

East Oregonian

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A PRAYER FROM THE RANKS.

Silent, the snowy mountain tops
Keep watch through the starlit night;
Safe in her valley the village sleeps,
Wrapped in her mantle of white.
Can this be France of the cannon's roar
And the shell-torn battlefield—
France of a thousand thousand graves
And war's grim harvest yield?
In the gently swaying tree-top there
A withered leaf still clings,
And, venturous harbinger of spring,
A lone little songbird swings;
Yet why are the young men seen
no more,
And why do the women wear
black?
Ask of that distant muttering roar
Which the hilltops echo back.
Grant us this prayer: that the
tell that we pay
Shall not have been levied in
vain;
That when it is sheathed, the
sword of the world
May never be smitten again;
When the host shall climb
the crumbling trench
And the guns are all silenced
in rust,
May War find a grave where
none shall disturb
Through the ages his mouldering
dust!
—John Fletcher Hall, Sgt. Co.
A. Inf., France.

THIS MISERABLE PEACE

Do you remember how our anti-Wilson newspapers were crying only a few weeks ago against the peril of a negotiated peace and were abusing our President for his dealings with Germany at that time? Those papers of course knew all about the foreign situation; President Wilson knew nothing about it. Yet he went on with his miserable work to the very finish and now see what we have got. What is the matter with our journalistic heroes over here; do they not realize that their fears have come true, that we have come to the war's end by what they classed in October as base proceedings? If the Wilson way of ending the war was wrong in October was it not equally wrong in November. Why this silence now from the critics; of what stuff is our tory press that it so tamely submits to the humiliating spectacle that confronts us?

MR. HOUSTON IS RIGHT

CO-OPERATIVE highway construction under the Federal aid road act must be resumed as quickly as possible in full measure, the Secretary of Agriculture, D. F. Houston, stated at a conference of editors of agricultural journals held recently in Washington.
From unexpended balances of Federal appropriations for the last few years, from State funds beyond what was necessary to meet the Federal allotments, and from amounts available during the current fiscal year approximately \$75,000,000 will be available for expenditure during the calendar year. Next year, if all the balances should be expended during this year, and we should have to rely solely on the funds accruing next year, there will be about \$20,000,000 from Federal appropriations, and probably more than this amount from State sources, according to the Secretary's statement. The States, in addition, will expend sums in excess of what they have assigned, or will assign, for Federal aid

road projects.
"It seems to me," said the Secretary, "that we should take a further step—take this step not only because of the importance of good roads, but also because of the desirability of furnishing worthy projects on which unemployed labor during the period of readjustment may be engaged.

NO WORLD BULLY

THE Germans became top heavy over their victory against France in 1870 and as a result they dreamed they could whip the world and should do so. The results are well known. Let it be hoped that no nation will take unto itself any such arrogance as did the Germans 40 years ago. England officials say the British navy won the war. France can with equal truthfulness say that the French army won. The Italians can justly claim great credit. So can the Belgians and Americans are convinced that this nation was the deciding factor in the war. Manifestly it will not do for any single power to get too cheery or to talk too much about dominance on sea or land. It will be resented and if the claim should be pressed far enough and the power held be used unjustly trouble will be in store.

Senator Chamberlain is right in his contention that our soldiers should be allowed to keep their uniforms for all time. They will be good souvenirs and so would their rifles also, if the government can spare them which it probably will not wish to do.

News that the snow has been six inches deep at Meacham explains the chilly atmospheric conditions Dad has encountered on getting up to start the fires.

Villa had better take care; a lot of our soldiers who did not get to France would like a crack at him.

39 YEARS AGO

(From the East Oregonian, November 30, 1879.)
Improvements are being forward at a rapid rate in Pendleton. A score of new houses are in process of construction. Nearly all will have fire proof cellars, preparing good hiding places in case of another Indian outbreak next spring.
A school meeting will be held at 1 p. m. in the Baptist church today.
Thomas H. Storey, formerly of this city, died yesterday at his home in Yamhill county.
Deputy Sheriff Dave Taylor today captured the gun lost by George Coggin at the time he was killed by the red devils. The gun was found hid in the brush near an Indian ranch on McKay creek.
The following are the officers-elect of Eureka Lodge No. 22, I. O. O. F. for the ensuing term: H. Bowman, N. G.; A. H. Starkweather, V. G.; J. A. Guyer, R. S.; G. W. Webb, treasurer. District deputy R. Alexander will install the officers at the proper time.

WORK FOR ARMY MEN AIM

Senator Chamberlain Proposes Road and Irrigation Construction.
OREGONIAN NEWS BUREAU, Washington, Nov. 29.—Senator Chamberlain will call the military affairs committee together on December 12 to consider his and other bills for government road and reclamation projects, with a view to providing work for needed, for returned soldiers.
His idea is for the government to make provision for extensive military road construction and also for extensive work and to let the work be conducted as rapidly as circumstances make desirable. He would not push public work of this kind so rapidly as to take labor away from private enterprise, but would conduct road and reclamation work fast enough to give employment to any surplus labor that may be available during the period of adjustment to peace conditions.

