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YOUR CORNER

Don't you like your little corner of the world?
Have you sweetened it with sunshine and with song?
Have you tried to make it brighter as you toiled,
Have you tried to right its sorrow and its wrong?
Do you think it's just the finest spot you know,
And the noblest spot for effort that could be?
Have you made it shed around a brighter glow?
Have you tried to help the rest of us to see
—Baltimore Sun

WHY PENDLETON IS FAVORED

RESIDENT ACKERMAN of the Monmouth Normal school is a booster for a normal school in eastern Oregon, saying the Monmouth institution is unable to meet the needs of the entire state, and he warns that the new school should be located in a town sufficiently large enough to provide all the pupils needed for practice training work. No town under 5000 population will do.

This same advice is given with much force by the United States bureau of education. The bureau provides that standard normal school must offer a specified amount of practice training work for its students. The standard set up is one that cannot possibly be met by a school located in a little town. This is one reason why the educators are unanimous for locating the eastern Oregon school in Pendleton.

A MISGUIDED EFFORT

DURING the senatorial campaign two years ago an alleged suffrage organization attempted to make a fight on Senator Chamberlain in this state. It was grossly unfair because the senator had been a life-long worker for equal suffrage. The attempt to injure his candidacy failed miserably because the people resented such tactics.

The same results will follow the silly effort to injure President Wilson and help Hughes. There is not the slightest reason, from a suffrage standpoint why Hughes should be favored above Wilson. The president espoused the suffrage cause long before Hughes did. He voted for equal suffrage in New Jersey and publicly supported the cause. There is no essential difference between the platforms of the two parties and the recognized suffrage leaders are not aligning their cause with either party. They publicly proclaim both men to be friends of the movement.

If there existed any reason why suffrage advocates should consider their cause as involved in the presidential campaign the women of Oregon are able to discern the facts without aid from hired emissaries from other states.

It is not surprising that frosty receptions are quite generally being tendered the feminine campaigners.

THE CATERPILLAR WAR-RIOR

THE now familiar caterpillar tractor in use throughout the inland empire, has been brought into play on the side of the allies in Europe. The use of the new war instrument was heralded in news stories several days ago. The New York World commenting on the machine said:

In the steel-clad war car which the British have launched against the German militarism gives birth to a new monster. Gen. Haig terms it a "super-dreadnought of the land," and perhaps it is best visualized by conceiving a rude battleship such as the old Confederate ram Merrimac cruising over a battle-field, smashing trees, crushing everything before it and belching forth death into the enemy trenches. Or again, it is a steel-ribbed, armadillo or a mammoth mechanical caterpillar, according to the bent of the imagination. Yet from any point of view it is a very devil wagon of war, well exemplifying the Chinese military principle of terrifying the enemy.

No doubt the Germans in the trenches when this devastating monster descended upon them may have felt as the Trojans felt when the wooden horse disgorged the mail-clad Greeks. Here was something worthy of Essen, an enemy war-device matching their own great guns and poisonous gas in novelty and deadliness.

And in fact, in the matter of making a business of war, the allies appear to have fully caught up with their foe. The lessons of Prussian preparedness with war machinery have been learned and applied, and there is no longer the old inequality of munitions and artillery. In the creation of this deadly and grotesque fighting monster, British inventive genius must be said to have outdone even Krupp resourcefulness.

AMOS PINCHOT'S VIEW

AMOS PINCHOT, who was one of the big men in the progressive fold four years ago, refuses very firmly to follow the colonel's directions about supporting Hughes. In a recent letter Pinchot said:

"For quite a good while, it has been fairly clear to most of us that Roosevelt, Perkins and the steel trust (old guard group around them) have not been interested in the things which the progressive party stood for. In fact, they have effectually thrown all liberalism and democracy over board and are now playing pure, old-fashioned, standpat politics.

"Colonel Roosevelt steered the progressive ship so long as the sailing was good.

"But unlike the boy who stood on the burning deck (whence all but he had fled) he took a quick jump and left behind his progressive principles and most of the real men of the party."

The feelings expressed by Mr. Pinchot will be heartily endorsed by a large number of bull moosers who like this man are now supporting President Wilson.

28 Years Ago Today

(From the Daily East Oregonian, Sept. 23, 1888.)

Charles Frasier showed himself on the street today looking rather the worse for wear. He is convalescing from an attack of typhoid fever.

