

East Oregonian

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- Said the workman to the soldier, As the ship put out to sea: "While you're over there for freedom, You can safely bank on me, I'll be just as brave as you are, In a safer sort of way, And I'll keep production going, Every minute of the day."
 - Said the soldier to the workman, As the ship put out to sea: "I'll be true to you, my brother, If you'll just be true to me, Now we've got to work together, It's my job to bear a gun, But it's yours to keep on toiling."
 - If we're going to lick the Hun, Said the workman to the soldier: "I will back you to the hilt, I will stick here to my post, Until the danger time is past, Said the soldier to the workman: "I'm for you and you're for me, Now we understand each other, Let the ship put out to sea."
- C. W. Vollens—

EVERYBODY HELP

IN connection with the many orders closing the schools, meeting places and lines of business where people assemble the fact must be remembered that the act was taken pursuant to a state order based on instructions from the United States Public Health Service. Our local officials had no option but to take

the steps they did. The general situation throughout the country justifies rigid precautions in stamping out the disease. Already, as shown yesterday, there have been over 200,000 cases of influenza in the training camps with more than 7000 deaths. This produces a state of affairs requiring attention. The measures being taken are needed and they are going to accomplish the desired results. The value of the precautionary steps are already apparent in the east. The west will gain equally through prompt and vigorous measures.

Let everyone cooperate in spirit and in letter with the suggestions of the health department and we will all be gainers. The sooner we stop the spread of the trouble the sooner will our normal life be restored.

OVER 350,000 GERMAN PRISONERS

ACCORDING to the official figures given out in Paris, the allied armies in France and Belgium took 122,936 German prisoners from Sept. 10 to Sept. 30, at the rate of over 6,000 a day for three weeks. From July 15 to Sept. 30, eleven weeks in all, they captured 254,007 prisoners, a daily average of almost 3,300. They also captured 3,600 cannon and more than 23,000 machine guns. This statement covers the period since the Germans started their drive on the Marne and were suddenly checked when Foch gave the signal for the allies to assume the offensive.

It is a safe estimate that during the last three months the total German losses in killed, wounded and prisoners

have been at least 900,000, says the New York World. The allies in respect to men have more than redressed the balance of the severe losses inflicted upon them earlier by the Germans, beginning March 21. In less than four months, according to the Germans' statements, they captured over 191,000 prisoners, French, British, Belgian, Portuguese, Italian and American.

Assuming that since July 15 the Germans' losses in killed and wounded were offset by equal losses on the part of the allies which is improbable, during all that period American troops have been moving overseas at the rate of almost 10,000 a day. In three months 846,000 Americans were actually transported. Reinforcements from America have reached the allied armies in numbers far more than sufficient to make good all losses they may have suffered this year, while Germany, in victory and defeat, has been steadily and fearfully weakened since the 1918 campaign started.

Never before have the odds been so heavily against the Germans in men and material, and these odds are increasing every day.

If the German answer is going to be as forecast yesterday by a German authority the kaiser will admit he is not sincere for any peace based on justice but desires to haggle over spoils. Such a reply would hurt the war party in Germany and would stimulate the war spirit of the allies.

We cannot all be on the battlefield at this time but we can find good service to render at home. If the influenza epidemic becomes serious there will be need of willing doctors, nurses and helpful friends. Make the fight a common cause and clean up the enemy before he gets more than a toe hold in Pendleton.

The appeal for aid in simplifying deliveries in Pendleton deserves the response requested. We have a splendid delivery system in the city. Don't work a good thing to death.

The peace offensive is on in full force but it is going to do the Hun no good. He should have thought of decency be-

fore he started the war.

IT IS WAR

28 YEARS AGO

(From the East Oregonian, October 12, 1890.)
 Dr. Alf Kenney of Heppner was in town this week. C. H. Dodd of Hawley, Dodd & Co., passed through here today. Pat Smith is in town today. Jacob Prater has returned from his trip to San Francisco. Lee Moorhouse was here on a trip of business and pleasure this week from Umatilla. Wm. Switzer has received a ton of wire (not barbed) which he will use in fencing his land near town. A man who has had an experience that he has secured enough wire to fence the whole country. William intends to have as fine a ranch as the country can boast of as he is a man who has the "rocks" by which to accomplish his ends. E. Baker, proprietor of the Pendleton Hotel, is making some improvements about the place and will soon have a saloon in full blast and under a flourishing head man. F. A. Richards is now teacher of our public school, which he began on Monday. We understand he is a good teacher and has passed an examination before Prof. Arnold. About 45 children are in attendance. Lot Livermore returned yesterday from Portland.

THE WAR CITIES

Metz, the capital of German Lorraine, and one of the strongest fortresses in Europe, is about 150 miles to the east of Paris. There are large iron works in the neighborhood. The garrison of Metz in peace times exceeds 30,000.

The town was called Mediomatrica, by the Romans, a name from which the present contraction of Metz has been derived. The Romans recognized the strategical importance of the place, fortified it and supplied it with water by a large aqueduct, the remains of which still exist. As a fortress Metz has always been of the highest importance, and now ranks with Strassburg as one of the two great bulwarks of the defense of the German frontier. Under Napoleon III the fortress was strengthened to meet the demands of modern warfare, and since 1871 the Germans have spared neither time nor money in completing and perfecting the fortifications.

