



PROFESSIONAL CARDS.

Redfield & VanVactor,
ATTORNEYS AT LAW.
Office on west end of May Street
Heppner, Oregon.

C. E. WOODSON,
ATTORNEY-AT-LAW
Office in Palace Hotel Heppner, Oregon.

Phelps & Notson
ATTORNEYS AT LAW.
Office in Odd Fellows Bldg Heppner, Oregon.

HIGGS & WINNARD
PHYSICIANS & SURGEONS.
Special attention given to diseases of
the eye, ear, nose and throat.
Office: The Fair Building.
HEPPNER, - OREGON.

Frank B. Kistner,
PHYSICIAN AND SURGEON.
Office in Patterson & Son's drugstore.
Residence in Morrow building over
Patterson & Son's Drugstore.

DR. METZLER,
DENTIST
Located in Odd Fellows building.
Rooms 5 and 6.

DR. M. A. LEACH
DENTIST
Permanently located in Heppner. Office
in the new Fair building. Gas ad-
ministered.

The Belvedere
FINEST WINES,
LIQUORS & CIGARS.
One hundred empty barrels for
sale. Five hundred barrels of ex-
tra fine cider vinegar on tap. . . .
HEPPNER, - ORE.

Buy on Credit!
this \$60 Machine for \$25



Write that for free catalogue showing
elegant household goods we will ship (freight
prepaid) on any payment—our new credit plan.
Savitz Furniture Company
175-178 First St., PORTLAND, OR.

W. L. SMITH,
ABSTRACTER.

Only complete set of abstract books
in Morrow county.

HEPPNER, - OREGON.

Groshens & Shaw
Proprietors
Union Saloon
and
Star Restaurant
---In Connection---

Meals Night and Day
Everything First-class

The Brick Saloon

We carry in stock only a
very high grade of

Barrel and Bottled Goods

We carry the lead-
ing brands of

FINE CIGARS

Draft and Bottled
Beer.

HEPPNER, - OREGON.

Liberty Meat Market

Rasmus & Boyer

Fresh and Salted Meats
Fish on Fridays

Highest market price
paid for fat stock

HEPPNER, OREGON

For news and opinions—the Oregonian.

REPORT ON OREGON.

**Irrigation Expert Investigates
Practices in Oregon.**

Washington, Aug. 5.—Oregon farmers, who resort to irrigation, will be deeply interested in a 30-page circular just issued by the Department of Agriculture, entitled "Investigations of Irrigation Practice in Oregon." The booklet is written by A. P. Stover, irrigation engineer, who spent last season in Oregon, making a study of irrigation as it is practiced, so as to find out the errors that have been made and gather data which would be helpful in instructing the irrigators how to avoid the mistakes of the past. The report is not as comprehensive as might be desired, but contains a great many valuable suggestions and is worth the perusal of every farmer who is obliged to artificially water his lands.

Mr. Stover made a study of the precipitation in various parts of the state, and to a limited extent gathered data on the discharge of the principal streams that can be utilized for irrigation. He states, in opening his report, that the greater part of the arable land of Oregon lies in the arid section and can be brought under intensive cultivation only by irrigation. He found that the low water flow of most of the streams of Eastern Oregon has already been appropriated for private irrigation, but as yet practically no steps have been taken to conserve the winter floods.

He finds that little of the water now being diverted is used economically, so that there is a large supply for future development. Mr. Stover is not connected with the Government Reclamation Service, and his studies have no reference to Government projects. Indeed, while he made investigations in the very country where the Government is about to build the Umatilla project, he makes no mention of that work, though he comments on private irrigation that is to be brought under the Government system.

Because of its comparatively low elevation and consequent mild climate, Mr. Stover says that Northeastern Oregon has advantages over the southeast. The investigation made last summer were confined to the Umatilla country, Crook County and the Klamath region. F. L. Kent of the Oregon Experiment Station being in charge of the latter work, and E. Nelson in Crook County. Mr. Stover himself went to the Umatilla Valley.

