

East Oregonian
AN INDEPENDENT NEWSPAPER

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Telephone _____



THE REWARD

I'm glad I lived the winter through,
And skies would wear their fairest blue,
For here is springtime at the door,
With all the joys worth living for.

Winter is like a time of care,
The days of doubt are cold and long,
We falter when we should be strong,
Yet if we keep the faith, some day
The trouble clouds will pass away
And life her pretties garb will wear,
And we shall say when skies grow blue,
We're glad we've lived our trouble through.

I'm glad I lived the winter through,
I'm glad I had the strength to bear
The cold, gray days with all their care,
I'm glad I never doubted then,
That soon the sun would shine again.

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THEY MIGHT NEVER SEE IT

THE following sarcastic comment on the increase in telephone company dividends was made by the New York World:

The American Telephone and Telegraph Company, a feeble infant industry that controls the reliable telephone service of 119,000,000 people, with capital issues falling short of a beggary two billions, has at last risen in just revolt against the narrow parsimony forced upon it by niggardly subscribers and public authorities, by increasing its dividend rate from 3 to 9 per cent.

Users of the telephone in New York City, against whom an increase of 20 per cent in rates has been chalked up and is in litigation, may jump to the cruel conclusion that this increase had something to do with the action of the holding company. They are of course utterly wrong, as uninformed so often are.

The New York company only pays 4-1/2 per cent of its gross receipts to the American Telephone and Telegraph, besides buying all its supplies from a subsidiary, so that a mere increase of 30 per cent in its gross cannot for a year or so, at least, add even two millions a year to the receipts of the holding company, and what are two millions to a nation-wide trust?

To do him justice, President Taft rejects this silly theory. "There has been," he says, "no time within the last ten years when the company's earnings have not been sufficient to pay a higher rate of dividend." The past ten years, as every business man knows, have been placid and uneventful, with low taxation and no disturbing circumstances. If in such piping times of peace and plenty the holding company could pay only 8 per cent, no wonder the New York company must jack up its rates. Other big subsidiaries must do the same. A great and rich country should scorn to keep a poor little monopoly holding company struggling along on an 8 per cent basis.

In Oregon the sympathy for the telephone company was so great that the public service commission ordered a heavy increase in rates but the people are disposed to balk and balk hard. They are evidently right in more ways than one. If a 30 per cent increase in a city like New York really means nothing to the Bell system, what is the use of raising rates in a sparsely populated country like Oregon. The increased amount we would pay would be so contemptibly small to such a big trust that we might as well forget it and go back to the old rates. If they did not need any additional Gotham money in order to increase the dividend surely they can worry along without more coin from Oregon. Furthermore we don't want them to take our money and then sneeze at it.

There will be ample canning facilities for the fruit crop if the housewives can get fruit at reasonable prices and a little sugar on the same basis.

But if we release our so called political prisoners too easily what will such people do the next time we have a war?

The tax collector does not seem to have heard of this price deflation movement.

It would be a joke if the Swiss would not let Charles return.

GUARANTEE FUND LIFE
STRONG - SUBSTANTIAL - SAFE

MEMORIAL OF THE ANNUAL STATEMENT OF THE GUARANTEE FUND LIFE ASSOCIATION of Omaha, in the state of Nebraska, on the 31st day of December, 1920, made to the insurance commissioner of the state of Oregon, pursuant to law:

Amount of capital stock paid up, none.	Income.
Total premium income for the year	\$2,129,802.07
Interest and rents received during the year	108,224.42
Income from other sources received during the year, none.	
Total income	\$2,238,026.49
Disbursements:	
Paid for losses	\$ 632,937.24
Dividends paid to policyholders during the year	1,150,000.00
Dividends paid on capital stock during the year, none.	
Commissions and salaries paid during the year	775,944.37
Taxes, licenses and fees paid during the year	86,000.19
Amount of all other expenditures	144,135.24
Total expenditures	\$1,849,146.05
Assets:	
Value of real estate owned (market value)	\$ 110,350.56
Value of bonds owned (market or amortized value)	730,590.00
Loans on mortgages	2,950,010.00
Premium notes and policy loans, none.	
Cash in hands and on hand	210,571.84
Interest and rents due and accrued	81,319.77
Other assets (not named)	
Total	\$4,083,182.11
Less agents' credit balance	2,340.44
Total admitted assets	\$1,842,962.03
Liabilities:	
Net reserves, American Experience 3 1/2 per cent	\$ 264,422.47
Gross claims for losses unpaid	123,259.79
All other liabilities, salaries, rents, expenses and taxes (estimated)	45,000.00
Contingent liability (renewed, guaranty, deposit, and advance avails)	60,800.97
Total liabilities, exclusive of capital stock	\$1,233,533.23
Business in Oregon for the Year:	
Gross premiums received during the year	\$1,842.42
Losses paid during the year	\$28,000.00

NAME OF COMPANY - GUARANTEE FUND LIFE ASSOCIATION.
Name of president - E. C. Buffington.
Name of secretary - B. E. Langdon.
Residence of secretary - 1000 Broadway, New York, N. Y.
Name of agent - W. H. Doolittle, Dist. Mgr., Portland, Oregon.

