENTERTAIN**

**BEST ULAGE FOR REPAIRS.**

Two small boys were having a somewhat rough struggle, and when one received an unexpectedly hard blow he exclaimed:

"If you don't look out you'll end up in a place that begins with H and ends with L!"

A school teacher who was passing on hearing the remark scolded the boy severely for what he had said.

"Well," replied the boy, after a pause, "I'm sure I don't know what you're talking about. I am talking about a 'hospital'."

**Count Zeppelin is ill.**

BERLIN, June 16.—Count Zeppelin is ill at his home at Stuttgart. It was reported he is suffering from bronchitis and is confined to his bed.

**They're Here!**

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"The wheelbase is 110 inches."

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**Jitney Paper to Start.**

PHILADELPHIA, June 16.—Philadelphia's Jitney Association has decided to broaden its scope of activity and has launched forth in the newspaper field. The Jitney Bulletin, devoted to the interest of the "jits," sprung into existence. Like its foster parents, it came unheralded, but, according to its editors, will be heard from, and, as they assert, "will grow."

The Bulletin is a four-page publication, and while its sponsors assert modestly that its purpose merely is to develop interest in the Jitney business and inform the public of the association's activities, the first issue carried two pages of interesting reading matter.

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