

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, October 17, 1917.

ON SALE IN OTHER CITIES

Imperial Hotel News Stand, Portland, ONE FILE AT
Chicago Bureau, 209 Security Building, Washington, D. C. Bureau 401 Fourth Street, New York.
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 7.50
Daily, six months by carrier 3.75
Daily, three months by carrier 1.85
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

WHEN FATHER BROKE HIS ARM

Pa never gets a story straight. He's always mixed about the date or where it was, or what occurred. Or who related what he heard, and every time he knows well, Ma says: "No, Pa, as I recall, that isn't how it was at all."

"Remember when I broke my arm," says Pa, "when we were on the farm and I went out that slippery mornin' to get some wood?—and Ma says then: "Oh, Pa, don't tell that tale again! And anyhow, I know right well, Bud wasn't born when that occurred."

"Twas months before he came," says Ma.

"Twas after he was born," says Pa. "I rather think I ought to know just when it was I suffered so."

"Maybe you ought," says Ma, "but still,

I saw you tumble down the hill, and it was March with snow drifts high— Bud, wasn't born till next July."

"I'd warn him round the floor," says Pa.

"You're all mixed up again," says Ma. "We'll ask Aunt Lizzie, she's as there, she'd come to help." Says Ma: "I swear you're just as crazy as a loon, Aunt Lizzie didn't come till June. To argue on it is most absurd, Bud wasn't born when that occurred."

I wish I knew just what it was, or whether I was born or not, but I'll just have to sit and wait 'till Pa gets his story straight, and I have never heard at all just how it was he chanced to fall. For Pa and Ma can't yet agree which one came first—the fall or Ma.

(Copyright, 1922, by Edgar A. Guest.)

THE RAILROADS SHOULD DEVELOP INTERIOR TRAFFIC

F. J. SHAIR, chairman of the traffic bureau of the Reno, Nevada, Chamber of Commerce, has prepared a paper on the rate subject that will be of extreme interest to Pendletonians as well as others in the intermountain country. Particular attention is called to Mr. Shair's suggestion that railroads should now look to the development of interior business, rather than to coast business in competition with ocean carriers.

Mr. Shair's article follows:

"After following up the reports of the various hearings on the Transcontinental rate case and being in personal attendance at the San Francisco hearing and at Reno, it would appear that we are simply going over the same ground covered in previous cases that we have had, even though I firmly believe that we have made, or are making, in the present fight a stronger case than ever before. We have endeavored to prove that the proposed terminal rates, if applied to intermediate points would be reasonable and compensatory and assuming that our contention is upheld, we are still faced with the fact that the carriers as a whole are not earning the necessary revenue to pay a reasonable return on their investments.

The thought occurs to me that not only must we continue to fight before the I. C. C. as in the past, but we should begin a country wide campaign of education, for want of a better word, to bring before the people the necessity of a change in policy on the part of the railroads. The transcontinental carriers are maintaining the same policy and working along the same lines as when they were first built fifty or sixty years ago, overlooking the fact entirely, that conditions and the country are not the same as when the railroads were built. Usually a business house or a manufacturing business must adjust itself to changing conditions but apparently there has been no effort at a readjustment on the part of the carriers.

"The Panama canal was built primarily to cheapen transportation costs and it should be used for the purpose for which it was built. The canal necessarily took considerable tonnage from the rail carriers but instead of changing their policy and attempting to build up the country along the line of their own rails, their every effort seems to be to try to put in rates that will take tonnage from the water carriers at rates that they themselves admit will make the railroads no money.

"The entire burden of the testimony of Mr. Spence, director of traffic of the Southern Pacific company, and of Mr. Worthington, vice president of the same company, at the San Francisco hearing on the eastbound application was to the effect that if they could put in rates that would meet water competition they could get additional tonnage. While it would not pay interest and taxes it would return the actual transportation and handling cost. If they would apply this same line of reasoning to the immense territory between the Sierras and the Missouri river, they could pick up an enormous additional traffic on which they could get a return that would net them considerably more than transportation and handling cost and still be low enough to move the tonnage.

