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of cars entering the park was 258.
Compared with the total number of visitors in the park—24,000 for the season—the auto list is small. This is accounted for by the fact the established business of the park has been built up on a stage coach basis and by the further fact the rules regarding autos have been extremely rigid.
As time goes by autos will come to be the general means of transportation in the national park and the great sightseeing place will be brought closer to the people.

THE PROTECTRESS

IN her traditional role of friend and protectress of small nations, Britain has in the war thus far:
Protected the Belgians in their resistance to the Germans, with the result that what is left of Belgium is now a German province.
Protected Antwerp in holding out by sending some marines, with the result that Antwerp was uselessly bombarded before capitulating.
Offered to protect the Belgian army, and had themselves to be saved by it on the Yser.
Encouraged the Serbians to continue resistance by sending them a few naval guns, sailors and Sir Thomas Lipton, and then protected them against the armies of Germany, Austria and Bulgaria by landing 13,000 men at Salonica.
Protected the Montenegrins to the extent of taking the censorship off the appeals for aid from their king to his son-in-law, the king of Italy.
Is there any wonder that when Great Britain suggests to the Greeks and Roumanians that they too enter the war under her protection, they politely but firmly decline with thanks?—New York World.

The Echo Serbian who killed himself will find many of his countrymen on the other shore.
The Greeks feel it will be alright with them if they never get into the war.
One of these fine bright days Pendleton will find the new freight terminal in working order.

France also shoots women when they get too active for the enemy.
How about a road to the Junction?

It will be unfortunate for Pendleton if too many non-progressives should be chosen for the next city council. This is a growing town and we need a progressive government. There should be no money wasted and not a cent should be permitted for graft. But legitimate needs should be met and met without undue squeezing of the nickel. Careful judgment is called for in city affairs and is always in order but there is no occasion for people to think we are facing poverty as a municipality. Conditions in eastern Oregon were never more prosperous than now and times will continue good because good prices are offered for our products.
Pendleton has never seen a time when there were fewer vacant houses than at present and on top of this is the fact the new freight terminal will be completed in a few weeks and many new railroad families will come here to live if they can find homes. Such conditions as these do not call for ultra conservatism in civic affairs.
A town cannot grow unless room for growth is allowed.
You cannot make progress by closing the throttle.
Pendleton needs a live as well as a clean government.

THEY HAVE BOUGHT BUT LITTLE WHEAT
A report just issued by the department of commerce at Washington shows that the export of breadstuffs from the United States was lighter than for September, 1914. The statistics are:
1914 1915
\$45,335,632 \$37,981,987
Since European crops have necessarily been lighter because of the war it may be taken for granted there is no surplus of wheat in Europe. Were it not for the staggering charges made for carrying wheat to Liverpool, now as high as 120 shillings per ton, northwest farmers would be able to sell at flattering prices. With charges at 120 shillings the price per bushel for carrying wheat from Portland to Liverpool is a fraction under 80 cents. It is about as much as farmers are offered for wheat in Pendleton at the present time.

BRINGING YELLOWSTONE CLOSER
FOR the first time Yellowstone park has been open to auto traffic this year and a record is available showing that autoists are making use of their privilege. Though the ruling regarding autos did not go into effect until August 1 a total of 3,513 tourists visited the park in private machines. The number

THIS MAY ENTERTAIN

STILL WITH THEM.

Even romantic marriages have their drawbacks, as revealed in a story told by H. M. Acker, a North Dakota power in politics. He relates that a man named Green suddenly confronted an acquaintance whom he had not seen for many years and who informed him he had been married ten years.
"Took place in church I suppose, with bridesmaids, flowers, etc."
"No," replied the acquaintance, "it was an elopement."
"Did the girl's father follow you?"
"Yes, and he has been with us ever since."

A MAN OF HIS WORD.

CHAMP CLARK of Missouri, speaker of the lower house of congress, feeling it his turn to entertain a story-telling party, said that a man—not in Missouri—found himself in such financial straits that he couldn't pay his debts. A creditor, who also needed money, made a tearful appeal for at least partial settlement.
"I'm very sorry," the delinquent dolefully informed him, "but I cannot pay you anything this month."
"That's what you told me last month," complained the creditor.
"Well, I kept my word, didn't I?"

LAST WORD IN REALISM.

