

# East Oregonian

AN INDEPENDENT NEWSPAPER.

Published Daily and Semi-Weekly at Pendleton, Oregon, by the EAST OREGONIAN PUBLISHING CO.

Entered at the postoffice at Pendleton, Oregon, as second-class mail matter.

Telephone 1  
ON SALE IN OTHER CITIES:  
Imperial Hotel News Stand, Portland  
Bowman News Co., Portland  
ON FILE AT  
Chicago Bureau, 908 Security Building  
Washington, D. C., Bureau 501 Fourth Street, N. W.

### SUBSCRIPTION RATES (IN ADVANCE)

Daily, one year, by mail \$5.00  
Daily, six months by mail 3.50  
Daily, three months by mail 1.75  
Daily, one month by mail .50  
Daily, one year by carrier 7.50  
Daily, six months by carrier 5.00  
Daily, three months by carrier 2.50  
Daily, one month by carrier .80  
Semi-Weekly, one year, by mail 1.50  
Semi-Weekly, six months, by mail .75  
Semi-Weekly four months by mail .50



The night is still and the air is keen,  
Tense with menace the time crawls by,  
In front is the town and its homes are seen  
Blurred in the outline against the sky.  
The dead leaves float in the sighing air,  
The darkness moves like a curtain drawn,  
A veil which the morning sun will tear,  
From the face of death. We charge at dawn.  
—Patrick MacGill, U. S. Army.

Germans. Considering the number of soldiers he has shipped across the Atlantic, one must admit that he has fooled 'em.

The battles of the week have confirmed the Kaiser's opinion that the American's won't stand against his veterans. They didn't stand. They charged and bagged a lot of Hun veterans.

General Foch has taken over the job of running the German army—and will try to see that it doesn't quit running—Col. Wood.

How does the water taste since reading Prof. Beckwith's report?

The marines say the proper nickname is "Yanks." Well, let it go at that.

## 28 YEARS AGO

(From the East Oregonian, July 20, 1890.)

Many of our citizens are fleeing away to the green woods shade to escape the dust and heat and many more are preparing for departure. Hence social affairs are somewhat dull this week.

Miss Eupha Fraker is visiting friends at Moscow this week.

Miss Sabina Page of Walla Walla is visiting in Pendleton this week. She is the guest of Mr. and Mrs. J. H. Bushlee.

Miss Etta Swagert has returned from her trip to Portland.

Mr. Al Nye and daughter, Mrs. W. W. Nye, left for Umatilla Thursday where they will visit at the home of Mr. John Switzer.

Dame Rumor hath it that D. R. Lenington, the genial O. and W. T. conductor, will lead one of Pendleton's fair daughters to the altar.

Huckleberries are said to be quite plentiful in the mountains. The squaws evidently do not pick huckleberries for recreation and ask \$1 a gallon for those they bring to town.

## REVELATIONS FROM THE DAYS BEFORE GREATNESS WAS THRUST UPON THEM

(Elsie Fitzmaurice.)

### Chapter 10.

The heroine of this chapter was once a member of that noble army of teachers who train the youth of the nation. So well did she accomplish her task that when said youths cast their votes, they elected Miss Grace Gilliam county treasurer.

Thus, for the first time in history, a woman is the guardian of Umatilla county's funds.

She knew all about the "source of all evil" long before she was chosen for this office, for she and her brother, W. A. Gilliam, were joint owners of a gold and silver mine in the Green Horn mountains of Grant county. They sold it in 1907. Today this mine, known as the Ben Harrison, contains a million dollars worth of ore.

But Miss Gilliam is a philosopher and says it took a lot of money to get that million.

Miss Gilliam, who was born at Pilot Rock, comes from a long line of Oregon pioneers. Her father, H. E. Gilliam, was one of the early settlers in the county and occupied the office of assessor for several years. Colonel Cornelius Gilliam, for whom Gilliam county is named and who was killed during the Indian wars, was Miss Gilliam's great uncle.

In spite of the fact that she is doing unassisted the duties of her office which were formerly done by two men, Miss Gilliam has time for "roughing it" and likes nothing better than a fishing trip or a long ride on horseback. And she's a social service worker, too—for she is one of the founders of a hospital at Pilot Rock, which is called "Grace Hospital" in her honor.

