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**Just Folks**  
by Edgar A. Guest

**VACATION THOUGHTS**

Never noticed that squeak in the stairs before. Yet it haunts me now with its dismal tone. And it seems to say to me o'er and o'er: "This is your house, but you're all alone!"

What's got into the clock down there that it ticks so loud? It is all so queer. I never have heard it before, I swear. When the boy was home and the mother here.

What's gone wrong with the living room? The chairs look ghastly and gaunt and grim. Like cold, gray figures beside a tomb. They're not the same without her and him.

Why should I jump when a curtain flaps? And what's the matter with me to-night? A little nervous and tired, perhaps. But why should I feel that nothing's right?

Oh, an empty house is a dismal place. Despite what cynics and scoffers say. It needs the light of a smiling face. For home's not home with the folks away.

And the clock will tick and the floor will squeak. And the rooms seem ghastly and cold and black. The nights will be dreary and long and bleak. Till the summer goes and the folks get back.

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**WE ARE GOING TO SHOW THEM THE KEY**

ADVOCATES of the Umatilla rapids project will be interested in the following clipping from a New York story dealing with the value of railroad electrification:

Electrification of the railroads is today one of the big questions bearing upon industrial progress. If electrification is feasible, as every one of the installations made to date indicates, it offers a means of realizing the economies necessary to overcome the oppressive and burdensome transportation situation which through excessive cost or service and inadequacy hinders industrial readjustment and trade expansion.

The use of electric locomotives will conserve the fuel supply, increase the practical speed of both freight and passenger trains, permit the handling of longer trains with correspondingly greater capacity and obviously, bring about certain car-mile economies and in general expedite the operation of trains. These advantages are quite generally recognized and the use of electric locomotives has been gaining steadily in the favor of American railroad men and in the favor of the public, as well.

The argument for electrification applies with particular force in the west and especially the northwest. We have the latent power in this region and while we let it go to waste the railroads haul in expensive coal from distant states.

The problem is how to get our power developed. It is evident that if we wait for the railroads to develop power through private capital and chiefly or solely for railroad use we will wait a long time. The roads do not have the money. Besides power is needed for other purposes aside from transportation and it is scarcely fair to expect the railroads to carry the load alone. The Umatilla rapids project would be as valuable for irrigation as for railroad electrification. It would improve navigation on the Columbia. We cannot expect private capital to indulge in river improvement. That is a governmental duty. Neither is it the habit for private capital to carry out big irrigation projects such as is contemplated in connection with the rapids project. The United States government has taken over reclamation work of this character.

Then what could be more logical than for the government to act, either alone or through help of the states interested, towards developing power on the Columbia? If it is to take such action where is there a project so admirable as the Umatilla rapids project with which to start?

The Umatilla rapids power site association is having an engineering report prepared with a view to showing what can be done through development of power at this site. The data is not yet ready but facts so far ascertained are very pleasing and give promise that when the findings are all compiled we will have a splendid case to work with. It is an ambitious thing to say but there is sound reason for the belief that if the country will harken soon to the Umatilla rapids project association it will find the key not only to one of the big transportation problems but also to the door that now hides the northwest's greatest unused natural asset.

**A TARIFF FOR PLUNDER**

THE valuation clause of the Fordney bill imposes in effect a tariff on the tariff. No more ingenious device for plundering the consumer has ever found its way into legislation.

By the terms of the bill the word "value" in the classification of merchandise "shall mean the price on the date of exportation of the imported merchandise at which comparable and competitive products of the United States were ordinarily sold or freely offered for sale in the usual wholesale quantities" in the principal markets of the United States. Whenever, therefore, the beneficiaries of the Fordney tariff increase the wholesale prices of their products at home they will automatically increase the duty and add to the measure of protection that they receive. The higher the prices they can manage to charge, the higher the tariff becomes by the simple process of making their prices the basis of valuation on imports. Thus the duties are pyramided and foreign competition against extortion becomes the more difficult the more that extortion is practiced.

This is not a tariff for protection in any sense in which that term has hitherto been employed, even in the days of McKinleyism and Dingleyism. It is a straight-out tariff for plunder. The more plunder the more tariff.

