

DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, MARCH 18, 1922.

EUROPE ON MEND, U. S. FOLLOWS SUIT - BALDWIN HEAD FINDS

RAPID IMPROVEMENT IN BUSINESS NOTED BY B. L. W. PRESIDENT

Return of Confidence Chief Need Before Conditions Will Be Normal, Leader Says.

BY SAMUEL M. VAUCLAIN,
(President of the Baldwin Locomotive Works, in an interview with Edward M. Thierry for NEA Service.)

PHILADELPHIA, March 18.—Business is rapidly getting on a sounder basis in both this country and in Europe.

Wholesome signs of a permanent improvement are plentiful here and I observed many during the trip I recently took through European countries.

Next fall will see us all busy, though considering everything present conditions are very satisfactory. The chief requirement for continued improvement is confidence. Prosperity is coming back. Not later than next October I think we will see more business than at any time in 12 months.

I found Europe in much better shape. There is a scarcity of business there, as here. But we cannot expect 100 per cent business when so much of the world is out of the market or is recovering from the effects of the war.

Germany is the busiest country in Europe because of the low value of the mark. The Germans can contend in the open market because of the relative value of wages and cost of production figured in marks. Their labor rates are ridiculously low, while ours of course are higher than before the war.

These things will gradually be

equalized here and help business to improve.

These things will gradually be equalized here and help business to improve.

Twenty-five per cent of the world is dead commercially. Russia, for instance, is lying dormant. Of the 75 per cent of the world that is in the market only 50 per cent is active.

In business and industry Europe really is running at higher speed than America. They are operating about 50 per cent capacity, while we are running about 30 per cent.

Indications, however, are that people are being compelled to buy more and more and affairs are reaching a sane and solid foundation. Values are improving. Railroad securities are showing a healthy strength. And the government is displaying a disposition to effect economy. Many people may grumble, but we must give the government a chance. Decisions cannot be made to suit individuals, a particular class or a special business; they must be for the general good.

The value of the dollar is increasing and, I think, will continue to do so. As the purchasing power increases bank interest rates will be lower, food and clothing and railroad rates will be lower, and labor will settle down.

We are miles ahead of where we were a year ago. There is certain suffering, but nothing compared to Europe's. While Europe was getting better, America was getting worse. But we're climbing up again—fast.

According to a plan submitted to the N. A. C. C. at its annual meeting January 10, one central export company may be formed to handle the foreign trade of all the members.

Estimates of motor vehicle production in 1921 indicate that final figures will show at least 1,700,000. This is half a million more than original estimates.

WILL POLITENESS OF SPEED COPS COME TO SUCH A PASS AS THIS?

CHICAGO, March 18.—(I. N. S.)—“Ah, madame, it grieves me so to ask you to report at headquarters! But the law, it must be enforced; and you, madame have released too much fuel with that exquisite foot of yours; your motor is traveling a speed greater than that permitted by the laws of our fair city.”

This may be the way Chicago traffic policemen will address violators of city traffic regulations hereafter. An order has been issued from the court wherein speeders and other violators of traffic laws are reprimanded and fined, instructing the policemen to “lay off the rough stuff” and treat violators “decently.”

“Cursing by officers is a common complaint,” declared Judge John R. Newcomer, who released Sylvester Brennan, who received arrest because the police used profane language.

“Arrests should be made decently and those arrested brought into court in a gentlemanly manner.”

AUTO CAMP TOURISTS SHOW LARGE GROWTH

KANSAS CITY, Mo., March 18.—(I. N. S.)—A marked increase was shown in the number of persons accommodated at the motor tourist camp here during 1921 as compared to the same period in 1920, according to the annual report rendered the park department.

There were 2,975 motor cars, containing 10,923 persons, cared for during 1921. During the same period in 1920 there were 1,503 motor cars and 5,329 persons accommodated at the camp, according to the report.

The camp was open from April 8 to December 3 and cost the city \$2,741.79.

WOODWARD TOLL GATE ROAD KEEPS ALIVE SPIRIT OF OLD DAYS

Thoroughfare Over Blue Mts., Constructed 48 Years Ago, Cut Length of Journey.

Any stranger coming into Pendleton is bound to find here he has been here long that he is in a real Western town which has succeeded in retaining its atmosphere of bygone days and that with the shadow of the past there is combined in marked degree the spirit of the twentieth century.

The memories and atmosphere of the past are kept alive in that thrilling epic, the Pendleton Round-Up, which is very near the heart of the community, and great stress is put on it, not only locally but by the outside world as well.

And for the autoist, the old days can quickly be revived by the old toll-gate road between Weston and Elgin. It is one of the few stretches of road in the whole state still owned by a private concern, and there is romance enough intertwined in its history to keep the kids interested past bedtime for many a night.

About 50 Years Old.

