

East Oregonian

AN INDEPENDENT NEWSPAPER.

Published Daily and Semi-Weekly, at Pendleton, Oregon, by the EAST OREGONIAN PUBLISHING CO.

Entered at the postoffice at Pendleton, Oregon, as second-class mail matter.

Telephone 1

ON SALE IN OTHER CITIES:

Imperial News Stand, Portland

Bowman News Co., Portland, Oregon

ON FILE AT

Chicago Bureau, 999 Security Building

Washington, D. C. Bureau 501 Fourteenth Street, N. W.

SUBSCRIPTION RATES

(IN ADVANCE)

Daily, one year, by mail	\$5.00
Daily, six months by mail	2.50
Daily, three months by mail	1.50
Daily, one month by mail	.50
Daily, one year by carrier	7.50
Daily, six months by carrier	3.75
Daily, three months by carrier	1.50
Daily, one month by carrier	.45
Semi-Weekly, one year, by mail	1.50
Semi-Weekly, six months by mail	.75
Semi-Weekly, four months by mail	.50

THE DAY

I and Mamma, the day he went,
We didn't cry, not we;
I kept it in account of her
And she account of me.

And all the time he's been away
(He's very almost here)
We've both of us, been brave as
brave.
We haven't cried a tear.

(Oh, will he say how I have
grown?)
And will he hug me tight?
How funny at Mamma and I
Cried awfully last night!

—ANNA HERENDEEN.

A FIGHT FOR A FAIR DEAL

It is perfectly natural that the Pendleton Commercial Association should intervene in the Portland-Puget sound rate case thereby backing up the contentions made in the suit started by the Inland Empire Shippers League. We could not do otherwise and keep faith with the producers of this region.

Seattle now enjoys the same rate on wheat that is charged to Portland and to Astoria. It is unfair to the growers of the Columbia river basin who pay for the favoritism shown Puget sound. Here is why.

To reach Seattle from Umatilla county wheat is taken thru a tunnel on the Northern Pacific that is at an altitude of 2852 feet. On the route to Portland and Astoria there is a water grade the entire distance. Expert testimony from railroad sources given during former rate hearings is to the effect that a locomotive can haul on the water grade down the Columbia five times the load a similar engine can haul over the route to Seattle. Is that not enough to show that the cost of haul is greater to Seattle than to Portland or Astoria? But that is not all. This distance from Pendleton to Seattle is 306 miles, to Portland from Pendleton it is 218 miles. Why should as much be charged for a short haul on a water grade as for a longer haul over a mountain grade? That is the problem to be solved.

If the grain rate from this county to Puget sound is a reasonable rate is not the rate from here to Portland and Astoria unreasonably high? Obviously such is the case as any student of elementary arithmetic should be able to prove.

In a nut shell the suit now before the interstate commerce commission asks that the rate from the interior to tidewater be based on natural conditions. It is a fair request. We have reasons for believing the present rates are not based on such conditions. From Kansas to New Orleans, on a water grade, wheat is handled at a cost of one cent per bushel per hundred miles of haul. From Pendleton to Portland our growers now pay approximately four cents per bushel per hundred miles. If the Kansas to New Orleans rate is just is there not something wrong with our rate? If a middle west railroad can haul grain down hill for one cent per bushel per hundred miles why cannot we have a similar rate to Portland and to Astoria? Does a train run easier in the middle west than in the northwest over a similar grade?

It is claimed by men who have been studying the problem that Umatilla county farmers are paying from one cent to three cents per bushel too much to have their wheat hauled to tidewater. It is the assumption this situation exists in order to give Puget sound a chance at the wheat. But the process is unfair and hard on the producer. An extra charge of one cent per bushel means \$50,000 a year to the farmers of this county. To reduce the freight rate two cents per bushel would mean \$100,000 annually to our farmers. It is not right that our people should be taxed in order to maintain an unnatural rate structure.

Nature should prevail; rates should be adjusted on the basis of the cost of service. Let the railroads obtain their revenues by methods that will be proportionately just and fair.

There is every reason to believe the suit for a rate based on natural conditions will be won. It should be won and Eastern Oregon farmers will be bound to their own interests if they fail to help the cause along. No one need hold back for fear of "fighting the railroads." It is not a fight against the railroads. It is a fight for rate adjustment and it is the duty of the interstate commerce commission to correct just such discriminatory practices as are complained of.

THE CRY FOR LAND

IN the movement to provide lands for the soldiers a stage has been reached when it is important to its success to know the number of soldiers who will take advantage of the opportunity afforded in the proposed legislation.

At the date of a recent report about 50,000 men already discharged from the army had written the Interior Department expressing their desire to obtain land under the suggested plan and more letters were being received at the rate of about 1000 each day. Agents of the Reclamation Service and others are explaining the details and advantages of the plan to assemblies of former soldiers with a view to obtaining a great increase in the number of applicants by the time Congress is ready to take up the measure.

If half a million former army men were demanding the privilege of acquiring land on conditions that will cost the Government nothing in the end—really the privilege of paying the Government on easy terms the entire cost of the land—what could delay or defeat the legislation, asks the St. Louis Post-Dispatch.

We need this plan to increase our food production. We need it to keep our returning soldiers at home. Unless some such plan is speedily matured and made effective, tens of thousands of soldiers will go to Canada to take advantage of the exceedingly liberal terms offered settlers in that country. Thousands more may be expected to go to fertile sections of Mexico as soon as stability and safety are restored there. Unless it acts promptly Congress will fail in its duty.

