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MUSIC'S MAGIC POWER. When through the boundless world of mind, our thoughts have sought in vain to find fit words and true, which would express emotions whose ecstatic stress so overwhelms our soul and heart. That futile seems the linguist's art. Ah, then, invoking Music's spell, we bid her magic power to tell what we in heart and spirit feel. But language never can reveal.

INSURANCE CHARGES CORROBORATE ASQUITH

It would be natural for those who know only of surface conditions to doubt the statement by Premier Asquith that the submarine attacks are working no substantial injury upon British shipping. Scarcely a day goes by that does not tell of some British cargo being sent to the bottom. Some days several such cases come to hand.

Yet there are excellent reasons for believing Asquith told the truth in the house of commons yesterday. The best evidence upon the subject is found in the war and marine insurance rates on English bound cargoes.

Out of Portland the insurance on wheat to Liverpool is now figured at three per cent for war insurance and three per cent for marine insurance. That means that on a bushel of wheat valued at \$1 a three cent war insurance charge is made. In other words those who set the war risk rate estimate the chances are 33 to one that a wheat ship will make Liverpool in safety.

A fact that tends to safety of shipping is the restricted area of the submarine zone. Merchantmen serving the allies have no danger outside the blockade zone because there are no German cruisers upon the ocean.

In the war zone ships may guard against attack by altering their accustomed routes or by going under escort. In spite of these precautions a large number of ships are destroyed yet where one ship is caught scores of merchantmen get through in safety.

The submarine does spectacular work and its work is effective as far as it goes. But it is fair to assume that if the under sea raiders were seriously crippling English commerce the war insurance charges would be higher than they are.

THE SEAMAN'S LAW

PLAINLY inspired by shipping concerns that may or may not know what is good for the merchant marine, a hullabaloo is being carried on over the country about the La Follette seaman law passed by the last congress. It is going to be up for repeal or for such changes as will vitally cripple the measure.

No less a paper than the Washington Post insists the law should stand exactly as it is unless an honest need for change can be shown. The Post says:

The law is not destructively of the merchant marine. It does require additional precautions, which cost some money. It provides that 75 per cent of the crew shall be able to understand the orders given by the officers. Is that unreasonable? What would be thought of a general sending a regiment of soldiers to protect the people of a city and permitting an arrangement whereby the soldiers could not understand the orders of their chief? A ship at sea meets conditions comparable to those of war and fire, where instant teamwork is necessary to prevent wholesale loss of life.

The Seamen's Act also requires better provision for life-boats and life-rafts. Do the steamship interests object to this? If so, let them object. The country will not approve of a return to the old deadly dangers merely because safety appliances are an expense to the steamship companies. The public pays the bills in any event.

There are reasons for believing the criticisms made of the La Follette law are not made with sincerity.

It has been widely advertised that, on account of the provisions of the seamen's law, the Pacific Mail Steamship company will retire from business. Philip Manson, general manager of the Atlantic Coast Steamship company, says the Pacific Mail has no intention of retiring; that there is nothing in the seamen's law to affect seriously the profits of the company; that "even if all the things they claim the bill will do to them were true, it would still permit that company to operate with what any merchant would consider a satisfactory profit"; that G. H. Corse, head of the Pacific Mail in the Orient, has advertised in Chinese and Japanese papers that the company does not intend to go out of business; and that if the company honestly wishes to sell its interests, he "will find a purchaser who will keep the big steamers under the American flag and conform to the regulations of the seamen's bill."

When practical shipping men talk that way while press agents fill the newspapers of the country with "dope" condemning the seamen's law there is something dark in the woodpile somewhere.

In the campaign against Warsaw the world will see the best test yet between German and Russian and it will be interesting to watch the outcome. Will the Kaiser's forces take the ancient Polish capitol and thus discredit the czar or will the Germans be thrown back and themselves discredited?

One consular clerk with too much British sympathy may find he has blundered sadly.

Becker's last hope seems to have been sent glimmering by Judge Ford last night.

The latter part of July is no time for the skies to weep in eastern Oregon.

LADY PASSENGER AGENTS WILL BE HERE TOMORROW

FOUR YOUNG WOMEN GETTING FIRST HAND INFORMATION REGARDING ROAD.

Pendleton will entertain the women passenger agents of the O-W, R & N tomorrow evening. They will arrive here on No. 18 at 5:10 and remain here over night, going on east at 8 the following morning. This information was contained in a message received this morning by Local Agent T. F. O'Brien from General Passenger Agent McMurray.

The women passenger agents, four in number, have been holding their first conference in Portland and are now making a tour of the company's lines. They will make the circle to Seattle and then will go to beach resorts to get first hand information to serve them in answering inquiries from the traveling public.

The O-W, R & N is the first road to experiment with women passenger agents and the experiment has proved a decided success. There are four of these agents now, Miss Estelle Macaulay of Portland, Miss Edna Flynn of Seattle, Miss Lender of Spokane and Miss Myrtle L. Baker, who used to be in the Walla Walla freight office.

