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FANNIE WARD, LASKY-PARAMOUNT STAR.

Who Is Feature Actress of Arcade Attraction.

ARCADE

Fannie Ward Picture Here.

Fannie Ward, the distinguished American actress, will be seen at the Arcade today and tomorrow in the Jesse L. Lasky production "A Gutter Magdalene," a thrilling photodrama written especially for her by Clinton H. Stagg from the story by Willard Mack. It is a Paramount program release.

In "A Gutter Magdalene" Miss Ward is seen as Maida, a young girl who succumbs to the wild wooing of Jack Morgan, a notorious crook. She runs away with him only to find that he cannot marry her. She tries to leave him but Morgan rules her by fear and she has to assist in the robbery of Steve Boyce, a handsome young Westerner who has come to New York to secure the forty thousand dollars as first payment of a railroad right of way over the Wyoming mountains.

Boyce is enticed to the apartment by Morgan and his crooked pal, Halpin. Boyce catches Halpin cheating at cards, and in the fight which follows Morgan smashes a whiskey bottle over his head. He is carried out into an alley, stripped of his clothing by thugs, picked up by a policeman and sentenced to the Island.

Maida runs away. She finds herself attracted by a Salvation Army street meeting and a new life opens to her and she becomes a worker for the saving of souls instead of rilling pockets. Here the story grows intensely interesting, and anyone who sees the climax will surely call it a good picture.

Use our Want Ad column.

SHERRY'S

Gripping, Romantic Story With Lionel Barrymore the Star.

Lionel Barrymore, one of the most versatile members of the famous Barrymore-Drew family of stars, will be seen on the screen here at Sherry theatre today for the last time, "The Quitter," a five part Metro wonder-play produced by the Rolfe Photo-plays Inc. It is said to be the best feature ever produced for this gifted actor, and he is seen in supreme dramatic scenes and intensely humorous situations. Mr. Barrymore has been surrounded by an excellent cast for this production, headed by Marguerite Skirvin, a charming and talented young artist who is on her way to stardom. Others in a notable supporting cast include Edward Brennan, Paul Everton, Charles Prince and Julius D. Cowles. The scenes for "The Quitter" are laid in a western mining town called "Paradise Gulch." It is a gripping story, teeming with romance, intrigue and delightful touches of humor. It is Lionel Barrymore at his best in a high quality Metro wonder-play, which insures a positive and guaranteed treat.

Among some of the interesting and picturesque scenes in "The Quitter" are the "Three Cheers" saloon and a typical western courtroom with a big trial in progress. Mr. Horan used many real western types, including Indians, cowboys, half-breeds and Chinese. These genuine types were brought out of the southwest by the director. Mr. Barrymore has one of the best parts of his career in "The Quitter."

DOWN THE NORTH SASKATCHEWAN

(BY CHE-CHE-PE-TOE-I-GI)

In June, 1900, not having anything very pressing on my hands, and being thoroughly weary of civilization, I made up my mind on a trip I had often wished to take from Fort Pitt, down the North Saskatchewan river past Battleford, Prince Albert, The Pass, Chisneywagwin, the Grand Rapids and Lake Winnipeg, and a good hunt on English river and Lewiston lake. So I purchased a stock of grub, took my Winchester, 32-special a good double-barreled 12-bore and lots of ammunition, dog harness, etc., an d started after engaging a half-breed who claimed to know all the rapids. I took up two days to get to Battleford, where I went up to the old tsockade dpolice post; met a lot of the old chaps I had known back in 1881; got letters of introduction to other police boys at other points down the river. It took a week getting down to Prince Albert. At this point the police tried hard to get me to change my course, telling me I had to go through five rapids, one after the other, which were very dangerous. I would not be persuaded, so on the following morning we started. The river here narrowed down from about three-quarters of a mile to about one hundred and fifty yards wide and running like a mill stream. The half-breed was in the bow of the boat and I in the stern. At about 11 o'clock we could hear the roar of the rapids ahead of us, so we steered the canoe onto a little gravelly beach and walked ashore. After climbing up the river bank we got a fairly good view of the rapids below. It was just like a long chute—a little rapid then calm water, rapid and calm again, except that each rapid was worse than the last. The half-breed got down on his knees and began to pray to beat the band and begged me not to try it. It made me mad and I told him I would shoot him before we drowned. Well, we got back in the canoe and I told him all I wanted him to do was to paddle for all he was worth and that I would steer and guide it through. I started for the side about ten feet from the bank and my heart was in my mouth. But hanged if I would let any half-breed think I was scared stiff and I would not mind betting anyone that it did not take us thirty seconds to go through and we only got about a pail of water into the canoe. And about a mile further on we got into where the river joins the South Saskatchewan. Here the river widens out again, but runs still and deep. Close to here I saw a bear feeding on fish or something so I told the breed to turn the canoe so I would be in front. I picked up the 32 and took a soft nosed bullet and split the lead with my pocket knife. Then when I was about forty yards from him I let drive, taking him in behind the left ear and blew the whole top of his head off. We camped right there skinned the bear which was only a small black one but just as fat as butter and we sure had some juicy steaks off of him.

