

WEEK'S NEWS.

Local And Personal Happenings of Heppner And Vicinity.

Kellogg reports plenty of fish in Ditch creek. It.

Wm. Beamer, Grant county stockman, was in town this week.

Chas. and Ed Burchell of Lexington spent Wednesday in Heppner.

George Swaggart was an outgoing passenger for Portland Friday last.

Guy Nordyke, of Lexington, was in Heppner for a few hours on Monday.

Norton Winnard and Fred Tash made a trip to Arlington Sunday by car.

Chance Wilson, Monument rancher, is spending several days in our city.

John Blake and L. P. Davidson transacted business in this city yesterday.

See Kellogg about that mountain trip. He will take camp outfit same trip. It.

Mr. and Mrs. Theo Anderson, of Eight Mile, were visitors in the city on Saturday.

Howard Lane of the Lexington Pastime, spent a few hours in Heppner on Monday transacting business.

Kellogg takes passengers or camp equipment to coal mines or Ditch creek. Reasonable rates. It.

W. J. Wiswall, of the Kilham Stationery & Printing Co., of Portland, made a business visit in Heppner this week.

Frank Winnard and Arthur Dexter were in town Saturday after a new header which they received from Vaughn & Sons.

Superintendent S. E. Notson was a passenger to Salem on Friday, going to the Capital to attend the meeting of the State Teachers Association.

Mr. and Mrs. W. D. Newlon, who recently purchased the R. B. Rice farm in the Strawberry section, were transacting business in Heppner last Saturday.

Beach & Allyn, of the Lexington garage have accepted the sub agency for the Ford car in Morrow county. Vaughn & Sons of this city are the head agents.

Harold Wilkins, auditor for the workmen's compensation commission, was in Heppner Monday interviewing the employers of the city concerning business pertaining to his commission.

Mr. and Mrs. B. R. Patterson left Tuesday morning for Portland, making the trip in their Cadillac eight. Before returning home they will visit with relatives of Mrs. Patterson in Washington.

R. J. Gordon, representing the Pacific Metal Works of Oregon, made a business visit in Heppner Tuesday evening. This is the first trip Mr. Gordon has made into our city since 1903, and he was much impressed with the improvement our little city has made in the intervening years.

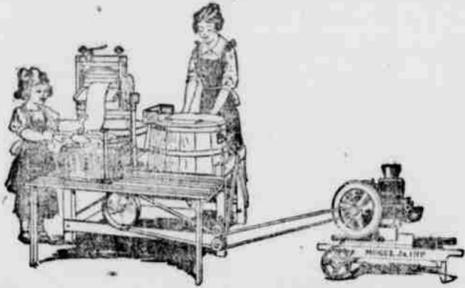
Ralph Bengt of Social Ridge has just completed on his farm one of the best up-to-date barns in the country. Mr. Bengt is nothing if not progressive and his splendidly equipped and kept-up surroundings is evidence of this. He will harvest 800 acres of fine summerfallow grain this season.

R. C. Hale and family left Tuesday morning for Ditch creek where they have established a camp for a couple of weeks. Ed Kellogg took them up in his Ford, using the trailer to good advantage in carrying the camp equipment. He will go to the prairie a week from Friday to bring the campers home.

C. R. Pointer and family motored to Heppner Saturday afternoon from their farm home north of Lexington. Mr. Pointer expects to begin harvesting in about two weeks. With his neighbors, the McMillan boys, he will operate a new steam threshing outfit this season. The machine is now on the ground and all set up ready for operation.

Fred Ashbaugh was down from the Hardman country Saturday and is rejoicing over the fine crop outlook in his locality. He feels sure that the section will turn out some of its bumper grain crops this year. Crops are somewhat belated, owing to the backward conditions in the Spring, but the present weather conditions are bringing them on with a rush and they will mature well.

