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WINDS OF FALLTIME. I. Singing of the harvest they tell o'er field and plain, secrets of the sunlight, mysteries of rain; And you glimpse the gold of woodlands and revel in its gleam. For joytime's in the country— Life reads its every dream.

II. Merry winds of falltime, singing o'er the ways; Rest now for the toiler in the glory of glad days. Heaven's benediction, songs for all the sighs, and you hear the world's heart beating with thanksgiving to the skies. —Atlanta Constitution.

OUR SYMPATHY FOR FRANCE

BECAUSE Americans speak the English language there is an opinion in Germany that this nation is very close to England in the present war. It is an erroneous impression because the percentage of present day Americans of English birth or English descent is small compared with our total population. There are more foreign born Germans in this country than English born citizens. Politically the United States is more in sympathy with France than with England because France has our form of government and was influential in helping the 13 colonies in their fight for independence.

Recently the New York World said: Throughout the United States there is the keenest appreciation of the efforts of France. The extraordinary self-restraint of the French people, their calm but unswerving patriotism, their willing sacrifice, their moral and physical courage and their splendid idealism appeal profoundly to most Americans. The moral regeneration of France is the most inspiring fact of the war. Stupid German writers and orators make a senseless clamor over what they call the British influence over American public sentiment. We venture to say that for every American

with pro-British opinions there are ten Americans with pro-French opinions. The bonds of the old attachment to France are still strong. The spectacle of republican France fighting for her life with a serene bravery that has never been surpassed in human history stirs American emotions profoundly.

Another fact that creates sympathy for France is the fact the French are guiltless of causing the war. France was attacked and throughout the struggle has been waging a defensive warfare for self preservation.

FOREST IMPROVEMENTS

IN certain quarters there is a tendency to accuse the national government of setting aside forest reserves for the sole purpose of being mean. Carpers against the conservation policy like to imagine the government forests are withheld from all use save as grazing places for grizzly bears. On the contrary the forests are far more extensively used now than previously and they are made more useful each year. The improvements made in the reserves are of extreme value to the state. Figures just compiled by the forest service covering its work in Washington and Oregon for the fiscal year ending June 30 1915, show, among other things, that the service has built 90 miles of road, 426 miles of trail, and 625 miles of telephone line, besides erecting 12 bridges and 30 lookout stations.

The detailed figures give the Oregon forests 85 miles of road, 266 miles of trail, 455 miles of telephone wire, 5 bridges and 27 lookouts; while to the Washington forests have been added 5 miles of road, 159 miles of trail, 170 miles of telephone, 7 bridges and 3 lookouts. The bridges represent only structures costing over \$100. Small bridges over culverts and the like are ranked as part of the road. For administrative purposes the service has also built in Oregon 24 cabins, 8 barns, 20 miles of pasture fence, and developed 10 springs; and in Washington it has erected 12 cabins and 1 barn, built 10 miles of pasture fence, and developed 9 springs. The rangers have done a large part of the labor necessary in making these improvements.

It is the policy of the service to develop communication as rapidly as funds will permit, not only because roads and trails and telephones mean better protection for the forest wealth which the government is guarding, but because these means of communication also make the national forests more accessible to the general public. To date in Washington and Oregon, over 4000 miles each of trail and telephone have been built, and

101 bridges and 55 lookouts have been erected.

HOW THEY DID LOVE IT!

THROUGH the long and sometimes arduous campaign that finally resulted in the establishment of the gravity water system for Pendleton no man ever publicly admitted he was opposed to the principle of gravity water. Even those who did the most persistent and most effective obstruction work always asserted with much pathos that they dearly loved the idea of gravity water for Pendleton. Their objection was to any sort of scheme that would be at all practical and in reach of the people. Highly favorable to gravity water in theory, they seemed to have a deep rooted antipathy to putting the theory into practise. Pendleton owes its gravity water system not to that sort of people, but to forces, of which the East Oregonian was a part, that put their shoulders to the wheel and drove the movement through to completion. We now have a mountain water supply, and it works well. If the city had relied upon those who said they dearly loved gravity water but would do nothing but knock when help was needed we would still be drinking stew from the old pumping plant and the man who digs graves at the cemetery would be busier than he is.

CURRENT THINKING

DEUNABURG.

