

Federal Building Fills Long Felt Want

(Continued from page four.)

Westic Laundry, Inc., Jack Robinson, prop.

W. D. McNary—History of the Eastern Oregon State Hospital with the names of all employees.

The East Oregonian—One copy of their paper issued Sept. 21, 1915.

The Tribune—One copy of their paper issued Sept. 21, 1915.

L. I. Rogers—Number of acres of land he owns and the amount of grain he raises yearly.

A. L. Schaefer—Business card of A. L. Schaefer, with Round-up emblem.

United States Postoffice—Names of all the employees and the dates they entered the office.

A. C. Hampton—List of names of the Umatilla County Historical Society.

W. E. Brock—Business card of Taylor Hardware Co.

Joe V. Tallman—Card of Joseph Vaughn Tallman and Mrs. Joseph Vaughn Tallman.

Frank B. Hayes—Bottle of Pendleton drinking water from new gravity system.

Mrs. W. F. Matlock and Family—

Commission of William F. Matlock, assistant adjutant general on the staff of the brigadier general of the Third Brigade with the rank of major, signed Z. F. Moody, governor of Oregon, done at the city of Salem the 4th day of January, 1887.

T. J. Tweedy, and the Post Office Employees—Silk flag of the United States, the greatest of all relics. May it ever wave o'er the land of the free and the home of the brave.

Collected by T. J. Tweedy, postmaster, Pendleton, Oregon.

LARGEST MECHANICAL PLANT IN THE WORLD HANDLES U. S. MAILS

NEW YORK—What is said to be the largest and most elaborately equipped mechanical plant for the handling of mail in the world is now located at the Grand Central Terminal here. The structure occupies an entire city block. It was constructed by the railroad company and leased by the post office department. Although the building is at present only three stories high, its construction is of a character that will permit it to be carried up to a maximum of twenty stories in the future, and it is probable that New York will be the first city to have one of the new post office skyscrapers now advocated by the department. The new building has 100,000 square feet of floor space and its need was due to the rapid growth of the parcel post business now handled from this city. The exterior of the building is of white stone and cream colored brick. Inside it is a vast network of belts, chains, conveyors and lifts, all of which are operated by electricity, controlled by the pressing of a button. These devices will eliminate the old system of loading and unloading mail cars by trucks. The plant is so situated, being directly over the railroad tracks, that eight mail cars can be unloaded or loaded at once, the whole operation being controlled by the pressing of a button. Many of the devices installed to load and unload the cars are new and are having their first trial. Post office officials and railroad men predict that the new plant will revolutionize the method of handling enormous quantities of mail at big railroad centers.

One of the war's remarkable effects upon American trade was shown here when, for the first time in history, sugar was purchased for export from the United States to Switzerland. Although Switzerland is a next door neighbor of Germany, the greatest beet sugar country in the world, the war has caused an embargo to be laid on the exportation of sugar from Germany and Austria-Hungary, and consequently the Alpine republic finds it necessary to send three thousand miles across the Atlantic to secure the national supply of sweetening. Not only Switzerland but Great Britain, France, Italy and Greece have been purchasers of sugar in the New York market. In the first nine months of the war exports amounted to nearly 500,000,000 pounds valued at over \$22,000,000. Naturally the heavy export demand for sugars which usually comes to the American market has kept the prices comparatively high, and the American farmers who grow sugar, either in beets or cane, are likely to have a prosperous season. In fact persons familiar with the sugar trade agree that the war has saved this industry from extinction for the time being. Prior to the outbreak of hostilities and following the legislation adopted by congress for the free admission of foreign grown sugar, many sugar mills and factories closed down and tens of thousands of farmers abandoned the planting of beets and cane. With the better price conditions brought about by the war, the American crop probably will be larger than ever before, and it will be possible to continue sugar growing in this country, at least until the European conflict ends.

