

Our Great REMODELING SALE

is the Place for You to Shop Now, it Offers Opportunities for Economies That No Other Store in Pendleton Can Meet

We must make a radical clearing out of our stock. Our offerings are of the most desirable merchandise. We positively must have more room before we can begin to remodel and rearrange the interior of our store. We shall not let prices interfere—THE GOODS MUST GO, BUY NOW, don't wait 'til some one has taken the choice things that would have pleased you most.



Cool, Dainty Combination Suits For These Hot Days

Special Price \$1.19
Reg. Price to \$1.95

These are all new fresh combinations made of cotton crepe and sheer nainsook in both the open and closed Marcellus and Knickerbocker styles. They are neatly trimmed with eyelet embroidery and val and linen laces. The regular prices are up to \$1.95. For Tuesday only \$1.19

NEW RATINE

Just what you've been looking for, good heavy quality, forty-six inches wide; comes in white and that pretty new shade of blue. Per yard \$1.25

WIDE VELVET RIBBONS

Nothing is more in demand than wide velvet ribbons, we have just received a new shipment of them; just what you will want for your sash and Panama hat.

VEILINGS.

Shadow and Shetland veilings, in black, white and colors; a good line to choose from, yard 35c to \$1.00

Do You Save T. P. W. Stamps?

IF YOU DO YOU ARE SAVING 5 PER CENT OF WHAT YOU SPEND HERE; IF YOU DON'T, YOU LOSE 5 PER CENT OF ALL YOU SPEND FOR MERCHANDISE.

THINK THIS OVER AND YOU'LL READILY SEE THAT YOU CAN'T AFFORD TO NOT SAVE T. P. W. TRADING STAMPS. COME IN AND LOOK AT THE PREMIUMS WE GIVE FREE—THEY REPRESENT THE GREATEST CASH VALUE OF ANY PREMIUMS GIVEN WITH ANY KNOWN PREMIUM PLAN.

\$2.50 EMBROIDERY FLOUNCING \$1.89

Just in time for your summer visiting dress we offer you your choice of about ten different designs in baby Irish embroidery, full forty five inches wide, \$2.50 quality. Remodeling Price \$1.89

\$1.25 EMBROIDERY FLOUNCING 89c

Suitable for misses' and children's dresses or waists in a variety of pleasing patterns. Remodeling Price 89c

ALL OTHER EMBROIDERIES AND LACES REDUCED

We do not reserve anything in our line of laces and embroideries, but offer these seasonable goods to you at the following reductions:

\$7.50 Emb. or lace...	\$5.98	\$2.99 Emb. or lace...	\$1.59
\$6.00 Emb. or lace...	\$4.79	\$1.75 Emb. or lace...	\$1.39
\$5.00 Emb. or lace...	\$3.97	\$1.50 Emb. or lace...	\$1.19
\$4.50 Emb. or lace...	\$3.59	\$1.25 Emb. or lace...	97c
\$4.00 Emb. or lace...	\$3.19	\$1.00 Emb. or lace...	79c
\$3.75 Emb. or lace...	\$2.98	75c Emb. or lace...	59c
\$3.50 Emb. or lace...	\$2.79	65c Emb. or lace...	49c
\$3.00 Emb. or lace...	\$2.39	50c Emb. or lace...	39c
\$2.50 Emb. or lace...	\$1.97	35c Emb. or lace...	28c
		25c Emb. or lace...	19c

These Warm Days Are Causing Intense Interest in

Our SALE of WASH DRESSES

With exceptionally low prices as an added incentive. Even though some of these dresses have sold in the regular way at 9.75 we have included them all at one sale price.

\$3.95

The materials and styles used in the construction of these cool frocks are in great variety. White embroidered voile, seersucker, rati-nette, gingham, khaki cloth, or gandy, chambray striped madras in all white and fast colors and made in newest styles.



Men's Suits at Remodeling Sale Prices

The season's newest and most desirable styles in the celebrated Hart Schaffner & Marx and Clothcraft make. New suits have been added to our original sale.