Mrs. W. D. Hansford is reported to be quite ill.

A new lodge of Masons will be instituted at Helix this evening. A number of Pendleton Masons are talking of going to Helix to take part in the ceremony.

David Carus of Linn county was 109 years old on the 12th day of September. He has just become the great great grandfather of twin boys.

The R. T. R. company has placed an unique and attractive sign resembling a black monument in front of their entrance to their studio.

Mrs. M. J. Greene has returned from an extended summer trip to her parents in the Willamette valley.

Rev. Mr. Tichmore of Walla Walla delivered two excellent sermons last Sunday morning and evening in the Episcopal church.

John Gagen has purchased the entire cargo of oil paintings displayed for sale by the Lace company for the purpose of decorating his new hotel.

Even if Ferdinand of Roumania is a Hohenzollern he is not working at it.

Meanwhile the week are a long time inheriting the earth.

HAPPY CANYON LIVESTOWN IN THE WHOLE UNITED STATES

Happy Canyon broke all previous attendance records last night. More than 4000 paid admissions were received at the big night entertainment and the crowd was estimated at between 5000 and 6000.

The show last night was perfect in all respects. Not one hitch occurred and the spectator marveled as he saw presented before him a reproduction of the wild west town of the early days. The "Gambling Palace" and the "Red Dog Saloon" did a business last night that would put to shame the resorts of the woolliest and wildest frontier town in her palmiest day. Sex, color or former condition of servitude is no bar and women as well as the men crowded the roulette wheels last night until they had made a "killin'."

or expended their little roll of bucks. So intense was the excitement that all gambled as though the bucks were real money.

Each and every act last night was roundly applauded. The Manhattan trio, the diving act, the dancing nymphs of Mrs. James H. Sturges, the bulldogging, the bucking horse riding, Miss Eva De Verna and the cowboy comedy acts drew forth great applause and laughter.

The Happy Canyon dance hall was crowded to capacity last night and dancing was enjoyed to the "wee sma' hours of the morning and even at that time the gay festival throng were loath to take to their resting places.

A yet larger crowd is anticipated for tonight.

CONTESTANTS STIR CROWDS.

(Continued from Page 1.)

sensational ride on Nutcracker, a crooked little sunfisher.

Katie Wilkes of The Dalles also had a hard horse in bugs, and she staid in but saddle through all his pitching much to the liking of the spectators.

Ollie Osborne of Union sat her saddle well through the gyrations of Umatilla. All three of the girl riders today as well as those yesterday rode with hobbled stirrups.

Standing Cowboys' Race.

The standing cowboys' race between Sid Seal and Dwight Zediac today was another event that brought the crowd upstanding. The two teams ran abreast almost the entire half mile but Seale pulled ahead at the last turn and finished a winner by a small margin.

and so many were there in line that their parade completely encircled the arena.

Sammy Garret made a pretty catch but had difficulty in making the bust. He finally accomplished it and made his time a little more than one minute.

Don Clark, who used to be a cowboy in Wyoming, but who now handles the livestock end of the O-W, R. & N., got his first rope on one horn only and had to cast again. His second was more successful. His horse gave a pretty exhibition of holding the steer after it was thrown. Clark's time was 1.17.

Charley Johnson threw his steer but in doing so broke its horn and when he continued in his efforts to turn it over, was hooted by the crowd.

Indian Relay.

In the Indian relay, Robert Burke again ended a winner today.

Steer Roping.

Rufus Rollin, Oklahoma cowboy, was the first after his steer in the steer roping contest. He put his first loop over, busted his steer on the track and made his tie in 56 seconds.

Charley Wier, who took second to his brother George yesterday and who had a little hard luck this morning, made a beautiful catch and throw this afternoon. His time was 30.3-5, a mark that only his brother has beaten so far.

Eddie McCarty, 1913 champ, made a pretty catch and busted his steer hard once he got his horse in position. His time was 52 and 3-5.

Frank Roach did not put his loop over the horns until the fourth trial and by that time his two minutes were done.

Buff Vernon had some more hard luck in this event. After busting his steer the animal arose again this morning and Vernon had to retire defeated. When the steer arose the riderless horse entered into a tux of war with the animal on the other end of the rope, something that the crowd liked.