Mr. Stover embodies in his report valuable suggestions about removing sage brush from the virgin land, and leveling the land preparatory to constructing the ditches. He explains the different methods of applying water to the lands, viz, by flooding, by small furrows and by a system of checks, the particular values of the respective methods being fully set forth.

The practice of winter irrigation, now practiced along the Umatilla River, is described, and the value of this practice is indicated. It is shown that these Umatilla lands, under the Maxwell floodwater canals yield a net profit of \$24 an acre, when planted in alfalfa. It seems that the Umatilla Valley, however, is exceptionally well adapted for this sort of irrigation, because of the unusual formation of the soil and the underlying bedrock. Few localities will be found where winter irrigation will be as successful. On Butter Creek, where winter irrigation has reached the highest stage of perfection, fruits are successfully grown by combining the principles of winter irrigation and dry farming.

Several pages are devoted to a detailed description of irrigation canals along the Deschutes River, which have been in operation for the past few years, and also of the Maxwell and Irrigon canals in the Umatilla country. For some reason there is nothing in the report bearing directly on private irrigation in the Klamath country. The report, however, contains something of interest to all irrigators, and will be furnished by the department upon application.

Old maids would be scarce and hard to find.
Could they be made to see,
How grace and beauty is combined
By using Rocky Mountain Tea.
W. P. McMillen, Lexington, Ore.

A woman worries until she gets wrinkles, than worries because she has them. If she takes Hollister's Rocky Mountain Tea would have neither. Bright, smiling face follows its use. 35 cents Tea or Tablets. W. P. McMillen, Lexington, Ore.

Call at the Gazette office and learn of our clubbing offer with the Weekly Oregonian.

BIG CAR SHORTAGE

**Tie-Up in San Francisco Freight
Yards Causes Trouble.**

The worst car shortage in the history of the Pacific northwest is impending as a result of the tieup of Harriman railroad cars at San Francisco. The traffic departments of the Southern Pacific and Union Pacific lines have permitted nearly 20 per cent of the scant freight car rolling stock of these companies to pile up in San Francisco terminal yards without adequate measures being taken to secure the unloading of the cars and the protection of shippers in other Pacific coast territory.

The most reliable reports from San Francisco indicate that there are about 6,000 loaded freight cars held up in and around San Francisco, within 100 miles of the congested center. According to a statement made by J. L. Kruttschnitt, director of maintenance and operation, a committee of investigation a few days ago making the rounds of the yards found but 18 wagons at work hauling away freight from 300 cars that had been placed on a siding that day for unloading. Far more loaded cars were being received daily than were being unloaded.

The surplus of useless hay and lumber accumulated amounted to about 1,500 cars. An order was then issued stopping shipment of lumber and hay consigned to San Francisco. But the order came too late. The damage was done, and it will be many weeks before the precious freight cars now tied up in the San Francisco blockade can be released and trundled back to the places where they are most vitally needed to carry on the commerce of the country.

The wheat and hay harvests all over the country are at a stage where cars will be imperatively needed, especially in the Pacific northwest. There is an immense tonnage of other freights, merchandise, construction materials and machinery of all kinds needed in the sweeping development movement now under way in the Oregon country. The demand for Pacific northwest lumber in the middle states is increasing, and there is a crying need for more cars for shipment of Oregon and Washington lumber mill products.

The gross earnings of the Southern Pacific for the fiscal year ending June 30 are said to have been \$100,000,000. Yet there has been for years a continual wait from shippers for more cars and business has been constantly handicapped as a result of the short-sightedness of the official whose duty it is to order the building of new freight cars.

Shippers say that in fact there are but a few intervals, during the entire year, when there is a ready response from the railroad companies to calls for empties. The remainder of the time there is a scarcity. When the movement of Oregon livestock to ranges farther east begins there is a shortage. Then the berry crop comes along, and there is another shortage. The wheat crop begins with a howl for more cars and blends into the rear accompanying movement of the fruit crop, the hop crop, the hay and any other old crop. Meantime there is a continuous hubbub from the lumber mill regions because of inability to get cars enough to handle the all-the-year round movement of lumber to the east.

