PASSENGERS SPEND NIGHTS ON ISLAND AMID SCREAMING BIRDS

San Jose Shows Danger of Breaking up; Officers and Crew Still Aboard.

SAN DIEGO, Aug., 13.—(U. P.)—Thirty five passengers and five members of the crew of the wrecked steamer San Jose reached here none the worse for the wear, after a night spent on "Penquin Island" amid thousands of screaming birds. It is understood that a storm was rising and the steamer Griffdu was forced to abandon her stand by the San Jose, which shows danger of breaking up with the officers and crew still aboard. Destroyers will probably leave here to go to the vessel's aid.

HOW TO TELL WHEN OLIVES ARE POISONOUS

PHILADELPHIA, Aug. 13.—(U. P.)—When opening a bottle of olives, if they give off a rancid, offensive odor, they should be thrown away, because they are poison, according to Dr. Randall C. Rosenberger, professor of hygiene and bacteriology at Jefferson College.

Dr. Rosenberger has been carrying on experiments to find out how to detect poisonous olives. Good olives have a pleasantly aromatic odor, he said. The poisonous olives smell a little stronger than roquefort cheese, and the liquor is clouded.

The poison is known as bacillus botulinus. It is found more frequently in ripe olives than in green ones, probably because the ripe variety are really over-ripe and possibly in an early state of decay, Rosenberger said.

Dr. Rosenberger carried on extensive experiments with guinea pigs, white mice and rabbits.

'FOOTLOOSE' WHISKEY MAKES ITS APPEARANCE

FITZGERALD, Ga., Aug. 13.—(I. N. S.)—Moonshine whiskey, market easier; "Footloose" variety, 75c per pint. This is the latest quotation reported to Chief of Police Charles F. Dixon by George Jordan, a negro, who dropped a pint bottle of corn liquor. It was broken and spread olfactory evidence of the presence of the forbidden distillation, which was detected by the chief standing nearly. Stating he had paid seventy-five cents for the pint, the darky said:

"Yassuh," that's tol'able cheap but sevrything else is comin' down an' I spect liquor's gotta come down, too. Anyway, dis is footloose liquor. Don't you know what footloose liqur is? It's de kin' what ain't bolted an boun' wif ue Gov'ment seal."

DEER HUNTERS GATHER FOR ANNUAL OUTING

SIDNEY, O., Aug. 13.—(I. N. S.)—Deer hunters from all over the United States are gathered here today for the sixty-third annual picnic and shoot of the Deer Hunters' Association, which is taking place at the fair grounds here.

Life-sized targets of moose, deer and bear have been erected, and liberal prizes go to the best shots. Older members of the association, which was formed when all this game was plentiful in this region, remember well when it was unnecessary to provide targets for the membership.

REALTY TRANSFERS

Cinderella A. Roeder to Susan C. Nickle, $2250, lots 11 and 12, blk. 1, Ireland's add., Milton.

Jesse Martin to J. H. Wonser, $1, SE. 1-4 SE. 1-4 Sec. 36, Tp. 6, N. R. 35.

J. N. Simmons to Clarence L. Morse, $2000, N. 1-2 NE. 1-4 NW. 1-4 SE. 1-4 Sec. 35, Tp. 6, N. R. 35.

Jessie S. Vert to Hugh J. Bell, $1, lots 4, 5, 6 and 7, blk "B" South Pendleton.

H. G. Hayes to Verna V. Hayes, $1, lots 4 and 9, blk. 12, Raleighs add., Pendleton.

H. B. Richmond to Jennie Leslie, $25, N. 1-2 lot 4, blk. 2, Helix.

REPARATIONS COMMISSION HAS VISIONS OF 'HALL OF MIRRORS' IN DREAMS

PARIS, Aug. 13.—(I. N. S.)—If the offices of the German Reparations' Commission is anything to go by no one need ever fear the Germans are going to [illegible] the Treaty of Versailles.

In every office of the commission hang pictures of the chateau of Versailles and various parts of the town. A place of honor was found for a large picture of the Hall of Mirrors, where the treaty was signed, and this is surrounded by pictures of the ceremony of June 29, 1919, prominent among which are photographs of the arrival of the German delegation and the enthusiasm of French crowds after the signature. The only thing one does not see framed is the treaty itself. This probably hangs in the German Foreign Office in Berlin.

HAYNES' INVENTION PROVES OF BENEFIT TO ALL OF MANKIND

Newest Model, Nifty Light 55, Will Soon be in Transit for Pendleton Haynes Dealers.

We realize the amazing age we are living in when we know that the man who invented the three greatest everyday features of civilized progress are still hale and hearty.

Thomas A. Edison invented the electric light, Alexander Graham Bell invented the telephone, Elwood Haynes invented the motor car.

We are so accustomed to all three of these that we must make an effort to realize that a few years ago the electric light, the telephone and the motor car were curiosities. Not many people believed they would ever be practical.

A carriage ran without horses, light miraculous. Each of them patiently talked to each other at the same time, worked to create something practical a thousand miles apart.

