

## WOMEN WILL REGISTER FOR WAR WORK

Hood River, Ore., Sept. 3.—The Women's Committee of Oregon Council of Defense, through its chairman, Mrs. Charles H. Gastner of Hood River, has designated Saturday, September 15th, as official registration day for the women of this state.

This registration is wholly voluntary and is for the purpose of the federal government becoming familiar with the woman power of the state—listing all girls and women, both trained and untrained, for the work in the government service in some capacity, should it be found necessary for the nation to call upon the women of the country to take the places of men in industry in order that men may be released to join the colors. It is also essential so that trained female help may be secured for government positions and positions directly connected with military affairs that can be filled by women.

A properly printed card is to be

filled out by every woman and on the day of registration all assistance will be rendered in filling the card. Local committees have been formed in nearly all localities of the state for the purpose of caring for this work on September 15th and Governor Withycombe, appreciating the importance of this undertaking has issued a proclamation asking that all women register on that day.

### WOMEN GIVE OUT

Housework is hard enough when healthy. Every Heppner woman who is having backache, blue and nervous spells, dizzy headaches and kidney or bladder troubles, should be glad to heed this Heppner woman's experience:

Mrs. H. Tash says: "A few months ago I was almost down with backache and bladder trouble. For several weeks I could hardly get about and I felt so miserable I could hardly walk. My back felt weak and sore and at times I could hardly straighten up after stooping. My kidneys became weak and I was greatly bothered on that account. Since taking three boxes of Doan's Kidney Pills, I have had very little trouble."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Tash had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

### ADJUTANT GENERAL ISSUES WARNING

Portland, Oregon, Sept. 4.—All persons entering the forests must be extremely careful at this time about lighting fires. This is not the Fire Marshal warning of the usual type. There is a very urgent reason for this warning. The woods just now are filled with military patrols with rigid instructions to shoot public enemies caught setting fire to the forests.

Therefore, it is doubly necessary to be careful as military patrols, while instructed to exercise every precaution, might possibly make a mistake.

These military patrols are operating in every part of Oregon where forests are to be found. Their location is not revealed for obvious reasons. They move from place to place and keep to cover as much as possible. Their task is that of hunting down public enemies who have been firing the Oregon forests, and they are under orders from the Western Department of the Army to deal instantly and vigorously with such public enemies.

So if necessary for you to go into the woods, be careful about lighting fires. No doubt it would be better to keep out of the woods unless you have urgent business therein.

## STATE INDUSTRIAL ITEMS OF INTEREST

Bend—Brook-Scanlon Lumber Co. is working two shifts, box factory running to capacity.

There is talk of prospecting for oil in the Coos Bay section.

Gold Beach—E. M. Bogardus is the new owner of the Reporter here.

St. Helens—Cannery handles big bean crop here.

Canyon City—Chrome iron is now bringing into the country many thousand dollars of new money.

Chrome iron ore is reported to have been discovered in the John Day Valley.

Millions soon to go into highways—nearly \$1,000,000 worth of work is now under way in Oregon—\$3,000,000 due in 1918.

Astoria—Oregon's cranberry crop is excellent. Box factory rushed to fill order for boxes.

Oregon is asked to double grain crop for next year.

Portland—Work has started cutting Oregon spruce for airplane timber.

Klamath Falls—A dredge is being built here to prepare site for sawmill adjacent to Ewanna Box Co.

Tillamook—Local shipyard gets a contract for two wooden ships, \$300,000 each.

Gold Hill—Reorganization of Beaver Cement Co. is planned.

Sumpter—Town destroyed by fire to be rebuilt.

Shuttler's Station—Grain elevator here nearing completion.

More concrete paving for Estacada.

Canyon City—\$13,800 contract for construction of bridge at Monument has been awarded.

West Fork—S. P. Co. is building a new 5000 foot siding here.

Baker—Dam on lower Powder river to be rebuilt.

Odell—Many buildings are being erected here, town becoming large shipping point.

Forst Grove ten-mile unit of Gales Creek and Wilson river railway to be completed soon. Cost \$300,000.

Coos Bay—Denver people to erect three-story brick building here.

Oregon City—Government is to inspect spruce situation here.

Sheridan—Yamhill Milling Co. has been sold for \$241,000.

Kalama—Pacific Highway undergoing many improvements near here. A new bridge is also being built.

Lebanon—Roads near here are being improved.

Helix—Machinery for new mill here has been ordered.

Prineville—\$900,000 bond issue will construct system to irrigate 22,000 acres near here.

Coquille—Mill here will be improved.

Marshfield—The Coos Bay Shipbuilding Company is installing a 250 horse-power motor which will be served by the Oregon Power Company.

Roseburg—State Highway Commission appropriated money to improve the Pacific Highway from Canyon Creek Canyon to the Johns ranch 2 1/2 miles at a cost of \$23,680.50 and from Myrtle Creek to Dillard, 10 miles at a cost of \$17,648.50.

The time is here now to begin to figure on how the shipbuilding industry will be kept active after the war. The first thing to do it to amend our shipping laws making it possible for American ship owners to compete with foreigners on equal terms.

The Southern Pacific Company has ordered 65 more locomotives worth \$2,500,000 and has built or ordered 10,000 new freight cars in conjunction with the Pacific Fruit Express of which it is half owner, bringing total expenditures for new equipment to \$24,500,000.

