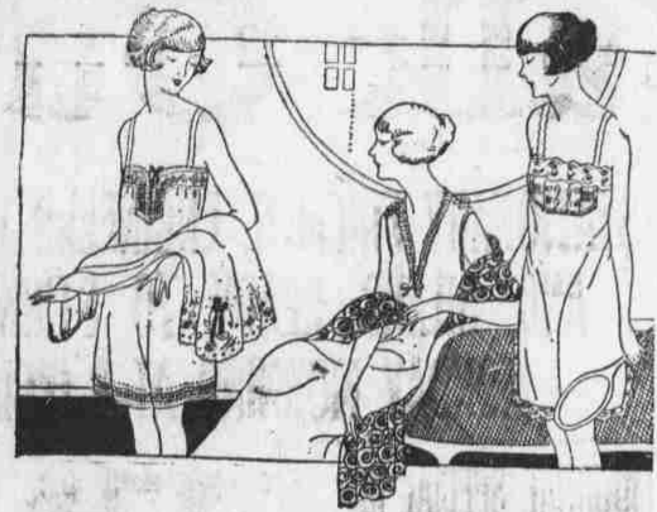


Pendleton's Greatest Department Store Offers the Best to the Harvest Buyer, the Vacation Buyer or the Stay at Home Buyer

Our immense stocks in all departments from the Grocery and Bargain Basement down stairs, the Dry Goods and Clothing on first floor, the Shoes and Bedding on Balcony and the Ready-to-Wear and Millinery on upper floors are bristling with bright, crisp merchandise. The best for the price, no matter what the price, and, if you pay cash you have an added purchasing power by obtaining S.&H. Green Discount Stamps.



LADIES' SEALPAX UNDERWEAR

No. L241—Ladies' athletic union suits, made of good quality cross bared dimity. Bodice top with mercerized ribbon shoulder strap, knee length, in all sizes, price **\$1.50**

No. L248—Ladies' flesh color athletic union suits. Made of good quality plain weave long cloth cut in full roomy sizes. Bodice top, sizes 34, 36, 38, 40, 42 44. Price **\$1.75**

No. L256—Ladies' "Sealpax" union suit made of good quality fancy striped lace cloth, open crotch, bodice top, sizes 34, 36, 38 40 42 and 44; price **\$2.65**

No. L250—Ladies' step-in union suits, made of pink soft fabrics. Ventilated waist band, elastic back band, bodice top with ribbon shoulder straps, sizes 34, 36 38, 40, 42 and 44; price **\$2.65**

MISSIE'S VEST
No. 3212—Misses' straight vest fine ribbed cut cut V-neck, sizes 20, 22, 24, 26, 28; 30 and 32; price **25c**

MISSIE'S UNION SUITS
No. 3418—Misses' knit union suits cut in full roomy sizes; tureen lace, knee trimmed. A splendid number. Sizes 4, 6, 8, 10 and 12, price **50c**

No. 3402—Children's tight knee union suit a durable union suit knit of good quality fine ribbed cotton, drop seat, sizes 2, 4, 6, 8, 10; 12; 14 and 16; price **50c**

Little Sister "Sealpax" Underwear—No. LSSI—Children's athletic union suit made of good quality cross bared dimity, elastic non-binding back, rip proof side opening; blouse seat; bloomer elastic leg; sizes 2, 3, 4, 5, 6, 8 and 10; price **\$1.25**

MISSIE'S BLOOMERS
No. 3430—Children's knit bloomers a very fine cotton knit bloomer with elastic knee, sizes 4, 6, 8, 10, 12 and 14; price **75c**

Smart Coats and Wraps

That Call Forth the Desire to Possess One are Exemplified in This Special Offering **\$19.50**

The finest tweeds, tricotines, perlines and herringbones have been fashioned by the best eastern designers into

Always Known for its Cleanliness

Pure Food Shop

Our Sanitary Grocery Phone 15. All Other Departments Call 22.

FRUITS AND VEGETABLES FRESH EVERY SATURDAY

- Cantaloupes, large size, 2 for 25c
- Large Bing Cherries, pound 20c
- Royal Anne Cherries, pound 15c
- Dew Berries, cup 15c
- Raspberries, cup 15c
- Black Caps, cup 15c
- Logan Berries, 2 for 25c
- Apricots, cup 15c
- Bananas, pound 15c
- Oranges, dozen 50c, 75c, \$1.00
- Watermelons, pound 5c
- Texas Tomatoes, pound 20c
- California Lettuce, head 15c
- Green String Beans, 3 pounds 25c
- Green Peas, 3 pounds 25c
- Large Cucumbers, each 10c
- New Cabbage, pound 6c
- New Potatoes, Radishes, Green Onions, Carrots, Beets and Turnips.

coats and wraps that were intended to be sold at a much higher price. But this is the logical month to dispose of these attractive summer modes—hence the low price we quote on them. In a good range of sizes for misses and women, the individual touches on these wraps give them an added desirability.

SPECIAL BARGAIN IN A HOME

We have a very desirable house that we offer at an extremely low price, on easy terms. A snap! First come, first served.

