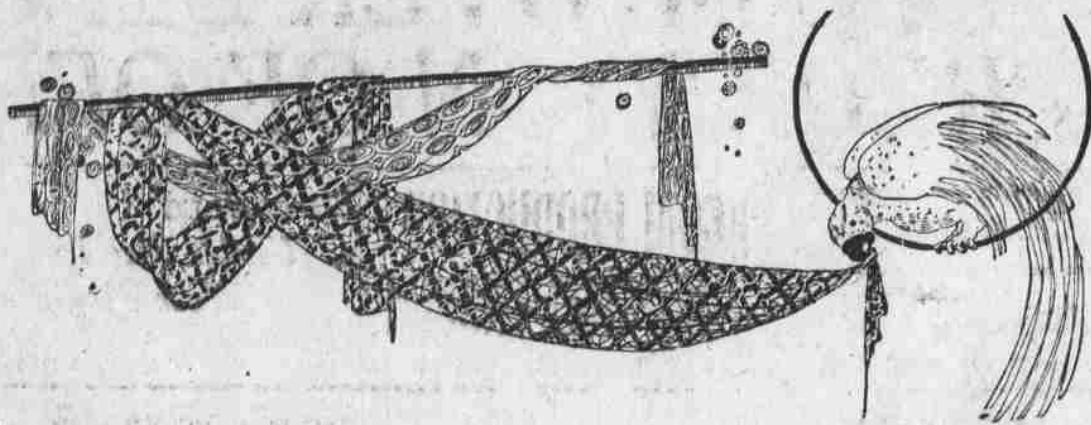


Pendleton's Greatest Department Store Offers You the Best That Can Be Had

VALUES AND QUALITY NOT TO BE FOUND ELSEWHERE IN PENDLETON, AND INTELLIGENT, EFFICIENT SERVICE. IT PAYS TO TRADE AT THE PEOPLES WAREHOUSE.

Silk and Fabric Gloves at 1-2 Price

Just a few of those wonderful values left in silk and fabric gloves. Long and short styles in black, white and greys. Just the glove for out door wear, all sizes left in the bunch. Extra special at 1-2 price.



Bungalow Cretonne 30c

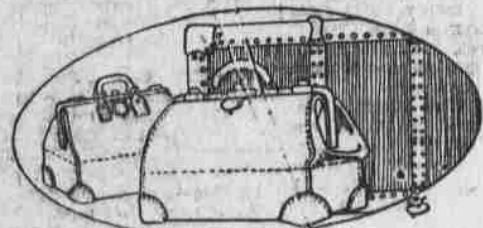
Just received a big assortment of cretonnes in beautiful patterns and color combinations for drapes, aprons and a hundred and one other uses. You will find this cretonne just the material; 36 in. wide. Selling now at only, yard. 30c

32 inch Ginghams 29c

32 in. Zephyr Dress Gingham in patterns of checks, stripes and plaids for dresses, aprons and children's clothes, its wearing qualities can not be equaled, selling now at per yard..... 29c

We Sell Only The Fleisher Yarns

Experience has taught us that the Fleisher yarns meet every desire of the women who knit. The clear, brilliant colors and remarkable softness of the Fleisher yarns are the reasons. Before you start the sweater, shawl or scarf you've planned, be sure to come in and see our assortment of yarns. The Fleisher yarns are unquestionably the favorite yarn for knitting. Let us help you choose the yarns for your next knit garment. Our prices are guaranteed.



VACATION LUGGAGE

No other store in Eastern Oregon can begin to show you the assortment of luggage that is to be found here. Not only assortment but quality and style.

TRUNKS in all the most wanted styles and shapes..... \$10.00 to \$75.00

VALISES, the new soft ones or the more staple kinds; all sizes and colors \$2.50 to \$35.00.

SUIT CASES—Here's where we truly shine, our assortment of suit cases is truly wonderful. We can please you, beyond a doubt. Give us a look..... \$2.50 to \$35.00

Ask for S.&H. Green Stamps with all cash purchases.