One Sunday evening the pastor of a rural church in New Jersey, Gov. James F. Fielder of that state related, selected Hades as the text for his discourse. As he expounded and applied the subject an absent-minded man in the congregation, toying with a well-filled match safe in his pocket, ignited the contents. The sulphur fumes reached a pious woman in the seat just ahead.
"It's wonderful, Mary," she whispered to her companion, "simply wonderful. I have heard Brother White preach many a sermon, but none so realistic as this."
COST HIM GOOD MONEY.
Senator William S. Kenyon of Iowa, told at a dinner the story of two laborers endeavoring to "touch" their way through that state. One of them had gone up against a promising looking subject, but quickly turned away with a look of dejection.
"What story did you give him?" his pal queried.
"Told him I was so dead broke that I had to sleep out doors, and he said he was doing the same thing and had to pay a doctor for telling him to do it."

WOULD BE IN PRACTICE.

Senator F. M. Brown of North Carolina, relates that when Brown, a lawyer, started for his office one day he was followed to the door by his wife, who quietly asked:
"James, can't you let me have \$5? I want to—"
"There you go again!" exclaimed the husband. "It is always money, money, money! When I am dead you will probably have to 'ber for it."
"Well, replied the wife, "I will be a whole lot better off than some poor women who have never had any practice."

Evidences of Great Business Revival

On a Safe and Sure Basis.
Louisville Evening Post: The story of the triumph of the common sense in war and in finance. The things most dreaded 12 months ago were the things that did not happen. The temporary suspension of the cotton commerce has been followed by an unexpected demand, which readjusted all balance and brought business to a safe and sound basis. So with tobacco, so with wheat and corn, so with cattle. The excessive demand for wheat greatly increased the production. The high prices curtailed consumption, with the result that the price of wheat is back again to about the dollar mark, and the price of cotton is up again to the neighborhood of 12 cents under the same influences of demand and supply, under the same "logic of the markets."
Commerce has, therefore, settled down to a war basis, and all the wheels are beginning to turn with increased rapidity.

The South Flourishing.
Washington Times: In the year ended June 30, 1914, the Southern Railway carried 2,567,283 tons of agricultural products. By a singular coincidence it carried 2,597,412 tons in the year ended June 30, 1915. But while the variation was about 300 tons, the total was made up of quite different items. There was a slight decrease in the amount of cotton shipped in 1915, more than offset by an increased shipment of cotton seed.
More important is the fact that last year the south "imported" 190,000 tons less grain and 15,000 tons less hay. The only possible explanation is that the south has begun to raise these necessary supplies itself instead of buying them from the north and west.
On the other hand, shipments of leaf tobacco increased 10,000 tons; 8000 tons more of melons were shipped; 7000 tons more of citrus fruits and 24,000 tons more of other fruits and vegetables.
To add these products to a cotton crop of huge size was a great achievement for the south.
The Cotton Growers' Share
Kansas City Post: When the cotton pickers have gathered in 1,000,000 pounds of the fleecy staple, the wagon drives to the gin.
When the gin gets through with these 1,000,000 pounds, the result, in

found figures, is 1,000 pounds of seed and 500 pounds of cotton.
Last year the farmer got:
For 500 pounds of cotton at .50 \$25.00
For 1000 pounds of seed at \$10 10.00
..... 35.00
Total \$35.00
This year things are a bit different. Taking prices which have prevailed at many places in the south and which, by every indication, will go still higher, the results are:
For 500 pounds of cotton at .52 \$26.00
For 1000 pounds of seed at \$10 10.00
..... 36.00
Total \$36.00
For the same weight of seed and cotton the producer this year is getting, at the lowest, twice as much as he got last year.
Moreover, previous to the 1914 cotton season the producer had been borrowing freely and spending as liberally as a prospective hamper crop warranted.
This year, previous to the 1914 crop, the producer had been exercising by necessity and choice the utmost economy, for both the size of the crop and the price were doubtful. The situation then today is that the cotton producer, the backbone of the financial structure of the south, has been living economically and is receiving twice what he got last year, while last year he had been spending freely and received half of what he expected.

The Active Industrialist.
Springfield Republican: Railroad gross earnings in September show a gain over last year of more than 2 per cent, furnishing a sound basis for the recent rise in railroad shares in the stock market. In the same month idle freight cars decreased to 104,701, bringing the surplus cars down to 78,255, as compared with 227,984 on April 1. The value of building permits in 75 cities last month increased 24.3 per cent, resulting a large gain in new construction. A surprise for the country came in the report that the inflated orders of the United States Steel Corporation in September increased 49.1 per cent. If any corporation is now making money it is the steel corporation, whose earnings in the third quarter just closed are expected to surpass its high record of \$45,402,000 in the

second quarter of 1907. Iron and steel exports in August were 461,000 tons, a record-breaker, and these are rising in amount month by month. Railroads are placing heavy orders for 1916, and American shipyards are so busy that their stimulus to the iron and steel industry has become an important factor.
The familiar test of bank clearings remains to be noted. Without comparison with a year ago, when clearings were abnormally reduced by the closing of all stock exchanges, it is significant that in the week ending October 9 bank clearings in the United States were \$4,741,498,684, as compared with \$3,341,962,360 in 1912. Last week's clearings are estimated to have been \$4,225,777,428. With clearings week by week above the four billion mark, it must be allowed that American business is fairly active, notwithstanding that stock market speculation contributes much more than is usual to the total.