"For instance, last year in the state of Nevada, there were thousands of tons of hay that could not be moved because the published freight rate was too high. The result was that not only did the farmer lose the sale of the hay but the railroads did not get any haul out of it. It would not have been necessary to name a rate that would cover only transportation and handling costs, but the existing rate could have been reduced to a point that would permit the tonnage to move and still bring the carriers a revenue that they did not get. The blanket rate increase of August, 1920, made the rate on practically all grades of ore in Nevada so high that the mines shut down, not only putting the mines and miners out of commission, but depriving the carriers of a very considerable portion of their usual tonnage. A rate along the lines that the carriers want to put in to meet water competition would move these ores. One could go on indefinitely and cite any number of commodities that would bring the railroads the additional tonnage they so strongly urge their need of, and at rates that would actually produce some revenue.

"President Harding, in his message to congress on the 5th of December, pointed out very emphatically the policy that should be adopted by the rail carriers and to the best of my recollection it is the first time that one in so high a position has had the "backbone" to tell the carriers the truth. The policy that may have been the proper one in the 70's and 80's, was probably all right at that time. However, in any other business changing conditions necessitate a change in policy, but the carriers have not the nerve to face the situation.

"I do not believe that any thinking man wants to see the railroads put out of business nor the numerous stockholders lose money, but why should the government be called upon to hold an umbrella over their heads any more than they do over any other industry or line of business. As an example, twenty years ago there were numerous factories in the country whose sole output was pleasure vehicles and wagons. Some of these concerns had investments in plant and equipment that ran into millions of dollars. The advent of the automobile put them out of business almost overnight as there was no demand for the output of their factories. Neither the government nor the people stepped in to make good their losses but these concerns were compelled to convert their plants to other production. The same might be said of the breweries and distilleries when the Volstead act went into effect.

"Eventually we hope for the enactment of an absolute long and short haul clause and when this comes to pass the rail carriers will have to forget water competition and bend their energies to building up traffic along their own lines instead of depending so much on the through haul. Will not the carriers be better off by preparing for this condition now rather than wait until it is forced on them by an absolute long and short haul clause?"

LEGION COMMITTEE TO SET CONVENTION DATE

PORTLAND, Feb. 27.—A meeting of the state executive committee of the American Legion will be held in Portland on March 4. Selection of dates for the 1922 convention at The Dalles, approval of the Anti-Japanese bill drawn up by special committee of the legion which will be placed upon the ballot through the initiative next November, a report of the state legislative chairman on committee activities

and many other matters of importance will come before the body. The meeting will call in George A. Coddling of Medford, vice commander, a national executive committee member, George A. White of Salem; B. F. Pound of Salem, Fred E. Kiddle of La Grande, George R. Wilbur of Hood River, Oliver B. Huston of Portland, executive committee members and Rev. Frank James of Dallas, chaplain, and Prescott W. Cookingham of Portland, department finance officer.

Look with suspicion on the hen with bright yellow shanks this time of year. She has probably been loafing on the job until spring came.—O. A. C. Experiment station.

MAZOLA

Best for Salads and Cooking

The unusual delicious, flaky pie crust made with Mazola is astonishing. Perfect digestibility follows every time—even with those who complain of delicate stomachs and cannot digest animal fats.

FREE Beautifully Illustrated Corn Products Cook Book of 64 pages. Write Corn Products Refining Co., Department A, Argon, Ill.

Pie Crust

1 1/2 cups Sifted Pastry Flour
1/2 teaspoon Salt
1/2 teaspoon Baking Powder
1 cup Mazola
4 tablespoons Cold Water

Sift dry ingredients. Add water to Mazola and beat with eggbeater. Mix quickly into dry ingredients. Toss onto lightly floured board and roll to desired thickness. This recipe makes 1 double pie crust.

HIGH SCHOOL STUDENTS OF HELIX GIVEN PARTY

(East Oregonian Special.)

HELIX, Ore., Feb. 27.—A crowd of merry makers consisting of seventeen high school students, enjoyed a pleasant evening Friday, February 17, with Miss Kathryn McIntyre at the home of her parents, Mr. and Mrs. A. C. McIntyre. The evening was spent with dancing and music and later refreshments were served.

Mrs. Harry Cole has returned to Helix after a few days' visit with relatives in Midvale, Idaho.