## OVER THE NORTHWEST

### Smaller Men Are Let In.

CAMP LEWIS, Tacoma, July 20.—The selective draft men of a minimum height of five feet and a minimum weight of 110 pounds, if otherwise physically fit, may enter the army hereafter, according to a special regulation of the War Department received at camp this morning. The minimum height has been five feet three inches and 120 pounds.

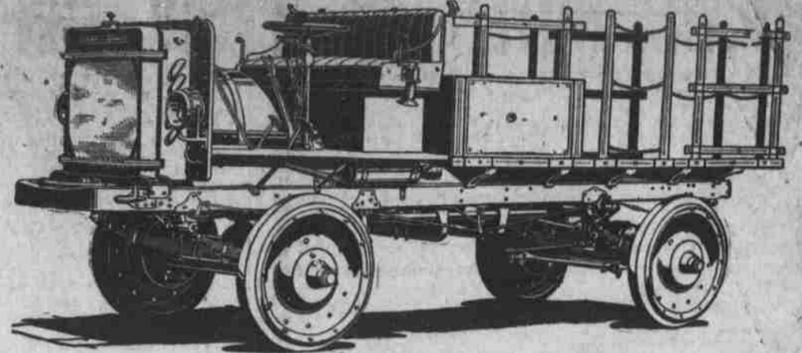
### Harvest Season.

SPOKANE, Wash., July 20.—The harvest season is opening nearly two weeks earlier than usual this year and

# Time, Labor and Money Saver The Nash Quad

## SPECIFICATIONS

Trade Name—Nash Quad.  
Rated Load Capacity—4,900 pounds. Maximum permissible weight on chassis, 5,200 pounds, including load, body, and special equipment, if any.  
Motor Specifications—4-cylinder, 4-cycle, vertical motor, L-head cylinders, located under hood to the front and right of the driver and partly sunk under floor boards of driver's platform. Bore, 4 1/4 inches. Stroke 5 1/2 inches. Piston displacement, 312 cubic inches. Horsepower by N. A. C. C. or S. A. E formula, 28.9. Horsepower by bore-and-stroke formula, 33.6. Actual horsepower at maximum governed motor speed, about 37. Speed 1,191 R. P. M. at vehicle speed of 15 M. P. H. Smallest valve seat openings, 1 7/8 inches diameter. Spark plugs, 7-8 inch, 14 standard thread. (Metric spark plugs optional.) Cylinders cast on bloc. Three piston rings. Fly wheel, 17 1/4 inches diameter by 4 9/16 inches face. Enclosed poppet valves, located on right side of motor. Three-point suspension.  
Crank Shaft Bearings—All plain type. Front bearings 2 1/8 inches diameter, 3 1/4 inches long. Rear bearings, 2 1/4 inches diameter, 4 inches long. Center bearings, 2 1/4 inches diameter, 2 3/4 inches long. Connecting rod bearings, 2 1/8 inches diameter, 2 1/2 inches long. Bearings are brass shell, with cast babbit linings.  
Governor and Speed—Simplex drive, 4-ball, centrifugal type, with grid valve; operated by flexible shaft from motor. Governor valve cuts off at vehicle speed of 15 miles an hour, or at motor speed of about 1,191 revolutions per minute.  
Cooling—Motor cooling water circulated by centrifugal pump. Suitable provision in radiator to prevent stoppage and waste. Cooling system may be completely drained to prevent freezing, and can be flushed out, when necessary for cleaning. Capacity of pump from ten gallons per minute at motor speed 600 R. P. M. to 20 gallons per minute at motor speed 1,191 R. P. M.  
Radiator and Water Capacity—Fin and tube type. Located in front of the vehicle but protected against accident by strong bumper made integral with the truck frame. Water capacity of cooling system, seven gallons.  
Fan and Fan Belt—Four-blade fan, spring tension bracket. Flat leather belt, two inches wide.  
Ignition—Jump spark, by high-tension Elsmann magnet. S. A. E. standard spark plugs. Metric spark plug upon request. Maximum spark advance 32 1/2 degrees.  
Lubrication—Force feed. Pump operated by spiral gears from cam shaft.  
Carburetor and Fuel Supply—Stromberg M2 carburetor, nominal size 1 1/4 inches, provided with hot air intake. Hot air is taken from around the motor exhaust pipe. Fuel feed from gravity tank under driver's seat.  
Clutch—Dry-plate disc type, in fly wheel, one plate of steel in contact with two plates of friction material. Two adjusting studs, for taking up wear, located on the outside.  
Transmission—Selective type, four speeds forward, and one reverse. Three-point suspension. Forward-speed gears, constantly in mesh. Speed changes by dog clutches. Location, amidships. Three shift rods. Splined drive shafts. Power taken out of both ends of transmission, from extra countershaft driven by silent chain, 3-4 inch pitch. 2 11/16 inches wide.



