

East Oregonian

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THE RAINBOW RACE.

(By Frank L. Stanton.)

I. Old World a-turnin'
With stars for your friends,
Wish that you could land us
Where the rainbow ends!
For the race we've been a-runnin'
Since the dusty days of old,
Of the glory of the story
Of the rainbow's gold.

II. The saints have been believing,
The sinners made the race—
So long the gold's been gleaming
At the Get-There-Place!
They're weary, but they're willing,
With arms that reach to hold
Full measure of the treasure
Of the rainbow's gold.

III. But Time has never found it—
And Time's a traveler gray
That raced the road with many
While the rainbow ran away!
Then, old World, a-turnin',
With stars for your friends,
Land the poor and needy
Where the rainbow ends!

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GOVERNMENT CONTROL A SUCCESS

IN HIS statement bearing upon the return of the railroads to private management, Director General Hines points out facts showing that the federal operation of the roads was successful and accomplished things that would have been impossible under the old time arrangement.

First of all, the government moved freight during the war and thereby materially hastened the allied victory. The roads were taken over for this purpose after private operation had failed to give the needed results.

The government instituted a unification system that made it possible to utilize rolling stock to the maximum capacity thereby moving traffic with a minimum of congestion.

More equipment was provided for the roads than could have been provided had the roads remained under private control during the war period.

Government operation met the unprecedented coal strike in a way private control could not have done and absorbed a loss on that account that would have been "highly disturbing" to private control.

Government operation, according to Mr. Hines, did not cost more than private control would have cost, but instead cost less on account of unification. Being himself a railroad official and having all the data at hand, Mr. Hines is in position to speak with authority.

Critics of government operation are emphasizing the deficit incurred during government control. But since the roads were used for war purposes should not part of the expense be borne by the nation? Would it have been fair to shippers to have made them pay, in higher rates, for the war service? Obviously not. It is also timely to note that the only way private control expects to avoid a deficit is through an increase in rates.

Government operation of the roads was necessary for the country's safety and it was beneficial to the property. The roads are now in better condition than would be had they not been taken over by Uncle Sam and railroad stock is a safer investment than it was then. The government paid the railroads an annual rental of \$917,000,000 which is probably more than the roads would have earned had they remained under private control with rates as they now stand.

THE HOUSEWIFE'S NEW FREEDOM

THE inability to secure household help during the war and since that time has caused many home managers to turn to new methods in the form of improved household equipment. Electric washing machines, electric ironers, electric vacuum cleaners, sewing machines and other labor saving devices have come into unprecedented use. Once considered as a luxury these things have become a measure of economy demanded by the thrifty. They can be paid for through use of money that formerly went for hired help and doctor bills. There are housewives who say that with the improved equipment they themselves work less than they formerly did when they had maids who were supposed to carry the burden of household drudgery. The net result is a saving in household expenses and fewer back broken women.

The state of Washington had three good normal schools and has just opened a fourth. Washington believes in overcoming the teacher shortage not merely by raising salaries but by increasing the supply. The Oregon policy, fostered by the narrow, ignorant attitude of the Portland press upon the subject, is to refuse aid for proper normal training and let the children suffer.

The bolshevik leaders in Russia have turned against bolshevism but even so, the allied governments will do well to be careful about them; they are an unreliable outfit.

The change in the train schedule makes the need of the Umatilla-Pendleton motor car more pressing than before.

Rheumatic Pains

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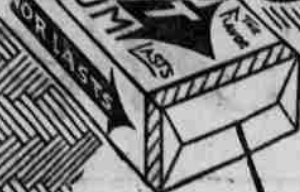
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28 YEARS AGO

(From the East Oregonian, Feb. 28, 1892.)

Hon. W. R. Ellis of Heppner, who is a candidate for the republican nomination for congress, was among the people in Pendleton last night. He left today for Union to look after his political fences east of the mountains. Telephone exchange subscribers were treated to a grand concert in their houses Friday. Manager Fletcher connected the phonograph he has lately received, with the telephone system. Brilliant music, vocal and instrumental, was wafted by wire all over the city, the hearers merely applying the phones to their ears. How such a performance would have astonished the good people of 50 years ago.

