

East Oregonian

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Just Folks by Edgar A. Guest

HUMBLENES

What is there in skill that should lift you from men? What is there in fame that should build up a wall between you and your neighbor, that never again you should welcome him in when he ventures to call? What is there in greatness that you should deny word of good cheer to the friend who goes by? Stay down upon earth through the months and the years. For all you possess shall remain when you go; Nor all you have come to shall save you from tears.

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THEY SHOULD USE WHITE COAL

THE charge made by union officials that one big reason the railroads are in financial straits is that they have been paying too much for coal and too much for steel is worth looking into. It is set forth that during 1920 the roads paid \$700,000,000 for coal and over a billion dollars for steel. A point worth considering is whether or not the same men who control the railroads do not also own coal mines and big blocks of steel corporation stock and are therefore inclined to milk the railroads for the benefit of the other corporations. Color is given this suspicion by the fact the steel trust which has not reduced prices much if any has been getting the orders while independent steel concerns that have greatly reduced prices have almost had to shut down for lack of business. The railroad managers are prone to lay all their troubles on high wages paid railroad workers. An honest-to-gosh inquiry would probably reveal the fact that there is another side to the story and this feature of the situation likewise deserves attention.

Needless to say there is a remedy for the exorbitant coal charges western roads are paying. Let us use the white coal of the Columbia and other good power streams.

HOW COURTESY PAYS

TRAVELING salesmen who during the war maintained a policy of service and courtesy find now that they were making an investment in good will which is bringing them returns in dollars and cents. There was a time when orders were so numerous and supplies so scant that the salesman's duty scarcely extended beyond excuses for non-delivery. But times have changed, and the dollar which is beginning to buy more than it did is also a dollar to be competed for.—Oregon Journal.

The allies have told Germany what sort of an indemnity is wanted and the French view is that the next step is for the Berlin government to begin payments. In suggesting a further conference on this subject are we not "meddling in European affairs"? Is not the suggestion for a new conference an intimation that the indemnity figures should be reduced? If we do not think the indemnity too high what is the need of a further conference?

THE HORRIFIED SENATE

IT IS reported that when Senator Harrison tore the hide off George Harvey the irreconcilable senators "sat aghast." That is strange because the United States senate should be used to words of criticism by this time. Last year it was open season for the critics and what they did not do in the way of assailing the then president of the United States is not worth noting. There was no let up even when Woodrow Wilson was almost at the point of death. If it was right and proper for senators to attack a president who had led the nation courageously and ably in a great war and wrecked his health in an effort for a noble peace that would endure why should not a senator express his honest convictions about the new ambassador to England. Pat Harrison said nothing about Col. Harvey that is not true and known to be true. He could have said much more and still been far short of the mark set last year by those who cast their shafts of venom at our stricken war president. Having themselves used every known variety of poison gas for political ends why should the irreconcilables sit aghast when one of their puppets like Harvey gets a dose of his own medicine?

WE HAVE AN OCEAN ALSO

IN AN address before the American farm bureau Herbert Hoover expressed a fear that our present freight rates may soon move our graneries to foreign shores. He pointed out that it costs 30 cents a bushel to ship grain from Missouri to New York, while grain may be shipped from Argentine by water for 10 cents a bushel. The Inland Empire wheatman, however, should not be penalized by our high transcontinental freight rates. The normal method of exporting our surplus wheat is by water from our northwest ports and the ocean is as free to American commerce as to that of Argentine. Whether or not our present ocean rates are what they should be is a subject the farm bureau might investigate with profit.

FRED LOCKLEY WRITES SOME INTERESTING FACTS REGARDING PENDLETON IN PIONEER PERIOD

Few of City Officials of That Day Are Now in Pendleton; Treasurer Got \$10 Month.

(Early history of the Round-Up City is here detailed by Mr. Lockley, who lists the city's officials of 30 years ago, reviews the fire department of the pioneer period, and pays a tribute to that staunch and sterling institution, the East Oregonian, published in Pendleton since 1875.)

A day or two ago I rode down on a Sandyside car with an old-time resident of Eastern Oregon, who in the early '90s had served two terms as city treasurer of Pendleton. But few of the city officials of that day are now in Pendleton.

In 1891, 30 years ago, John C. Leasure was mayor. He came from the Willamette valley, having been born on a farm in Marion county on June 3, 1854. He was a lawyer and located in Pendleton in the spring of 1889. He was elected mayor of the city in 1885 and in the election held on December 7, 1891, was again elected.

Clark Wood, now editor of the Western Leader, was city treasurer and received \$10 a month for his services. Clark Wood worked for many years on the East Oregonian and for some time was a member of the staff of The Oregon Journal. He came to Umatilla county in the early '70s, when he was two years old.

George H. Lash was city recorder. Lash brought the first train into Pendleton. He was an old railroad man, a native of St. Johns, Newfoundland.

