



# Sale of Men's Suits

## One-Half Price

BUY YOUR CHAUTAUQUA SUIT HERE AND SAVE JUST ABOUT

### AWNING STRIPE WAISTS

New stripe crepe de chine waists in blue, black, pink and light blue combined with white. Low neck, short sleeves, finished with organdie collars and cuffs; sizes 36 to 44. Price only..... \$2.98

### PONGEE SILKS

A new shipment imported pongee silk, direct from the Orient. Comes in the natural shades, 2 7/8 to 36 inches wide for waists, dresses and suits. The yard 50¢ to \$1.50

### RIPPLETTE

A real genuine Ripplette cloth, when washed the ripple does not come out; needs no ironing; all colors; neat patterns. The yard 15¢

### WOMEN'S NEWEST NECKWEAR

Just in by today's express, a new lot of neckwear, dainty and fresh from the makers. Prices 35¢ to \$1.75

### WOMEN'S NEW BELTS

These are of patent leather and soft kid, come in plain white and black and white combinations; very nifty..... 35¢ to 75¢

### PHOENIX SILK HOSE FOR WOMEN

More economical than cotton because they last longer and are more satisfactory to wear.

Black or white ..... 75¢ to \$2.00  
Colors ..... \$1.00

### WOMEN'S WASH SKIRTS REDUCED

Wash skirts made of Palm Beach cloth, ratine, linen and Indian head, all flare models, cuff bottoms and patch pockets; all sizes up to 30.

\$1.79 Skirts Reduced to ..... \$1.49  
\$3.25 Skirts Reduced to ..... \$2.73  
\$4.25 Skirts Reduced to ..... \$3.87  
\$5.25 Skirts Reduced to ..... \$4.32

# Bargain Basement Bargains

Our Bargain Basement is by far the cheapest place in town to buy. Quality goods are offered here cheaper than you ever heard of. All odd lots, short lines, slow sellers are put into this dept, and the bargains they afford you are simply wonderful. Come and investigate for yourselves.

- 50c Boys' Waists only ..... 9¢
- 50c Boys' Waist Overalls only ..... 10¢
- \$1.50 Men's California Buck gauntlet gloves only ..... 98¢
- 50c and 75c Baby Shoes only ..... 19¢
- \$5.00 Women's Dress Shoes only ..... \$1.38
- 11 Yards Choice Calico only ..... 50¢
- \$5.00 Women's White Shoes and White

- Oxfords only ..... \$1.98
  - \$1.00 Men's Blue Bib Overalls only ..... 73¢
  - 65c Boys' Double Knee and Seat Overalls only ..... 43¢
  - \$12.50 Girls' and Misses' Suits only \$2.98
- You'll find all of these and hundreds and hundreds more of just such cash savers in our Bargain Basement. Come and see.

# THE PEOPLES WAREHOUSE

WHERE IT PAYS TO TRADE

### Changing Glasses An Admission of Incompetency.

A normal eye can see distant objects as well at 60 or 70 as at 10 years. If your eye has been made normal with a "correct" glass, why should it be changed.

In Pendleton and vicinity we have five hundred patrons who are absolutely guaranteed that they will never have to have their glasses changed except for the reading distance.

We are here to make good.

Is it economy or good policy to buy glasses and eye testing that will answer the purpose for a few months or possibly three or four years?

D. N. REBER, M. D.  
Eye, Ear, Nose and Throat Specialist. Schmidt Building, Pendleton, Ore.

### Buy Soda in Bottles

—BECAUSE IT IS MORE SANITARY THAN THE SODA AT FOUNTAINS.

We bottle, sell and deliver to any part of the city, the purest sodas made from pure flavors and filtered water.

Try an order from the following list of delicious beverages:

- Colo-Kola
- Cola Queen
- Hires Root Beer
- Grape Snack
- Ginger Ale
- Tru-Fruit Pineapple
- Sodas of all Flavors.
- ONLY \$1.00 A CASE.

Consisting of two dozen bottles, and delivered.

**PENDELTON AND OLD COLONIAL BEER** BY THE DOZEN OR BARRELL

### PIONEER BOTTLING WORKS

Paul Henschelgarn, Prop.  
Telephone 177. 222 E. Court St.

### HAZELWOOD Ice Cream

(Registered)

Orders Taken for Ice Cream, Ices and Sherbets in Bulk

Delivered on 12 hours notice.

