



BIG RAIN STORM WATER RAN DOWN DONALDSON CANYON

Greatest Damage was
Washing out of Small
Bridges.

The first storm of the season and the biggest one for some time occurred in Morrow county Monday afternoon.

The storm was general over a big territory, the rain starting in at Arlington and extending back to the Blue mountains.

Coming from the northwest, the heavy rain was accompanied by a stiff breeze and struck Heppner at a little after 3 o'clock in the afternoon.

For several days prior to the storm there was ideal preparatory weather for an electrical storm.

The weather was hot and sultry and storm clouds appeared frequently. A peculiar feature of this storm was the fact that it rained for about four hours so hard and covered such a large territory.

Willow creek was never out of its banks. The water doing slight damage came down Donaldson canyon, filling the channel of the small stream with a good sized overflow which came down Chase street to a depth of about two feet.

The electric light plant and city well owned by the Heppner Light & Water company, which is located at the mouth of Donaldson canyon, was not injured. The floor of the building in which the plant is located was covered to a depth of about one foot but the water was not high enough to injure the machinery. The pumping plant was kept at work as usual but owing to wet belts the light plant was not started Monday evening and the city was in darkness.

Water covered the lawns of Mrs. Mitchell, Mrs. Bartholomew, Herbert Fant and Mrs. Kelly. The fence surrounding Mrs. Bartholomew's residence was considerably damaged.

The greatest loss was the carrying away of several small bridges.

The train was unable to go out on Tuesday morning owing to drift on the track at Valentine, a small station near Lexington. The drift was soon cleared away and the train came in on time Tuesday evening.

No damage is reported from the wheat districts.

Out in Sand Hollow Hynd Bros. suffered some loss by water flooding and covering with mud the second crop of alfalfa.

A cottage Grove man retired for the night, leaving his trousers at the head of bed close to the window and while in peaceful slumber, someone raised the screen of the window and reached in and secured his pocketbook, abstracted the money and replaced the pocket book and garment.

The loganberry industry has come to stay, and will always be a profitable one. Farmers claim they can realize 80 cents per pound net, by drying the berries, says the Salem Statesman.

A Wallowa man sold about 500 gallons of strawberries last year, and nearly as much this year, off of one-fifth of an acre of land.

TWO NEW BOATS ON UPPER RIVER Open River Transportation Co. Gets Money.

By long distance telephone from headquarters of the company at Portland, A. L. Wylie, agent of the Open River Transportation company, at this place, today received the information that all money necessary to the building of two new steamers to ply on the upper river had been subscribed and that Chief Engineer Kellogg, of the O. R. & N. company, had been sent to Pittsburgh, Pa., for the purpose of overseeing the construction of machinery to be used in the boats, says The Dalles Chronicle.

"About \$115,000 cash has already been secured," said Mr. Wylie "and the remainder of the \$150,000 has been subscribed, which means that it will be paid as soon as it is needed. Mr. Kellogg will spend some time in Pittsburgh attending to the outlining of the plans for making the machinery. Material and men will be transported immediately from Portland to the Big Eddy and the woodwork on the steamers will be begun right away. The boats will be ready for service within eight weeks, so that the company will be able to attend to transporting of the grain of the inland empire this fall."

Continuing, Mr. Wylie said that the new boats will be somewhat after the model of the Teal, now in use by the company between The Dalles and Portland, save that the engines would be much more powerful the better to combat the swift waters of the upper river. The new boats will ply between Celilo and Pasco and later will probably be extended to Priest Rapids, Wash. Mr. Wylie expects that with the placing in commission of the new facilities for transportation on the upper river, the portage road will of necessity be enlarged as to equipment and that probably an extra engine and many new cars will be used to carry the produce from the great country of the interior around the rapids at Celilo.

Nothing But Bark to Eat.

In northern China people were eating bark off the trees when Osborne Middleton was there on a tour from Shanghai. That was about a month ago according to a letter received by his son O. Middleton, Jr., who is manager of the Oregon Pine Export Lumber company, says the Portland Journal.

The country had been swept by fearful dust storms, so that nearly everywhere the growing crops lay buried under four or five inches of dust. Supplies had run low and the people were without money. Thousands managed to keep body and soul together by peeling bark off the trees and subsisting thereon. Some were so badly starved that they looked more like skeletons than living beings.

The writer says thousands will undoubtedly perish before anything can be done to relieve them. Many were on the verge of death when Mr. Middleton left Tien Tsin about four weeks ago. They did not seem to know where to look for help.

Mr. Middleton has been in China more than 40 years and is thoroughly acquainted with conditions there and the people. He has visited Portland several times during his stay in the Orient and expects to spend a few weeks here this fall.

OREGON SHEEP ALL INSPECTED Reports on Work Completed July 1.

July 1, the federal stock inspectors, working in Oregon under the direction of Dr. S. W. McClure, completed the inspection of the sheep of this state and the returns that have been received at the Pendleton bureau of animal industry office show some very interesting things, says the East Oregonian. The efficiency of the present state sheep law and the benefit that the state receives from the work done by the government are two things that are very evident.

A year ago when the sheep of Oregon were inspected by the federal men it was disclosed that 16 4/5 per cent of the sheep of the state were affected with scabies. Under the provisions of the sheep law every sheep in the state was dipped, the work being done between April and September.

This year the federal inspectors commenced an inspection February 1 and all the sheep of the state were inspected between that time and July 1. Reports received from his men by Mr. McClure show that out of the 2,245,055 sheep in the state only 253,100 per cent were found to be scabby. These sheep were all dipped twice under the supervision of a federal inspector and all exposed sheep were dipped once.