Mr. Fordney's excuse for this provision is the rate of exchange. The effect of this provision is to take from the consumer all of the benefits that might come from the rate of exchange and confer them on the protected manufacturer, who for all practical purposes will be able to fix the duties himself.

There have been grave and shocking abuses in previous tariff bills but there was nothing that compared in iniquity with the valuation clause of the Fordney measure. Existing economic circumstances make the Fordney schedules indefensible for the most part, even on the century-old basis of foreign valuation. When that is abandoned and the American selling price is made the basis of valuation, every household in the country is placed under tribute.

As it stands, the Fordney tariff should be entitled "A bill to enable favored industries to plunder the American people."—New York World.

Guard rails and improved surfacing will help much to protect travel on our winding highways but something more will also be necessary—sane driving.

**Raiding the Dail Eireann**



This is the first picture to reach America showing the recent raid of British soldiers on the Dail Eireann headquarters, Henry street, Dublin. These soldiers are guarding the rear of the house.

**GEISHAS AND STATESMEN ARE THEME OF RECENT CRITICISM BY FORMER PRIME MINISTER.**

Object to Popular Idea in Japan of Setting a Nation's Destinies in a Machial.

TOKIO, July 21.—(By Duke N. Parry, in N. S. Staff Correspondent.)—Geishas and statesmen is the theme of a recent criticism of the public men of Japan by Marquis Okuma, sage of Waseda, Tokio, and a former Prime Minister. That the beautiful charms of the young men of Japan and of the tourists should not be publicly associated with the controllers of the Empire's destinies is the point made by Marquis Okuma. In a characteristically frank and breezy interview given recently in Tokio, the Marquis freely admits that he sowed his wild oats when a youth; he even goes so far as to condone the custom of having geisha entertainment. But he seriously objects to the now popular idea in Japan of setting a nation's destinies in a machial (geisha restaurant).

"I don't mind confessing that in my youth I sowed my wild oats," says the Marquis. "But I have more than once warned Prince Yamagata, the so-called secret ruler of Japan, that the discussion of affairs of state in geisha houses is wrong."

There is perhaps no nation in the world where politics and entertainment are so necessarily mixed as are the politics and entertainment of Japan. Geisha entertainment, consisting of the typical Japanese music and dancing and smart talk by brilliantly-dressed young Japanese women is the highest compliment that can be paid a political figure for some political prestige given. Foreign statesmen and new arrivals in Japan are frequently given sumptuous geisha parties, and these entertainments are always ranked as among the most distinctly pleasant that a visitor to the Orient has. To maintain the old idea of the geisha house is, in the opinion of Marquis Okuma, quite the thing. But he deplores the meddling of the geisha in politics.

**New Front**  
"In the former days," continued Marquis Okuma, "politics in Japan were discussed in clubs where women were not admitted. Today they are discussed in the common geisha house. Yamagata, Ho, Teruchi and their crowd, all of them bearing names which are prominent in Japanese history, used to indulge in revelries. I, therefore do not begrudge the present cabinet ministers their enjoyment of the company of beautiful Japanese women. But the statesmanship of Japan suffers when our controlling statesmen advertise the fact that they hold banquets and discuss the Empire's affairs in the geisha house."

**REALTY TRANSFERS**

**DEEDS**

Luella E. Peterson to Arthur L. Gasky, \$1500, lots 11 and 12, blk. 4, Ireland's add., Milton.

Henry Goddard to D. A. Hatfield, \$10, E. 1-2 SE. 1-4 NW. 1-4 Sec. 34, Tp. 5, N. R. 25.

Virgie L. Clark to D. A. Hatfield, \$10, E. 1-2 SE. 1-4 NW. 1-4 Sec. 34, Tp. 5, N. R. 25.

Armanda J. Keller to D. A. Hatfield, \$10, E. 1-2 SE. 1-4 NW. 1-4 Sec. 34, Tp. 5, N. R. 25.

J. S. Johns to John William Chapman, \$1, NW. 1-4 SE. 1-4 and N. 1-2 NE. 1-4 SE. 1-4 Sec. 28, Tp. 5, N. R. 25.

**28 YEARS AGO**

(From the Daily East Oregonian July 21, 1893.)