COMPENSATION LAW CARES FOR WIDOW

SALEM, Ore., July 29.—The state industrial accident commission today approved the claim of the dependent widow of Walter H. Howell, resident of Route No. 1, The Dalles, who was

BRIDGEPORT STRIKE LEADERS



LABOR LEADERS AT BRIDGEPORT

killed while employed by the Manchester Lumber company on July 20th, 1915. Death came to him in attempting to put a belt onto live wheels without stopping the machinery. The widow being only eighteen years of age has an expectancy period of forty-three years, four months and seventeen days. During the remainder of her life or widowhood she will receive a compensation of \$20 per month from the state.

The commission directed the state treasurer to set aside in the segregated accident fund the sum of \$7,357.77. This amount will be invested in securities, so that the principal and compound interest will pay her during her lifetime \$15,617. If she lives the full period of expectancy, should she live longer she will continue to receive \$20 a month until death, except that in case of marriage, the obligation of the state will be cancelled by lump payment to her of \$300. The widow is assured of this pension, as after it has been set aside for this purpose by this commission, the law provides that it cannot be appropriated for any other purpose. The money is paid by the state directly to the widow and is not subject to assignment and cannot pass from the state into other hands than hers through any process of the law or of the courts.

COPPERFIELD SALOONMAN AT LAST GETS HIS LIQUOR

BAKER, Ore., July 29.—The last chapter in the famous damage case brought by William Wiegand against

Oswald West, ex-governor of Oregon, was written today when Mr. Wiegand announced that he and H. A. Stewart had procured the four tons of liquor stored at the W. H. Ellis warehouse in this city for more than a year and would endeavor to retail it in Copperfield before the state goes dry. The liquor was seized at the time of the Copperfield raid by orders of Governor West and was stored in Baker for the owners to claim. When storage charges made against the state were presented this spring they were repudiated by Governor Withycombe, and fearful of having their goods tied up until 1916 Stewart and Wiegand paid the full charges of \$128.

Prince Disinfected.

AMSTERDAM, June 25th. (by Mail)—Berlin advices say that when Prince Adalbert, third son of the Kaiser, left the trenches after an inspection he insisted on the regulation certificate which read: "This is to prove that the bearer has been disinfected and is at present free from vermin."

FOREST HORSE OWNERS HAVE MUTUAL INSURANCE

PORTLAND, Ore., July 29.—Check No. 1 for \$100 has been issued by the Horse Insurance Association of the forest service, in payment of the claim of Ranger J. R. Stephenson, stationed on the Cleveland National forest in southern California. One of Stephenson's horses was recently injured while working with a construc-

GLAD TO BE SLAVE TO SISTER'S BABY



THOMAS MILLER & FRANCES.

PASSAIC, N. J., July 29.—Judge Thomas P. Costello of the city court has a hard case on his hands in deciding which of two men shall have a little "wisp o' the wisp" baby. Thomas Miller, who claims that little four year old Francis, should be right be cared for by him has had charge of the little girl for some time. Joseph Samtax, who is a brother-in-law of Miller, claims Francis as his own. Miller charges that the child was not his sister's who has deserted Samtax. He says that little Frances was given to Samtax and his wife by

a Polish family, but after a few months Mrs. Samtax tired of the pretty blue eyed baby and neglected her. Miller, who is a bluff old bachelor, took the girl under his care. He is a contractor and lives alone. He has washed little Frances' clothes, mended them and cooked for her for three years and he believes that he should be allowed to keep her. "I wouldn't give her up to anyone," said Miller in the court room. "She is the only human being I ever loved and I shall spend every cent of my money in rearing her."

NEW 1916 MODEL Overland \$800 F.O.B. Pendleton

Pendleton Auto Co. Phone 541 812 Johnson Street

IF YOU HAVE FREQUENT HEAD-ACHES WHICH MEDICINES DO NOT CURE; if you see distant objects more (or less) clearly, or need to hold printed matter nearer to or further from the eyes than formerly; or need more light. If you have observed any of these things, your sight needs the aid of correctly adopted glasses to assist as well as preserve it.

Accurately fitted glasses are only possible when the sight has been scientifically tested.

We have every facility for doing this and exercise the greatest care so that you may receive the utmost benefit from wearing glasses.

A thorough examination and explanation of your condition will cost you nothing.

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Optician With Wm. Hanscom, Jeweler.

FURS IN SUMMER TIME

SUMMER furs are the rage this summer.

Though the jokesmiths have poked fun at the idea the women have retorted that it is just as sensible for them to wear fluffy boas as it is for men to "keep thick coats on."

And there are "styles" and "styles" in the summer furs as a matter of course.

You will find them described from time to time in the index of "fashion"—the advertising columns of The East Oregonian.

In summer or winter it pays to read the advertising in The East Oregonian.