A feature today as yesterday was the grand mounted parade of cowboys and Indians, headed by governor Withycombe riding Raley and Livermore's Kentucky thoroughbred and mounted on the prize saddle, led by Jinks Taylor, bearing the American flag, who were followed by the pennant bearers, directors and mounted cowboy band. The hundreds of cowboys and cowgirls paraded around the track and just as they entered the arena, the Indians, in their brilliant trappings, followed.

TWO-THIRDS WHEAT CROP STILL IN FARMERS' HANDS

WASHINGTON, Sept. 22.—The department of agriculture estimated that three hundred and eighty million bushels of the nineteen sixteen wheat crop will be still in the farmers' hands October first. This is nearly two-thirds of the total crop. The estimated base on trade publications reported. The wheat crop movement started in July. Elevators received sixty four million bushels that month and received eighty million bushels in August.

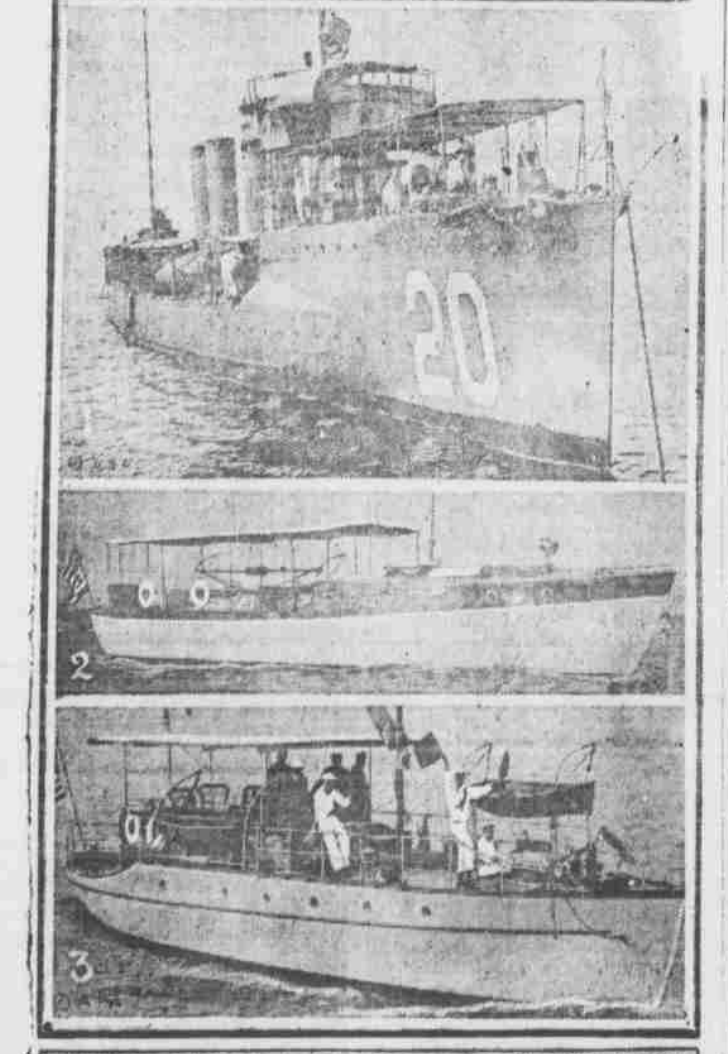
MAUNOURY, WHO HELPED SAVE PARIS, IS BLIND

PARIS, Sept. 22.—Gen Maunoury, who at the outset of the war commanded the French Third army, and later succeeded the late Gen. Gallieni as military governor of Paris after the latter's appointment as minister of war, has become completely blind as a result of a wound received during a visit to the first line trenches on the Aisne.

It was General Maunoury's army which, sent out from Paris in taxicabs by General Gallieni at the critical moment of the Battle of the Marne, turned the tide and, striking Gen von Kluck's flank, drove back the Germans across the Aisne. Gen. Maunoury is now living in retirement in company with his son, Capt. Louis Maunoury, who was in the war.

Aside from the fact that the volunteer system of military service lets the shinker shirk to his heart's content, imposes unjust and unnecessary burdens upon the man who loves his country and scores a failure in every crisis, it is a grand little system.

FLEET READY TO DIE FOR AMERICA



U-S DESTROYER FLUSSER, 12-LILLIAN H. SIMON
R. ROTHSCHILD, OWNER. 3-ATLANTIS. L.H. DYER, OWNER.

