



Overland Model 79

Recent sales of the OVERLAND in Heppner and vicinity prove that it is THE car for this country. If in doubt about it ask one of the owners.

ALBERT BOWKER,
Agent for the

Overland

AT HEPPNER GARAGE

RED FRONT

Livery & Feed
Stables

Willis Stewart Prop.

First Class Livery Rigs

kept constantly on hand and can be furnished on short notice to parties desiring to drive into the interior. First class

Hacks and Buggies

all around and see us. We cater to the : : :

Commercial Travelers and Camping Parties

and can furnish rigs and driver on short notice.

HEPPNER, ORE.

Get your PRINTING done by THE GAZETTE-TIMES PRINTERY, and be sure of having it done RIGHT.

Elmer Beaman made a trip by auto to Pendleton last week.

Heppner Farmers' Union Warehouse Co.

Wool, Grain

Choice Flour - \$5.00 per bbl.

Wood, Coal, Cedar Posts and Rolled Barley
Best prices paid for Hides and Pelts

Licensed Embalmer **J. L. YEAGER** Lady Assistant
FUNERAL DIRECTOR
Phone Residence Heppner, Oregon

FIRST NATIONAL BANK OF HEPPNER

ESTABLISHED IN 1887

We make banking our business.

A sound and efficient home institution, is our purpose.

Capital and undivided profits : : \$140,000

STATE NEWS ITEMS OF GENERAL INTEREST

Portland, Ore., June 16, (Special)—On Saturday, June 20, representatives of fruit growers associations at Forest Grove, Dilley, Corvallis, Eugene, Sutherlin, Yoncalla, Cottage Grove, Dallas, Salem, Brownsville, Independence, Gresham, Monmouth, Newberg, Springfield and Roseburg will attend a meeting to be held in the Green Parlor of the Portland Commercial Club for the purpose of organizing a sub-central branch of the North Pacific Fruit Distributors. Mr. H. C. Sampson, secretary of the N. P. F. D. who is directing this movement, said: "Briefly stated, the distributor in this case will be the farmer himself in the selling game. It is purely co-operative. The organization will sell on a commission of 10 cents per box, which is sufficient to pay the expenses of salaried agents in all parts of the world and of 67 special representatives. Through these agents we distribute the fruit to all parts of the world, keeping markets fully supplied but never overloaded."

In order to stimulate interest among stock breeders in Oregon, the Oregon Exposition Commission announces that \$10,000 will be set aside as prizes for the best stock from this state exhibited at San Francisco next year. It is hoped that on completion of the budget it will be possible to increase this sum to \$15,000. This will be in addition to the \$175,000 which will be distributed in livestock prizes by the authorities of the exposition.

Business men of John Day are organizing in an effort to secure new enterprises in that valley. According to a statement issued by them, there are exceptional opportunities for a roller flour mill and for an up-to-date creamery. They say that all flour used in Grant county has to be hauled in from distant outside points while grain of all kinds is shipped out of the valley, and that in John Day and Bear valleys a large amount of milk is produced, a large part of which is hauled 40 miles to Prairie City, the nearest creamery. Business men and property owners are ready to lend all possible assistance to the establishment of these industries.

Work has been commenced in the preparation of a 400-acre tract of land one mile from Heppner for the purpose of seeding the entire acreage to alfalfa. The owner of the tract expects the venture to be financially successful, as he has been producing alfalfa in that vicinity for a number of years.

It having been ascertained that a large part of the land in the Umatilla Project is infertile and non-productive, the Oregon Conservation Commission has had a representative go carefully over the entire section, and his report, just sent in, indicates that under intelligent management and cultivation that soil is extremely productive and that the majority of the farmers are doing well. He states that the bank at Heppner has in the past 18 months loaned \$15,000 to the farmers for the purchase of stock and the money are being promptly paid at maturity.

The peasants of Italy are striving to set up a Republic. The troops of the Italian government have taken charge of affairs and have succeeded in subduing the mobs.

Last Sunday was the hottest day of the year in Portland up to this time. The thermometer registered 89 degrees. The same day the mercury registered 94 at Medford.

A Boston boy, age 5 years, advanced so rapidly in book learning, that his grandparents became alarmed and consulted a physician. The boy memorizes the most difficult literature and can pronounce almost any word in the English language correctly. He could read when he was 2 1/2 years old.

Irrigationists using the mill race water have been doing without it for the past few days owing to a big leak in the race. The leak is being repaired, however, and the water will be turned on again before long.

Wanted—WHEAT FARM in exchange for good stock and dairy ranch, 300 acres, near free range. Some plow land and pasture, excellent water supply, new bungalow, cream route, daily mail delivery, 7 miles north Cape Horn station on North Bank Ry., 30 miles from Portland, Oregon. No commission. Owner M. RELTON, Cape Horn, Wash.

Farmers Attention. A mass meeting of all the locals of the county is called for the Morrow County Farmers' Union, at the Court House in Heppner on the 27th day of June, 1914, at 10 o'clock. E. R. HUSTON, President. Great reduction on Hatr Goods. MRS. L. G. HERREN.

MR. UNDERWOOD AND THE TOLLS QUESTION

Spokesman-Review. While the passage by the senate of the amended tolls bill may be superficially heralded as "another triumph for President Wilson," it is obviously a victory of the Pyrrhic sort. "Another such and we are undone," say some of the administration supporters.