Differentials—M. & S. spiral gear, automatic locking type, on both front and rear axle.  
Drive—Propeller shaft drive from transmission to bevel gears in differentials, thence by transverse shaft to driving pinion meshing with internal gear in each of the four road wheels. No torque arm or radius rods. Drive and torque are taken up through vehicle springs.  
Gear Reduction—Motor to road wheels: First speed, 42.3 to 1; second speed, 24.7 to 1; third speed, 14.05 to 1; fourth speed, 8.5 to 1; reverse, 4.5 to 1.  
Frame—Pressed channel steel, heat-treated. Depth of frame 5 1/4 inches. Maximum width of flange, 2 inches. Thickness of material, 1/4 inch. Length over all, 202 1/2 inches. Width over all, 28 1/8 inches. Frame is straight from end to end, without any inweaving or upswEEPing, and is trussed in the middle under each side member; truss rod, 3/4 inch diameter. Frame height, about 33 1/2 inches vehicle unloaded, and about 36 inches loaded.  
Axles—Drop-forced dead axle, I-beam section, 5 1/2 inches long from center to center of steering pivots, 3 1/2 inches deep, 2 1/4 inches wide on top and bottom flanges. Flanges 3/16 inch thick, web 9/16 inch thick. Made of select open-heart steel, 30-40 carbon. Heat-treated. Front axle is exact duplicate of rear axle.  
Brakes—Five in number. Service brake pedal actuates four internal expanding brakes, one in each wheel. Brake drums are formed integral with the cast-steel disk wheel. Each drum is 2 1/2 inches wide and 16 3/4 inches diameter. Brake lining, Raybestos or Thermoid. Emergency brake lever actuates the four wheel brakes simultaneously with an emergency external contracting brake located on drive shaft to the rear of the transmission. This brake drum is 2 1/2 inches wide and 8 inches diameter. Brake drum is cast iron and brake is Raybestos lined steel band.  
Wheels—One-piece cast steel, disk type. Wheels are all similar, and interchangeable one with another. Designed to be proof against rim expansion or contraction from temperature change, thus eliminating tire trouble from this cause. Internal gear (alloy steel, forged, machine-cut, heat-treated) is mounted within wheel. Wheels are carried on Timkin roller bearings, and are demountable. Driving pinion (meshing with internal gear) has a hook bearing on each side. Power is transmitted to all four wheels. Each wheel is furnished with internal expanding brake (see Brakes). All four wheels steer simultaneously.  
Springs—Front, 48x2 1/2 inches, 9 leaves. Rear 48x2 1/2 inches, 8 leaves. Bronze bushings. Made of chrome vanadium steel, double heat-treated.