Five power boats owned by millionaires of the Atlantic coast mobilized at Gravesend Bay, New York harbor, to show what they could do to defend the Atlantic coast and New York City, in case of foreign attack.

Many well-known men have designed their pleasure boats for this kind of work. They manouvered with airplanes and battleships of the American navy to learn the way to keep off an invading fleet.

Golden West Coffee is "Just Right"

PROMINENT RAILROAD MEN GATHERED HERE

Group of Officials Make Pendleton Their Headquarters During Three Days of Round-Up.

A group of prominent railroad officials, connected with the roads handling the special Round-Up traffic into Pendleton, are making their headquarters in this city for three days.

Among the officials are M. J. Buckley, general superintendent of the O-W, R. & N.; A. Buckley, assistant superintendent, W. Bollons, division superintendent of the O-W, R. & N.; C. E. Bissonett, assistant controller of all the Harriman lines from New York; C. Lincoln, of Portland, a distant relative of Abraham Lincoln, superintendent of Pullman service out of Portland.

Also Joel P. Priest, general agent of the Oregon Short Line, who arrived from Pocatello this morning with governor Withycombe, P. J. Murphy and G. T. Jarvis, division superintendent of the Oregon Short Line and T. M. Ramsdell and H. L. Lyons who are looking after the coaches and engines respectively, for the U. P.

S. P. WILL TRY AGAIN TO RELIEVE CAR SHORTAGE

PORTLAND, Sept. 22.—President Sproule of the S. P. told the state public service commission the railroad would make another attempt to quickly relieve the freight car famine. He did not reveal the program. Sproule asserted that various interests clashing for cars increased the trouble. He declared seasonal shippers wanted the cars at certain times and lumbermen demanded the cars at all times.

Unfortunately for the crops September rains are not retroactive.

WILSON BIG FAVORITE IN STRAW VOTING

OREGON CITY, Sept. 22.—A straw vote at the Mill D. Crown-Willamette Paper company gave Wilson 16, Hughes 2.

CASTORIA

For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Chas. H. Hutchins*

The Two Extremes In Automobile Achievement

See the Marmon 34
—THE CAR THAT CROSSED THE COUNTRY IN FIVE DAYS 18 1/2 HOURS.

Never has a car like this been built with that wonderful, silent power that glides from two miles an hour to eighty-two before you realize the change. This is the car that has revolutionized high-grade automobile engineering with the use of Lynite Aluminum and the saving of 1100 pounds weight while increasing its strength.

"THE EPIC OF AUTO CONSTRUCTION."

F. W. FOLGER, Pres. and CHAS. M. MONZIES, Sales Manager
Northwest Auto Co.
PORTLAND.

The Best That's Made *The Lowest That's Good*

THE DORT
A real automobile at \$695

"It can't be done at the price" is what engineers, manufacturers and dealers told the Dort engineers when they designed the first one, three years ago.

But, now the Dort is even better than ever—a great, big, roomy car with a powerful motor and a trouble-proof axle—a famous Westinghouse lighting and starting system and true cantilever springs, real leather upholstery and ample room for the family.

Ten thousand were turned out to satisfy the demand before the factory put up enough extra buildings to catch up with the demand.

This is the first time these cars have been shown west of the Rockies.

WE ARE IN PENDLETON TO SHOW IT TO YOU—to talk to real agents who are live enough to get in on the ground floor of the best car that has ever been offered within two hundred dollars of the price. If you want the agency for your community in Eastern Oregon—see us in Pendleton, Round-Up Week.

SEE THESE IN PENDLETON ROUND-UP WEEK



Coats that Hold their Style

Style is one of the prime essentials of a woman's coat. Classic Coats are full of style; and—

They hold that style, month after month.

There is tailoring in them—man tailoring—that gives them character. This kind of tailoring makes them hold their shape—keeps them good looking after severe service.

It is true economy to buy a coat that looks well—and keeps on looking well until you are ready to discard it.

Classic Coats
"Stylishly Distinctive"

Are made by experts in a highly specialized factory.

They are cut from fabrics of distinction and conform to every style requirement.

They are so skillfully designed, so cleverly tailored that they remain smart and handsome even after severe wear.

MODELS FROM \$9.95 TO \$32.50
Classic Coats for the little ones are as good as those for the grown ups. Prices from \$1.95 to \$6.45.

Popular Cash Store
WHERE IT PAYS TO PAY CASH