P. M. Kirkland was in the city last evening from Athens.

Harry Raynor and Fred Clarke, after several weeks of recreation and sport at the Dixie ranch, returned to Pendleton last evening.

Some forty young guests participated merrily, Thursday evening, in a dance given at Mission by Misses Edie Polson and Maanah Switzer. Several went out in a stage coach from Pendleton and others boarded the train.

**DOINGS OF THE DUFFS TOM WAS HIS FIRST CUSTOMER**

BY ALLMAN

**Skinner's Wash Satin**

36 inches wide, flesh color, the highest grade known, a serviceable silk for underwear, camisoles, nightgowns, etc. The yard \$2.49

**Pink Jap Silk**, 36 inches wide for nightgowns and bloomers, extra weight and quality, a desirable cloth for the yard \$1.85

**Crepe Bloomers**, flesh color, the kind you are accustomed to paying \$1.00 for, at this store, pair \$0.59c

**New Girdles and Corsettes** are proving a boon in hot weather to women and misses who do not require a regular corset. Different models to choose from \$1.25 to \$2.85

**Table Padding**, 54 inches wide, the yard \$0.98c

**White Eiderdown**, 36 inches wide, double faced, for infants robes, etc., yard \$1.45

**Unbleached Muslin**, 42 inches wide in the five heavy grades for luncheon cloths, house aprons, etc., yard \$0.39c

**Curtain Serims with fancy borders**, ecru and white, 36 inches wide, the yard \$0.15c and 18c

**Crochet Bed Spreads**, full double bed size, and good quality, each \$2.25

**Satin Marseilles Bed Spreads**, 80x90 inches, an excellent quality, each \$5.95

**Wamsutta Muslin Pillow Cases**, the finest texture and weave in cotton pillow cases for those who want something extra fine to be embroidered, etc.

Plain Cases 42x36 \$0.75c  
Hemstitched Cases 42x36 \$0.89c

**Pequot Sheets for Single Beds**, size 63x90 inches, a size that is rather hard to get at times.

**Mercerized Damask Luncheon Cloths**, a specially good value, 36 in. square, each \$0.95c

**Glass Toweling**, with red stripe, smooth even finish, the yard \$0.17c

**Terry Cloth or Turkish Toweling**, extra weight and width, the yd. 50c

Better Merchandise at Lowest Prices

**The Crescent DRY GOODS CO.**

The store that undersells because it sells for Cash.

**Vulcanizing**

We have the most completely equipped tire repair shop in Pendleton and are in a position to give prompt, reliable service on any tire work. We employ only skilled workmen and absolutely guarantee our work. Bring your tires to us and we will cheerfully estimate the cost of any work to be done. In many cases we find people discarding old tires that have thousands of miles of service in them. It will save you money to take advantage of our repair department.

**Simpson-Sturgis**

For Service Phone 651

Pendleton, Ore. 223 E. Court St.  
Golden Rule Hotel Building

**Port of Astoria**

\$100,000.00 OFFER \$100,000.00

To Individual Investors

At Private Sale  
On and After August 1, 1921

**Municipal Coupon Gold Bonds**

In Denominations of \$1,000.00 Each.

On and after August 1, 1921, there will be on private sale by the Port of Astoria thru Mr. Frank Patton, Treasurer of the Board of Commissioners, \$100,000.00 (par value) 6 per cent Municipal Coupon Gold Bonds dated January 1, 1921, in denominations of \$1,000.00 each. Serial numbers 2926 to 4025, both inclusive, and maturing January 1, 1926, without option, as authorized under Ordinance No. 23, for the sum of ninety-eight cents on the dollar, together with accrued interest from July 1, 1921, to date of delivery.

These bonds bear interest payable semi-annually on January 1 and July 1 of each year. Principal and interest payable at the Fiscal Agency of the State of Oregon, New York City, New York.

All inquiries should be addressed to the undersigned.  
**FRANK PATTON, Treasurer,**  
Port of Astoria, Astoria, Oregon.  
Dated at Astoria, Oregon, July 15, 1921.