### W. J. Connor

649 Main St. Phone 4

### ROAD TO UMATILLA.

(Continued from page one.)

part to reasonably anticipate these demands by placing better steamers in operation from time to time ahead of the actual requirements, thus following the accepted business method of encouraging trade.

The rate schedules of the line now operating on the upper Columbia are very fair and in reality show an enormous percentage reduction over the rail rates to the same river ports. Further, it is also but fair that these rates now being conceded to be those named during the up-building of the business which the tonnage offered is developing from zero, notwithstanding such an appreciable extent where further reductions are justified. But a mere low rate to those fortunate points on the river does not by any means spell the entire story of the tremendous influence the opening of the Columbia must be made to bear to the interior sections of Oregon, Washington and Idaho. The zone of influence can fortunately be extended to a very wide degree, or it may be restricted to a strip within a very few miles on either side of the stream, the contraction or expansion of this zone depending entirely upon the degree in which public interest and self-interest support the movement ahead upon the willingness of the inhabitants of prospective enlargements of these zones to vote the necessary public funds for building highways to the river ports; thus making themselves individual competitors of any of the transportation systems now connecting them with their ports.

Umatilla county is known as one of the heaviest tonnage producing sections of its area in the United States. The bulk of this production—as an illustration—is its seven million bushel wheat crop. And every pound of this two hundred and ten thousand tons of wheat—whether consumed locally, whether held for seed, or whether shipped to market east or west—bears in its value a set transportation portion of at least \$2.75 per ton. The present wheat rate from Umatilla, the only natural port of the county, to the river, 215 miles, is \$2.20 per ton. But the present wheat rate from Pendleton, the seat of the production, to Umatilla, its port, but 42 miles distant, is \$1.80 per ton. One fifth the distance but two-thirds of the rate. To explain more definitely, the rail charges almost the same for the 42 mile haul as the boat charges for its 216 mile haul.

To continue the illustration, the boat line names a rate on canned goods from Portland to Umatilla, 216 miles—and this also holds good on the larger part of the staples such as sugar, nails and fifth-class staples—of 22 1/2 cents per cwt. The rail line then charges 15 cents per cwt. for transporting these commodities the 42 mile haul to Pendleton. One-fifth of the distance but two thirds of the rate.

To continue: The boat line names a rate to Umatilla, 216 miles, on salt of 12 1/2 cents per cwt. But on a shipment the same quantity, to Pendleton, must bear a rail charge of 9 cents per cwt. One fifth the distance, but practically three-quarters the charge. Or very close to three and three-quarters times the boat rate per ton mile.

Obviously, the conclusion must be that the rail portion of the through rate is far greater than it should be. And just as obviously, the correction is not in demanding further boat reductions at the present time but in compelling by competitive conditions a fair reduction in what is a disproportionate rail rate.

Now let us consider the remedy. The railroad commissions, both federal and state, have practically never refused permission to the carriers to reduce a rail rate when they request it. On the other hand they consider it an "order" to the carriers to reduce a rate largely upon whether the rate then in existence is reasonable or unreasonable. Authorities practically concede that under the present conditions no commission could be convinced that the present scale of rates out of Umatilla—for instance—are what must be termed as "unreasonable and therefore must be ordered reduced. Therefore for a remedy we must turn elsewhere. This remedy is the highway. Hard-surfaced, strategically located, following the line of least resistance between centers of commercial activity, with radiating county roads tapping into the surrounding districts, this highway instantly makes every producer of tonnage and every receiver of tonnage a potent, individual competitor of the transportation forces which tend to keep him from the enjoyment of the natural advantages of our waterways.

The farmer hauling his wheat to the river port or the merchant running his town delivery car to his water port during the quiet hours of the afternoon when it would otherwise be standing idle, for his weekly consignment of merchandise, will exert more powerful influences for a general rate reduction out of the river points than all of the commissions of the state and nation combined. The individual competition will force the carriers to request a reduction.

Thus, while we have before us the idea of bonding the county in order to install a system of highways which in turn will be a direct benefit and a saving to the county, it is well that we consider risk of navigating the difficult water of the Umatilla Rapids—admittedly the worst water of the middle Columbia—with heavy and valuable cargoes such as wheat either on steamer bottoms or on barges, is a large element of the rate which can be named. These features, fuel, wage-lift time and risk are the elemental features of a rate and they will understand that no steamboat operator would care to assume these elemental disadvantages for the same return or for the same scale of rates as he would be willing and glad to apply to the calm waters of Umatilla harbor, open to navigation night and day, the year around, when the very river itself is open to shipping.