While the president will probably sign the amended measure, it is known that the adopted Simmons-Norris amendments are not satisfactory to him. The president has not had his way in "ungrudging measure." The amendments were grudgingly accepted by the administration after it became apparent that if the president should insist on trying to force an un-amended house bill through the senate there would be grave probability of its defeat. As finally passed the house bill carries this important reservation:

"Provided, that the passage of this act shall not be construed or held as a waiver or relinquishment of any right the United States may have under the treaty with Great Britain, ratified the 21st of February, 1902, or the treaty with the republic of Panama, ratified February 26, 1904, or otherwise discriminate in favor of its vessels by exempting the vessels of the United States or its citizens from the payment of tolls for passing through said canal, or in any way waiving, impairing or affecting any right of the United States under said treaty or otherwise with respect to the sovereignty over or the ownership, control and the regulation of the conditions or charges of traffic through the same."

The distinction between this grading action and the ungrudging repeal asked by the president is this—it leaves the whole issue open to be threshed out in the coming political campaigns. The president had affirmed that discrimination is in clear violation of the Hay-Pauncefote treaty. Congress would not travel with him that far. It says, in effect, that the treaty may or may not bar discrimination. If not, the United States expressly reserves all its rights to deal as it pleases with its domestic commerce.

The net result of President Wilson's opening of the tolls question is to provide his political opponents with a new issue in 1914 and 1916, and a bitter split in the ranks of his own party. Party leaders like Speaker Clark, Chairman Underwood, Congressional Chairman Fitzgerald and Senator O'Gorman refused point blank to follow the presidential lead. Senator Tillman, while reluctantly voting for the repeal, could not withhold his indignant criticism. The rank and file of the party in congress followed the president out in deference to the leadership of the presidential office. They would have followed him just the same if positions had been reversed and the president had been supporting no tolls against tolls advocated by Clark, Underwood, Fitzgerald and O'Gorman.

Mr. Underwood boldly declares a belief that the canal tolls issue is now squarely before the country.

"I am sure," said he in an interview last Saturday, "that further consideration of this issue, which now takes its place as a vital national question, will increase day by day the keen interest of the people in its right solution. Within a year after the canal is opened the record of statistics will tell the startling story. Then it will be seen among the multitudes of vessels using the canal that the English or German or Japanese and other foreign ships monopolize the waterway, and how pitifully few American vessels, either foreign or domestic, are recorded as passing through."

"Then we shall see that with this competition removed from the rates of the transcontinental railways the great bulk of transcontinental commerce will be carried from New York and the east to Seattle and San Francisco by the transcontinental railways, just as it is today, and that the reduction of transcontinental rates by competition, which was one of the great fundamental reasons why the American people voted to build the canal, has been defeated by this narrow and short-sighted policy which refused to offer inducements to our own ships to use the canal."

Mr. Underwood stigmatizes President Wilson's policy as "maudlin" and glories in his successful fight against it.

"I only wish it was to do over again, so that I might do it more vigorously if not more successfully," he declares. "I have been in many great fights in congress. I have been successful and I have been defeated. I have had explanations for some victories or for some defeats, and perhaps now and then some regrets. But in all my congressional career I have never been in any forensic battle in which I was absolutely more certain that I was right than in the fight for free tolls for American ships."

The president has drawn not only the fire of the opposing parties, but the hot fire of strong leaders within his own party. When he signs the repeal bill he will set this lively issue squarely before the American people.

Dealer in
J. S. Baldwin Wood & Coal
Successor to E. E. Beaman
Leave Orders at
Slocum Drug Co.
Phone Main 60

READ THIS PLEASE.
To be fair of face is to have a beautiful complexion.
DERMINE CREAM
Will render the skin soft, smooth, and a delicate white.
Prepared and guaranteed by
SLOCUM DRUG CO.

Spring Time is Mowing Time
Is your mower in shape to cut that grass nice and smooth?
IF NOT--
Get the blades sharpened today at the
Heppner Sharpening and Repair Shop
MAIN STREET - - Prices Reasonable

People's Cash Market
Now open for business under the management of an experienced butcher.
All kinds of Fresh and Cured Meats, Poultry, Lard
Highest cash price paid for Stock, Hides and Pelts
BRING US YOUR POULTRY
HENRY SCHWARZ, Proprietor

OUR 9000 ACRE FARM
Practically all irrigated, located five miles from Grass Range
will be sold in parcels of 160 acres.
This is the last large farm to be cut up in the famous Fergus County along the new line of the C. M. & St. P. Ry.
GRASS RANGE RANCH CO.
GRASS RANGE, MONTANA

FIRST Annual Picnic
of the
MORROW COUNTY FARMERS' UNION
to be held at
LEXINGTON, OREGON
SATURDAY, JUNE 20, 1914

State President J. D. Brown, and A. R. Shumway, member of the legislative committee, are to be present and deliver addresses. A literary and musical program is also being prepared and other entertainment will be offered.
BIG BASKET DINNER. BRING WELL FILLED BASKETS
The public in general is invited to come and enjoy the day to be spent in the beautiful grove at Lexington.
ONE OF THE BIG EVENTS OF THE SEASON