

DAILY EDITION
The net press run of yesterday's Daily 3,281
This paper is a member of and audited by the Audit Bureau of Circulations.



DAILY EDITION
The East Oregonian is Eastern Oregon's greatest newspaper and as a selling force gives to the advertiser over twice the guaranteed paid circulation in Pendleton and Umatilla county of any other newspaper.

COUNTY OFFICIAL PAPER
VOL. 33

DAILY EAST OREGONIAN, PENDLETON, OREGON, WEDNESDAY EVENING, NOVEMBER 16, 1921.

COUNTY OFFICIAL PAPER
NO. 9982

ROY GARDNER, FAMOUS MAIL BANDIT, AND ESCAPED CONVICT CAPTURED

NOTED BANDIT IN ATTEMPTING MAIL ROBBERY TAKEN

Police Make Identification by Means of Finger Prints; Man Admits His Identity.
CLERK REFUSES TO OBEY COMMAND 'TO PUT 'EM UP'
Told Officers He Watched Registry Window 3 Weeks to See if Valuables Were Shipped.

PHOENIX, Ariz., Nov. 16.—(U. P.)—Roy Gardner sat smiling in a circle of federal and local police officers this morning and told how he had outwitted the Pacific coast manhunters after his McNeil Island escape. "I came into Phoenix 15 days ago and laid quiet. I have been in San Francisco, San Diego and in northern Arizona. I walked into Phoenix and spent lots of time planning this job—and didn't want to ball it up. But I bumped into a bigger man. He got me."

PHOENIX, Ariz., Nov. 16.—(A. P.)—A bandit captured here last night at the Santafe station following an attempt to rob a mail car, was identified by his fingerprints today as Roy Gardner who recently escaped from McNeil Island. According to the police Gardner admitted his identity. The robber was overpowered by Herman Inderlied, a mail clerk, when he entered a mail car and stuck a revolver against Inderlied's ribs. Inderlied is six feet and two inches tall. He sat on the robber until the police arrived.

Been in Phoenix Three Weeks
Gardner told the police he had been here for three weeks, staying at a hotel and driving about the streets in an automobile. He blamed the failure of his attack last night on the fact that Inderlied, a white man, was in charge of the car instead of the negro mail clerk Gardner thought would be in charge. Gardner said he was confident the negro would have obeyed his command to hold up his hands. He told the officers he watched the registry window for three weeks, waiting to see if any valuable shipments were being made. Yesterday he said he heard a bank messenger mention a shipment of \$15,000 and Gardner said he thought it would go out on the train last night. He denied he had any accomplices. "Don't you know I always work alone?" he said. Gardner refused to talk about his escape from McNeil Island.

Identified by Finger Prints
PHOENIX, Ariz., Nov. 16.—(U. P.)—The captured bandit admitted he was Roy Gardner, after the police had confirmed him with photographs and fingerprints. Gardner, who first gave his name as R. P. Nelson, broke down under a grilling and confessed.
Case Ended
Gardner's capture brings to an end—perhaps—a career of the most daring train robber and the most sensational bandit since the days when Harry Tracy terrorized the Pacific Northwest. After his daring escape

(Continued on page 6.)

COREY SHOWS HOW GRANTING OF RAILROAD PLEA WILL BE UNJUST TO INTERIOR AND HURT BUSINESS

Public Service Commissioner From Eastern Oregon Says Plea Should be Denied.

H. H. COREY
Member Oregon Public Service Commission.
The public should be advised of the many applications by the railroad companies which are now pending before the Interstate Commerce Commission for so-called Fourth Section relief, that is, permission to charge less for the hauling of freight to Pacific coast terminal points than to the intermediate points, the carriers contending that such relief is necessary to enable them to compete with the boats operating through the canal from coast to coast, and between Pacific coast seaports.
Should the carriers succeed in these requests, interior points will again be placed at great disadvantage thru the intermediate territory again assuming the burden of support of the country's rail transportation system. Under such conditions, I do not believe interior points can safely invest in local industrial and commercial enterprises for the reason that such investment may be jeopardized and perhaps confiscated by the subsequent lowering of rates to the coast points under the guise of meeting water, rail and market competition in one form or another. Such policy, to my mind, restricts opportunity and development, as well as restricting increase in population and taxable wealth.