It is said by close observers of these phenomena that the basis of all the car trouble is the rapidity with which the Pacific coast is developing its resources and increasing its production, and the continual underestimating of this development by the railroad officials who are supposed to provide cars to meet future needs of transportation.

With 4,000 or even 1,000 Harriman line freight cars tied up at San Francisco the annual fall car shortage will be felt more severely than ever on Oregon lines. There will be a cry from every quarter, south and north, for cars for moving the crops, and the operating department of the Southern Pacific and Union Pacific systems will be in hot water for the next three months, unable to satisfy their patrons. Every empty that is sent to one point will be demanded at 100 others. Should early rains set in this fall the troubles will be much augmented. Erection of more private warehouses at all shipping points in the Pacific northwest is said to be the only immediate recourse of the producers and shippers.

Scrub yourself daily, you're not clean inside. Clean inside means clean stomach, bowels, blood, liver, clean, healthy tissue in every organ. MORAL: Take Hollister's Rocky Mountain Tea. 35 cents, Tea or Tablets. W. P. McMillen, Lexington, Ore.

BELIEVES IN ADVERTISING.

**William McMurray Secures Ad-
ditional Appropriation.**

Probably there has never been a man at the head of the passenger department of the Harriman lines in this state who was such a firm believer in the merits of advertising as William McMurray, general passenger agent for the affiliated lines. It will be his policy to extend the advertising department and bring this branch of the service up to its highest possible efficiency.

That the work may not be hampered by the lack of an adequate appropriation, Mr. McMurray made this question a special matter when in Chicago recently in attendance at the "family" meeting of heads of departments of the Harriman system. He was so urgent in his representations to the head of the traffic department that he was successful in obtaining authorization for an additional man in the advertising office.

The work of advertising the Harriman roads in the far West and the country which they serve is growing by leaps and bounds, and another man, to work under the direction of R. M. Hall, advertising agent, is badly needed. Tons of illustrated reading matter are sent out by the advertising office during the year, not only to every corner of the United States, but to all parts of the world as well. Inquiries are often received from distant parts of the world about Oregon. Yesterday a letter reached Mr. Hall from Australia in which the writer asked to be sent a Harriman publication descriptive of the Northwest.

Some idea of the volume of advertising matter sent out by Mr. Hall may be gained from the fact that on one day last week a huge shipment of Harriman publications was mailed that cost the system \$100 in postage.—Oregonian.

Labor Problem Solved.

Walla Walla, Wash., July 31.—Inso-
lent and worthless men who are out to
kill time or get unreasonable wages, have
no more terrors for John I. Yeend, for-
mer state senator, who resides in Walla
Walla and owns a large wheat ranch on
Dry creek. The labor problem was be-
coming vexing for Mr. Yeend, his grain
being ripe and requiring immediate at-
tention. Men being scarce and surly
and unreasonable in their demands it
looked anything but encouraging for
Mr. Yeend, when his wife and daughters
surprised him by proposing to go to the
fields and harvest the crop.

Mr. Yeend has four daughters who
are among the popular society women of
Walla Walla. Two of them were al-
ready assisting their father by cooking
for the harvest crew. At first Mr. Yeend
was inclined to refuse the offer, but as
his daughters were so much in earnest,
he has decided to let them assist.

Miss Alma will drive a header box,
while Miss Bertha will operate the
derrick. But the four Sisters will

DR. W. D. SLATER,
DR. CARRIE HOYLE SLATER,
OSTEOPATHIC PHYSICIANS.
Rooms 3 and 4 I. O. O. F. Building.
HEPPNER, OREGON.
Examination and Consultation Free.

FIRST NATIONAL BANK
OF HEPPNER.

