

Happy New Year to You

NEVER BEFORE HAS JUST SUCH A NEW YEAR COME TO THE WORLD. THE GREAT EVENTS OF THE PAST FOUR YEARS HAVE PREPARED US FOR GREATER NEW THINGS THAN HAVE EVER BEEN KNOWN.

AS SOMETIMES A SERVICEABLE, USEFUL BUILDING MAY BE TORN DOWN TO BUILD IN ITS PLACE A LARGER AND BETTER ONE; SO GREAT SYSTEMS OF GOVERNMENT AND NATIONAL STRUCTURES HAVE BEEN OVERTHROWN THAT SOMETHING BETTER MAY TAKE THEIR PLACE.

THERE HAS BEEN A GREAT DEAL DESTROYED, BUT NOW WE CAN LOOK BACK ON THE OLD, AND SAY THAT THE GAIN IS WORTH IT.

In the spirit of the greatest of all Americans, Abraham Lincoln, "with malice toward none, with charity for all," let us do our part, however small it may be, in the great work of perfecting the new building; a reconstructed world.

PENDLETON'S GREATEST DEPARTMENT STORE
The People's Warehouse
WHERE IT PAYS TO TRADE
STORE CLOSED ALL DAY TOMORROW

EMPLOYMENT OFFICE PLACED 1000 MEN

The first six months of the Pendleton office of the U. S. employment service shows about 1000 men and women placed in employment. Probably a greater number would have been directed from this office but for the fact that the office was not opened till after the middle of July. This was after hay harvest was well advanced and the grain harvest was opening. Many men had been secured for hay and many of these stayed on through the harvest with their same places. It is apparent from this that the Pendleton office will probably find employment for about 2500 persons a year.

This being the dull season in eastern Oregon, Norborne Berkeley, manager in his district including Umatilla, Morrow, Gilliam, Sherman and Asa of the local employment office, is engaged in making a survey of the better counties for information as to probable openings for returning soldiers and sailors. He is also taking action toward advancing the discharge of both soldiers and sailors where there is opportunity for them to return to positions held by them prior to being drafted.

BRITISH EDITOR'S IDEA OF PEACE CONFERENCE PUBLICITY

Though Discussions Are Private, Results Should Be Published Throughout Negotiations.

MANCHESTER, Eng. Dec. 31. — "When we speak of eliminating secrecy, we do not, of course, mean that reporters should attend the peace conference, but that, though the discussions are private, the results should be published, and that not at the close of the negotiations, but throughout them," said C. Scott, editor of the Manchester Guardian, in a talk with the United Press on the question of secrecy at the peace conference.

For Indigestion

Constipation, Sick Headache, Bloating, Floating, Sour Stomach, Gas on the Stomach, Bad Breath—you will find nothing better than that wholesome physic—

FOLEY CATHARTIC TABLETS
Never disappoint. Take one tonight and feel better in the morning.

George Jenner, San Antonio, Texas: "Foley Cathartic Tablets have proven to be the best I have used. I recommend them for constipation and biliousness."
TAILEMAN & CO.

HAPPY DAY

411 Main Street

HERE'S GIFT FOR CAR-OWNING FRIEND

Fur coats, close hats and muffs keep midday warm when she goes motoring, but only recently has appeared this highly successful garment for keeping warm her stiff clad feet and limbs. These cozy comfortable motor hose are of heavy ribbed worsted wool, with a light weight leather sole and heel, and slip on easily over slippers or dress boots.

CESSION OF FRENCH AND BRITISH INDIES TO UNITED STATES SUGGESTED

The larger map shows the British and French islands in what is known as the Lesser Antilles. It is these islands which it has been suggested France and Great Britain should cede to America in recognition of her services in the defeat of Germany. The smaller map shows their relative location to the United States, to South America, and to the Panama Canal, which they would guard. Already America has acquired from Denmark the Virgin Islands—St. Thomas and St. Croix—by purchase.

NOTHING MUST BLOCK AMERICA'S PATH ON SEA

Lieutenant Commander Steven Taylor Calls Attention to Our Vital Necessities.