SWEET CORN

Large Roasting Ears, dozen 40c
Egg Plant, pound 20c
Cucumbers, large, 2 for 5c
Tomatoes, per crate \$1.00
Watermelons, pound 3 1/2c
Fancy Celery, stock 20c
California Head Lettuce, head..... 15c
Raspberries, cup 15c
Blackberries, cup 15c
Borax Soap deal on this week. Our ad in tomorrow's paper will tell you about it.

Cotton Crepe Kimonos

Values from \$3.95 to \$8.50

Special Clean-Up Price \$1.95

You'll find some very desirable kimono's in this assortment, and the values are beyond question.



Men's Shirts 1-2 Price

We have a small lot of men's band shirts, good neat patterns, fine materials, excellent workmanship, guaranteed colors. Your choice, while they last, ONE-HALF PRICE.

Men's Work Gloves Sacrificed

We have a very choice assortment of work gloves in gauntlet and short wrist styles. Regular \$2.50 to \$4.00 values. Your choice \$1.50

Ask for S.&H. Green Stamps with all cash purchases.

SEVENTEEN TRACTS OF INDIAN LAND WILL BE SOLD ON SEPTEMBER 15

Seventeen tracts of Indian land are to be sold under bids to be opened by Major Swartzlander on September 15. Copies of the official notice for this sale are being distributed, the notice in full being as follows:

Sale of Umatilla Indian Land.

Notice is hereby given to the public that the following described tracts of Indian land on the Umatilla reservation, Oregon, are offered for sale to the highest bidders under rules and regulations prescribed by the secretary of the interior on May 1, 1922:

Cayuse allotment No. 10, Awa; S 1-2 of NE 1-4 Sec. 11, T. 2 N., R. 34; 80 acres. Lies southeast of Cayuse at the Small Hawk place. Has north slope and is all good land except about 10 acres grading. Lease expires Sept. 30, 1922. Appraisal, \$3,400.

Umatilla allotment No. 113, Sits; NW 1-4 of NE 1-4 Sec. 11, T. 1 N., R. 32; 40 acres. This land lies along the foothills near Red Hawk canyon, on south reservation. Hilly land, but good soil, sloping north. Lease expires Sept. 30, 1922. Appraisal, \$1500.

Cayuse allotment No. 294, Mrs. Joe Allen; NW 1-4 of SE 1-4 Sec. 23, T. 2 N., R. 33; 40 acres. This land lies 1-2 mile west of school house at foot of Cabbage hill. Is level and good soil. No lease. Appraisal, \$3300.

Walla Walla allotment No. 470, Washatoomy; SW 1-4 of SE 1-4 Sec. 21, T. 1 N., R. 33; 40 acres. Lies one mile southwest of Earl Thompson ranch on south reservation. Thirty to 35 acres tillable, lies on hillside. Lease expires Sept. 30, 1922. Appraisal, \$1300.

Cayuse allotment No. 278, Annie Newton; South 53 1-3 acres of W 1-2 of SW 1-4 Sec. 15, T. 1 N., R. 33; lies east across road from Earl Thompson ranch on south reservation; slopes to north; all tillable and good wheat land. Lease expires Sept. 30, 1922. Appraisal, \$3750.

Umatilla allotment No. 84, Kamotiat; S 1-2 of NE 1-4 Sec. 7, T. 1 N., R. 33; 80 acres. Lies in Saltmarsh section on south reservation, all tillable slopes to west, and is fairly good wheat land. Is now cropped to wheat. Lease expires Sept. 30, 1922. Appraisal, \$4500.

Cayuse allotment No. 281, Hatawalata; SE 1-4 of NW 1-4 Sec. 2 N., R. 33; 40 acres. Lies just east of Finis Kirkpatrick ranch on north reservation, near Umatilla river. Is all tillable, and good wheat land. Lease expires Sept. 30, 1922. Appraisal, \$3600.

Cayuse allotment No. 253, Kalweencomit; W 1-2 of NE 1-4 Sec. 18, T. 2 N., R. 34; 80 acres. This land is site of Al Knight ranch, south of Umatilla river, between Mission and Cayuse. Good agricultural land; some in alfalfa; house and barn. A good location for ranch headquarters. Lease expires Sept. 30, 1922. Appraisal, \$7,250.