Thomas B. Morgan was city marshal. He was a native son of Polk county, having been born there in 1852. He came to Umatilla county in 1871 and during the Indian troubles in 1878 was a stage driver on the Pendleton-Walla, Walla run.

William D. Hansford, an old time Nevada miner, born in West Virginia

In 1840, was a member of the city council.

Hiram Flickinger, a native of Pennsylvania, and a pioneer resident of Corvallis, was also a member of the city council. Other members of the city council were:

Theodore F. Howard, contractor and builder and a former resident of Iowa, who came west in 1854, settling in the Walla Walla valley. He moved to Pendleton in 1875.

Thomas C. Taylor, who was born in Massachusetts and went to Waukegan, Wash., in 1879, coming to Pendleton in 1887. Mr. Taylor for many years was prominent in the political and business life of Pendleton, later moving to Portland, where he died.

Lewis Reith was an Alsatian, having been born in France in 1846. He came to Umatilla county from Montana in 1865 and was one of Umatilla county's prosperous stockmen.

R. Alexander, born in Germany in 1850, coming to Pendleton in 1878, was the remaining councilman.

One of the institutions of Pendleton of which the citizens were very proud was the volunteer fire department, which was organized in 1879. J. F. Dunn was the first chief, W. B. Mays foreman, Lot Livermore president, D. W. Baily secretary and S. Rothchild treasurer.

Shortly after the organization Mr. Rothchild came down to Portland and bought for the Pendleton fire department a discarded hand engine. This had been purchased in the early days by the Portland fire department from Sacramento, which in turn had bought it from San Francisco. This historic old engine was the first fire engine used in San Francisco, Sacramento and Portland and became Pendleton's first fire engine. It was shipped by boat to Umatilla Landing and from there it was taken to Pendleton without charge by "Whispering" Thompson.

In 1891 the Pendleton fire department had three companies—Protection company, Rescue company and the Alerts. T. F. Howard was chief of the department. Felix R. Mitchell, veteran employe of the East Oregonian and a member of The Oregon Journal's staff since its beginning, was first assistant. J. L. Sharon was secretary and Frank Duprat treasurer.

The officers of Protection company at that time were Lot G. Frazier, foreman; J. L. Sharon, first assistant; Frank Neagle, second assistant; B. Hanson, president; I. E. Earle, secretary, and A. Wurzwelcher, treasurer.

Rescue hook and ladder company No. 1 was officered as follows: Joseph Eli, foreman; Walter Wells, first assistant; August Bauer, second assistant; W. H. Jones, president; H. H. Stullman, secretary, and Frank Duprat treasurer.

Alert hose company had the following officers: Fred W. Steustoff, foreman; Mark Johns, first assistant; A. M. Despain, second assistant; E. J. Murphy, president; C. O. White, secretary, and W. S. Bowman, treasurer.

One of the institutions of which Pendleton has always been proud and which has done much to put Pendleton on the map and give it a reputation of being the largest city of its size in the West, is the East Oregonian. The East Oregonian was first issued on October 5, 1875. Even at that early date Pendleton business men were live wires and patronized the newly established paper generously. Among the merchants who advertised in the first issue of the East Oregonian were Lot Livermore, J. H. Raley, William Switzer, G. W. Webb, S. Rothchild, D. M. Taylor, J. D. Lindsey, Silvester & Bentley, and many others. The paper was started by M. P. Bull. Later J. H. Turner and B. B. Bishop had charge of it. In 1880 it was purchased by L. B. Cox. In February, 1882, C. S. Jackson and G. A. Guyer secured control of it. J. P. Wager bought an interest in it shortly thereafter.

Among the leading citizens in Pendleton in 1891 were W. P. Matlock, James H. Raley, S. A. Lowell, E. B. Gambee, J. L. Killian, Morton D. Clifford, Charles F. Hyde, James A. Fee, Donald Melroe, John Lohrs, Walter M. Pierce, J. C. Arnold, J. T. Hinkle, John M. Bentley, Lot Livermore, Lee Moore, George Hartman, Thomas G. Raley, Sam P. Storris, C. B. Wade, George Hamilton, Jesse Fairbig, Gus LaFontaine, James Crawford, J. R. Reaney, Joseph Bauger, Dr. C. J. Smith, Dr. P. W. Vincent, Colonel E. D. Boyd, W. D. Fletcher, Chris Ranley, Charley Cunningham, Professor H. L. Talkington, Rev. W. E. Poitvino and many others.

Lower Prices Mean Nothing

Unless coupled with merchandise of assured integrity; so coupled they spell value. In meeting lower price levels with high grade, reliable merchandise, we feel that we deserve your confidence and patronage.

We deliver parcels promptly, C. O. D. or approvals must be paid for upon delivery. In case of return or exchange your money will be refunded as cheerfully as we accepted it. Phone 127.

More Jersey Jackets

Arrived today. Good values at \$7.95 to \$11.95.