Yet not one of the three men, mentioned as these inventors, appears to came from a vacuum and two men have sat down and tried to do the something which would serve humanity. Each of them had forsight—had vision. None of them cared two whoops for ridicule or criticism.

Elwood Haynes saw his invention sweep the world inside of a quarter of a century. His first car stands today in the Smithsonian Institution, where you will also see Edison's first work and Bell's first telephone.

Elwood Haynes was born October 14, 1857 at Portland, Indiana. After an excellent education in chemistry and biology, which he followed by doing work in the mechanical field, he completed his plans for the actual construction of his "horseless carriage" in 1892. In the same year he moved to Kokomo, Indiana, and on July 4, 1894 he drove the machine for the first time.

New Models Coming

H. A. Cloudfelter, in charge of distribution for Oregon and a part of Washington for the Haynes company, was here this week. Arrangements have been made for the shipping to Pendleton of a carload of the Haynes "55" new models. The carload will soon be in transit, and on their arrival the machines will be shown by Case and Alfred at the Haynes Service and Sales Co. on Cottonwood street.

ROAD CONDITION IN SIX COUNTIES GIVEN

Condition of roads in Baker, Malheur, Morrow, Umatilla, Union and Wallowa counties, by R. H. Baldock, division engineer.

Pendleton to top of Cabbage Hill, macadamized.

Cabbage Hill to Hilgard, rough county road.

Hilgard to La Grande, under construction; requires very careful driving.

La Grande to Hot Lake, paved and macadamized.

Hot Lake to Union, under construction; follow detour along foothills, or turn off across valley 2.1 miles east of Sanitorium; valley road closed from 6 a. m. to 11 a. m. and from 12 m. to 5 p. m.

Union to Telocaset, under construction for macadam, very rough; no detour available except through Ladd Canyon, turning west at end of pavement out of La Grande; a fair road with a 7.2 per cent grade.

Telocaset to Baker, good; one turnout at small bridge between North Powder and Haines.

Baker to Nelson, fair county road.

Nelson to Huntington, under construction; it is suggested that motorists continue using the detours until the work is finished, both for the convenience of themselves and the contractors; there is the choice of two detours, Sisley creek and Rye valley; Sisley creek is considered the better of the two; there are one or two steep pitches on these detours.

Huntington to Weiser, via Olds Ferry first seven miles rough.

Weiser to Ontario, under construction; rough; keep to the Idaho side.

Ontario to Vale, getting chucky with dust holes.

Vale to Burns, very bad to Crane; from there on fair.

Vale to Unity, via Ironside, good; drive slow through loose gravel near Jamieson.

Unity to Prairie City, good county road.

Baker to Halfway, first ten miles macadamized; balance county road in fair condition.

La Grande to Island City paved.

Island City to Elgin, county road in good condition.

Through Wallowa canyon, under construction, very rough.

Wallowa canyon to Wallowa, rough; take hillside road at left at head of canyon; do not cross small wooden bridge at head of canyon; drive slow near new construction at head of canyon; drive slow from half mile west of Wallowa river bridge near Wallowa to railroad crossing.

Wallowa to Enterprise, fair; rough in places; best road from Wallowa to Evans, via Alexander bridges; valley road from Evans to Enterprise road over Lewis hill east of Lostine closed; drive slow over new gravel.

Enterprise to Wallowa Lake, fair; detours well marked.

Pendleton to Washington state line, paved; detour around bridge at Blue Mountain 26 miles from Pendleton.

Pendleton to Pilot Rock, good graveled most of the way; about a mile of dust road on new grading.

Pilot Rock to Heppner, fair county road.

Heppner to Ione, requires very slow driving, detours well marked.

Ione to Gilliam county line, rough and dusty, under construction between Morgan and Cecil.

BEAUTY · STRENGTH · POWER · COMFORT

HAYNES'
GREATEST OFFERINGS

THE NEW 1922 HAYNES 55 $1785 F. O. B. FACTORY

This is our first announcement of the new 1922 Haynes 55 and 75 models—in accord with our custom of introducing at this time of the year our most advanced ideas in motor car production. These two new Haynes offerings give the motorist the fullest advantage, not only in price, but in obtaining cars which express proved principles of desirability which otherwise would not be available for many months.

The Haynes 55 is a new production possessing many desirable developments and refinements. The body is greatly beautified. A full five-passenger touring car, with a 121-inch wheel base and the famous velvety-powered Haynes-built, light-six motor, it surpasses all expectations at the low price—$1785, f. o. b. factory.

The utmost in style, economy, durability and performance has been given this light-weight car. Individual fenders and individual aluminum steps fit gracefully into its semi-sporty lines. Exterior side cowl lights, cord tires and genuine leather upholstery add to its appearance. Mechanically, the new 1922 Haynes 55 more than fulfills your expectations for ruggedness, dependability and reserve power.

Your dealer will take your order now. This will insure prompt delivery. We recommend and urge you to inspect the new 1922 Haynes 55 at once and make your reservation.