One Lot of \$15.00 Men's Suits	\$7.85
One Lot of \$16.50 to \$18.50 Men's Suits	\$9.65
One Lot of \$20.00 Men's Suits	\$14.60
One Lot of \$25.00 Men's Suits	\$17.85

Every suit in our entire stock is reduced at least 10 per cent.

If you can't come to town phone to us. We'll send you what you want.

The Peoples Warehouse

WHERE IT PAYS TO TRADE

SAVE YOUR T. P. W. TRADING STAMPS

Send your mail orders to us. We'll fill them as you'd have them filled.

FLYING BOATS AWAY ON TEST

990 MILE AIR-AND-WATER RACE TO DETROIT STARTS

Dozen Machines Enter Reliability Test—Crowd of Enthusiastic Spectators on Hand to Witness Spectacle—Various Makes of Machines Entered in Contest.

Chicago, Ill., July 8.—With bright-hued pennants flying from the tips of their wings, a dozen "flying boats" sped down the slips at Grant Park today, skimmed lightly over the surface of Lake Michigan to the starting buoy, and were off, like a flock of prehistoric giant birds in the 990 mile air-and-water reliability race to Detroit, Mich.

Crowds of spectators numbering aero and hydro-aeroplane enthusiasts from all over the country gathered at the Chicago and Columbia Yacht club wharves near the start and sent up a great cheer as the bird-boats took the water. A fleet of high-powered motor boats and tugs, filled with aviators and officials of the Illinois Aero club, preceded the racers to the starting point. Lincoln Beachey, noted aviator who retired from the game several weeks ago, fired the shot that signaled the start.

The speedy motor boats, dashed out of the course to make way for the hydro-aeroplanes, were quickly outdistanced by the latter as they alternately rose from the surface for short flights and then dipped and sped over the lake for all the world like a flock of sea gulls. As the rear bird-boat returned to the water after a short flight showers of spray would hide for a moment the leaders.

The race which started today is the first reliability race for flying boats and it brought out the latest designs in heavier-than-air craft that are equally at home in the air and on water. The prize is a handsome silver trophy cup but the entrants hope to reap other rewards through exhibition events at cities along the route, where they are scheduled to check in. Although the government was not known to have sent any representatives here to watch the boats, they are being watched at long distance, and there is probability that the war de-

partment will negotiate with the owner of the boat that stands the trip best for a hydro-aeroplane for the government.

First place will not of necessity go to the boat which finishes first at Detroit. Each hydro-aeroplane starts with a score of 10,000 points, and will be penalized as are entrants in automobile reliability runs for being late at controls, for engine trouble and other technicalities.

The first of the fliers is expected to reach Detroit about July 25 or 26. Only five days out of each seven will be given over to actual cruising, the remaining days having been set aside for demonstrations and exhibition work at cities where the official program calls for halts in the race. Each hydro-aeroplane carried a "mechanician," who can, in the event of accident to the pilot, continue the flight. As in automobile reliability runs there are day controls, noon controls and night controls where the boats must check. At some of the ports along the route no stop will be made, the racers at those points being compelled to rise from the water and circle a buoy a few hundred yards off shore, where officials will be stationed to check them off. The route carries the fliers through Lake Michigan to the Soo and then south through Lake Huron to Detroit. Some of the well known pilots are:

Tom Benoist and Antony Jannus, flying a Benoist; Max Lillie, flying a Walter; Frank M. Harriman, flying a machine of his own make; Lieut. J. H. Towers, flying a Curtiss; G. M. Heckcher, flying a Curtiss; Weldon B. Cooke, flying a Cooke; J. B. R. Verplanck, flying a Thomas; Glenn L. Martin, flying a machine of his own design; Roy Francis, pupil of Lincoln Beachey, in a Paterson-Francis.