Another Proud Year

What Omaha Bankers Think of the Guarantee Fund Statement:

"We are only too glad to offer our congratulations."
T. L. DAVIS, V. P.
First Nat. Bank of Omaha.

"It shows a mighty satisfactory condition. Accept our congratulations."
ALVIN JOHNSON, Cashier,
Livestock Nat. Bank.

"I am happy to see the unmistakable evidence of your prosperity."
F. W. CLARK, Pres.
Nebr. Nat. Bank of Omaha.

"I wish to congratulate you upon the fine showing."
E. J. LINDQUIST, Cashier,
Peterson National Bank.

Ask your banker to show you a Dun or Bradstreet report.

Built on the Principle of "Pure Protection at Reasonable Cost"

Guarantee Fund Life has built conservatively on the principle of furnishing Pure Life Insurance, without investment features. Its success is evidenced by \$140,000,000 in outstanding insurance, and \$4,000,000 in emergency reserves, which exceed its total death losses since organization.

Its protection is available to the best risks on a businesslike plan that saves thousands of dollars in a lifetime.

Actual to Expected Mortality, 1920, 44.96%.

Floyd McKennon, Dist. Mgr., La Grande, Or.
H. C. Froehomme, Dist. Mgr., Portland, Or.

Wichard & Wood, Dist. Mgrs., Kincaid Falls, Or.
W. H. Doolittle, Dist. Mgr., Ontario, Or.

MORE HIGH GRADE REPRESENTATIVES WANTED
LOVEJOY & HAZEN
STATE AGENTS WASHINGTON AND OREGON
Phone Broadway 4 Pittock Bldg., Portland.

ON THE WAY

THERE is room for hope in the fact the United States government has come to the point where it is discussing the subject of the German indemnity to the allies. There is at present a seeming ambiguity in the American position as expressed by the state department, but this will no doubt be cleared up in time so that Europe will know where we stand and act accordingly.

The French are rejoicing at the declaration from Washington that Germany must accept full responsibility for the war and pay her liabilities to her full extent. On the other hand our seeming position in favor of reopening the indemnity negotiations on a new basis will please Germany. The Berlin government is in favor of negotiating further and forever if possible.

Needless to say it will be very difficult for the victors and the vanquished to ever exactly agree as to how much Germany should pay. The Ebert government insists 57 billions is more than Germany can pay. Yet others estimate that if Germany will devote to indemnity purposes the same amounts she formerly paid in pre war days for military preparedness the task can be accomplished. It is evident the amount will have to be arbitrarily determined and the allies will prefer to name the figures. They did not win the war for the purpose of settling the cost according to the wishes of Berlin.

Just what the exact position of the United States will be is yet to be seen and the sooner this country gets down to brass tacks on the subject the better. Until the amount of the war indemnity and the manner of its payment are fully and finally settled there is certain to be more or less international turmoil.

RESUMPTION OF TRAFFIC ON OHIO RIVER STIRS MEMORIES OF OLD DAYS

In Days of Mark Twain Packets Were Celebrated for Their 'Eats' and Famous Races.

NEW ORLEANS, La., April 5.—(A. P.)—Memories of old days on the Mississippi when stately packet plied in the passenger traffic are revived by the resumption of traffic between Pittsburgh, Pa., and this city by way of the Ohio.

Boats have carried freight traffic on the great river for many years since the packets were driven out by railroad competition. In the days of Mark Twain the Mississippi packets were celebrated for their "eats," their famous races, their pilots and even for their poker games.

It used to be an uncommon sight to see from 15 to 30 passenger vessels, from the stately packet to the weather-beaten tramp leave the New Orleans landings daily for up-river points.

Coming of the railroads with quick service for perishable cargo, many lines almost paralleling the river between the most important landings, caused river traffic to lose its prestige. Shippers began sending cotton and other non-perishable freight by rail and the stops of the river packets were fewer and fewer as the years went on. Plantation landings rotted away, planters began to buy railroad tickets instead of steamer passage and made their plans to spend the difference in time in New Orleans instead of on the boats. Planters moved to town, social life in the country began to wane in short, country dwellers became farmers and plantations became farms. It was romantic to be a planter, but much more profitable to be a farmer. All of this directly affected passenger traffic.

A river voyage in the olden days was a pleasurable affair if the boilers did not blow up or the vessel hit one of the shifted sand-bars, mud-lumps or hidden snags. A comfortable berth, wonderful meals, dancing at night, watermelon parties, well stocked bars, stud and draw poker games for the patrons of that form of amusement, and last, but not least the antics of the negro roustabouts all combined to make things pleasant for the traveler.

Coffee in bed was the rule, then a breakfast of bacon, eggs, waffles, pancakes started off the day. At noon there was fruit, fish (roast, vegetables, the ever present coffee and whatever desert the cook had in mind for the meal. The feast of the day came in

the early evening with croole gumbo (if the cook happened to hail from New Orleans as most of them did) fried fish, roast fowl, with baked or candied yams, beef or pork, fruit in abundance, desert and "small black" coffee with brandy. It wasn't variety but quantity that made the steamer bill of fare famous.