On September 1 another inspection of all the sheep in the state will be started and it will require three months to complete the work. At that time all scabby sheep, if any, will be dipped.

The inspection just closed shows that the following counties were absolutely free from scab: Baker, Wallowa, Grant, Wheeler, Crook, Sherman, Wasco, Gilliam, Morrow and Harney.

This year Umatilla county had 1900 scabby sheep, whereas a year ago it had 42,000. The 1900 scabby sheep found this year were dipped in May and when inspected again June 20 were found free from disease. There is now no scab in Umatilla county.

Nearly all of the scab now existing is found in Lake and Malheur counties. Most of the scab is among bands in southern Malheur and owned by Spaniards. These men were slow to dip last year. The scab in Lake county was scattered by a band of bucks.

In the Willamette valley there is now no scab excepting among a few small bands in Douglas county.

A Kansas man who with one or two relatives has been out to Lane county several times on visits has concluded to come to stay, says The Register. Last week a terrific hailstorm came and cut every vestige of a crop he had close to the ground and now he is packing up and will come at once.

To the Teachers of Morrow County

Ione, Oregon, July 15th, 1908.
Owing to the last edition of the State course of study being expanded; hence it is impossible for many applicants for the forthcoming August examination to secure courses of study from which to make preparation for such examination. Therefore, no questions in any subject are to be taken from the State course of study for the August 1908 examination.

Respectfully yours,
S. I. STRATTON,
School Superintendent.

Portland Correspondence.

"Good Roads" seems to have become in recent months the subject of almost every conversation when a group of citizens get together. During the last two weeks there has been more discussion of good roads among members of the Portland Commercial Club than there has about the political campaign that is before us. When dairy men get together they discuss good roads; it is the same with fruit growers, while automobile owners have become veritable cranks on the subject.

An insistent demand, coming from every section of the State, has been made upon the Portland Commercial Club to call some character of representative meeting to discuss a practical plan whereby all Oregon may have better highways. President W. K. Newell, of the State Board of Horticulture, has written to the Club asking that action be taken without delay; a similar request comes from Hon. J. W. Bailey, State Dairy and Food Commissioner, on behalf of the dairy interests, and the bankers of Portland and other cities and towns of the State are of one mind on the subject. Many of the cities throughout Oregon are building high class hard surface pavements, and everywhere you go you find men talking "Good Roads."

As a result of all this it has been determined to hold an "Oregon Good Roads Conference" in the Convention Hall (6th floor) of the Portland Commercial Club, Tuesday, August 11th, with morning, afternoon and evening sessions. No interest in the state seems to be more anxious to have a part in developing the good roads sentiment into a realization than the railroads, and as a result a rate of a fare and a third has been made for this meeting; tickets will be good the day before and the day after the meeting, so that it may be extended over the second day if necessary.

An interesting program will be prepared, but there will be no long-winded theoretical speeches—practical men will be secured and practical questions discussed. The Good Roads Associations of Oregon and Washington will be asked to co-operate in making the meeting a success. The basis of representation will be announced within a few days, but all commercial and industrial bodies, county judges, county commissioners, editors and mayors will be authorized to appoint delegates and urged to have a good representation present.

Hon. James R. Garfield, Secretary of the Interior, and Hon. F. H. Newell, Chief of the United States Reclamation Service, spent Thursday in Portland.

Oregon communities as represented through their commercial bodies and other agencies for advertising, should commence at once to take advantage of the one-way colonist rates which will be in effect from Sept. 1st to Oct. 31st. No state in the Union has received greater benefit through these colonist rates than Oregon and at no time in the history of the State were more people expressing a determination to come here to make their permanent home.

Hon. John Sharpe Williams, recently elected United States Senator from Mississippi, and prominent nationally as a leader of the Democracy, while here to fill an engagement with the Chautauqua Association, was tendered a reception at the Portland Commercial Club Friday night.

The first time in history according to a Coos bay paper, two torpedo boats and two destroyers went up Coos bay last week, and took aboard a supply of coal for a trial on their trip down the coast. This coal can be had at \$4 a ton, while such as they have been using cost \$10.

HORSES KILLED BY LIGHTNING Struck a Barn in Which Animals Were Sheltered.

Two horses belonging to B. F. Clark, who resides about 15 miles north of Heppner, were killed Monday afternoon by lightning.

Mr. Clark had just driven the horses into the barn to shelter them from a heavy rainstorm when lightning struck the barn and the horses were killed.

John Satterfield of Go'd Hill was 80 years old on July 4, and has gone on a deer hunting trip.

A man recently bought a piece of land near Freewater for \$1,000 and has sold it for \$3,000.

The Brownsville Woolen mill is fully in operation again.

A Eugene man picked 430 pounds of cherries in one day.

Forest Grove is to have a glass factory and a cigar factory.

A bear ate up a calf on a farm only three miles from Junction City.

Yamhill county claims to have the largest fruit evaporator on the Pacific coast, and the largest one in the world is said to be in Benton county.

One thousand gallons of "best beer" were sold by an enterprising Albany individual during the recent celebration in that city, and nobody got drunk.

Washington county is the richest county in Oregon, except Multnomah, says Dairy Commissioner Bailey and has been made so by the growth of the dairy industry.

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Gain in Deposits, month of January	\$19153.50
" " " " February	8,593.01
" " " " March	10,396.82
" " " " April and May	51,646.48
Total gain for first five months, 1908.	\$89,775.81

NOT BAD FOR THE DULL SEASON.