Those who have been shouting that the telegraph and telephone lines should be returned to private control have their wish; we will now see how they like it.

The senate has completely forgotten America and America's position and is busy daily with petty attempts to harass the president for political reasons.

It is generous for returned soldiers to say the home folks won the war but it was noticed that the enemy did not run until the Yanks got busy on the Marne and various other creeks.

28 YEARS AGO

(From the Daily East Oregonian June 7, 1891.)
Pendleton has an expert "snipe-shooter" who picks clear stumps from the cutters when he wishes to enjoy an occasional smoke.
The Fourth of July music committee has engaged the Baker City band to assist in furnishing music for Pendleton's celebration. The band, which appeared here last Fourth, is an excellent one. It consists of 14 pieces.
E. F. and O. B. Waffle returned this morning from Portland. They went down with Conductor Carmine on the train conveying the Union Pacific officials.
W. P. and Charles Ingle were in the city this morning on their return to the East End from a sheep-shearing tour of Idaho.
After reciting "Curfew Shall Not Ring To-Night" a school girl imagines she is a born elocutionist.

We Pay if We Lose



\$6500.00 just paid Mr. Harvey for one barn fire in which 39 head of mules were burned.

If your barn should burn tonight have you sufficient insurance to cover your loss on livestock, feed and etc.? Come in and we will figure it out. The cost of this insurance is very small.

The Bentley-Graham Insurance Agency

815 Main St., Pendleton, Ore.

Phone 404

Wanted to Know.

Caller—I suppose you heard that our neighbor's boy got wounded in the Argonne?

Old Lady—Dear me, no! And what part of him might that be.

Soft-Hearted Singer.

Doe Boy—Why does she close her eyes when she sings?

Pay Shent—Because she can't bear to see us suffer.

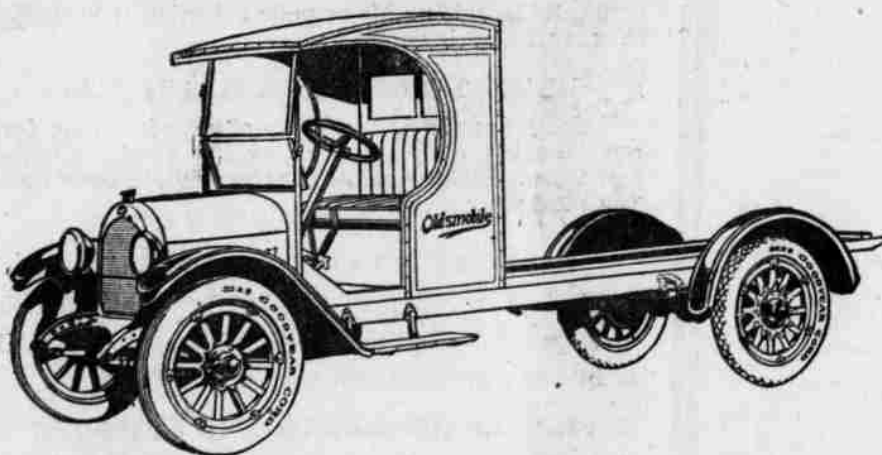
Leftover rice, if combined with hot milk, molasses, raisins, margarine and salt, makes a delicious pudding.

Praise a man and he'll not call you a liar.

OLDSMOBILE

ECONOMY

TRUCK



Economy and Efficiency

Motorize your delivery system with this built-right-for-business truck and save time, gasoline, oil, tires, repair bills—and initial investment. The Oldsmobile Economy Truck will give these results. Adaptable to every class of light hauling in city or country. Combines staunchness with completeness, commercial car requirements with passenger conveniences.

All styles include Oldsmobile Torben-son Internal Gear Drive; 4-Cylinder, Valve-in-Head Engine; Goodyear Cord Tires (35x5) front and rear; Electrical System for Starting, Lighting, Ignition, Warning. Rated capacity, 1500 pounds. Liberally dimensioned throughout and purposely designed to minimize delivery costs, the Oldsmobile Economy Truck is the safe, sane, and sound light haulage unit for a thousand uses.

Pendleton Auto Co.

Established 1907.

PASTIME

SUNDAY

MONDAY

Children 5c

Adults 20c



ROY STEWART IN TRIANGLE PLAY, "LAW'S OUTLAW."

Roy Stewart

As an ex-deputy Sheriff in

"The Laws of Outlaw"

A picture of the West as it was in frontier days. There are cowboys, gunmen, dance hall girls and all that went to make up the early West.

A Good Comedy in Addition.

ARCADE

Today

Children 10c

Adults 25c

The GREAT ROMANCE with HAROLD LOCKWOOD

ALTA TODAY

Children 10c

Adults 3c

Bryant Washburn

—IN—

"The Way of a Man with a Maid"

VAUDEVILLE

MAYNE & MAYNE

A Laughing Sunshine Comedy.

Don't Put If Off

Order your Olympic Flour today from one of the dealers below. If not today, the next time you need flour. You will be the gainer.



Order a sack from any of the following Pendleton grocers:
GRIGGS GROCERY GRAY BROS. GROCERY CO.
WEST END GROCERY THE DEAN TATUM CO.
STANDARD GROCERY CO. LAYNE BROS.
THE PEOPLES WAREHOUSE CO. WM. MILNE
WAYNE M. GURDANE JOHN LANG