LADIES' SUIT SPECIAL SATURDAY

We have selected just 14 suits that are really wonderful bargains for the purchasers in order to repay you for a hot weather trip to the store. It WILL pay you, too. The styles are just right for wear now, or later in the season. Materials are Tricotine, Poiret Twills and Homespun. Styles, semi tailored, Norfoks and regulars, each one this season's purchases. Nifty, nobby, sensible and durable. Your choice **\$25.00**



Ask For S.&H. Green Stamps

They offer you a saving of about 3 per cent on all your cash expenditures here. That's more than worth while, isn't it?

PETTICOAT SPECIAL SATURDAY

Silk, Jersey, Satin and Taffetas. All sizes. Some with pleated hems, some with ruffles, some plain, some with figures; all colors; an excellent opportunity to buy under the regular price. **\$5.00** Your choice

Our Women's Dept., 2nd floor is offering some very remarkable bargains

LONE NAVIGATOR MADE LONG TRIP SAFELY

PAPETTE, Tahiti, July 14.—(A. P.)—Harry Pidgeon, builder, master and sole navigator of the two-masted, 34-foot cutter "Islander," who acquired a knowledge of navigation from books without the aid of instructors or practical experience, and then set out alone from San Pedro, Cal., on November 18, 1921, arrived here safely May 21, 1922.

His arrival set at rest newspaper reports and beliefs of friends that he had been lost at sea. As a matter of fact his long sea journey was as safe and full of pleasant thrills as Robert Louis Stevenson's famous "Travels With a Donkey."

He arrived safely at the island of Nukubiva, in the Marquesas archipelago, after a voyage of 42 days. In that island and neighboring island of Upu, he remained four months exploring the valleys and interior plateaus and taking numerous photographs. Leaving there early in May he voyaged to the island of Takaroa, in the Paumotu group, and from there after a voyage of five days entered the harbor at Tahiti.

Pidgeon's boat is a craft of the "Seabird" type, 34 feet in length and 10 feet, 9 inches beam, and was built entirely by himself. The finish and sturdiness of its construction have commanded the admiration of seafaring men at Tahiti.

The first question put by everyone who has met Pidgeon has been regarding his opportunities for sleep during his lonely voyage. Pidgeon assured his questioners that this was the least of his troubles, as the steadiness and seaworthiness of his craft enabled him to lash the tiller, after setting the course, and allowing the boat to take care of herself while he slept.

This voyage is not Pidgeon's first deep sea experience as he made a similar voyage to Honolulu in 1920. He has essayed other adventures also. For seven years he passed every summer in the remote mountainous country of northern British Columbia and Alaska hunting specimens of rare mountain sheep for the Field Museum at Chicago and the Smithsonian Museum at Washington.

Big Future Is Seen For The Plane

CHICAGO, July 14.—(United Press)—Aviation will surpass the automobile industry in 20 years, and Chicago will be the center of the world's aircraft industry.

It is the way C. S. Rieman, president of the Elgin Motor Car Corporation and head of the Chicago Aeronautical bureau, looks at the prospect.

"Aviation is the ultimate means of transportation," Rieman said, "This is the age of speed. The locomotive, the steamboat, the electric car, the automobile all have come to satisfy this demand for more speed."

"The airplane is faster than any of them. And it is safer, if it is built soundly and flown by a competent pilot."

The statement of A. G. H. Fokker, visited here recently that Chicago was ideally located for aviation was repeated by Rieman.

Rieman said he believed Fokker would establish a branch factory here.

Chicago passed up the automobile industry 20 years ago when it could have had it by stretching out its hand," Rieman asserted. "Detroit seized the opportunity. Its population has quadrupled, and it is the richest city of its size in the world."

"What the automobile industry did for Detroit, aviation will do for Chicago. Some day we will see huge seaplanes from Europe making this city their port of entry. There will be as many, or more, airplanes than there will be automobiles in this country."

Commercial aviation in America, even now takes fewer lives than automobiles or railroads, Rieman said. The mechanical development of the airplane is rapid, he declared.

"The best engine used now in two years will be a joke." Detroit, Indianapolis, Cleveland and Toledo are other cities seeking the aircraft industry, according to Rieman.

CIVIL SERVICE EXAMINATIONS TO BE GIVEN AGAIN

The civil service commission invites special attention to the fact that in examinations held recently in Portland, Ore., and other cities throughout the United States for computer, coast and geodesic survey; law clerk and typist, bureau of mineralization, department of labor; laboratorian (chemical, physical, engineering) department of field services; assistant observer in meteorology; weather bureau; radio inspector, bureau of navigation, department of commerce, applicants were not secured in the number desired, and that these examinations will be held again. The law clerk and typist, and the radio inspector examinations will be held on July 19; the others on August 2.

Persons interested in these or other examinations should apply to the secretary of the United States Civil Service Board at the local post office for detailed information and application blanks.