Buy Your White Organdy

for that graduation dress here, where we offer a 45 inch transparent organdy that retains its original finish and transparency after washing and ironing. A very sheer fine weave, 45 inches wide. The yard. 98c

Summer Voiles

that are very pretty indeed, extra fine weaves in dark and light colors at, yard 49c to \$1.15

Finest Quality Undermuslins

Practical women will find this a splendid opportunity to obtain their spring and summer supply of dainty, serviceable undermuslins that will wash like a handkerchief, and come out as nice as ever. Puritan garments are developed in the latest styles, of dependable, good materials, prettily trimmed with laces, embroidery, scalloping, etc. They will be recognized as good values.

Combinations and Gowns from 98c to \$2.19.

Ginghams, if You Please

Ginghams have been graduated from the kitchen and are invading the drawing room without meeting a substantial objection. And why not? Ginghams were never so beautiful, so gorgeously colored, so daintily designed, so altogether fascinating and fresh looking as those of spring, 1921. Checks, stripes, crossbar, and artistic all-over designs will adapt themselves admirably to making up into becoming dresses, aprons and children's garments.

From 15c to 75c yd.



Better Merchandise at Lowest Prices

We Buy for Cash and Sell for Cash

JAPAN THINKS AMERICA'S ATTITUDE REGARDING JAP MANDATE IS OUTRAGEOUS

TOKIO, April 23.—(U. P.)—The press comment on the Yap dispute is becoming very bitter. The leading Japanese publications characterize America's attitude of the matter as "arbitrary, arrogant, impertinent and outrageous."

28 YEARS AGO

(From the city East Oregonian, April 23, 1893.)

Wheat hay is now \$10 per ton. The city marshal has put up some danger signals at the culvert on lower Alta street which has been undermined by highwater and is unsafe for teams.

George Ogest is here from Birch Creek.

D. Herrick is here from Walla Walla today.

Levi Ankeny, of Walla Walla is a Pendleton visitor.

Monroe Ferguson, one of Adams prosperous farmers, will become a Pendleton citizen. He has purchased the Hemphill property on Lewis street.

HAWES DIES OF HEART DISEASE

CHICAGO, April 23.—(A. P.)—Charles S. Hawes of Washington, D. C., a member of the United States dye tariff commission, died last night at the home of a friend, where he had been visiting. Death is believed to have been due to heart disease. He was 50 years old.

AUCTION SALE

Will sell at my place 4 1-2 miles Southeast of Pendleton at the N. A. Humphrey place, the following described livestock:

- 1 Black Mare 10 yrs. old, weight 1250 lbs.
- 1 Black Mare 10 yrs. old, weight 1350 lbs.
- 1 Black Mare 10 yrs. old, weight 1300 lbs.
- 2 Black Mares 9 yrs. old, weight 1300 lbs.
- 1 Black Gelding 11 yrs. old, weight 1300 lbs.
- 1 Black Gelding 10 yrs. old, weight 1250 lbs.
- 1 Bay Gelding 10 yrs. old, weight 1225 lbs.
- 1 Brown Mule 10 yrs. old, weight 1200 lbs.
- 1 Brown Mule 10 yrs. old, weight 1150 lbs.
- 1 Gray Gelding 8 yrs. old, weight 1200 lbs.
- 1 Gray Gelding 8 yrs. old, weight 1400 lbs.
- 2 Gray Geldings 12 yrs. old, weight 1250 lbs.
- 1 Grey Gelding 10 yrs. old, weight 1150.
- 1 Grey Mare 9 yrs. old, weight 1250 lbs.
- 1 Black Mare 8 yrs. old, weight 1250 lbs.

May 2, 1921 10 o'clock a. m.

TERMS OF SALE—2 per cent off for cash. Time will be given on bankable notes with good security, payable October 1.

FREE LUNCH AT NOON

N. A. HUMPHREY, Owner
Col. Yohnka, Auctioneer
E. L. Smith, Clerk

PAIGE

The Most Beautiful Car in America

The One True Test

The one sure way to determine actual motor car value is by a thorough, exhaustive demonstration.

In the show room, you can tell at a glance whether a car satisfies your artistic demands. The next step, then, is to get out on the road and discover what lies under the hood. Power, Speed and Endurance are qualities of action that only a ride can establish.

We suggest just this course in judging any Paige 6-66 model. We go one step farther, however, and invite you to compare it with any other car—at any price—on the American market. Take the comparative demonstrations first. Then inspect the price tags.

The Paige-Toyota model, remember, is the stock car speed champion of the world. And the motor that you will find under a 6-66 hood belongs to Paige and Paige alone. Don't forget that.

- 6-66 Standard Seven-Passenger Touring Car \$2995 J. & S. Detroit
- 6-66 Standard 11-Passenger Sport Type \$2995 J. & S. Detroit
- 6-66 Six-Passenger Coupe \$2775 J. & S. Detroit
- 6-66 Seven-Passenger Sedan \$2510 J. & S. Detroit

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Michigan

O. E. HOLDMAN AUTO CO.
Phone 45