LONDON AUTOBUS TAX IS URGED ON ACCOUNT OF ROAD

London.—Giving evidence before the motor traffic select committee recently, Sir Edward White, chairman of the highways committee of the London county council, said that in his opinion the omnibus companies, which were at present entirely exempt from paying rates or contributing toward the repair of the roadways, the surface of which they used more extensively than the tramcars, should be made to pay their fair share. He would not, he said, give the traffic board power to rate the motor omnibus companies, and as large a sum as 200 pounds per annum should not

be paid by each bus. He would rate buses according to their carrying capacity.

Sir John Benn, the progressive leader on the London county council, said there were now in the council's service 1400 tramcars. The number of passengers carried by the cars last year was 512,500,000. Presuming it had been necessary to carry them all in motor buses, the passengers would have had to pay 640,000 more for the same mileage; the difference in the fares of the cars and buses was one third of a penny per passenger in favor of the former.

Proceeding, Sir John Benn said that London was the only city in the country which could be said to give exceptional opportunity for rival passenger services. The police were not empowered to stop the issue of licenses for motor buses of which there were over 3000 on the London streets today, with the probability of an immense number to follow. He did not oppose free trade in locomotion, but certainly unless something was done in parliament, a great undertaking, which had hitherto been working successfully, would be destroyed. It was evident, he added, that motor buses had been placed on the streets for the express purpose of superseding the tramway property.

Romney Picture Sold for \$198,576.

London.—At the Oppenheim sale of pictures at Christie's a full length portrait of Anne, Lady de la Pole, was purchased by Messrs. Duvoy for 29,400 guineas. Among the other pictures sold was a small panel by G. Fater called "The Halt," measuring six by eight inches, and which went for 750 guineas.

PILOTS FOR BALLOON RACE QUALIFIED BY AERO CLUB

New York.—With seven entries in and an eighth expected, the Aero Club of America, Alan R. Hawley, president, is preparing for a record-making balloon race at Kansas City, Mo.

The race will be the fifth annual event of the kind and will be national, though under the auspices of the Kansas City Aero Club. The seven whose applications were approved are H. E. Honeywell, William F. Assmann and Capt. John Berry of the St. Louis Aero club, John Watts of the Kansas City Aero Club and Albert Holtz of the Cincinnati Aero Club, all of whom have competed in previous national races. R. H. Upson, Akron, O., of the Goodyear

Aero Club, and Ray F. Donaldson of Springfield, Ill., newcomers. George E. Howard, another new pilot, of the Cincinnati Aero Club is expected to qualify.

The Aero Club of America will select the three winners of the national race to represent it in the international contest in France, in October. The distance covered before coming to earth will determine the winners.

Poland Honors French Aviator.

Warsaw, Poland.—M. Brindejone, dog Moullins, the famous French aviator, who, in competing for the Pomery cup, flew from Paris to Warsaw via Berlin, a distance of 875 miles in 15 hours, 18 minutes, was the honored guest of the Automobile Club of Poland at a large reception given in his honor.

A member of the club, Count Constantine Plater, in the name of the president, read an address of welcome in which Brindejone was likened to a bird falling from the skies.

Poland, in her traditional love for France, a country ever in the vanguard of progressive movements, took pleasure in honoring one of the most courageous of her sons.

ARMY BILLS PASS REICHSTAG AMID WARM OPPOSITION

London.—The German army bills passed through the Reichstag yesterday. They were opposed to the last by the Poles and Alsatians by the Socialists whilst opposing an increase of the army voted in favor of the special war levy on the ground that, falling on the propertied classes, it would tend to make them less anxious to indulge in militarism. Herr Hasse declaring that the army bill having passed a finance bill was necessary to pay for it and the people to pay for it were the propertied classes who had supported it.

Amundsen Dog to be Left Behind.

Christiana, Norway.—Three of the crew belonging to Roald Amundsen's north pole expedition left Fredrikstad recently for Buenos Aires by the steamer Brakas, taking 45 tons of baggage with them. It was intended also that the two dogs, which accompanied Amundsen to the south pole, should be sent by the same steamer, but as they have been lent to the Starund expedition, the dogs are now on the Isle of Spitzbergen.