We started next day again and after going about thirty miles made the Hudson Bay post of Fort La Carne. There I sold the bear skin for \$12 and got \$7 for about 150 pounds of bear fat, meat, etc.

They told me that about fifty miles further down stream I would strike the Little Squaw rapids; then the Big Squaw rapids and the Death rapids and about two hundred miles further down to look out for Sepinook Channel and gave me directions as to how I should know it. The breed I had with me knew as much about the river as my little toe, but he was good company and could talk many Indian languages. We used to converse in French all the time. We passed the rapids all right. They were very tame compared with the first five rapids near Prince Albert. We also found the Sepinook Channel. There we left the main river and took a branch, a short-cut to the La Passe Hudson Bay post. At the mouth of the channel we found a great cranberry patch. There must have been hundreds of acres of it—and bear tracks; they had regular paths beaten down, besides moose tracks, caribou, willow deer and elk. But a poor place to hunt because the swamp grasses were four or five feet high.

This country will at some future time be cut over for paper pulp trees are in abundance—millions upon millions of acres. And this whole country every spring when the ice in the river breaks up, is flooded for hundreds of square miles. And I counted many trees, cottonwoods that measured thirty-five, forty or forty-five feet in circumference.

Two days after entering the Sepinook Channel we made the portage to Cumberland house. Here I took a pot shot at a bunch of teal ducks, black ducks, butter balls, mallards, geese, swans, red, white and blue heron, etc., and five minutes afterward they would all be back again.

Liver Trouble.

"I am bothered with liver trouble about twice a year," writes Joe Dingman, Webster City, Iowa. "I have pains in my side and back and an awful soreness in my stomach. I heard of Chamberlain's Tablets and tried them. By the time I had used half a bottle of them I was feeling fine and had no signs of pain." Obtainable everywhere.

WALLOWA COUNTY'S OUTPUT.

Railroad Representative Investigating the Probable Shipping Demands

H. C. Oliver, of Portland, traveling freight and passenger agent for the O.-W. R. & N., spent Thursday and Friday in Joseph and vicinity, says the Joseph Herald. Although a frequent visitor here his last mission has to do with a special investigation of the 1916 crop production possibilities of Wallowa county that the railroad authorities may know in an approximate sense of the demands to be placed upon its traffic department when the marketing process is undertaken this fall. As a result of the increased demands determined by Mr. Oliver's visit here last week, a daily freight schedule will shortly be inaugurated to be maintained so long as the actual need is apparent. This need, unlike those of past times, will probably be great enough to insure a regular schedule throughout all seasons of the year, for in addition to an increased production of tonnage from farms, the growth of the lumbering industry in the county is adding demands for freight service.

During the month of July 102 cars of lumber were shipped to outside points from the Enterprise mill, a number that will probably be increased for many months, according to Mr. Oliver, who sees in the Enterprise lumber manufacturing plant, an industry that will thrive for a long time to come and is now only awaiting a revival of industry generally to reach its maximum production.

Mr. Oliver stated while here that Wallowa is the only county tributary to the O.-W. R. & N. lines that will not show a decreased farm crop production this year. Other sections are experiencing the difficulties that follow in the wake of poor farming methods, while here a high class of farmers, good soils, splendid climate and an increased acreage assures an increase in production for this year and many years to come. For this reason, he said, he had no hesitancy in giving Wallowa county first rank

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in farming importance, actual and prospective, and of all the counties that pay tribute to the O.-W. R. & N. lines none offer the possibilities for homebuilding that are to be found here.