In the heat of the afternoon, behind shielding mosquito bars the passenger, if he so desired, could quaff mint juleps or sip corn whiskey cocktails, not to mention the old flat-bottom toddies, made with sugar, water, pineapples and orange juice, and of course whiskey. The old timers here, with scanty stocks of liquor and facing the coming years with visions of nut sun-daes, never tire of telling the younger generation of the old "hard liquor" days of the river steamboats.

The card games were far stakier. Veterans vouch for the truth of stories of a planter embarking in Mississippi worth "a plantation with 200 negroes" and disembarking at the Canal street landing in New Orleans with only some bills of lading for something he no longer owned.

But those days are gone. If plans of those interested in river traffic bear fruit the modern steamers will eliminate gambling, carry well drilled crews and furnish modern meals at modern prices.

In advertising sailings of vessels of the olden days the name of the first mate always was given. The first mate became known up and down the river either as good or bad by the manner in which they handled the roustabouts. A meek man did not last long as first mate.

Saturday was usually the sailing day for up-river packets from this port. There was great rivalry between boat owners and crews and usually from one to a dozen boat races were pulled off as the vessels shrouged up the river. It was then that boilers blew up with marked frequency.

The most famous of these races was run by the Natchez and the Robert E. Lee, two of the largest of the river packets. So keen was the rivalry that early in the seventies it was planned to have them race from New Orleans to St. Louis. No passengers or freight were carried and for weeks the coming race was the chief topic of conversation along the river. The Robert E. Lee was in command of Capt. Cannon while Capt. Leathers was master of the Natchez. No stops were made except for fuel. The trip to St. Louis was made in just a few hours over three days, an unheard of record then with the Robert E. Lee the winner by a small margin.

Another famous race between the White Rose of Memphis and the Grand Republic ended in disaster. After racing upstream for hours in a "neck and neck" contest the White Rose struck a snag and sank. Before the White Rose could clear a nearby bend her boilers exploded, killing a number of the crew.

After the war between the states steamboats had been perfected to a higher degree and river traffic became more important. While most of the boats used wood for fuel getting it from well established woodyards along the river, still they made good time and business was flourishing.

While as a general rule the boats were operated independently by their owners even as early as 1870 there were several lines operating many large passenger vessels. The largest and best known was the Anchor Line, which operated between New Orleans and St. Louis making regular schedules while another line was operating be-

TAKING 'EM EASY

Steve O'Neill, crack Cleveland catcher, doesn't believe in using his pop while the club is in spring training at Dallas, Tex. Hence, when a few of the Indian hurriers want to warm up, he perches on a chair and "takes what comes."

JUST 36 Georgette Waists AT \$3.49 Each

Made of an excellent quality Georgette trimmed with laces and tucks, all sizes, color assortment is excellent including white, flesh, champagne and new Spring shades. A waist you would have to pay most stores \$5.00 for. Your choice of the lot, each \$3.49

JERSEY SILK PETTICOATS
Bright pretty shades as well as the more sombre colors to match your costume at the low price, each. \$2.98
Others at \$3.49 up to \$6.19

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Japanese pure silk pongee, free from dressing, smooth, even finish, sold in many stores at much more. Our price, the yard 98c

Pure Linen Damask \$2.98 Yd.

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Silk and Wool Baby Flannel \$1.59 Yd.

tween St. Louis and St. Paul. The city of New Orleans and City of Baton Rouge were the larger and best known vessels of the Anchor Line. The largest side-wheeler operated on the river was the Republic.

In addition to the Anchor Line there were several smaller companies operating from New Orleans to Natchez, Vicksburg, Greenville and "The Bends." They usually carried a hundred or so passengers and large freight cargoes. They were mostly side-wheeler. From St. Louis one line operated as far north as Fort Benton, Montana.

Freight from up the river included flour, pork, beef, furniture, hay, cotton, rice and sugar. The largest car-whistling and call the name of the 20 of cotton ever brought down was landed by the Henry Frank and consisted of 3,000 bales. The cotton was not compressed and the record has stood.

All the old boats were built of the same general pattern—broad hulls with large spacious cabins above and they "have time" to take quiet pleasure with wide guards, usually piled high with freight. They were almost always painted white and each was equipped with a whistle slightly different from the others. It was quite matters figure in the traffic side of an accomplishment, or was so regard- ed by negroes at the various landings is regarded as a gamble.

HAPPY CANYON DANCE

That inimitable place of amusement and care-free jollity will be the scene of the season's biggest

DANCE

Staged by Pendleton Post of the

American Legion

WED. EVE. **APRIL 6** 9 P. M.

Funds secured as proceeds of this dance will be turned over to the Ladies' Committee for improving the

Library Auditorium

and a large attendance is needed to back up this worthy project. But don't worry—this is no thank you affair. There will be the biggest dollar's worth of Real Dance waiting for you at Happy Canyon tomorrow night that Pendleton ever offered.

Bill's Jazz Hounds

SEVEN OF 'EM will furnish the inspiration. Don't miss it!