GOOD BYE, DOC, SAYS FRIEND SHELL FLEW AT CORNELISON

(Continued from page 1)

made it for us there. Yet we served the Hun for more than a week there and was able to send stuff right to the front line. Some of my fine, (1) cocop, steaming hot, went there in gasoline cans which I had cleaned and carried the water a quarter of a mile to make. One day a shell hit right in line with the tanks where I got water and while I was there, it had "whizzed" right over the canteen and my co-laborer looked out and told me he had said "Good bye, Doc." For they call me "Doc" in these parts and others call me "Shorty." But I showed up all right and am still in one piece. But it is all in the big game that we are here to finish. Myself, with all other "Y" men are fully repaid when some tired, weary and hungry soldier comes in and gets what he most needs, be it a smoke, chew, cookies or hot cocoa and puts his hand on you and says "God bless the Y. M. C. A. It's our best friend and by golly, it not only follows us everywhere but often beats us to the place and is ready to serve us when we get there."

Here is how this was exactly true: My co-laborer and I packed our stuff when a certain battalion started off on a bike for entraining some ten miles away. They gave our gear to a real dump with their and saw us hike off with the first company that started. We were carrying our steel helmets, gas masks, haversacks, etc., just as they were. But imagine their surprise when they got to the entraining point to see me standing in the back end of a Ford comonette running a real canteen, selling the very best things like and more than they had seen left behind in the dump. Their smiles of pleasure and satisfaction couldn't be dampened or be rubbed off by the rain that kept up most of the day. It had all happened like magic. The "Y" headquarters had obtained the "dope" at the moment of the troops just for this purpose and no more. No military information was given out. So our "Y" divisional chief knew I handled a Ford so he came along and whisked me to a town where all kinds of canteen material was in readiness and I was loaded and sent to one entraining point in a Ford, while two other men were sent to two other entraining points to serve and make hot tea for the men. The tea was free and in case a man didn't have any money he did not go away empty. He got his smokes or chocolate or what he wanted.

I made four trips back to the city to get more stuff and it was about three miles away. The last trip was after dark and no lights, and in Franco most of the roads are lined on both sides with beautiful tall trees which make it all the darker. My helper and I got to bed at 2 a. m. with a blanket each on the floor for my roll-up had gone on, on the lories to our destination, some 150 miles more.

Next day, though, we were at the same point at 3 a. m., serving other troops that were still entraining. Then I was given the Ford to drive through to new headquarters and since then I have been on the job for which I have been signed up all the time, namely, motor transport work. Now from this new headquarters I have been delivering goods to various canteens and today helped unload two tons of new stuff. It seems now I will continue in the motor transport work, but I am hoping to grab a better Ford than this one now going about in. However, if that is the only way I can get it to be followed, I willfully and maliciously run this one head-on into a tree and smash it beyond repair. You know I will take desperate chances in order to get a new Ford.

Please send me one perfectly good new Ford if you can't sell it. They allow any seven point packages these days. I will give you \$100.00. One more story and it's done. That day I was taking stuff to the entraining point I had to pass an army kitchen right in the road. They had seen me hurrying by all day and it was well into the afternoon, about 2 p. m., and still I had taken no time for noon luncheon, so also my helper, for none was to be had at the entraining point. As I went to load I asked the cook if he would not fix me a lunch by the time I returned, also a sandwich to take to my helper. He was most glad to do it, for a "Y" man gets his eats any time with the men if he asks it. While I bolted down my lunch a flunky was sitting there peeling potatoes. I doubt if this man ever heard of or knew of any such institution as a Y. M. C. A. But he rolled out some "cuss" words to add emphasis to many remarks along the same line, but the substance of them is about this: "The Y. M. C. A. is doing great work to help the fellows and make us contented and does for us what nobody else thinks to do. Sure, when I get back home I am going to join a Y. M. C. A. and being to the heartiest and largest support of

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Miss Clara Lohr, 21 N. Gold St., Grand Rapids, Mich. In her letter opposite Miss Lohr tells in convincing words of the benefits she received from Peruna. Liquid or Tablet Form

WORLD'S GREATEST ACE ARRIVES U. S.

JAN ATLANTIC PORT, Oct. 12.—Lieutenant Blimp, the greatest of all aces, arrived here en route home today. He has fought more airplanes than any one aviator in any army. He is now on detached service.

The Government has asked that you do not swamp the stores at Xmas time, owing to the shortage of labor, but to

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The lines are long with a spirited sweep that attracts attention and arouses enthusiasm. The radiator and cowl are high and narrow, tapering gracefully into low body sides that are kept uniformly close by slightly reducing the width of the rear seat to roomy two-passenger capacity, the same as our popular four-passenger model. This combining of lowness and narrowness with full stream-line beauty of design accentuated by a double cowl produces an effect that is ultra-pleasing. The finish is Mist O'Marne blue with fine line striping and natural wood wheels.

Seats are so arranged that 4, 5 or 6 passengers may be accommodated and ride in comfort. Among the outstanding refinements on the Model 76 are Blackmore curtain openers, bullet lights, tonneau light, electric light under the hood, accelerator foot rest, Johnston plate glass in rear curtain, radiator thermometer, touring kit in right front door, tool kit in left front door and over-size tires.

Call and learn more about it

726 Cottonwood St., Pendleton Telephone 464