They will realize that the slight difference which these elemental dif-

The United Artisans met last evening in their hall for the annual election of officers. The following were selected: George Edmonds, master artisan; Edwora Myers, superintendent; Joseph Walker, inspector; Anna Earle, senior conductor; Thomas Hunter, master of ceremonies; Joseph Dupuis, junior commander; Douglas Belts and Edith Shepherd, field commanders. After the meeting a social session was held and adjournment was finally taken to the Delta where ice cream and cake was enjoyed.

The ladies of the W. C. T. U. met yesterday afternoon in the Baptist church and decided to put up two rest tents at Round-up Park for use during the chautauqua week. Cots will be placed in the tents and other accommodations so that those planning to spend both the afternoon and evening at the chautauqua may not have to come back up town. The ladies also decided to assist in securing flowers for the stage decorations.

Mrs. Sam R. Thompson and Mrs. Roy Raley will preside at a luncheon tomorrow at the home of Mrs. Thompson on North Main street.

Miss Mary Johns has returned from the University of Oregon to spend the summer here.

Mrs. Charles W. Melghan of Ogdén, who has been visiting her parents, Mr. and Mrs. John Halley, Jr., left today for Portland for a brief visit before returning home.

Miss Eleanor Vincent invited in a number of friends Monday afternoon to hear the recital given by her piano pupils and the program proved a very delightful one. Miss Vincent's pupils included Edna Murphy, Barbara Stanfield, Genevieve Phelps, Helen Thompson and Jennie Murphy, Miss Celia Cunningham and Miss Margaret Phelps assisted in the program with several beautiful violin and harp numbers.

Mr. and Mrs. Charles M. Stype have returned from Portland where they spent several weeks.

### Thirty-six for 25 Cents.

Dr. King's New Life Pills are now supplied in well-corked glass bottles, containing 36 sugar coated white pills, for 25c. One pill with a glass of water before retiring is an average dose. Easy and pleasant to take. Effective and positive in results. Cheap and economical to use. Get a bottle today, take a dose tonight—your Constipation will be relieved in the morning. 36 for 25c, at all drug-gists.—Adv.

### FRENCH USE CREMATION

#### BURNING OF BODIES AT FRONT HELD NECESSARY AS HEALTH MEASURE.

PARIS, June 23.—The French chamber of deputies adopted a measure proposed by Lucien Dumont, to burn unidentified bodies at the front and then burn those which had been identified.

Deputy Dumont said the question was an urgent one on account of the heat, the military authorities not being in a position to bury all bodies promptly during heavy fighting. He discussed the religious and sentimental reasons against incineration and cited precedents established in other wars. The sole effectual measure of avoiding contagion today, he said, was to burn the dead on the field of battle.

### Neuralgia Pains Stopped.

You don't need to suffer those agonizing nerve pains in the face, head, arms, shoulders, chest and back. Just apply a few drops of soothing Sloan's Liniment. You will get such relief and comfort! Life and the world will look brighter. Get a bottle today. 2 ounces for 25 cents, at all druggists. Penetrates without rubbing.—Adv.

### AMERICA INDICTS GERMAN

#### MAN WHO SAID HE SAW GUNS ON LUSITANIA CHARGED WITH PERJURY.

NEW YORK, June 23.—Gustav Stahl, the German reservist who swore in an affidavit submitted to the state department by the German embassy that he saw guns aboard the Lusitania, was indicted for perjury by a federal grand jury.

The alleged perjury was committed, it is said, not when he made the affidavit, but in testimony to the same effect before the grand jury in its inquiry against Paul Koenig, head of the secret service department of the Hamburg-American line, and others, to determine whether they should be indicted for conspiracy against the United States. It is alleged that Koenig was instrumental in procuring the Stahl affidavit.

Stahl now is in the Tomb, where he was taken in default of \$10,000 bail after his arrest on leaving the grand jury room June 10. The jury will continue its investigation.

### STANDISH An ARROW COLLAR 2 for 25¢

Clearly Peabody & Co. Inc. Makers

# GOOD THINGS FOR Chautauqua WEEK

You can serve an ideal meal, either hot or cold, from our

## U. S. INSPECTED

YOUNG VEAL  
YOUNG LAMB  
CHOICE MUTTON OR BEEF  
BOILED HAMS  
SAUSAGES, ETC.