The grain that will go forward this fall to outside points will all find destinations via rail routes, inasmuch as ship charters out of Portland are practically an impossibility now. The shipments will go unstacked. They may be bulked here or en route.

Mr. Oliver says it requires 90 days to get a return of outgoing freight cars and that the supply of cars would be adequate to local demands. When

the time comes for loading this fall, the railroad authorities are anxious that all possible haste be used.

It is cited that demurrage charges of \$1.00 a day are no object. Cars of average size in actual use earn \$7.20 per day for the railroad.

Postal Receipts Given.

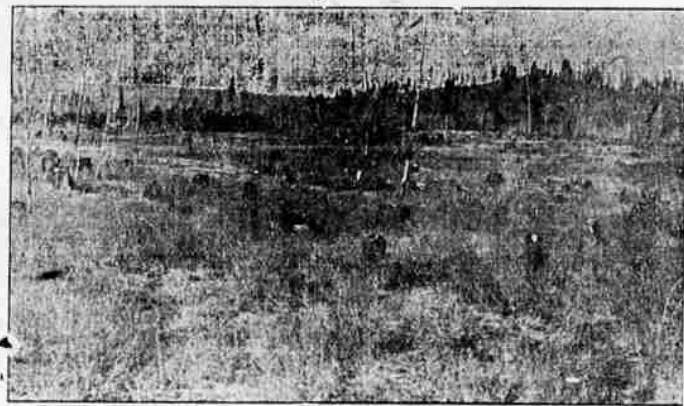
Receipts of the Baker postoffice have shown a big gain in a year according to the announcement of Postmaster Foster. The gain in July was \$561.64 over the same month of last year.

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This Photograph illustrates the rolling character of the country, and shows the fine pasturage, the stumps, trees and occasional clear patches.

Why consider subjecting yourself to the hardships of homesteading, the "red tape" of "proving up", the handicaps of high altitude, frost, poor water, and untried soil and isolation from the conveniences of civilization, when you can get a tract of Palmer Lands at these terms and prices and live in a settled and proven community, within 3 to 5 miles of a railroad, where there is plenty of rain fall and good water, an ideal climate and unexcelled soil.

3,000 ACRES OF PALMER LAND

in tracts of 40 to 200 or more acres of a good or better land than any yet sold, well watered, averaging from 75 to 90 per cent fine tillable farming land and every foot first-class pasture, near abundance of outside range, within 3 to 5 miles of the railroad, Palmer Junction Postoffice and general merchandise store, etc., will likely be sold this summer and fall.

4000 acres have been sold; but this is less than 25 per cent of the entire tract and not over 40 per cent of the good farming land. Fall and Spring wheat, oats, barley and other grains, alfalfa, clover, timothy, Sudan grass, millet and other hays and grasses, corn, potatoes, peas, beans, squash, cabbage, berries, turnips, beats, and many other vegetables for feed and table purposes have been grown with excellent success. Dairying, stock, hog and poultry raising are now the backbone of this community and are rapidly developing. All this in the third agricultural year of Palmer Lands.

A FEW FACTS

Palmer Lands won third prize at last year's fair. About 25 families are now living on their places. Nearly 1000 acres of new land is now in crops. A dozen new homes have been built this year. The roads are in good condition. The grass is still green and pasture excellent. Both public and Sunday schools are established. More land is being cleared and fences built. Every forty corner is located and staked. There is plenty of timber for wood, fencing, etc. The soil runs deep, even and is subirrigated. The altitude is 2600 feet, rainfall 30 inches. A new county bridge connects Palmer Junction with Cricket Flat, 60 more farmers will ship there.

Many new families will settle here by next year. Rural mail route, telephone line and other such advantages are now being talked and planned.

Investigate at Once

Write for our new illustrated folder, or call and let us show you maps and photographs and samples of grains and grasses grown on Palmer Lands. George Huntington Currey will be pleased to go with you or meet you at Palmer Junction at any time.

Palmer Lands are the best new land offer in the west today. They are a real opportunity for a man with small resources and an ideal investment for a man with means.

This is an ideal time to look over these lands, while the crops are still in the field. If you are interested in good land at low cost do not put off your investigation. You have heard people tell of the chances they have missed. Don't miss yours. This land that is now selling for \$15 will demand \$100 in a very few years. Arrange your affairs to look at these lands at once.

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