Umatilla allotment No. 215, Sockosick; NE 1-4 of NE 1-4 Sec. 20, T. 1 N., R. 33; 40 acres. Lies one mile west of the Earl Thompson ranch on south reservation. All tillable and fairly good wheat land. Lies in northeast corner of section. Lease expires Sept. 30, 1922. Appraisal, \$2400.

Umatilla allotment No. 215, Sockosick; NW 1-4 of SW 1-4 Sec. 23, T. 1 N., R. 33; 40 acres. This land lies on south slope of Spring Hollow, near Ben Eastridge ranch on south reservation. Slopes to the west. Fair wheat land. Lease expires Sept. 30, 1922. Appraisal, \$1000.00.

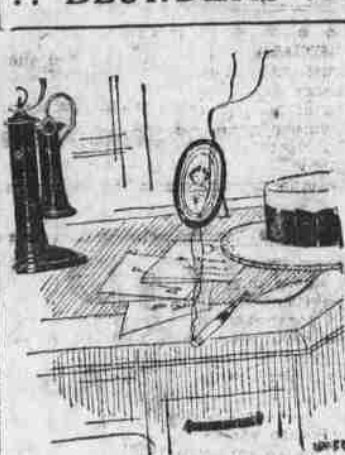
Cayuse allotment No. 175, Ipnas-hupstanawami; E 1-2 of NW 1-4 Sec. 30, T. 3 N., R. 35; 80 acres. Lies near Earl Thompson ranch on north reservation. Is nearly level, and excellent soil. All tillable. Lease expires Sept. 30, 1922. Appraisal, \$5,600.00.

Walla Walla allotment No. 18, Pelousupum; S 1-2 of SW 1-4 Sec. 9, T. 2 N., R. 34; 80 acres. Lies in southwest corner of section south of Cayuse. Road on south and west sides. Level and all tillable. Good wheat land. Lease expires Sept. 30, 1922. Appraisal, \$5600.00.

Umatilla allotment No. 116, George Marshall; SE 1-4 of NW 1-4 and NE 1-4 of SW 1-4 Sec. 25, T. 2 N., R. 33; 80 acres. Land nearly level sloping to west, all tillable except two acres. House on allotment. Land lies southwest of Charley Herrell ranch near Cabbage hill. Lease expires Sept. 30, 1922. Appraisal, \$5600.

Cayuse allotment No. 211, Petolcomit; SE 1-4 of NW 1-4 Sec. 12, T. 2 N., R. 34; 40 acres. Land is nearly all tillable, fair to good wheat land and slopes to north. Lies on high ground south of Umatilla river, between

:: BLUNDERS ::



Why Is This Wrong?
The answer will be found on the classified page.
(What "Blunder" do you suggest?)
(Copyright, 1922, Associated Editors)

tween Cayuse and Thorn Hollow. Lease expires Sept. 30, 1922. Appraisal, \$1000.00.

Cayuse allotment No. 298, Toka, W. 1-2 of SW 1-4 Sec. 15, T. 2 N., R. 34; 80 acres. Level, excellent wheat land, as good as any on reservation. Lies on reservation line, road on west side of Yamsunum section south of Adams. Lease expires Sept. 30, 1922. Appraisal, \$10,400.

Cayuse allotment No. 444, Umatitnomi; SW 1-4 of NE 1-4 and SE 1-4 of NW 1-4 Sec. 29, T. 3 N., R. 35; 80 acres. Good wheat land and slopes to west. Lies just west of William Hall ranch, above the Earl No Meat place on north reservation. Lease expires Sept. 30, 1922. Appraisal, \$7600.

Cayuse allotment No. 109, Tolyotes; north 53 1-3 acres of SE 1-4 Sec. 30, T. 3 N., R. 34; lies in what is known as Minthorn section, a few miles southwest of Adams, and near J. W. Maloney ranch. Excellent agricultural land, level and all tillable. Lease expires Sept. 30, 1922. Appraisal, \$7,050.00.

Sealed bids will be received by the superintendent in charge of the Umatilla agency, at the agency office, six miles east of Pendleton, on the Old Oregon Trail highway, until 2 o'clock p. m., Friday, September 15, 1922, at which time they will all be opened.