The favorite dog, Obersten, is not however, going to the north pole. After his work at the south pole, this

dog will now enjoy himself, resting upon his laurels at his master's villa in the neighborhood of Christiania. This month his peace may be a little disturbed by his being taken to the dog show in Christiania, but Obersten does not mind that, as it is far from being such a difficult undertaking as going to the south pole.

COMMISSIONER IS CHAMPIONED BY GENERAL BOTHA

Capetown, S. Africa.—An attack on Sir Richard Solomon, the high commissioner of London, for his recent reference to South Africa politics, was delivered recently by General Hertzog and several ministerialists. The criticisms referred specially to Sir Richard's publicly expressed views on the immigration and naval contribution questions. It was urged that, as a Union official, the high commissioner had no right to take part in politics. General Botha in reply expressed regret at the attack on Sir Richard Solomon, who, he said, represented the Union in a worthy and dignified manner. Sir Thomas Smartt, the leader of the opposition, concurred in General Botha's view.

MOVEMENTS IN EFFECT FOR PROTECTION OF IMMIGRANTS

Chicago.—It was because Chicago is the interior gateway of the tide of European immigration, that the Immigrant Protective association succeeded in securing an appropriation from congress for the building of an immigrant station here. The station is to be used as a clearing house, so the immigrants will have better means for finding their friends or relatives or reaching their final destination point, instead of falling into the hands of unscrupulous persons at the railroad stations. The larger part of the 11,800,000 immigrants who have sought homes in the northwest, west and southwest, between 1900 and 1912 have passed through Chicago.

Alexander A. McCormick, president of the board of county commissioners, is president of the association, having succeeded Judge Mack when the latter was appointed to the court of commerce.

"These people who are coming here are drawn by what?" asks Mr. McCormick. "As Miss Mary Antin says in her wonderful book, 'The Promised Land,' they are coming here to become citizens of this country; they are coming here to cast their lots with us and they are met in this city and

in other cities by robbers. That is their first impact with this glorious land of freedom.

"The inspection system will stop that, and no stranger can get on a train with these people. We will bring these people through in bond from New York to Chicago. They will be delivered here at some central point, and placed in a large building under government inspectors. If their friends are there to meet them they will be turned over. If they have wrong addresses the addresses can be verified to see that they get into proper hands. If their friends do not meet them provisions can be made to look up their friends. There will be provisions for baths and facilities for laundering their clothes or to sleep over night.

"Every immigrant that comes to this country pays a head tax of \$4. Part of that tax is spent for immigration purposes and the remainder is turned into the general treasury. I say that every cent should be spent on the immigrant."

C. B. Schmidt of Chicago, immigration commissioner of the Rock Island lines, says he is one of the immigrants Mr. McCormick spoke of. Mr. Schmidt arrived in New York 47 years ago and the most of these 47 years have been spent by him in getting others to come from Europe and settle on the agricultural lands in the United States.

"Emigration," said Mr. Schmidt, "will not stop so long as an acre of land remains immune from tribute to the sustenance of man, unless it is prematurely checked by ill-advised legislation.

EXPEDITION TO GATHER ALASKAN COAL FOR NAVY

Washington.—To take charge of the coal gathering expedition which is to sail from Seattle for Alaska. Dr. Joseph A. Holmes, director of the federal bureau of mines, left here Monday.

Dr. Holmes will obtain 1000 tons of coal from the Matanuska field, to be tested by the navy. The trip will be made on the steamer Admiral Sampson with 30 men, horses and mining equipment under direct charge of George W. Evans and John T. Ryan. Arriving at Knik, in the south central part of Alaska, the party will proceed by pack train 60 miles to Chickaloon. Coal will be taken from there to tidewater and will be tested on the cruiser Maryland, now in Alaskan waters.