Lieutenant Commander Steven Taylor, U. S. N. R. F., president of the Society of Naval Architects and Marine Engineers, in an address on innovations in shipbuilding at the annual meeting of the society in Philadelphia recently, said that for the needs and advantages of the whole nation anything resembling hindrance of America's progress on the sea must be removed, now that America has in the last two years expended untold energy and made every sort of sacrifice that she might have and operate ships of her own. The spirit of his whole address is to be found in the following paragraph, in which Lieutenant Commander Taylor declared:—

"When the war is over shall we as a nation suppose, as in the past, permit other nations of the world to carry our ships overseas commerce? It is incredible that any administration of the United States government shall thus sacrifice the great funds and efforts, individually and collectively, that have been expended in the last two years to build up facilities to produce sea- and women- and order that we may have and operate ships of our own. There are ways upon our statute books that prevent our reasonable operation of ships that must be amended, if our leading, unobscured port facilities are not what they should be they must be changed. If there is anything which interferes with our progress upon the sea it must be removed, and if there is anything yet lacking to advance this progress, even government ownership, or private ownership, aided by a judicious government, it must be developed but for the advantage of any section or coast, but for the needs and advantages of our whole nation."

"That was the nucleus of his speech. His address is full of it. —

"The entire merchant tonnage of the world in 1918 did not exceed 50,000,000 tons. Of this there certainly has been acquired by submarines and torpedoes not less than 10,000,000 gross tons, or less than the original quantity net over 40,000,000 gross tons. During 1918 and 1919 there will have been built at least 1,000,000 gross tons, making a total available tonnage only 50,000,000 gross tons. Following the normal increase per annum, there should be available at the beginning of 1919 at least 60,000,000 gross tons. From this statement it appears that there will be at the close of the year 1919 a deficit of at least 10,000,000 gross tons, without taking note of the depreciation and repairs which the excessive hard use of ships during the war will have made necessary."

"It is not intended that these figures shall be considered as final, but they are sufficiently so to demonstrate the great necessity still existing for ships, and further to show that our own shipyards must be urged to their utmost capacity in order that the new important American merchant marine shall be speedily built."

"In the year ending June 30, 1918, the entire production of our shipyards was 61,000 gross tons, the greatest previous to 1915, but in the year ending June 30, 1915, the production fell to 25,000 gross tons, the smallest output in sixteen years. In 1918 there came an enormous demand for ships not only from our own citizens but from foreign nations as well."

"When the United States entered the war in April, 1917, it became apparent that there was

hardly a more important element for winning the war than ships, and the United States government, through the agencies of its Shipping Board and the Emergency Fleet Corporation, immediately proceeded to encourage the building of many new yards as well as the enlarging of the old yards, with the result that there are now about two hundred shipyards, instead of sixty-six, as in November, 1916. During 1917 there was an output of 60,000 gross tons and the output for 1918 will be apparently at least 2,000,000 gross tons actually delivered and officially numbered. The increase in our registered shipping during the fiscal year ending June 30, 1918, was 1,852,481 gross tons, more than double that of any previous year and something over the total increase for the first ten years of the war combined. At the end of this year there will be over 10,000,000 gross tons of shipping under the American flag, or nearly double the amount of three years ago.

"The demands upon our facilities for furnishing the usual materials for ships and the lack of man capable of building ships in the usual manner, combined with extraordinary need of ships and more ships to carry on the war, have led to experimenting in building large vessels of other than the usual wood and steel materials."

"The successful use abroad of moderate sized boats built of concrete and reinforced with steel has led us to go much further, resulting in the building of the Faith, a concrete ship of about 2,500 gross tons, and the placing by the Emergency Fleet Corporation of contracts for forty-two concrete ships, totalling about 30,000 gross tons."

"The details, advantages and disadvantages of building reinforced concrete ships have received a great deal of attention from the officials of the Emergency Fleet Corporation, and it is fair to presume that their investigation has warranted the contracting for four ships of this class of about 2,500 gross tons and thirty-eight ships of about 5,000 gross tons each."

"This same question has also been under examination and discussion in Great Britain, and, naturally, personal designs and views differ materially. Having had no experience in concrete construction and noting the different proportions of steel in several designs and acknowledged contrasts in carrying capacity and speed with like power, I feel that the concrete seagoing ship is still an experiment and that it is quite possible that the emergency which promotes the building of these ships will have vanished before those contracted for will have performed much service. I note with pleasure that there will be presented at this meeting a paper from an authority on the subject, one who has carefully studied the whole subject technically and practically."