Rather than to reduce railroad rates to meet boat competition at coast terminals, would not the equalization of rates throughout the country have a higher beneficial effect by placing all communities upon an absolute equality? Those of the intermediate points will not object to their railroad rates as long as they are reasonable and free from unjust discrimination, undue preference and prejudice, for the intermediate points would then be upon an equal footing with all other localities and would thus be enabled to manufacture their products at home and compete in a healthy manner with other localities and will obtain the advantage of community betterments and prosperity, thus permitting the spending of their own money at home instead of allowing it to go to a few terminal industrial centers.

Such a schedule of rates would permit industrial development at the intermediate points, and increase the population, wealth and taxable property of such cities as Salem, Albany, Corvallis, Eugene, Roseburg, Grants Pass, Medford and Ashland, Baker, La Grande, Pendleton and The Dalles. I am not an advocate of the theory of making rates on a mileage basis, I am, however, in a general proposition, opposed to the granting of a lower rate for the longer haul over the same route and in the same direction. Such practice should not be again permitted as existed prior to the war.
In 1918, the Interstate Commerce Commission issued a Fourth Section Order No. 6790, owing to the absence of boat competition during the war, under which tariffs filed by the carriers, dated January 21st, became effective March 15, 1918. These tariffs provided that rates to intermediate points could not be higher than to the terminals. These tariffs provided for increased rates to the coast points but not in any reduction to the intermediate points, since which time railroad rates have been on a parity, and many new industries at intermediate points have been fostered, with no appreciable detrimental effect upon the carriers, and the present rate arrangement has proven highly beneficial to such communities.

(Continued on page 5.)

HIGHER UNDERSTANDING OF CO-OPERATION AMONG FARMERS IS URGED

PORTLAND, Nov. 16.—(A. P.)—A higher understanding of cooperation among farmers was urged, and caution that the advantages gained through the operation of prohibition could only be maintained by a most eternal vigilance, was voiced by S. J. Lowell, master, before the national grange today. He declared the far reaching propaganda existed to undermine the people's determination that the legalized saloon shall never come back. He declared no person not an American citizen should be eligible to membership of any grange.

OFFICERS GRAB MEN CHARGED WITH BOOZE. RUNNING AFTER FIGHT

Stone, Dupuis and Saunders Fall Into Net Set by Ridgeway, Rancher Pays \$250.

A running fight in the streets of Pendleton during which a speed of 40 miles an hour was made across street intersections and shots were fired by officers in an effort to stop alleged booze runners was staged last night, and as a result of this fight, three men are in the toils today.

The trio consists of Frank Stone, Jim Dupuis and Shorty Saunders, and the arrests were made by Special Agent E. P. H. Ridgeway and Deputy Sheriff Hopper of Morrow county. The men were charged for arraignment before Justice Joe H. Parkes this afternoon. According to Officer Ridgeway, he lay in wait for the men out on top of the hill last night, and when they passed, he followed them. His car was cold, he declares, and he had difficulty in catching them until the men had got into town. He ran along behind them, down Court street in an easterly direction, turned at the intersection of Franklin and Court and kept going at a speed of 40 miles, he declares.

"We saw a couple of jugs thrown from the car on Webb street," Ridgeway declares. "We kept after the car, arrested the three men and put Stone and Saunders in jail. Dupuis was allowed his freedom by the court on his own recognizance. Then we went back on Webb street where we had seen the jugs thrown from the car, and we were able to get all of the glass and about a quart and one-half of whiskey."

S. T. Carroll, a rancher who lives below Umatilla, was arrested last night by Ridgeway, and a 25-gallon still was confiscated. The still was in full-blown operation, according to the officer, and it was seized. Carroll appeared before Justice Parkes this morning and paid a fine of \$250 and costs. That he has collected fines aggregating close to \$1,000 since he started his special work, with several more cases pending, is a statement made by Ridgeway today.

WILL BUILD INTER-STATE BRIDGE

WASHINGTON, Nov. 16.—(U. P.)—A bill was introduced in the house today authorizing the construction of an inter-state bridge over the Columbia River in Oregon and Washington, five miles up the stream from The Dalles, Wasco county.