Tires—Solid rubber, continuous tread, 36 by 5 inches. Single. Interchangeable front and rear. Bolted-on type supplied as standard equipment. Pressed on type furnished at purchaser's option.  
Wheel Base—Standard model 124 inches (long enough for standard body 10 feet long). Special model 142 inches, furnished at extra cost.  
Tread—Standard tread, 60 1/4 inches, front and rear.  
Steering—Steering gear is of the irreversible worm-and-split-nut type, operating all four wheels at the same time. Vertical steering post. Steering wheel, 20 inches diameter. Rear wheels track with front wheels. Diameter of turning circle 50 feet.  
Controls—Left-hand steer, center gear change and emergency brake controls. Spark and throttle levers on quadrant on steering wheel. Carburetor choke on steering column. Accelerator pedal operated by driver's right heel. Governor speed control (see Governor). Left pedal for clutch, right pedal for service brake. Emergency brake operated by lever. Speed changing selective, with safety interlocks and also safety clutch to prevent driver from throwing speed-change lever into "reverse" without first depressing a spring-controlled button in the top of the lever.  
Take-Ups—Simple and accessible take-ups and adjustments are provided for the clutch, steering connections, all five brakes, differential bevel gears, driving pinion, all four wheels, frame truss rods, fan belt, etc.  
Ground Clearance—14 3/4 inches under axle. 22 inches under transmission girder (located amidships).  
Gasoline Tank—Located under driver's seat. Capacity 26.7 gallons. Tank divided so that last 5 gallons are held in reserve and are made available only by opening a shut-off cock.  
Water Capacity—7 gallons.  
Oil Capacity—About 2 1/4 gallons (crank case).  
Height—Over all, stripped 80 inches empty (top of seat back); folding top, 102 inches; cap or canopy top, 104 inches.  
Width—78 1/2 inches over hub caps.  
Seating Capacity—Three, including driver.  
Equipment—Two Prest-o-lite headlights (complete with tank and brass tubing—acetylene generator optional, in place of Prest-o-lite equipment); one oil tail-light; Hub odometer; mechanical, hand-operated diaphragm horn; 24 tire chains; tool box, tools and jack; instruction books etc.  
Painting—Chassis painted in lead. If ordered with body, painting of chassis and body is included in body cost, unless otherwise specified.  
Shipping Weight of Chassis—About 6,250 pounds.

PRICE \$3547.00 F. O. B. PENDLETON

We are in a position to furnish an excellent hauling contract, paying from \$30.00 to \$60.00 per day guaranteed, with the purchase of a NASH QUAL. This is an iron-clad contract with good people.

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consequently the labor problem is in a serious situation."

### Body of Druggist Found.

BEND, Ore., July 20.—The body of Ralph V. Poindexter, manager of the Owl Pharmacy, who, with Vernon A. Forbes, was drowned in Crescent Lake nearly two weeks ago, was recovered this morning.

### I. W. W. Held Vagrant.

SPOKANE, Wash., July 20.—"The I. W. W. is an unlawful organization in that it advocates and practices criminal syndicalism, which is against the city ordinance," said Police Judge Witt in sentencing E. Hofstead, an official of the I. W. W., to pay a fine of \$100 and costs and spend 30 days in the city jail on a charge of vagrancy.

### War on Weeds Declared.

PORTLAND, Ore., July 20.—Mayor Baker has ordered a drive on thistles in Portland. Instructions were given by Chief of Police Johnson yesterday to check up on all property where thistles are growing and notify the owners to remove the weeds at once.

### Tacoma to Honor Dead.

TACOMA, Wash., July 20.—Tacoma soldiers who fell in battle will have a living monument. The city council has adopted a resolution calling for the planting of a tree for each soldier from this city who died in the service. Each tree will be appropriately marked with a brass plate. James A. Hayes, Mrs. John McPadden, Mrs. N. E. Walton, Mrs. N. L. Lurie, Charles Bedford, and James Menzies were named as a body to carry out the provisions of the resolution.

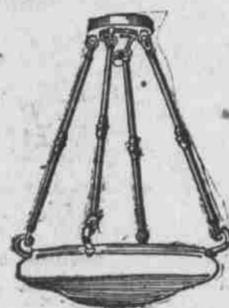
### Columbia Highway Open.

HOOD RIVER, Ore., July 20.—The Columbia River Highway between here and Cascade Locks will be open to traffic Sunday, according to word brought here by members of the highway crew today. Hotel proprietors and garages are preparing for a large number of visitors Sunday.

### Idler is Sentenced.

PORTLAND, Ore., July 20.—The trial of William C. ("Billie") Barker, heir to big timber holdings, who was arrested recently at a bathing resort near Ross Island, charged with violating the idlers' ordinance and the prohibition law, was concluded in Municipal Court yesterday. A fine of \$25 for violation of the prohibition law and a sentence of four months' imprisonment in the city jail for violation of the idlers' ordinance was imposed on Barker by Judge Rossman. Ex-Municipal Judge Harry Hogue, Barker's attorney, announced that the case would be appealed and the defendant was released on \$1000 bond for the idlers' charge and \$100 bond for the liquor charge.

The person who is able to work, and inclined to work, may find the right opportunity quickly through the classified.



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