"Another novelty even more novel than the concrete ship is the proposed electrically welded ship, which has not been under consideration for several months. There has been a complete test of one such ship, manufactured on this plan in Great Britain; but the barge is so small that nothing is proved so far as the building of seagoing ships is concerned. Electric welding certainly has proved successful in many places and under peculiar conditions, so that the proposed construction of a full size section of a large cargo steamer for complete tests of one method is both interesting and satisfactory. There is also a paper by an authority on this subject which will be especially interesting."

"The fabricated cargo ship and the shipyards for building the same will also receive at this meeting well deserved notice, for nowhere has the broad vision of men along these lines been exercised more than in our own country."

"Records of various processes have from time to time been noticed. The number of frames erected in a day, the number of rivets driven, the few days that have elapsed between the laying of the keel and the launching, and again between the launching and the trial trip, and the lineal amount of caulking both on wood and steel ships, and so on to absurdity. We venture to say that in every instance of these special records there has been special preparation that the records shall be made. The fact remains that the general results attained in the long run are not in accordance with the records, and it were better to remember that as rivets for every gang for a day's work is a more satisfactory performance than an occasional 100 or more rivets."

"It is, however, to be said in justice that the performance of finishing a ship in an unusually short time and the performance repeated over and over, as has been done, is worthy of the highest commendation."

"I have said nothing about the navy, for it is evident from the statements published from time to time that the interests and aspirations of the navy have not only been well taken care of in the recent years of the great war but that they will also be as well advanced in the future."

"It is to the American merchant marine that we must particularly attend. The shipyards in which our naval vessels have in the past been built will also build what will be required for the navy of the future. They will as well produce their proportion of merchant vessels, and in addition we now have all of our own shipyards."

"Our shipyards have produced during the year a greater tonnage of merchant vessels than was ever hitherto in any war year produced in the yards of the greatest shipbuilding nation in the world."

"The United States has spent and contracted to spend enormous funds, primarily to help put down the war and incidentally to place upon the seas a great tonnage under its flag."

"Now that the inevitable end of the great war is rapidly approaching, the problems caused by the destruction and disorganization of the great funds and efforts, individual and collective, that have been expended in the last few years to build up facilities, to educate men—and women, too—that we may have ships of our own, and if there are laws on our statute books which prevent our reasonable operation of ships they must be amended, if our leading, unobscured and other port facilities are not what they should be they must be changed; if there is anything which interferes with our progress on the sea it must be removed, and if there is anything yet lacking to advance this progress, even government ownership, or private ownership, aided by a judicious government, it must be developed but for the advantage of any section or coast, but for the needs and advantages of our whole nation."

"I am quite aware that these are the most general statements, and that I have suggested no special plan for bringing about that which is so much to be desired. Frankly, I must say that the questions involved are too much for one man and the result desired can only be accomplished by proper co-ordination of those out of whose experience may be determined the best course to follow."

"I recall at this point the wild statements made early in 1917 as to our proposed ship production. No one familiar with our business was deceived, but when the year of that year had passed, and numerous yards had been established and the great number of fabricated ships had been contracted for, our hopes were raised that there would be during this year 1918 a production of ships in our yards considerably greater than ever before produced in any year in our history. We have not realized these fond hopes, but I ask you to consider what has been done in the country besides building ships."

"Think of the enormous tasks accomplished in the last twenty months, three of which were the hardest winter months ever known in this country. Think of the conditions and the raising of an army of three million men and the manufacturing of steel guns, armor, munitions and explosives for such a war, the equipping of every vessel with an additional outfit of an army of two million men and all of the impediments of war facilities, the further extraordinary work done by the general and associations, the Red Cross and others, and with it all the raising of a Fourth Liberty Loan of six billion dollars in three weeks following the raising of nine billions in the other loans, and every one of the loans oversubscribed."

"Think of these accomplishments for greater than ever before performed by any nation in the same period of time and you will conclude that building the yards and two and one-half million gross tons of ships in twelve months while all of the former programme was also being carried on is an additional accomplishment worthy of notice and praise."

"We must look to the future with optimism. In a Washington office hangs a placard which reads:—'It Can't Be Done.' But here it is. We must neither think nor say it can't be done."

"No citizen of this great land may be more interested in producing a merchant marine than yourselves. We naturally belong to the coast and the great lakes. We must be optimistic that we may exert our own great ability to its utmost. We must carry our opinion to our inland citizens lest they forget the lesson of how much they need ships in the year 1919 and 1920. We must be Americans and think in American terms."