'I WILL BUY NAVIES OF WORLD AND TURN THEM INTO MACHINERY IF POWERS WILL AGREE TO DISARM SEA' SAYS HENRY FORD

BY ALLAN L. BENSON
(Copyright by International News.)
DETROIT, Nov. 16.—Henry Ford authorized me to make the following sensational announcement on his behalf: "I will buy the navies of the world at junk prices, then turn them into agricultural machinery and automobiles for the United States and other powers will agree to disarm the sea.
"You may tell these gentlemen in Washington that I mean business. They may think I could not finance such an undertaking but you may tell them I can. You may assure them that with acetylene torches and electricity I can cut those warships in pieces and make useful things out of them.

BRITAIN WANTS SUBSTITUTE FOR JAP ALLIANCE

BARRATT WILL FIGHT WALLULA CUTOFF SCHEME

Eastern Oregon Commissioner Insists That Needed Roads be First Given Attention.
SUPPORT FOR GRANT CO. ROAD LIKELY ASSURED
Senator Patterson Wants Tourists to See Good Land When They Traverse State.

That Commissioner Barratt, Eastern Oregon representative on the state highway commission, is squarely back of Umatilla county people in their opposition to construction of the Wallula cutoff was made plain at noon today when Mr. Barratt himself in a "two fisted" talk before the Rotary club made his position very emphatic.

Without mincing words Mr. Barratt declared that while he has no objection to the building of the Wallula road at some time in the future he stands squarely by the proposition that this work should not be done until Eastern Oregon's own needed road projects have been cared for. Among the roads which he holds to be of prior importance at this time is the highway from here to Heppner and on to Heppner Junction and also the road from Pendleton to John Day in Grant county. He asked for the moral support of Umatilla county people for the completion of the Oregon-Washington highway and pledged himself to do all in his power to speed work on the Grant county road.

"The north and south road to Grant county is the most important north and south road in Eastern Oregon and should be built south to a connection with the John Day highway," Mr. Barratt said he had already negotiated with forestry road officials for federal money for use on this road.

As to the Wallula cutoff Mr. Barratt said it is a fact that federal road officials in Portland are working for the cutoff.

Following Commissioner Barratt's talk J. R. Raley explained the Pendleton position regarding the cutoff setting forth among other things that it would be a strategic mistake to route tourists through desolate portions of Eastern Oregon without giving them any chance to see the real farming lands of the Eastern Oregon wheat belt and the wonderful irrigated lands in the Milton-Freswater section and in the Hermiston country.

PENDLETON BOY MAKES GOOD ON FROSH TEAM

LAURENCE K. WARNER, freshman at Oregon Agricultural college, is one of the big stars on the Ag's freshman eleven. He formerly played with the Pendleton high school team. Warner is the position of right halfback on the "frosh" team and is one of the most consistent ground gainers in the West field.
Warner showed up well in the late Hays Struve, one of the hardest fought clashes in the history of the two teams. The feature of the game was an 8-yard pass received by Warner who ran 24 yards to Oregon's five yard line. The fans say Warner should make valuable varsity material for next year.

COUNTY BUDGET MAY PERMIT LOWER LEVY

COMEDIAN'S WIFE NOT AFRAID OF WOMEN JURORS TO TRY HER HUSBAND

SAN FRANCISCO, Nov. 16.—(U. P.)—Minta Durfee, wife of Roscoe Arbuckle, is not afraid to place her mate's fate in the hands of a jury of women, she declared today. Three women have places on the tentative jury, which the attorneys for both sides expect to make permanent today.

INQUEST MAY BE HELD OVER BODY OF MAN KILLED ON HIGHWAY

Should Unknown Man, Thought to be J. L. Wampie, Have Relatives Inquest to be Held.

Whether or not an inquest will be held over the body of a young man thought to be James Lyman Wampie, instantly killed last evening on the highway a mile east of Weston when he was struck by a machine driven by Charles Shepard of Weston, is undecided, according to J. T. Brown, county coroner, who is awaiting the arrival in Pendleton of a Milton man whom it is thought will identify the body as that of a man having relatives at Payette, Idaho.

Shepard, driving a light roadster and accompanied by Mrs. Shepard and Albert Goodrich, also of this city, was driving from Walla Walla to Pendleton. In coming down the stretch of road leading from Dry Creek, Mr. Shepard was blinded by the lights of a car approaching from Weston. Just as the Shepard car passed, Mr. Hubbard noticed the pedestrian in front of the machine. Despite a sharp swerve, the driver was unable to avoid hitting the man, the fender catching him in the hip. He was thrown to the pavement and his skull crushed. Death was instantaneous.