This road, which is usually designated as the Woodward road, was built about 1874, almost half a century ago. It was first known as the Summerville-Walla Walla Wagon Road Co., according to the records of incorporation which were filed in Union county and with the secretary of state. Later it came to be known as the Woodward Road Co., by which name it is nearly always designated now, even though no members of the Woodward family retain any interest in the road.

Mrs. E. J. Rouanzoin of Milton is a daughter of D. J. Woodward who homesteaded the land on which the toll gate and the house of the keeper now stand, and she relates many incidents that occurred during the early days. Her daughter, Miss Arlie Rouanzoin, resident of Pendleton, has also spent some time at the old home place 20 miles from Weston, and she can tell many interesting incidents.

“The old emigrant road came from Elgin to Weston back in the early days,” she said. “The road of which the toll road is now a part was built to intersect the emigrant road at Spout Springs. This shortened the distance to La Grande and the Indian Valley country by about 16 miles.”

Markets Were Distant.

The lives of farmers in those days were full enough of hardships to make 1922 farming seem more like a college sport, too, at least in many respects. Most of the Grand Ronde valley farmers hauled their products to Walla Walla. From the town of La Grande to the toll-gate the distance is 39 miles and from the gate to Walla Walla, there is a “mere step” of another 30 miles. They didn't haul crops in trucks then, either, and the boss farmer used horse or mule power for all of his traveling.

“For one year the road was kept open all winter in order that the mail might be carried across the mountains,” Miss Rouanzoin said, “but the snow and mud were too much, and the cost of the experiment proved to be too heavy, so it was discontinued after that one winter.”

“The four original stockholders of the \$5,000 company were Charles Myers, J. D. Porter, James Rinehart and D. J. Woodward.”

(Continued on page 9.)

AUTO OWNERS* IN JAPAN DEPEND ENOUGH IN YEAR FOR TAXES TO BUY CAR

By CLARENCE DUBOSE,
(United Press Staff Correspondent.)

TOKYO (By Mail to the United Press)—The geisha think the taxation program of the recent government is fine—just perfectly charming. And the owners of automobiles in Japan think the policy rotten.

The debate waxed warm in all the tea houses these days. The new budget has trimmed the taxes of all the geisha who are the waitresses and entertainers in Japanese tea-houses. And it has added another boost to the already stiff automobile taxes.

In political circles the opposition parties are laughing at what they term a “bone-head play” by the Selyukai, which is the party in power.

“The geisha can't vote, where as most automobile owners can. So just wait until election day!” they chortle.

If Japan's automobile taxes had prevailed in America, Henry Ford would have flinched before he started. At present taxes are and upkeep for one year here equal approximately the initial cost of a low-priced car. Tinslizes are few and far between and any automobile is a luxury.

PARIS FINDS WAY TO END AUTO SLAUGHTER

PARIS, March 18.—(I. N. S.)—The Prefect of Police of Paris, Robert Louchier, has found a radical means of obliging drivers of motor vehicles in the streets to be more careful. So

many accidents to pedestrians have occurred through carelessness that M. Louchier has issued instructions that in future when any motor vehicle runs down a pedestrian or is in any way responsible for serious collisions the car shall be confiscated and put under seal and the driver sent to prison.

Should the driver be found guilty he shall serve a term of imprisonment and his car will be sold. If left free he shall be allowed to regain possession of his car and only receive a severe reprimand. These instructions have taught motor drivers in Paris to be extremely cautious.

CLUBS ALL OVER U. S. INTERESTED IN WEST

Automobile clubs all over the United States and Canada are showing their interest in the Pacific Northwest by their willingness to display the new wall map of this region which is being distributed by the Pacific Northwest Tourist Association.

“In fifteen years experience in tourist matters,” states Herbert Cuthbert, executive secretary of the Association, “I have not known of any piece of advertising that has been so universally commended and sought after as this. Upon return to the office after five weeks in California, I found hundreds of letters acknowledging the receipt of the map and asking for additional copies.”

Trees planted on the campus of the University of Oregon by the early graduating classes, include: Port Orford cedar, Oregon fir, larch, spruce, English cedar, California redwood, linden, myrtle, arbor vitae, black walnut and oak. The campus has an elm tree grown from a slip taken from the famous elm at Washington's tomb at Mt. Vernon.

EASTERN OREGON ROADS NOT ROCKED IN BAD CONDITION

Limited Traffic Only is Allowed on the Columbia Highway Because of Snow.

Portland-Oregon City—Oregon City bridge closed for reconstruction, therefore west side traffic from Portland must cross the Willamette river at Sellwood Ferry in South Portland, or take East Side route through Milwaukie, which is paved throughout.

Oregon City-Canby-Salem—Paved. Salem-Jefferson-Albany—Paved.