"Paraphrasing a quotation used at our banquet a year ago, I repeat, 'We have performed gigantic tasks more rapidly in all the circumstances than could any nation in the world. We shall build ships, we shall secure and train officers and sailors, and we shall establish and keep forever a merchant marine on the seas of the world, for the sea was in our fathers' blood, the ocean is our birthright. This also gigantic task we shall perform.'"

Note.—The word tons in this address means registered gross tons. A displacement ton is approximately one and one-half gross tons.

UNDERGROUND MAZE IN NEW YORK

Once the pet of Father Knickerbocker, the New York City subway, instead of winning new friends as they spread in new directions under the streets of the metropolis, are fast becoming a nightmare. When one could dive into the subway and be reasonably sure of reaching one's destination without charge the popularity of this method of travel grew by leaps and bounds, but now, with the new tubes under Broadway, Seventh avenue, Canal street, Lexington avenue, Forty-second street and many other streets, the underground system is so complicated and changing trains is so necessary for even the shortest distance that the average New Yorker, unless he or she travels by the same line every day, is loath to take the plunge.

"The traveler never knows now where he or she will wind up once he or she falls into the clutches of the shiny, steel octopus. Women unused to traveling are the worst sufferers, and at almost every station at all hours of the day and night one or more bewildered females may be encountered trying to "find" themselves. Forty-second street, where Broadway and Seventh avenue meet is perhaps the worst spot in the city for getting lost. Here are stations of the new R. E. T. subway, which runs under Broadway to Hector street, with a switch at Canal street over to Brooklyn; the new Interborough subway in Seventh avenue, and the old subway, where a shuttle service is now run to and from Grand Central Station.

There are entrances to all these stations at so many different places that the intending passenger is positively dazed. Some of the entrances are camouflaged, one being through

CITY IS THE NEWEST INDOOR SPORT.

not waiting to ask any questions, she dashed aboard, just escaping the folding doors as they closed on her heels.

"Thirty-fourth street," called the girl glad in a weak voice. The passenger knew then she was going down town. She got off. After she had climbed a flight of stairs the ticket chopper told her she was on the wrong subway. She had missed the proper entrance at Forty-second street. To despair she walked to the "L" and took a train, thinking her lucky stars that she did not want to go up town on the east side. In that case she would have had to take the shuttle and go through all sorts of underground passages at Grand Central.

Running a close second to Forty-second street as a Chinese puzzle is Union square, in and around the little park here there are almost a dozen subway entrances. Whether by accident or design—in the hope that a stray nickel may be thrown in the way of both companies—the signs at these exits and entrances are not such as properly guide the average traveler. Every day hundreds find themselves on the wrong platforms down below and have to go up to the street level again, minus a nickel.

Over in Brooklyn the situation is just as bad and the R. E. T. has to keep men at various stations to take care of "lost souls."

A Rare Book's Price.

Collectors of rare books and manuscripts in this city are very much interested in the announcement just received here that a first edition of Shakespeare's works, published in 1623, was sold at auction in London a few weeks ago for £1,150 sterling. The volume is said to be in excellent condition, though the binding is considerably worn.

This century book has increased in price by bounds. At the beginning of the eighteenth century the volume was bought for £3 from a book dealer. In 1800 it was valued at £20, and in the year 1890 £250 was paid for it. This was a record price until 1895, when its value again increased. The indications are that with the years the price of £1,150 will again be advanced, as the value of the volume will be more and more enhanced as time passes.

Fall Crop of Wild Cocoons.

According to the most reliable estimates procurable the 1918 autumn crop of wild cocoons—those producing the silk from which all possum fabrics are woven in Southeastern Massachusetts—exceeds that of 1917 by 2-3 per cent and is more than twice as large as the corresponding crop of 1916.

The 1918 autumn crop is estimated at 6,000 bales, of 40,000 cocoons to the bale, and the quality of the silk produced is stated to be quite good. The prevailing price during the first week in October has been 1.20 cents per 1,000 cocoons, as compared with 1.00 cents during the same period in 1917. At current rates of exchange the value of the crop as estimated is, in terms of United States currency, approximately \$7,150,000.

Owing to the excessive rainfall throughout practically the entire season great anxiety was felt lest the crop be more or less of a failure, and the dealers' expressions of relief that our study is in the crop quite satisfactory, but that the quality of the silk is found to be good.