Deunaburg (or Dvinsk), the principal gate guarding the road from the southwest to Petrograd and the key to the defense of the great Dvina river, through which the Germans are apparently aiming at interior Russia and all the line of military and industrial bases in the west, is described by the National Geographic Society as follows: "Deunaburg, on the northeastern bank of the broad Dvina, is the heavily fortified front door to Great Russia, that division of Russia which stands in the same relationship to the empire that Prussia holds to Germany. "It is situated where the Dvina makes a sharp angle toward the west, midway on the river's course from Vitebsk through marsh and lake land to the opulent commercial and industrial city of Riga upon the Gulf of Riga. "The line between Riga and Deunaburg is 110 miles long. By way of the river, it is considerably longer. The line from Deunaburg, east-south-east, to Vitebsk is 162 miles. This line roughly divides Great Russia from White Russia. "White Russia, to the south of the Deunaburg line, is probably the poorest, most backward part of European Russia. While some 6,000,000 acres of swamp lands have been drained within its water-soggy surface, its general aspect is still largely that of marsh, swamp, lake and spongy meadow and forest land. "In general, the peasants of White Russia are very poor, and have a severe struggle to wage for their existence. This poverty-blighted country, where no great commercial, industrial or cultural center is to be found, is that which now lies before the German armies. "Beyond the Great Russian front door at Deunaburg lies the richer industrial and agricultural country of the central empire, while west from Lemberg and Khomh lies the rich agricultural lands of Little Russia, or

Advertisement for Buick cars. Text: "made Pendleton's most popular car by actual performance". Large "BUICK" logo. Image of a Buick car. Text: "Built Low for Safety and Easy Driving YET HAS 11 1/4 INCHES CLEARANCE." Price list: "1916 BUICK LIGHT SIX \$1150", "1916 BUICK BIG SIX \$1650". Dealer: "OREGON MOTOR GARAGE, 119-121 W. Court St., B. F. TROMBLEY, Prop., Telephone 468".

Advertisement for Dodge Brothers Motor Cars. Text: "More Than 25,000 DODGE BROTHERS MOTOR CARS Have Been Sold Since January 1, 1915". Features: "EVERY OWNER IS TELLING HIS FRIENDS WHY THIS IS FAR FROM AN ORDINARY CAR." "They are all emphasizing its steadiness, the freedom from gear-shifting, the quick get-away, the absence of vibration and the low maintenance cost." "The consumption of gasoline is light and the tire expense is reasonable, because the size of the tires is right for the weight of the car." "The Motor is 30-35 Horsepower The Price of the Car Complete is \$900 l. o. b. Pendleton." "Pendleton Auto Company" with image of a Dodge car.

Should the Boy Going Into Business First Go to College?

(By Dr. Charles T. Thwing, LL.D.) The question is one which many a home is asking. Rational or arbitrary answers will be given. If a father desires his son to be a simple clerk all his life or a conductor on a railway train he will find that no special addition will be made to his worth as either a clerk or a conductor through a liberal education. But if he desires his boy to be a manager of a business or the president of a railroad he will find a very great advantage in sending his son to college. The reason is evident for business in its simplest and easiest relation does not require those qualities which the college develops. But business in its great and complex relations does demand and demands tremendously, those qualities. Business demands the power of thinking, of thinking clearly. Thinking is an art; it is, of course, also a science. The art of learning business in its thinking relations is, therefore, learned by thinking. Thinking stands for habits of intellectual accuracy, discrimination, comparison, contrast, concentration. Such habits are formed by being accurate, discriminating and concentrated. Of course, education promotes thinking better than a course in business. For education represents orderliness and system in intellectual effort. The purpose is to train in the valuation of the principles which under-

Advertisement for "September Morn". Text: "September Morn Somehow it seems to be the birthday of those twin sisters — work and worry. Play time is over and the things to be done loom very large. The school bell will remind grown ups as well as 'kiddies' that the long grind is near. In a business way the signs are encouraging—the times look like morework and less worry. And the new impulse for energy naturally suggest the meeting ground for helper and helped—the advertising columns of The East Oregonian. It is the place where those already after business are making themselves known and where those with wants to be filled are finding answers to their questions."

the Ukraine, and the great city of Kiev. "Deunaburg is a fortress of the first class. It is also a fortress with traditions; for here in July, 1812, Napoleon's headlong troops, under the command of Oudinot, hurled themselves again and again in vain against the strongly defended bridgehead. It was not until some weeks later that the town was captured by the French under Macdonald. "The city is situated at the intersection of two main lines and a very important branch. These are the Warsaw-Vilna-Petrograd line, the Riga-Vitebsk-Smolensk line, and the branch to the fortified Baltic port of Libau, the only port that Russia possessed before the war whose roadstead was always open."

Harrison Act Cures Drug Victims. JACKSONVILLE, Fla., Sept. 1.—Seventy-five per cent of Florida's drug victims have been cured since the passage of the Harrison act, according to Revenue Agent Fronenberg. Only about 400 of Jacksonville's 1100 addicts are left.