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Many Smith Form-a-Truck users have bought large numbers. These operators of fleet equipment include many of the largest corporations. Look over the names:

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And every user of Smith Form-a-Truck who has started in a small way has added to his initial equipment to take care of increased business and the large delivery area opened by this fast, economical service.

These users have tried Smith Form-a-Truck out for you—have proved its remarkable strength—have demonstrated its sensationally low cost for operation. What it has done for them it can do for you.

Many users have reduced their investment in equipment fully 75%—by replacing slow-moving, time-wasting equipment with fast, money earning hauling power. They have reduced cost for labor, speeded up the work on the loading platform—made one hour do the work that previously took four.

Put your hauling problems up to us—let us demonstrate what we mean when we say economy. And select your own power plant for the Smith Form-a-Truck you buy—you can use any Ford, Maxwell, Dodge Bros., Buick, Chevrolet or Overland car. Come in today.

ALBERT BOWKER, Agent, Heppner, Orego

### ELLIS MINOR BUYS WILLOW CREEK RANCH

E. M. Shutt Sells His Holdings Below One For Consideration of \$19,000.—One of the Best Alfalfa Farms in Morrow County.

By a deal which was consummated in this city last Thursday, Ellis Minor becomes the owner of the E. M. Shutt ranch located four miles below Lone on Willow creek. The consideration is said to be between \$18,000 and \$19,000, and includes all the stock and hay crop. The Shutt ranch is considered one of the best alfalfa ranches in the county and it will fit in fine with Mr. Minor's other holdings on lower Willow creek, where he is engaged in running cattle and sheep. Mr. and Mrs. Shutt have not completed their plans as to the future, but will spend the summer on Ditch creek with their children, in hopes that the mountain climate will prove beneficial to the health of their daughter, Miss Essie.

#### Wrestler Failed to Appear.

The wrestling match scheduled and advertised to take place in this city last Saturday night between Harold Christensen and Jim Londres, was not staged for the reason that Mr. Londres failed to put in an appearance. A large number of people, some of them coming from the country, were greatly disappointed. The match may be arranged for at a later date. Christensen was here, accompanied by Nourgaard, of Wallowa, who has wrestled here on past occasions.

Miss Helen Summers of Condon is a guest at the home of Mrs. John Kilkenny at the Kilkenny home on Hinton creek.

Interstate tourists who wish to go through the northeastern part of Oregon rather than more directly across by the John Day highway and McKenzie Pass. Its length is about 15 miles.

The Medford-Klamath Falls road will make easy access between the points mentioned by way of Crater Lake. Its length is about 25 miles. A satisfactory road already exists within the National Park and it is the desire of the State and County, assisted by the Forest Service, to make suitable connections with this road.

Ochoco Creek road is a part of the main trans-State highway, of which the McKenzie Pass and John Day roads are sections. Its length is about 13 miles.

Canyonville-Galesville road is the only National Forest road in Oregon lying directly on the Pacific Highway. It is in Douglas County and is about 8 miles in length. At present it is one of the worst sections in southern Oregon.

Reedsport-Coos Bay road is a 6-mile section lying in Coos County on the southerly extension of the Eugene-Florence road. It is a part of the Coast Highway.

Little Nestucca road, the location of which has not been determined, will serve as an outlet for the Willamette Valley to the various coast resorts in Tillamook county. The length of this project is approximately 5 1/2 miles.

The John Day project, as the name implies, follows the John Day River in eastern Oregon and is a part of a main trans-State highway. It is believed that this road will be open for travel practically the whole year. Its length is about 20 miles.

The Flora-Enterprise road is about 12 miles in length and lies in Wallowa county. It will connect the thriving districts of Enterprise and Flora. Considerable tonnage now passes over a steep and crooked mountain road.

La Pine-Lakeview road lies on the east side of the Cascade range and is a part of the main north and south highway of eastern Oregon. Its length is about five miles.

The Pilot Rock-Prairie City road will be an artery of travel connecting the populous Pendleton region with settlements along the John Day River and intervening points. It will be a direct route for travel to Bend and points westerly, or to points in Idaho without going over the high Blue Mountain range. Length, approximately 16 miles.

The Crescent-Klamath Falls road is a part of the main north-and-south highway east of the Cascade range. The length of this project is about 22 miles.

The Zigzag road is an 11-mile section of the Barlow road lying west of Mount Hood, and is a part of the main highway to Mount Hood and eastern Oregon.

The lengths above given do not constitute the total lengths of the respective projects, but only approximately the mileage on which cooperation by the Government is being given. Owing to the fact that but few location surveys have been made, the scarcity of labor, and the shortness of the dry season, but little construction work can be done this year. However, location surveys and the letting of contracts and other preliminaries necessary will be made for a vigorous construction program next year.

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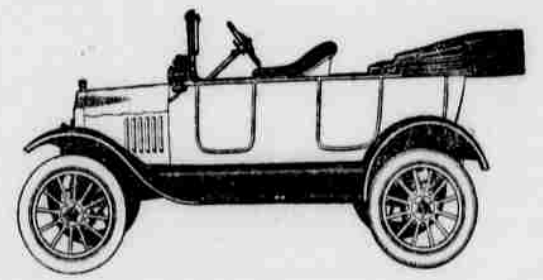
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### 15 ROAD PROJECTS HAVE BEEN APPROVED

District Forester George H. Cecil, Portland, Oregon, announces that approval has been given by the secretary of Agriculture to cooperative road work in Oregon involving \$1,114,194, which is distributed to fifteen projects. This amount is matched by the State, assisted in some instances by the counties. Cooperation of this nature is warranted by the Shackleford Road Bill, which became an Act July 11, 1916, and which is the direct outgrowth of an effort by Chief Forester Graves and Secretary Houston to make the National Forests contribute to road building enterprises pending the time when large timber sales from these Forests will automatically help the county exchequers.

The projects on which cooperation is authorized by the Secretary are as follows:

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McKenzie Pass Road, Mt. Hood Loop Road, Eugene-Florence Road, Pendleton-La Grande Road, Medford-Klamath Falls Road, Ochoco Creek Road, Canyonville-Galesville Road, Reedsport-Coos Bay Road, Little Nestucca Road, John Day Road, Flora-Enterprise Road, La Pine-Lakeview Road, Pilot Rock-Prairie City Road, Crescent-Klamath Falls Road, Zigzag Road.

The McKenzie Pass road is along the well known river of that name and connects eastern and western Oregon. It is about 44 miles in length. It is the first road across the mountains south of the Barlow Road. It is a part of the main trans-State highway leading from Eugene to Bend, Mitchell, and thence up the John Day River, and on through to the Idaho line.

The Mount Hood Loop road will consist of entirely new construction.

Beginning near Government Camp and extending around the southeastern base of Mount Hood to the upper Hood River Valley, where it will connect with a county road leading to the Columbia Highway. As the name implies, it is a loop between the old Barlow Road and the Columbia Highway. Its length is about 25 miles. It will give the residents of upper Hood River Valley more direct access across to the northern Willamette Valley and will also vie with the Columbia River Highway as a road of scenic beauty.

The Eugene-Florence road will give a suitable outlet from the northern part of the Willamette Valley to the coast. It will serve farming, logging, and tourist interests, and will also be of considerable military advantage. Its length is approximately 18 miles.

Pendleton-La Grande road will connect two of the most populous and important farming sections of eastern Oregon. The road will also be a part of the main highway traveled by

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