Try an order tomorrow.

## OREGON MARKET

TWO PHONES 600 AND 601  
815 Main Street. J. S. Rogers, Prop.

### What Schumann Quintet is Doing

If there is any organization that can "come back" it is the Schumann Quintet, a sterling organization of five artists, with Carl Lampert, for nine years first violin in the Theodore Thomas orchestra, as leader, is one of the all-star attractions on the local Chautauqua course this season. Their idea of presenting "symphonic concerts" with a company of five people is new but has been highly successful. This is brought about by carrying a specially built reed organ which produces unique and surprising effects in adding the reed and wind instrument qualities that harmonize with the other instruments used.

Then Mr. Lampert has a way of telling what can be heard in the classical

selection they are about to play which allows his hearers, though they may consider themselves lacking in musical appreciation, to understand a heavy composition and to watch for the things he tells them the composer put into it, and he wins their hearts at once.

In presenting a musical program of the time of Louis XIV they appear in powdered wigs and with every attention to costume to harmonize. The music of Norway and the countries of the north is given and costumes of these countries are worn.

No musical organization is doing more to really educate the people to like the best music and the best of it than the people are finding the education enjoyable.

scilities would produce—a matter of say two or two and a half cents per cwt. or from forty to fifty cents per ton—the comparative rate between Umatilla and Cold Springs would effectually lessen the reduction they would be obliged to make in their rates to meet the new condition and would reduce the ultimate result of a road to this point, Cold Springs, as a factor towards river point. Wheat and grain, while moving in large bulk each year, move largely within a few months of time and at a rate which is practically the least attractive from an earning standpoint of the entire rate schedule. Thus, with the county limited to a possible expenditure of one million dollars in the construction of a county hard-surface highway, it is a very wise and strategic move on the part of the railroad to endeavor to have the large bulk of this possible expenditure placed where it will do the least harm to them, financially.

The Cold Springs road, while conceived on correct principles as far as it goes in economy, from the fact that it will be used but a comparatively few months of the year for the transportation of but one commodity only; from the fact that its heavy initial grade eastbound will never allow it to become a heavy factor on inbound freight; from the fact that the ultimate difference in cost to the farmer—length of wagon haul, (line of wagon haul, excessive cost per mile of construction with corresponding increase in taxation to the farmer—through shipping out by water over shipping out by rail, will not justify his use of the road commensurate with either its cost or justify its results.

On the other hand we must remember that wheat is not the only item upon which we pay a transportation tax. The groceries, the drugs, the every item of merchandise, which are shipped in to the county, the stock which is shipped out and the wool, and the hay, the fruit, the dairy products of the irrigated districts, and the thousand and one items of interchange, all bear their proportion. Instead of traveling at the lowest commodity rate, they carry high classified rates running as high as the tariffs allow. Thus a highway connecting five live communities along its route, passing through a district rich in products bearing high rates of transportation and rich by far in possibilities, a highway bearing the year around a constant stream of commodities both east and west bound which bear the highest classified freight and express rates, a highway creating a constant interchange of commerce between centers and tapping ultimately the heart of the county and its wheat section, because instantly upon its completion the very force which will return to us in the shortest time its cost.

It must not be inferred that this

### SICK SKINS MADE WELL BY RESINOL

No matter how long you have been tortured and disgusted by itching, burning, raw or scaly skin humors, just put a little of that soothing, antiseptic Resinol Ointment on the sores. The suffering usually stops right there!

Healing begins that very minute, and in almost every case your skin gets well so quickly you feel ashamed of the money you throw away on tedious, useless treatments.

Resinol Ointment is not an experiment. It is a doctor's prescription which proved so wonderfully successful for skin troubles that it has been used by other doctors all over the country for twenty years. No other treatment for the skin now before the public can show such a record of professional approval. Every druggist sells Resinol Ointment (50c. and \$1.00), and Resinol Soap (25c.). They do wonders for pimples, blackheads, dandruff and chafings, and are a comfort to skin-tortured babies.

### ALL WORK GUARANTEED AT KELLEY'S

INDEPENDENT AUTO REPAIR SHOP.

Electric Starters, Etc., a Specialty.  
Second Hand Cars Bought and Sold.

Cottonwood St., Opposite City Hall. Phone 181.

### CASTORIA

For Infants and Children.  
The Kind You Have Always Bought

Bears the Signature of J. C. Watson