Railways Prosperous.
Cincinnati Enquirer: When the financial statements of the railways of the United States for the months of September, October, November and December, 1915, are made up there will be much rejoicing among the shareholders of the great majority of the roads, and there will be sincere gratification throughout the United States, for the masses of the people recognize the value to them of railway interests being prosperous and desire that honest management with reasonable rates, shall bring good returns to the investors in railway securities.
It now seems that the railways of the country during the next few months will be enabled by their earnings to purchase more extensively for their needs, and that such purchases will be to the value of hundreds of millions of dollars more than in any of the past five years is not to be questioned.

Voyage to Earn \$52,500.
BOSTON, Nov. 2.—The six-masted schooner Edward J. Lawrence left here to begin a voyage which is expected to return to her owners \$52,500, said to be the highest rate ever paid an American schooner for carrying coal.
The schooner has been chartered to transport 3000 tons of coal from Norfolk to Barcelona, Spain.

UNDERSTANDING OF LOVE.
A nervous young man entered a jewelry store recently, said Secretary of Commerce Redfield, and stammeringly told the proprietor that he wanted an engagement ring with the engraving, "Perdual to Marie."
"Very well," said the jeweler, but if you will permit a suggestion, I would make it "Perdual to his first and only love."
"Not a bad idea, but why?" the customer inquired.
"Well, just supposing, if Marie should tell you you could use the ring for the next girl and the next, and the next, and so on."



Why Buy Advertised Goods?

- Because they represent certain fixed standard qualities.
 - Because through efficiency of distribution they sell at lower prices.
 - Because they will be the same tomorrow as they were today.
 - Because they are invariably backed with a guarantee that protects the purchaser.
 - Because they represent the definite as against the indefinite factor in advertising.
- Read the advertising in the Daily East Oregonian and form your own opinion.
Ask for articles by trade marks and insist on getting what you ask for.

RECORD OF DEEDS AND OTHER INSTRUMENTS

Satisfaction of Mortgage.
A mortgage executed by Dick Shellenberger to R. Alexander, Nov. 30, 1914, for \$225, is satisfied.
A mortgage executed by Chas. H. Haverland to Gar Scott & Co., May 8, 1908, is satisfied.
A mortgage executed by Sidney Hrislow to John M. Oella, Dec. 8, 1911, is satisfied.
Chattel Mortgage.
Al Balcom to McCook & Bentler, \$750, 6 horses.
Dick C. Grant to Elmer Thacker, \$1000, 1 auto (Reo) No. 22443.
Al Balcom to C. A. Johnson, \$800, 10. All the grain grown and harvested in 1916 on 410 acres land, title descriptive.
Elmer O. Crow to John McPhail, \$900, all the grain to be seeded, grown and harvested in 1916 on 185 acres on the Elms McPhail place. Also calf, 6 head horses, 1 colt, 1 cow, 2 sets harness, 1 wagon.
John W. Gentry to D. R. Gentry, \$1100, Two-thirds of all grain grown and harvested in 1915 and 1916 on 1, 2, 3 and 4 and 8 1-2 of N 1-2 of sec. 5, T 4 N, R 31 E, W. M., and SE 1-4 of SW 1-4 of and SE 1-4 of sec. 32, T 5 N, R 31 E, W. M.
Mortgage.
A. Bletcher et al. to Chris Christenson, \$7000. The W 1-2 of sec. 5, T 4 N, R 31 E, W. M.

Dr. Geo. J. Kins
Licensed Chiropractor, graduate from Pacific College of Chiropractic, Portland.
To prove to the public the truth of the science of chiropractic, I will give an examination, and explanation free, at my office, 908 Locust Hill, between 2 and 3 p. m. Other hours by appointment. Phone 179.—Adv.

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Extraordinary claims have not, as you know, played any part in creating this demand, which must therefore be directly due to the performance of the car.
The motor is 30-35 horsepower. The price of the Touring Car or Roadster complete is \$900 (f. o. b. Pendleton with extra tire, tube, chains, etc.)
Ask us about the new Dodge with detachable winter bodies.

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