O. A. RHEA.....President | G. W. CONSER.....Cashier
T. A. RHEA.....Vice-President | E. L. FREELAND.....Assistant Cashier

Transact a General Banking Business. Four per cent.
paid on Time Deposits.

EXCHANGE ON ALL PARTS OF THE WORLD BOUGHT AND SOLD
Collections made on all points on reasonable terms. Surplus and undivided profits 25%.

Has it Ever Occurred to You
How delicious the Famous

Hazelwood Ice Cream Is?

TRY ONE OF OUR ICE CREAM SODAS

THE PASTIME

probably change about with the work. The young women will arise at daylight, feed and harness their teams and take their turns at the derrick and header box. The girls are delighted with the idea of helping their father, who thinks he has solved the labor problem.

Better Than A Half Crop.

Walla Walla, Wash., Aug. 1.—Har-
vesting operations throughout the In-
land Empire are well under way, but as
yet no new grain has made its appear-
ance on the local market and grain de-
alers express the opinion that heavy har-
vesting will not commence before the
middle of next month. The grain
brought in to be tested shows that there
are two distinctive grades in this year's
crop. Fall-sown grain on the heavier
land invariably grades No. 1, while the
Spring-sown grain on Eureka Flat and
in other "light-land" localities falls be-
low this and in some cases below the
No. 2 standard.

The yield, for the most part, will be
better than farmers have been expect-
ing and between 18 and 25 bushels will
be the average yield. In many fields the
yield will be considerably less than this,
but these will be the exception and not
the rule.

Walla Walla County, according to
estimates furnished by grain men, will
show up this year with a 60 per cent
crop and they say the farmers will be
fortunate if the percentage does not fall
below this figure. Farmers generally
are optimistic over conditions as they
appear and there will be many who will
meet with happy disappointments in
harvesting a larger crop than they dared
hope for.

Big Sheep Shipment.

Cheyenne, Aug. 2.—The Union Pa-
cific and the stockyards along the line
are making preparations to handle a big
consignment of sheep. The shipment
consists of 50,000 head consigned to
Swift & Co., at Chicago, and will pass
through in a few days.

The sheep will begin arriving Satur-
day and after feed and water have been
forwarded to the yards of the con-
signees. About 40,000 of them are fat
muttons and there will occupy 150 cars.
They are all ready for the slaughter and
will be rushed through as the first of the
consignment.

Other shipments for the same firm, to
the extent of fully 100,000 additional,
are expected to follow on the heels of
this initial consignment, and the Ogden
Union stockyards are preparing for an
active season.

Cattle Are Dying.

Salem, Ore., August 1.—The death
of many cattle on Howell Prairie and
other places in the Willamette valley,
that was at first attributed to dry feed,
is fast becoming an epidemic, and a
well known veterinarian is not sure that
the Howell Prairie cases come from the
dry feed.

HOLLISTER'S
Rocky Mountain Tea Nuggets

A Pure Medicine for Bony People.
Brings Golden Health and Renewed Vigor.
A Specific for Constipation, Indigestion, Liver
and Kidney Troubles, Pimples, Eczema, Itchy
Bleed, Bad Breath, Stagnant Bowels, Headache
and Backache. It's Rocky Mountain Tea in tab-
let form, 35 cents a box. Genuine made by
HOLLISTER DRUG COMPANY, Madison, Wis.
GOLDEN NUGGETS FOR SALLOW PEOPLE

S. E. CARR, Pres. B. F. OULP, Vice Pres. W. B. WHARTON, Cashier



**Bank of
Heppner**



Capital Stock \$50,000 Fully Paid

**LOANS MADE AT EIGHT PER CENT
PER ANNUM**

Organized under the laws of the state of Oregon
\$25,000 daylight burglar insurance carried
Member of the American Bankers Association
Insured Bank money orders issued
Accounts by mail solicited
All communications answered the same day they are
received

The Bank of Heppner through its large connections is in a
position to extend large accommodations and the greatest safety
to all its depositors

FOUR PER CENT INTEREST PAID ON TIME DEPOSITS