All bids should be enclosed in a sealed envelope, which must be marked by the bidder "Bid for Indian Lands" with the date for opening the bids, but the description of the land shall not be noted on the envelope.

Bidders desiring to purchase more than one tract should submit a separate bid for each tract. No bids for less than the appraisal will be considered.

Each bid must be accompanied by a certified check, draft, or cashier's check, payable to the order of the superintendent in charge of the agency, for at least 10 per cent of the amount bid. The remaining 90 per cent of the amount bid may be paid in cash at the time of acceptance of sale, or an additional 15 per cent may be paid upon the acceptance of sale, and the remaining 75 per cent in not more than three equal annual installments, secured by notes bearing 6 per cent per annum. The interest on all notes covering deferred payments is payable annually. All sales are subject to acceptance by Indian owners.

The award will be made to the highest complying bid, but in the event of a tie, and checks of unsuccessful bidders will be immediately returned to them upon receipt for same.

Bidders should state whether they intend to purchase on the cash basis or on deferred payment plan.

There will be reserved from the lands sold a right of way thereon for ditches or canals constructed under authority of the United States.

The right to reject any and all bids is reserved by the commissioner of Indian Affairs.

In case of default by the successful bidder, his accompanying deposit of 10 per cent of the amount bid will be forfeited for the use of the Indian owner in addition to advertising costs and purchase fee, and in case of default in future payments on the deferred payment plan, an additional 15 per cent of the purchase price will be forfeited.

Title will be conveyed by means of a patent from the United States to the purchaser, except in sales of Cayuse allotment Nos. 109 and 276; the latter two will be by approved deeds.

If purchase is made on the cash basis, patent will be issued upon approval of sale by the department of the interior. In deferred payment sales a certificate of purchase, setting forth fully the terms of the sale, will be delivered to the purchaser, after the memorandum of sale has received departmental approval. When the payments have been completed title to the land will be conveyed as above explained.

The department requires a fee of \$20 in addition to the advertising fee, to be paid by the purchasers of the tracts. Purchasers shall also pay the costs incurred in giving this sale due publicity, which will in all probability not exceed \$5 to each purchaser.

Under no circumstances will the superintendent or other officer in charge, or any person connected with the agency office, or the Indian Service be permitted to bid, or to make or prepare any bid, or assist any prospective purchaser in preparing his bid.

All sales are subject to existing lease. Rentals for period up to date of approval will be collected for Indian owner.

Bidders, owners and other interested persons are invited to be present when bids are opened. Call on the superintendent for further information.

E. L. SWARTZLANDER,
Superintendent.

Pendleton, Ore., July 15, 1922.

PENNSYLVANIA SENATOR REPORTED NEAR DEATH

UNIONTOWN, Pa., July 31.—(U. P.)—United States Senator William E. Crow is reported near death today. Crow has been sick for months and suffered a relapse yesterday.

HARDING'S SHIP PLAN WOULD GIVE CAPITAL \$50,000,000 A YEAR FROM TAXPAYERS

By GRATTAN KERANS.

WASHINGTON, July 28.—Rocks and storms are in the path of President Harding's ship subsidy bill, which he has demanded that congress shall pass at the current session, on penalty of being reconvened for that purpose. These obstacles to the plain sailing of the president's pet take the form of facts, figures and arguments urged against it by Senator Fletcher (Dem. Fla.), generally regarded as one of the highest authorities on American shipping.

Senator Fletcher ascribed the failure of the nation's merchant fleet to operate successfully and economically to Chairman Lasker of the shipping board, who, he charged, had converted

ed the board into a political machine and who spent his time on political propaganda instead of attending to his official duties as chairman.

Experts, some of them owners and operators of ships, have estimated that President Harding's proposed present to the private interests which are pressing for the passage of the ship subsidy bill would take from the rank and file of taxpayers not less than \$50,000,000 a year. The advocates of this annual "bonus" to powerful corporations have been flooding the country with their propaganda. Chief among these press agents for the measure is Chairman A. D. Lasker of the United States Shipping

board, one of the putative authors of the bill with Winthrop Marvin, vice president and general manager of the American Steamship Owners' Association.