NATIONAL POSTMASTER IS CHAMPION SLEEPER

TACOMA, Nov. 16.—(U. P.)—L. J. Hexforth, postmaster at National near here, is the champion heavy sleeper. He slumbered peacefully yesterday morning 20 feet from a safe which yeggs blew open with dynamite and escaped with over \$200. The explosion awakened residents half a block away, but Hexforth slept on, to awaken six hours later and discover his loss.

POLICE SEEK MANIAC.

SEATTLE, Nov. 16.—(U. P.)—The police are seeking a maniac who yesterday terrorized a family by raiding a house and entering a room where a sick child lay. Clad in a few rags, muttering and making menacing gestures, he escaped when the police were summoned.

PIONEER RESIDENT RECALLS EARLY DAYS OF LIFE ON FARM NEAR PENDLETON; MRS. STRUVE CAME HERE 40 YEARS AGO

To most people in Pendleton, today, west is his home-stead, eight miles north of here. The sharp contrast of 1921 to it has a much greater significance to Mrs. Struve, because it was on November 16, 1881, just 40 years ago, that she first saw Pendleton and Umatilla county. She is quietly celebrating that fact today.
There was no railroad to Pendleton then, and when she came here from California as the bride of the late Hays Struve, she rode on the stage from Umatilla. The first night spent by the couple in Pendleton was at the Villard House on the corner of Main and Court streets on the site of the present building of the Hartman Abstract Co.
The next day, she and her husband

WONT CANCEL IF NEW AGREEMENT IS NOT FORMED

Conference Now Working in Closed Sessions; Eastern Question to be Discussed.
SUBJECT WILL BE UP FIRST IN COMMITTEE
Believed That Briand Will Bring Up Land Armament Subject in Open Session.

WASHINGTON, Nov. 16.—(U. P.)—Great Britain will not cancel the Anglo-Japanese alliance unless the Washington conference gives her a satisfactory substitute, persons familiar with the British position declared today. What Britain wants is an "agreement" among America, England, Japan and perhaps China.

Closed Sessions On.
WASHINGTON, Nov. 16.—(U. P.)—With the plenary conference session over for a time and with the conferees working behind closed doors, the success or failure of the conference now depends upon what happens in the committee.
America is believed to be preparing herself for a declaration regarding the far eastern question and land armament, while the other nations are believed to be preparing programs and modifications regarding naval disarmament, with tentative answers to this country's far eastern and land armament proposals when they shall be made.

Although the conference has made notable progress during the two open sessions, much secret work must be done before the nations can reach an agreement.
The Pacific and Far Eastern problems will come up first in committee. Secretary Hughes not being willing, it is believed, to use the same bold tactics on this question as he did on naval armament.

Frederic Briand will probably bring up the land armament proposals in an open session.
The Far Eastern and Pacific meeting today was expected to develop an American program for handling the delicate political and economic questions relating to China, the Asia open door, the Anglo-Japanese alliance, the Pacific ocean trade and communications.

FAVORS 'OPEN DOOR'

WASHINGTON, Nov. 16.—(A. P.)—A detailed statement regarding China's interests and attitude on the far eastern question was made today by Minister Sze at the first meeting of the committee on the far eastern questions. He urged maintenance of the open door and opposed secret treaties regarding China.

CHINA PRESENTS PLANS

WASHINGTON, Nov. 16.—(U. P.)—China today presented ten points to the arms limitation conference as the program for settling the far east problems as they relate to her.
The Chinese spokesman was given an opportunity to present China's hopes, aims and policies in the present conference. Secretary of State Hughes it is understood made a general talk in his reply, expressing sympathy with the Chinese aspirations.

ONE PASSENGER KILLED IN RAILROAD HOLDUP

LITTLE ROCK, Ark., Nov. 16.—(U. P.)—One passenger was reported killed when an Iron Mountain passenger train number 126 was held up by two masked negroes near Malvern, Ark. Bloodhounds are being rushed to the scene.

THE WEATHER
Reported by Major Lee Moorhouse, weather observer.
Maximum, 44.
Minimum, 26.
Barometer, 29.88.
Rainfall, .05 of an inch.