STOP ITCHING SKIN

Zemo, the Clean, Antiseptic Liquid, Gives Prompt Relief

There is one safe, dependable treatment that relieves itching torture and that cleanses and soothes the skin. Ask any druggist for a 35c or \$1 bottle of Zemo and apply it as directed. Soon you will find that irritations, Pimples, Blackheads, Eczema, Blisters, Ringworm and similar skin troubles will disappear. Zemo, the penetrating, satisfying liquid, is all that is needed for it makes most skin eruptions, makes the skin soft, smooth and healthy.

ACTS OF CONGRESS WILL PREVENT RAIL COMBINE

SAN FRANCISCO, July 14. (United Press)—The Pacific land grants by congress in 1862 and 1864 to the Union and Central Pacific railroads are the stumbling block which will prevent the re-combine of the Southern and Central Pacific systems, recently ordered unscrambled by the United States supreme court, in the opinion of Fred G. Athearn, counsel for the Union Pacific.

"In 1862 and 1864 congress, by appropriate legislation, incorporated the Union Pacific company to build from the Missouri river westward, and authorized the Central Pacific to build eastward from San Francisco to a common meeting point with the Union Pacific," Athearn declared.

"These acts of congress authorized the issue of first mortgage bonds, second mortgage bonds, and made a land grant of public lands for each linear mile of railroad construction. These acts provided that the two roads should be operated as one continuous line, and that neither should discriminate against the other."

"The Central Pacific begins at Ogden, Utah, and runs to the Oakland mole via Sacramento, Stockton and Niles. It also extends down the east side of the San Joaquin valley as far as Goshen Junction, passing through Modesto, Merced, Madera and Fresno."

"It extends in the Santa Clara valley as far as San Jose by way of Niles. It runs northward up the Sacramento valley as far as the California-Oregon line, at Weed, California, there is a branch line that runs northward by way of Klamath Falls as far as Kirk."

"A line beginning at Natron, Oregon, an extending southward to Oak Ridge was built by the Central Pacific and was intended to meet the line that passes through Klamath Falls. This latter line was for the purpose of tapping the rich timber belts of southern Oregon and northern California. It also owns the line that runs from Fernley, Nevada, through Susanville, California, to Westwood, as well as the line from Lazen, Nevada, to Mojave, California, running through Tonopah Junction and Oakesway."

"In 1883 the Southern Pacific company acquired control of the Central Pacific by a 999 year lease, and has held control under this lease, and modified leases, ever since."

"Prior to the year 1901, Mr. E. H. Harriman acquired the Union Pacific, retroced that road and put it on a financial basis which today is second to none in the United States. It is recognized as the most carefully and thoroughly financed road now being operated. Upon the acquisition of the Union Pacific, Mr. Harriman found that while under the acts of congress the Union Pacific was designed to connect the Central Pacific at Ogden, and that the two roads should be operated as one continuous line, without discrimination in favor of or against either of the roads, the Union was being discriminated

against by the Central. It was found that this discrimination was due to the fact that the Southern Pacific controlled the Central Pacific, and that the Southern Pacific also owned a road that ran from San Francisco along the coast to Los Angeles, as well as down the west side of the San Joaquin valley over the Tehachapi mountains to Los Angeles, and from there to New Orleans by way of El Paso and Galveston; that the Southern Pacific also owned or controlled the line from Oakland to Portland."

"The line of the Southern Pacific via New Orleans being a very much

longer line, the Southern Pacific, by diverting freight that originated in the Central Pacific lines and sending it by way of El Paso and New Orleans to the east, got a long haul. Naud earned 100 per cent of the freight charges, while if this same traffic were sent over the Central Pacific short haul to the east, it would get only about an 800 mile haul, which is about one-third of the haul it would get by sending it via its Sunset route."

"In order to avoid this discrimination Mr. Harriman endeavored to buy the Central Pacific. He acquired control of the Southern Pacific in 1901.

Arrest of Men Charged With Theft of Postal Millions



Postoffice officials believe they have rounded up the leading figures in the series of postal robberies occurring in many cities throughout the nation in the past year in the arrest of Charles Lambert, Charles Heins and Edward Bryce in New York. Police say \$100,000 recovered in part of the \$2,000,000 lost robbery from a New York mail truck last October. Left to right, Detective Sheaf, Lambert, Detective Kiley, Heins, Detective O'Brien and Bryce.

NORTHWEST RESOURCES ADVERTISED IN BOOK

SPOKANE, Wash., July 14.—(A. P.)—A 500-page book entitled, "The Northwest," and covering the wealth of the states of Washington, Oregon and Idaho, is being published under the auspices of the College of Business Administration of the University of Washington and will be ready for distribution on August.

The book was written jointly by Parker K. Gurd, a Spokane engineer, and Ernest Goodner, chemist with a local clay products company. It is primarily intended for use in the upper division of high schools, having been especially adapted by the authors to commercial geography, economics, history and English composition.

According to the authors, the book represents the Pacific northwest as a whole, impartially pointing out the resources of all cities and sections in the territory, without reference to firm names or trademarks. Editing of the book was done by Dean Stephen L. Miller and Professor H. T. Lewis of the College of Business Administration at the University of Washington.

"Try the drug store first," and Koepfens, the drug store that serves best, for Prescriptions.