### YOUNG NAVAL STUDENT HOME FOR SHORT VISIT

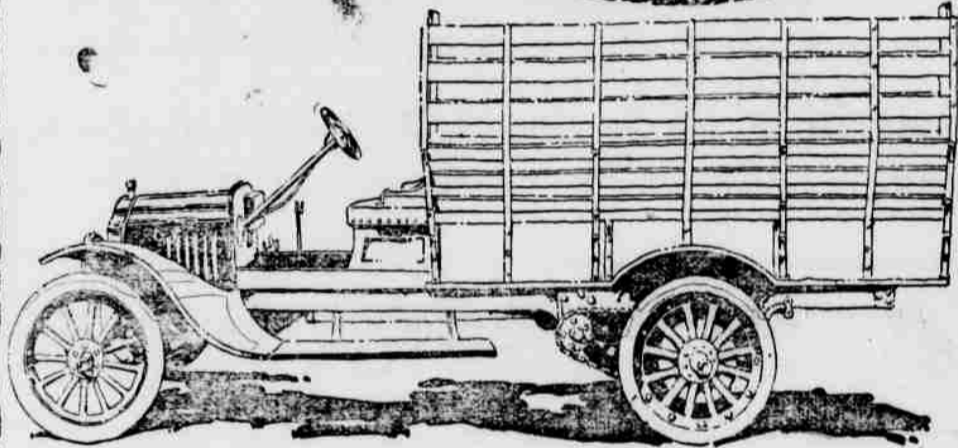
LaMont Slocum, better known to his many friends at "Mollie," is home from the naval training station at San Diego for a few days visit. He is a son of Mr. and Mrs. Elmer Slocum of Lexington and is a native Heppner boy. Young Slocum likes the training which he is receiving in the navy camp and expects to be placed on board ship before long. He will return to San Diego Friday.

#### Married.

Barney Oldfield of Pendleton and Carrie Ward of Hardman, at residence of bride's parents, J. F. Ward and wife, Hardman, Sunday morning. After an automobile trip to the coast cities and returning via Spokane, the young people will be at home in Pendleton.

# Smith Form-a-Truck

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## One Smith Form-a-Truck will haul as much as your Two Best Two-Horse Teams.

NOW sell all your horses—except those you need for work in the field. If you use horses for hauling, you are losing money—delaying farm work. One Smith Form-a-Truck will haul twice as much as two teams. And at half the cost. Yet Smith Form-a-Truck costs no more than a team and harness—\$350.

#### Save Like This

Use it for hauling milk—grain—and farm products to town. Haul manure, hay, fertilizer, feed, crops, lumber, coal—everything.

#### In 2/3 Less Time

Make your trips to town in one-third the time of horses. Save two to three hours time of two drivers every day in the year. 1200 hours—120 days—\$240 pay.

#### Costs Nothing While Idle

Your horses are devouring profits in feed whether they work or not. Sundays and holidays are feast days for them.

Smith Form-a-Truck costs nothing while idle. The minute the engine stops, its cost stops.

#### 8c Per Ton-Mile

12 to 18 miles per gallon of gasoline—12 to 15 miles per hour—

6000 to 8000 miles per set of tires. And repair costs are practically nothing.

#### Amazing Invention—8-in-1 Farm Body

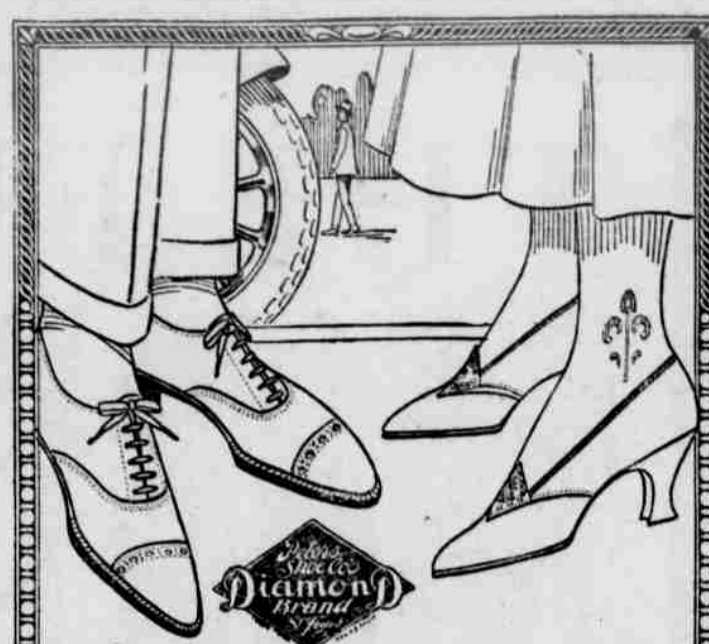
An exclusive Smith Form-a-Truck feature. Simply pull lever and get any one of eight combinations of farm bodies—stock rack body—basket rack—hay rack—hog rack—grain—flat rack—high flare board—flat rack scoop board down. Then change from one type to another in an instant—without tools.

#### Now for These Cars

Now attach Smith Form-a-Truck to a new or used Ford, Maxwell, Dodge Bros., Chevrolet, Buick or Overland chassis and you get a fully guaranteed, powerful, strong one-ton truck.

Don't put up with costly horses any longer. Come in at once, for you can make far bigger farm profits with Smith Form-a-Truck.

## Albert Bowker, Agent



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