Part of the campaign for promoting the adoption of the bill which President Harding has made his favorite child among the legislative proposals now pending, next to the tariff, is the zealous effort to discredit the merchant marine established by the Wilson administration. "These ships are described in Chairman Lasker's appeals for subsidies as a costly heritage."

Referring to this slur on the people's vast and valuable investment in serviceable ships, Senator Fletcher said, in his speech in the senate:

"Think of it! The finest fleet owned or controlled by any maritime power in the world, or by any organization, denominated a costly heritage. These people claim to want an adequate American merchant marine—American owned and American operated—for the benefit of American commerce and American industry, and yet the first essential to such a merchant marine is ships, which they complain of as a costly heritage."

"If we could only get rid of the ships, the shipping board would be relieved of annoyance and the friends of this measure would be happy. Their main purpose would be accomplished."

"I must confess to being glad we have the ships, and I value them as a distinct asset which I would not like to see dissipated and wasted. I want to see them taken care of and properly employed. They constitute the first essential requirement to a merchant marine, and instead of giving them away or sinking them, or paying people to relieve us of them, I would put them in service and operate them as our needs demand and our interests call for until such time as they are wanted by those who will keep them under our flag, who will take pride in their country's status on the seas, who understand the business they would engage in, and who will see that they render the service the people of this country are entitled to have and must have."

"The nation is cumbered by a great fleet of merchant vessels, they say. It is like saying to a man wanting to open a bank he is cumbered by capital, or to a merchant who would like to engage in foreign trade he is cumbered by goods or other assets."

The failure of the nation's merchant marine fleet to operate successfully is a failure of the nation's

fully and economically is the fault of the present shipping board, Senator Fletcher declared.

"If the chairman of the board, instead of furnishing arguments to congressmen and spending money on a publicity campaign to persuade the voters of the country to favor this bill, would spend his time and devote his energies to persuade American ship owners that they ought to patronize their own shipyards; and American merchants that they ought to give their business to American ships; and American bankers that they ought to encourage American shipping, that would be much more helpful in establishing an American merchant marine."

Philip Manson, a practical authority on the subject of shipping, has testified that the ship subsidies advocated by President Harding and Chairman Lasker would be utterly futile in creating a merchant marine.

In testimony given before the senate committee on commerce, Mr. Manson said:

"I say to you that the only thing subsidies will do will be to transfer from the public treasury to the pockets of a few favored steamship men, some of whom have appeared before the committee, large sums of taxpayers' money, and, what is worse, it will perpetuate the graft and incompetence which is now the real reason for our failure to have an American merchant marine."

Payment of subsidies to private corporations for operating ships would commit the taxpayers to a costly program of indefinite continuance, Senator Fletcher said. He dissented from the views of President Harding and Chairman Lasker, who propose subsidies as the only sure means of upbuilding an American merchant marine.

"The vision of a merchant marine coming out of this bill is a deceptive mirage," Senator Fletcher said. "It is a false light. It means wreckage. The end will be what the shipping board apparently would enjoy as they sit in their offices and draw their salaries, relieved of the burden to these ships, befitting the American merchant marine on their walls, painted ships on a painted ocean."

Edward N. Husley, former chairman of the shipping board, James A. Farrell, president of the foreign trade council; the American Federation of Labor; many commercial bodies and various operators of ships are among the individuals and organizations that are opposing President Harding's not measure as extravagant and useless.

Men Wanted

The Northern Pacific Railway Company will employ men at rates prescribed by the United States Labor Board as follows:

Machinists	70 cents per hour
Blacksmiths	70 cents per hour
Sheet metal workers	70 cents per hour
Electricians	70 cents per hour
Stationary Engineers	various rates
Stationary Firemen	various rates
Boiler makers	70 to 70 1/2 cents per hour
Passenger Car Men	70 cents per hour
Freight Car Men	65 cents per hour
Helpers, all classes	47c per hour

Machinists and Helpers are allowed time and one half for time worked in excess of 8 hours per day.

Young men who desire to learn these trades will be employed and given an opportunity to do so.

"A strike now exists on the Northern Pacific Railway"

Apply to any round house or shops or Superintendent.

Northern Pacific Railway at Pasco, Wash.