The Haynes 55 is also manufactured in the five-passenger Sedan at $2835 and the two-passenger Roadster at $1835.

THE NEW 1922 HAYNES 75 $2485 F. O. B. FACTORY

Several months in advance of the usual time of presentation of such a car comes this new 1922 Haynes 75, priced fully a thousand dollars below what you would ordinarily expect it to be.

The newly developed, big, powerful, Haynes-built, six-cylinder engine, perfected after many months of careful scientific research, equipped with the new Haynes fuelizing system, assures power, flexibility and acceleration even greater than ever before enjoyed with the always popular Haynes power plant. Larger valves, larger intake and exhaust manifolds, thermostatic engine heat control and other decidedly advanced features emphasize the distinct advantage of the Haynes 75 motor alone.

The new 1922 Haynes 75 has a more rugged chassis and in lines and finish, as well as fittings, is completely a 1922 idea. The seven-passenger touring car offers the extreme of luxury and utility in such a production, and the price—$2485, f. o. b. factory—is in keeping with the Haynes policy of extending to the purchaser every benefit of the organization's manufacturing and distributing methods.

The Haynes 75 is also available in the four-passenger Tourister at $2485, the two-passenger Special Speedster at $2685, the five-passenger Brougham at $3185, the seven-passenger Sedan and Suburban at $3485—each price remarkably low. All the new 1922 Haynes 75 models have a 132-inch wheel base. Cord tires are standard equipment.

The new 1922 Haynes 55 and 75 models are the result of more than a quarter of a century of fine automobile manufacturing by the oldest automobile institution in the United States. Consequently, the Haynes 55 and 75 models represent the combined skill of a corps of engineers who alone possess the accumulated experience of such an extensive period.

THE HAYNES AUTOMOBILE COMPANY, Kokomo, Ind. EXPORT OFFICE: 1715 Broadway, New York City, U.S.A.
(All prices quoted are f. o. b. factory)

HAYNES SALES & SERVICE CO.
122 Cottonwood St. Motor Inn Garage Phone 868

1893 · THE HAYNES IS AMERICA'S FIRST CAR · 1921

FIVE BROTHERS ARE JAILED AT ONE TIME

SIGOURNEY, Ia., Aug. 13.—(U. P.)—Five brothers filled the Sigourney jail here this week.

At that, the family apparently was not big enough, for their arrest followed "too much talking," wherein one related to a friend their prosperity in the gentle art of bootlegging. Now the five Gehring brothers, with their hired man, are awaiting trial.

Evidences of brewing on a large scale were discovered by the officers. Forty gallons of powerful corn whisky locally nicknamed "TNT" together with stills, jugs, bottles and other containers, were scattered over the Gehring barn.

CITY OF DOMESTIC BLISS

LONDON, Aug. 13.—(I. N. S.)—Navestock, in Essex, claims to be the happiest village in England.

At the annual village fete one of the features was a competition for a gammon of bacon for the happiest married couple.

But every married pair in the town entered for the competition and claimed the prize and the committee got out of their dilemma only by withdrawing the competition and issuing an apology in which they alluded to the difficulty in coming to a decision in what was apparently "the happiest village in England."

GOODYEARS TO BUILD CRAFT FOR UNCLE SAM

Regardless of the outcome of the spirited controversy now raging over the comparative advantages of aircraft and battleships as America's first line of defense, both the United States army and navy are to have more lighter-than-air ships—orders for three large dirigibles and 38 observation balloons having just been placed with The Goodyear Tire & Rubber Company, Akron, Ohio.

P. K. Coe, manager aeronatic sales at Los Angeles announces that two patrol and scouting airships of 180,000 cubic feet gas capacity will be built for the navy and will be completed next spring. A dirigible of similar size but of a special Goodyear design will be completed for the army by November. All three will be tested at the Goodyear-Akron air station.

The military airship to be built for the army will have new features of design that makes it the most up-to-date craft in either arm of the service. It will be the first dirigible in America to have it motors in the car instead of in separate power units. Two propellers will be driven by bevel gears at a two to one ratio with transmission placed on outriggers instead of the motors driving direct to shafts. This will allow the engines to run while the propellers are idle by throwing out clutches, and will also permit propellers to be reversed—a new feature that will permit greater facility in landing. Either motor can drive both propellers in the event that one motor develops trouble. With both motors inboard, they can be overhauled in flight much easier than if they were on outriggers, as in the present types of airship.

The army ship will be 170 feet long and 45 feet in diameter. It will be powered by two 125 horse-power Aeromarine motors which will operate at 1600 revolutions per minute, but owing to the reduction gear, the propellers will make but 800 revolutions per minute, giving great efficiency at higher speeds. A speed of 60 miles an hour is expected. The ship's "ceiling" is 10,000 feet.

JOHNSON IS VICTOR

NEW YORK, Aug. 13.—(I. N. S.)—William Johnston triumphed over R. Norris Williams, a former Harvard star, in three straight sets in the finals of an invitation tournament here,