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AN OVERSEAS DIARY

(By Rev. J. M. Cornellison who served with the Y. M. C. A. overseas.)

Tuesday, October 1.—Since the different units have been supplied with canteen goods, the "Y" field men have all gone out to their units. Supplies are being rushed out. Mr. Westfield, the soldier detached to the "Y" had to go, so leaving me alone in this cook and dishwashing job. "Doc" Walker, a big, jolly Disciples minister, has been driving my Ford. The fellows are joking about a perfectly good Presbyterian Ford associating with a Disciples minister. I admit, so as to carry out the fun, that the association is a little off color, for I fear that he will be tempted to run it into some deep shell hole full of water. However, I am confident it has been sufficiently sprinkled in all this rain over

Has Had Stomach Trouble for Seven Years.

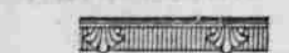
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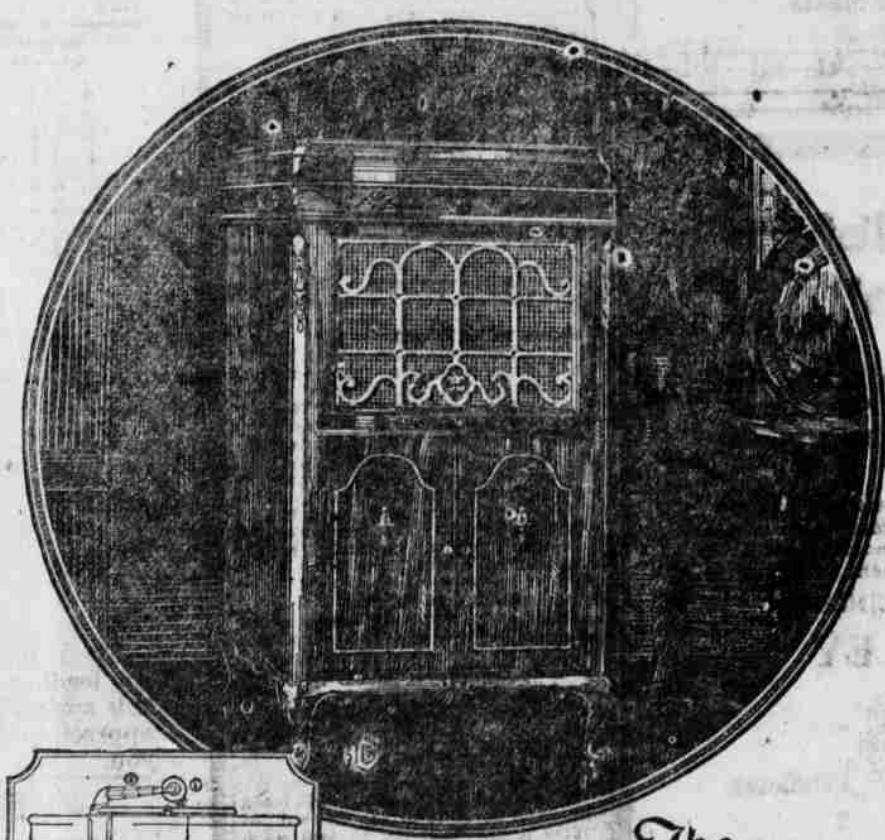
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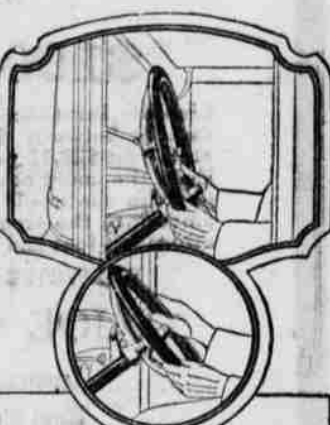
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