Dan J. Malarky, Jr. and E. H. Shea, two young students of Portland Academy, passed through Morrow county the first of the week on the first lap of a ten-thousand mile journey, having left Portland on Saturday. They are making the trip in a Ford a-la-racer; that is, the "skins" are all stripped off. They visited Saturday night with Frank Cronan in June. After the boys have visited for a week at the home of Mr. Malarky's uncle, J. N. Burgess in Umatilla county, they will proceed east to the Yellowstone Park, traveling across the state of Nevada and returning to Portland by the way of Southern California. While in the South they will touch points along the Mexican border.



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Mogul Jr. is mounted on trucks. It is so simple that a boy or girl can start and operate it—a girl can move it. It is throttle governed—starts and runs on the magneto—no batteries are needed—no switch to close—no wires to work loose or give trouble—operates on gasoline or motor spirits.

It is clean. The enclosed crank case covers the gears and keeps all the oil inside where it belongs.

Every detail makes this the most satisfactory labor saver for the housewife—at a reasonable price. Don't delay. Ask your IHC dealer to show you a Mogul Jr. The larger sizes, 1 to 50-H. P. and tractors 8-16-H. P. to 30-60 H. P., are kerosene engines.

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TUM-A-LUM SILOS

You should read what 50 farmers said about their TUM-A-LUM SILOS in our last booklet; or ask the verdict of the recent silo excursions held by the county agriculturists at Kennewick, Granger, Sunnyside, and Grandview.

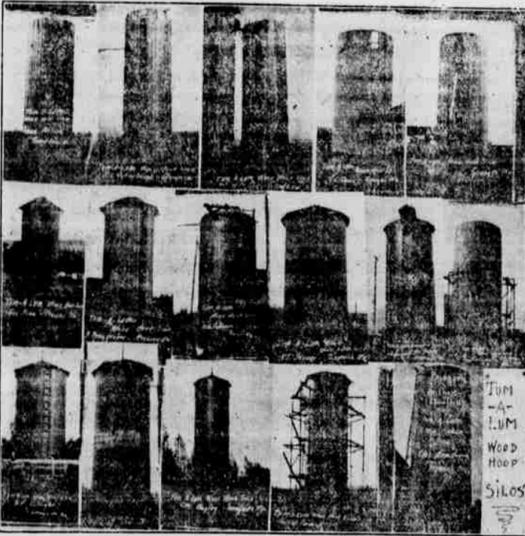
With the rapid development of the Northwest into a corn country—thanks to the efforts of "Farmer" Smith and associates of the O-W. R. & N.—comes the ever-increasing demand for Ensilage Feeding.

Several years ago we set about, through our Architects and Engineers to find the best type of silo for this climate. Outside of the PIT SILO, which nobody says is more than a makeshift, there were in general only two kinds of silos in use, namely, the stave or barrel silo and the "Building Silo."

Now we were surprised to learn upon investigating that almost 90% of the "Barrel Silos" blew down, leaned, twisted, buckled, or warped out of shape or were otherwise unsatisfactory despite the high prices paid for these patented silos.

We found that for this hot dry climate the "Building Silo" was recommended above all other types by almost all authorities including the U. S. Dept. of Agriculture, O. A. C., and W. S. C. (Bulletin numbers on request.)

Our Architects and Engineers designed the "TUM-A-LUM SILO" to be built like a building—not like a barrel.



TUM-A-LUM SILOS are efficiently anchored against the strongest wind by foundation bolts which are entirely concealed and out of the way.

TUM-A-LUM SILOS have a hollow wall, thus insuring even temperature on the ensilage, preventing freezing.

TUM-A-LUM SILOS are made entirely of wood so that all parts have an equal expansion and no trouble with tightening hoops is encountered.

TUM-A-LUM SILOS are furnished with all material, (lumber, hardware, and paint) required, including the foundation, roof, and completed building with the exception of sand and gravel which is furnished by the owner—and complete blue printed plans and specifications fully illustrating construction.

Corn's doing fine now—Silo time is here. Drop us a line and we'll gladly call and explain our silo to you or come right down to our office and look over the models we have here.

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"GOOD GOODS"

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