Albany-Corvallis-Junction City-Eugene—Gravel. Albany to Corvallis. Eugene-Corvallis to Eugene.

Eugene-Roseburg-Grants Pass-Medford-California Line—Large proportion paved; balance good macadam. The highway over the Siskiyou mountains is kept open throughout the winter by snow plows if necessary. One foot of snow at present.

The Pacific highway on Shasta Summit which was closed last Saturday on account of drifting snow, is now passable but muddy.

Columbia River Highway. Portland-Astoria—Paved. Portland-Food River—Paved. Snow has been removed and highway opened, single track roadway between Mist Falls and Oronota and at Shell Rock mountain. Traffic is requested to use caution on single track roadway, light traffic only is permitted.

Hood River-The Dalles—Paved except four miles of macadam; open.

(Continued on Page 8.)

QUALITY SERVICE SANITATION

Open an Account

How handy it is for you, to have an account where you can order by phone, pay each week or month—and at the same time get your goods at the least possible price.

Drop into the office and make arrangements for this service.

PENDLETON TRADING COMPANY


Phone 455

“If It's On the Market We Have It.”

This is My Big Yield Tool

“YOU can control the yield more by the work you do before planting than by any work you may do afterward. The Culti-Packer, following good plowing and discing, puts the land in just the right condition to encourage quick germination and rapid growth. It does work that no other tool will do. I've proved this every year since I started to use the Culti-Packer behind my Fordson Tractor.”

That's an experience typical of thousands of users in this community and elsewhere.



Simpson Auto Co.

FORD AND FORDSON
AUTHORIZED SALES AND SERVICE
Pendleton, Ore.
Phone 408

GAS OIL

Who's Your Repairman?

There's no such joy as motoring along the roads in nice spring weather, when the car is working smooth, and the engine is humming just as it should be.

But there's nothing more aggravating than to have to “get out and get under” with both hands full of tools, every few miles.

The difference between motoring number one and driving number two is only the condition of your car. Keep it in good order, have it looked over every once in a while. A big break may easily be saved if looked at in time.

“In business for your pleasure.”

Rogers Bros.

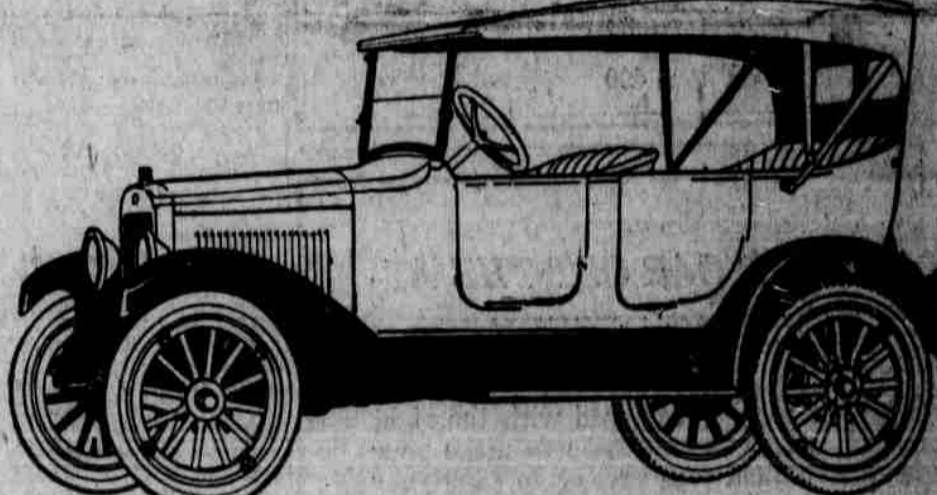
701 W. Alta Phone 750

WATER

World's Champion



Mary Johnson, champion woman billiard player of the world, seems likely to retain the title for some time as no one is challenging her.



Price Goes Down!

Quality Stays Up

The comfortable riding qualities of the Overland can be compared only with those of higher priced cars, for its spring base is 130 inches long—longer than the wheel base of most large heavy cars.

Its 27-horsepower motor drives the Overland farther on a gallon of gas than any other car. Owners report 25 miles is common.

Touring \$550, Roadster \$550, Coupe \$850, Sedan \$895; f. o. b. Toledo.

Overland Always a Good Investment, Now the Greatest Automobile Value in America

25 miles per gallon... Triplex Mather vanadium steel springs... 130-inch spring base—real comfort... 27 brake horsepower... Seamless all-steel body... Finish, enamel, baked 450 degrees... Transmission, three speed... Four axle, adjustable brakes... Auto-lite, electric starter and lights... Electric horns on steering wheel... Stewart-Warner speedometer on dash... Real ocean top... Dismountable runs, tire carrier

DR. S. L. KENNARD
Distributor
Opposite Hotel Pendleton.

\$550

Overland

The Greatest Automobile Value in America