

East Oregonian

AN INDEPENDENT NEWSPAPER.

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

Entered at the post office at Pendleton, Oregon, as second class mail matter.

ON SALE IN OTHER CITIES

Imperial Hotel News Stand, Portland.
ON FILE AT
Chicago Bureau, 399 Security Building
Washington, D. C. Bureau 461 Fourteenth Street, N. W.
Member of the Associated Press.

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published herein.

Subscription Rates (IN ADVANCE)

Daily, one year, by mail \$4.00
Daily, six months, by mail 2.00
Daily, three months, by mail 1.00
Daily, one month, by mail .50
Daily, one year by carrier 7.00
Daily, six months by carrier 3.75
Daily, three months by carrier 1.95
Daily, one month, by carrier .85
Semi-Weekly, 1 year by mail 2.00
Semi-Weekly, six months by mail 1.00
Semi-Weekly, three months by mail .50

Telephone

Just Folks by Edgar A. Guest

GRANDFATHER'S MUSTACHE

Fashions pass like a flash,
We don't see any more
The gorgeous mustache
Which my Grandfather wore.

It was bushy and long
And drooped over his lip,
And was wiry and strong
For a youngster to grip.

When drinking his tea
It made a queer noise,
Like the buzz of a bee
Which delighted us boys.

It had long curly ends
Which would often protrude,
And, when talking with friends,
These my Grandfather chewed.

It was frizzled and frayed,
But in days long ago
With it often we played,
For it tickled us so.

When I've piled up my cash
And need work neversmore,
I may grow a mustache
Like my Grandfather wore.

(Copyright, 1921, by Edgar A. Guest.)

THE UMATILLA RAPIDS PROJECT IS "SITTING PRETTY"

THE outstanding facts about the Umatilla rapids project as disclosed by the Lewis report are that the project is bigger yet more feasible than we supposed and the chances for early action are bright. That is saying much but the circumstances are such as to justify optimism.

Though the project calls for the ultimate development of half a million horse power the conditions are favorable to development by units. The first unit suggested would call for but 50,000 horse power of primary power and 130,000 horse power for irrigation, the total cost of this project being \$12,100,000. Now this secondary power could be used for watering land adjacent to the power site and it would only be necessary to arrange for the use of the 50,000 horse power of primary power to make the project suitable for action by the reclamation service.

In disposing of this primary power two courses would be open, one the direct marketing of this power by the government, the second the handling of the power through existing power companies. It has been strongly intimated that the power companies would be glad to get this cheap power. There is every reason why they should want it for it would lower their average power cost and allow of a reduction in rates to the public. It would be strange if the companies did not eagerly grasp such an opportunity and should they show a contrary spirit it would be appropriate for the public service commissions of Oregon and Washington to inquire as to why a public utility should prefer to get power exclusively from expensive sources when cheaper power might be had.

Assuming that the primary power can be disposed of through connection with a super power line serving all regions in the northwest, and it is a reasonable assumption, our main fight is over. It would then only be necessary to induce the reclamation service to take up the project. If the McNary irrigation measure passes this should not be a difficult task because there will then be money available and we will have a good project ready for work. Needless to say the Umatilla rapids project would loom strong under such a situation because it would mean much to both Oregon and Washington, from a power as well as from an irrigation standpoint. Senator McNary is chairman of the irrigation committee, is the author of the bill that promises to provide the money, the director of the reclamation service has already expressed his interest in the matter. The reclamation service has a project of this sort in Idaho now. The McNary irrigation measure is regarded as likely to pass because it has the administration support and such a bill is called for by the republican and democratic platforms.

To sum it up, the Umatilla rapids project is almost on the way and while there will be contingencies to meet it looks like all can be met. The spotlight of interest just now is turned on the electric companies and their managing heads. If these interests cooperate as it seems reasonable they should they will be in line to serve themselves as well as the public. If they take a "dog in the manger" attitude they will delay the move but they will then have an aroused public to deal with and the threat of not only public development of power but public operation as well. They will be wise to choose the path of cooperation.

A few months ago when this movement was undertaken at the February meeting in Pendleton and at the initial meeting at Umatilla the project was nebulous and all thought we had a long road to travel. We now have a concrete proposition to work with and from all appearances we are "sitting pretty." All this is very gratifying because it is unnecessary to dwell on the fact that this immediate region and the whole northwest will profit greatly if the greatest hydro electric plant west of Niagara is constructed within 30 miles of Pendleton.

There are people who hold that the money for financing the 1925 exposition should be raised by subscription rather than by taxation, but should the subscription plan be tried these same people would probably argue for a taxation plan.

Over at Walla Walla a burglar entered an apartment and is credited with stealing six overcoats and 19 suits of clothes from one man; the victim was either a good dresser or a noted liar.

There's only one way in the world to get the superior corn flakes: Ask your grocer for

Post Toasties
—best corn flakes

When you say "Post Toasties" you avoid all chances of getting ordinary corn flakes.