P. M. Reed attended a principal's conference in Pendleton Saturday.

Among those from Helix attending the concert Friday evening in Pendleton at the Rivoli were Arthur Middleton, noted singer, appeared, were Mr. and Mrs. Le Roy Penland and Mr. and Mrs. Carl Engdahl.

Ar Grover of Walla Walla, was a visitor here this week, a guest of his mother, Mrs. Diana Kendall.

Misses Lila Ault and Ruth Kaye attended the high school teachers' institute held in Pendleton Saturday.

The boys' class in the Christian Sunday school were entertained at the home of their teacher, Mrs. A. C. McIntyre Saturday evening, February 18th, the evening was spent with games and later enjoyed a "taffy pull."

A number of the rooms of the Helix school gave Washington birthday programs the morning of February 22. Of special mention is the one given by the third and fourth grades, consisting of songs, readings and folk dances. The children showed careful training and reflected credit on their teacher, Mrs. Clifford Kendall.

Among those from Helix attending the Oddfellows' convention held Saturday in Hermiston were W. H. Shannon, W. E. Potts, L. D. Clark, P. M. Kied and Harve Brown.

A. C. McIntyre has returned from a business trip to Portland.

Mr. and Mrs. J. E. Thomas were visitors in Walla Walla Friday.

James Morrison received a painful injury to his ankle Wednesday evening by slipping from a crosswalk near the mill.

Mr. and Mrs. Vinney Richardson were Pendleton visitors Tuesday.

Mr. and Mrs. Chas. A. Snatch have returned from a visit in Walla Walla.

Miss Daisy Morrison is visiting Pendleton friends this week.

A double header basket ball game played in the local gym Thursday evening resulted in a victory for both Helix teams. Those who participated were boys and girls' teams from the Christian church in Pendleton and the Helix town team and the high school girls' resulting in a score of 28 to 10 and 21 to 6 respectively.

Mrs. Joseph Anderson of Texas who has been visiting in Helix for some time, left for her home Monday.

Mr. and Mrs. T. M. Cook, Mr. Thomas Kerley and Mrs. V. V. Kerley were Walla Walla visitors Monday.

IRISH EXPECT TROUBLE AND THEN PROSPERITY

(United Press Staff Correspondent.)

DUBLIN, Feb. 27.—Prosperity is the condition which, above all others, stands out in the mind of the Irish as that which will rule when the Free State is set up—prosperity and freedom.

There are many fearful disorders, even civil war, of constant republican agitation of brigandage, of various disorders when the Irish republican army becomes the army of the Free State.

But all believe that, if the people ratify the treaty by a sufficiently heavy majority, the eventual prosperity of the country is assured.

It is impossible to tell what will follow the election except that the De Valerians will not cooperate in the government.

De Valera's followers are essentially republicans and they will be forced to make their appeal for an out and out republic, at any cost, if they hope to retain a following. They do not believe there will be civil war. There will probably be disorders of a sort, probably some of them serious, during the election. Feeling will be bitter in closely contested districts in the south and southwest. There will probably be more disorders when the army becomes that of the Free State. The republican element will be at once loath to be disbanded. Also they will probably form an organization of their own—not necessarily active militarily. Cork, Kerry and Tipperary, principally Cork, probably will be the trouble centers. There is great probability of sporadic brigandage.

The permanent opposition to the Free State will come, probably, from the Irish republican brotherhood. That is split just as wide as the Dail. But the organization will go on, with its nucleus of those of Fenian blood, who are now, as ever, against compromise.

After the first troubled time, the republican activity is expected to be under the surface, always assuming that the Free State is firmly set up.

The people are hoping for and believing in a permanent prosperity. It will be the business of the Free State government to obtain it, by efficient government, by stimulating agriculture and building up industries, perhaps even by obtaining, in time, the adhesion of Ulster to an all-Irish government.

BUSINESS BAD IN HOLLAND.

LONDON, Feb. 27.—(U. P.)—Financial writers in Amsterdam are just now lamenting a downward trend in the business position of Holland, which is indicated by increasing unemployment.

The fundamental trouble with Holland's business is in many respects the same as some of the cause of England's business is in many respects the same as some of the cause of England's present wave of unemployment, namely German competition. Strengthened by the debacle of the German mark, it has given the German manufacturers an undue advantage in competing in Holland with purely Holland-made goods. This is said to be the direct cause of many manufacturers curtailing production.