Hamley Saddles

are being awarded this month as

The Main Prizes

at

"The Round-Up" Pendleton, Oregon (Three Saddles)

"Frontier Days" Walla Walla, Wn. (One Saddle, Bucking Contest)

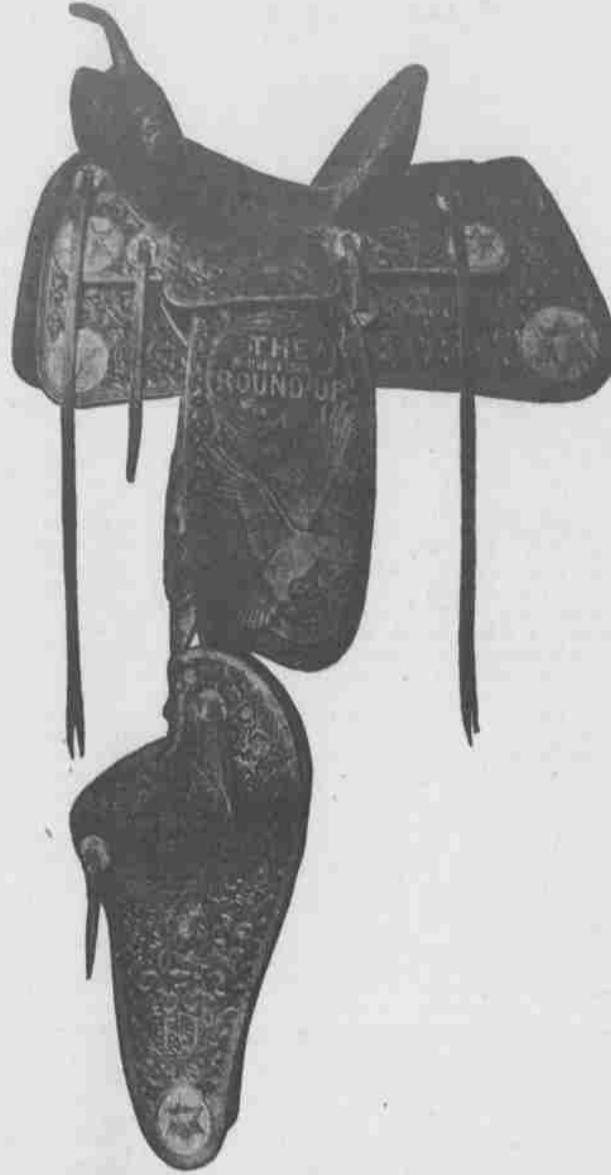
"Blue Mountains Rodeo" Dayton, Wn. (One Saddle, Bucking Contest)

"Kimberly Boosters' Fair" Kimberly, Idaho (One Saddle, Bucking Contest)

and are ridden with

Guaranteed Satisfaction

by hundreds of cowboys all over the west



The saddle shown here is the 1915 Pendleton Round-Up First Prize for the Bucking Contest; valued \$350.

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THE FACT BACKED CAR

ECONOMY—32.2 miles on one gallon of gas, proven by 137 dealers, May 1, 1915; and by public tests by numerous technical institutions, etc.

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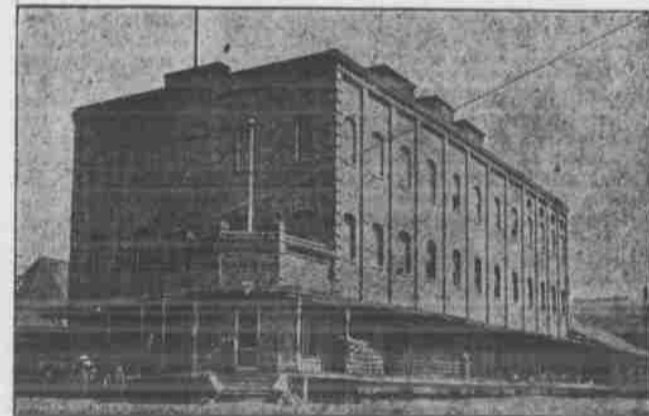
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