First Aerial Banquet Eaten Half Mile Up On Thanksgiving Day

ELIZABETH, N. J., Nov. 29.—The first aerial banquet in history was held yesterday on an airplane 2300 feet above the new flying field of the United States air mail service, marking the inauguration of the field as the terminus of the aerial mail service between New York, Philadelphia and Washington.
A few minutes after the mail plane,

In charge of Pilot Max Miller, left the field, at 12:10 this afternoon, a big Hanley-Pago machine rose under control of Captain E. B. Waller, of the Royal Flying Corps, and during a flight of 22 miles above the ground a real Thanksgiving dinner was served to nine persons.

Among the guests were Captain Benjamin B. Lipsner, superintendent of the air mail service, and Allan R. Hawley, Augustus Post and other officials of the Aero Club of America. Speaking of the proposed nation-wide extension of the mail service, Captain Lipsner said:

"We will have machines which will carry a ton and a half of mail and the days of freight load parcel post by air-craft are coming."

Employment Service Co-ordinated in Canada

Coordination of employment offices in Canada on lines similar to those in operation in the United States is provided for in a recent act of the Canadian Parliament, according to the October number of the Monthly Labor Review of the Bureau of Labor Statistics, United States Department of Labor.
The Minister of Labor is authorized to aid and encourage the organization and coordination of employment offices and to promote uniformity of methods among them; to establish one or more clearing houses for the interchange of information between employment offices concerning the transfer of labor and other matters; and to compile and distribute information received from employment offices and from other sources regarding prevailing conditions of employment.
A central fund is appropriated from which allotments are made to the

OREGON THEATRE 4
Wednesday Night Dec. 4
MY SOLDIER GIRL
LE COMTE & FLEISHER PRESENT THE GORGEOUS MUSICAL SPECTACLE WITH A MILITARY ATMOSPHERE
BOOK BY J. LORCH GABER
MUSIC BY OMER HEBERT
BRIGHT-CLEAN-LIVELY
GREAT NEW YORK CAST AND BIG CHORUS
A GLITTERING WHIRL OF COSTUMES AND SCENERY
A SHOW OF NOVELTIES AND BREVITIES EFFECTS
THE SMARTEST HIT OF YEARS
A BRIGADE OF WONDERFUL GIRLS
SEE THIS SHOW WHATEVER YOU DO.
PRICES 50c, \$1.00 and \$1.50 plus War Tax.
Seats Monday at Delta Conf.

Bargains IN USED CARS

We have some splendid buys that are SURE TO APPEAL TO YOU. Every one in first class shape and a bargain. Drop in and see for yourself.

If not a used car, we are distributors for the CHANDLER, HUPMOBILE and OAKLAND motor cars.

J. Leuer Auto Co.

Phone 222. 616 Garden St.

With Franklin Production Resumed Efficient Motoring Gains New Headway

Prices Readjusted to Peace Basis

Franklin 5 Passenger Touring Car \$2600.

F. O. B. Pendleton

Government work on the Hispano-Suiza airplane engines has been discontinued by the Franklin Automobile Company. Contracts on the Rolls-Royce airplane engines are being completed.

Production on Franklin cars has already been resumed and prices have been readjusted to a peace-time basis.

This will be good news to the many motorists who have been deeply impressed by the war-time performance of the Franklin Car—a steady day-by-day delivery of

20 miles to the gallon of gasoline—instead of the usual 10.

10,000 miles to the set of tires—instead of the usual 5,000.

This splendid economy has ALWAYS been a distinguishing feature of the Franklin Car.

It is due to the Franklin idea that FINENESS should have a practical meaning—should include, besides economy, every quality that makes for the utmost motoring satisfaction.

The result is immediately apparent in the every-day experience of Franklin owners.

Franklin Light Weight and Flexible Construction is giving them, not only economy, but also unconditional riding-comfort and entire ease and safety of handling impossible to cars of the heavy, rigid type...

Furthermore, now that the season of winter-time motoring troubles is at hand, Franklin owners enjoy absolute freedom from fear of frozen radiators, cracked water-jackets and leaking pipes. They know that the Franklin Direct Air Cooling system contains no water to freeze—no complicated trouble-making parts.

And with Franklin production rapidly resuming its normal volume, this is the quality of motoring service open to the man who is determined to find the automobile that will deliver to him efficient transportation AT LEAST POSSIBLE EXPENSE.

Franklin Up-to-the-Minute Features

As you find the Franklin Car today, its constant effort toward maximum owner-satisfaction is evidenced by up-to-the-minute features that insure the greatest usability from your motor car. Points in mechanical refinement that solve cold weather starting; that get high-grade results even from low-grade gasoline; that bring tire mileage to a still higher level; that minimize care and adjustments, and obtain smoothest and most effective power-application.

Pendleton Auto Company

Distributors of Franklin Motor Cars for Eastern Oregon, S. E. Washington and Western Idaho.