The Newest Things in Leather



Convenience and beauty are admirably combined in the newest things in leather, from Mark Cross, illustrated here. Every size of shopping bag is shown, from the small exquisite envelope, through the two-fold compartment bag, to the ample satchel bag, in different colors. It is the traveling bag which really intrigues. A new suit case has a removable tray which is convertible into a separate toilet case. There is the lovely overnight case of buffed alligator and the appreciably smaller auto case, completely fitted.

AMERICAN RELIEF FACES PROBLEM OF FEEDING FIFTY MILLION HUNGRY

Problems of Distribution of Food to Greet Workers Much as Belgium Relief in 1914.

by F. A. WRAY
(International News Service Staff Correspondent.)

LONDON, Sept. 27.—The great battle against the famine in Russia is just beginning. But, as was the case in Belgium in 1914, the preliminary struggle involves not so much a question of supplies as of organization.

Comparing what happened in the early days in Belgium to the present situation in Russia may help to visualize the work lying before the American Relief efforts. In both instances the relief workers were faced with a certain hostility; only in the present case they are not faced with a ruthless army.

I saw the first American ship containing food enter the harbor of Amsterdam on December 4, 1914. Its gallant commander had never left the seas around Nova Scotia before. But despite German submarines and mines, although entirely ignorant of the difficulties of Atlantic transportation, he had safely brought his precious cargo into a neutral port.

An anxious crowd of us, the first relief workers, awaited him. Throughout the Saturday night and during the early hours of Sunday we scanned the sea for the ship's approach. Despite the messages from London we began to doubt. Then at last the vessel came in sight and excitement grew to fever heat. We knew that at least a million refugees, who had fled unwelcomed into Holland, were at the point of starvation.

We knew that at least twice as many Belgians, in their native villages adjoining the Dutch frontier, were in a like or worse predicament.

Interpol American Officer
It was 4 1/2 afternoon when the ship cast anchor. By 5 o'clock we had three gangs of men working like demons—at triple wages—to unload her. By mid-day on Monday the greater part of her food was placed on the wharf.

We had chartered a special train. After providing for the worst needs of the refugees into Holland our chief aim was to relieve the Belgians in the Tourne-mout district, who were reported to be literally on the verge of starvation. Everything they possessed had been pillaged by the invading armies.

Captain Jackson, of the American Army, was in charge of the train. With a small section of helpers he sped on his journey with all the steam that a Dutch engine could make. It was when he found the Belgian frontier, with German soldiers confronting him, that the real trouble began.

"Have you a permit to bring this food in here?" asked the commandant of the German troops.

"The permit of humanity," answered Captain Jackson.

"If you have no official permit then I shall seize the contents of the train," answered the commandant.

Captain Jackson jumped on the engine and unfolded the Stars and Stripes.

"Now seize them at your peril," was his reply.

The commandant gave way. The train's precious burden was unloaded. Many people were saved from death and the supply of American food into Belgium was initiated there and then.

There were no workers on the spot sufficient in numbers to safeguard the food at the moment. Those present were only able to ensure the proper organization of its arrival. It would take time for the requisite personnel to reach Belgium from America in those troubled times.

Hoover to the Rescue
Herbert Hoover saved the situation. He appealed to the American Rhodes scholars at Oxford University to abandon their vacations and devote themselves to the cause. They came as one man.

But as they would be the first to acknowledge, they were totally inexperienced and faced with circumstances about which they had never dreamed. Some of them—men like Robertson Smith and Tracy Kittredge

Warner's Rust-Proof Corsets

Are Sensible, Economical, Well-Fitting and Long-Wearing

They give your figure becoming and fashionable lines.

They yield to every movement of your body and yet never lost their original contours.

They will outwear any other make of corset you have ever worn—and give perfect satisfaction as long as you wear them.

They may be washed as easily as your underthings, and be just as good as new.

They fit well and are guaranteed not to rust, break or tear.

Guaranteed Not to Rust, Break or Tear.

Buy two Warner's! If you wear them alternately, you will always be assured of personal daintiness—and you will find that they will wear longer than three corsets bought consecutively.

Let us show you the new models in Warner's Rust Proof Corsets.

Priced at \$1.50, \$2.00, \$2.50, \$2.98 to \$6.98.

Warner's Corsetette is the ideal garment for morning wear, motoring, riding, dancing and all sports wear. Come in tomorrow and see them.

NOTE—Corsets will be especially fitted whenever desired. Warner's Corsets sold exclusively in Pendleton at this store only.



Athletic Hose Supporters and girdles, combined, \$1.25 and \$1.50.



Warner's Bandeaux and Brassiers 59c to \$2.00.

DOINGS OF THE DUFFS

THEIR FIRST MEAL AT HOME

BY ALLMAN



In every field there is a leader

The uniform high quality of Red Crown gasoline, and the unflinching satisfaction long experienced through its use, have made "Red Crown" the favorite motor fuel, relied upon by the majority of motorists.

With the leadership of "Red Crown" has grown a system of service. At Standard Oil Service Stations you are assured of quick, courteous and efficient service.

Garages, and other dealers, too, sell Red Crown gasoline. Look for the Red Crown sign before you fill,—the sign that signals "Power and Mileage."

STANDARD OIL COMPANY (California)
Copyright, 1921, by Standard Oil Company (California)