CHINESE GOVT. IN DEBT.

PEKING, Feb. 27.—(A. P.)—The Chinese government is in arrears of from one month to nearly two years in the payment of salaries to employes in 19 of its 23 departments, says the Chen Pao, a Chinese daily.

Officers of the general staff have 22 months coming to them, the paper says, but the average period of delayed payments in the other department is about five months.

Salaries of the employes of the other four departments are up to date,

WORTH For \$1.00

Of the best merchandise obtainable, at a given price is what you get here everytime you make a purchase. We sell for cash, thereby have no credit losses and the consequent increased overhead expense that must be added to the price of the merchandise where a credit business is conducted. The best proof in the world that you can do better here is a careful, painstaking comparison of our quality merchandise with others, then note the savings.

For instance, see what you have to pay for these goods elsewhere.

Sport Satin, prominent in the career of Fashion in the desired shades of henna, firefly, tawny blue, brown, navy and black, yard \$2.19

Pongee Silk from China and a mighty good quality, far superior to cloths priced to you elsewhere at higher prices. Compare this quality and price. The yard 89c

Marietta Crepe, an extra fine quality all silk crepe with a beautiful finish for the new silk frocks or blouses, in the staple shades. Compare this quality and price. The yard \$2.89

Sheeting in a very good quality 2 1-4 yards wide, the yard 35c

Daisy Pillow Cases, 42x36, each 35c

Lonsdale Muslin, the yard 18c

Daisy Muslin, the yard 15c

Indian Head Muslin, 36 inches wide, the yard 20c

Packers, Woodbury's or Cuticura Soap, bar 19c

Pebecco, the package 35c

Peppodent, the package 39c

Stitched Cotton Batt, weight 3 pounds and a splendid quality, ea. 98c

Crochet White Bedspread, splendid for everyday use, children's beds or sleeping porches, each \$1.89

We would have you remember that every item of merchandise throughout our entire store is marked at the closest margin of profit possible.

The Crescent DRY GOODS CO.

Closing Out All Women's and Children's Shoes at Cost and Less

Closing Out All Women's and Children's Shoes at Cost and Less

Ex-Officers Need Jobs.

NEW YORK CITY, Feb. 27.—Twelve majors, five naval commanders, 27 captains, and nearly 100 lieutenants have applied for jobs at American Legion employment headquarters in New York since September.

HIG FUR HAUL IN CANADA.

QUEBEC, Quebec, Feb. 27.—(U. P.)—Six husky Ojibway Indian bucks, all standing over six feet high, from the Nottoway river and Riviere Bell, came into Quebec during the week with \$25,000 worth of furs.

28 YEARS AGO

(From the Daily East Oregonian, February 27, 1894.)

A party of Pendleton people composed of E. H. Clarke, Ed Ash and Mrs. Albert Wuraweller departed Monday evening for San Francisco. They will return in about two weeks.

Miss Carrie St. John returned to her home in Pendleton Monday evening.

Major Thomas C. Taylor has received from Edward A. Mosley, secretary of the interstate commerce commission, a letter requesting that the names be sent of the secretaries of any local boards of trade, chambers of commerce or like bodies. Mr. Taylor forwarded to Mr. Mosley the name of Leon Cohen, secretary of the commercial association.

Economy must now be the first order of the day—that stout economy which ever demands better products and better values. Our manufacturing costs are lowered by a tremendous output. Our distributing costs are minimized by the intensive elimination of all waste. And you share in these savings on every roll of roofing, on every yard of linoleum and on every gallon of paint you buy which bears the Certain-teed label. Every dollar of your purchase money represents great value—none of it avoidable waste or needless costs.

CERTAIN-TEED PRODUCTS CORPORATION

Certain-teed

CERTAINTY OF QUALITY-GUARANTEED SATISFACTION

ASPHALT ROOFINGS OIL CLOTH
ASPHALT SHINGLES TARRED FELT
LINOLEUMS VARNISHES
PAINTS INSULATING PAPERS
FELT BASE FLOOR COVERINGS

In \$100,000 Suit



Miss Frances Birkhead has sued Governor Russell of Mississippi for \$100,000 damages. Gov. Russell denies her charges and alleges that she has a political significance.