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See These Cars

Five Passenger, six cylinder, 45 horsepower - - - \$1220.00

Five passenger, four cylinder, 35 horsepower - - - \$795.00

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BUICK DESIGN

BUICK VALVE-IN-HEAD POWER

The rightness of the Buick Valve-in-Head motor and not the enthusiasm of its salesmen has made the Buick conspicuous for leadership.

This new four has a Buick Valve-in Head motor (with electric starter) which develops thirty-five horse power on brake test and is so reliable for rugged service that no eulogy is necessary among "men who know Buick."

Its lines are beautiful. Finish and color are exceptional. Deep, tufted black genuine leather upholstery. Covered floor and running board, with aluminum bindings, give a trimness of appearance that is peculiarly Buick.

Body, hood, fenders and running gear are painted a glossy, long-wearing black; wheels are black with white stripes. Times 31x4 inches.

SEE THE BABY BUICK AT THE HEPPNER GARAGE

ALBERT BOWKER, Local Agent

All Buicks have the Delco lighting and starting system. There is none better.

THE Farmers & Stockgrowers National Bank of Heppner

Do a General Banking Business

Foreign Exchange bought and sold
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LIVE CECIL NEWS ITEMS

Mrs. A. E. Nash was a guest at the Boyd Logan home Wednesday.

Mrs. Ahalt from the Fairhurst place was in Cecil Wednesday.

Carl Yount of Ione called to see Mr. Lowe on business Monday.

Mr. and Mrs. Ellis Minor visited Mrs. Bennett Sunday afternoon.

Geo. Miller lost a valuable mare on Thursday after two hours sickness.

Mrs. T. H. Lowe was a passenger on the local for Heppner Wednesday.

Mr. and Mrs. Boyd Logan spent the week-end at the Leon Logan ranch.

Miss Bernice Franklin was Miss Esther Logan's guest for the week-end.

Miss Violet Hynd spent the week-end with Miss Georgia Summers at Cecil.

Mr. and Mrs. John Nash and family spent Sunday at the Harvey Ewing home.

Grandma Nash spent Tuesday and Wednesday at the Harvey Ewing ranch.

Mr. and Mrs. W. G. Palmateer and their guests were Cecil callers on Sunday.

Whitely Ewing and Paul Anderson are busy in the harvest fields around Lexington.

Roy Devaney was called home to Tuttle, Wash., through sickness in his family.

Bill Thomas and W. Moore, the well driller, were callers at the Cecil store Wednesday.

Arthur Hodgson returned to the Harvey Ewing ranch Sunday after spending a few days at Elkton.

Mrs. Van Scholok and son of Arlington came on Wednesday to visit with Mrs. Bennett for a few days.

Cecil Ahalt, Herman Havercoast, Walter Pope, A. E. Nash were all in from the harvest fields Sunday.

Mr. and Mrs. J. S. Taylor of Heppner Junction were Sunday visitors at the Willows home of M. V. Logan.

Mr. and Mrs. Hendrickson, accompanied by Jack Hynd, visited with Mr. and Mrs. T. H. Lowe Tuesday evening.

C. J. Morrey of Oswego, Ore., arrived here on Sunday to spend a few weeks with his daughter, Mrs. Henry J. Streeter.

Mr. and Mrs. McNamer of Ione were visitors at Cecil after doing business at the Farnsworth and Lundell places.

Geo. Whitcomb of Morgan was a caller at Cecil on Saturday and disposed of some of his canned heat kitchenettes.

Galand Falkner left for Baker's place at Blalock to punch a header. Geo. Streeter left for Ione on Tuesday to work for Wilson brothers.

Mrs. Carrie Ewing, Mrs. P. M. Nash and family, Mrs. T. H. Lowe, Miss Louise Shaw, A. C. Lowe and A. C. Hynd were all visitors at Grandma Nash's Sunday.

Hank Howell returned to Cecil Wednesday to work for Art Minor. He was accompanied by another old timer, Jolly Mack Smith, and they will work in haying.

Congratulations to Mr. and Mrs. Ben Morgan on the arrival of a fine daughter Friday night. Also congratulations to the worthy storekeeper at Morgan, who we hear has joined the benedicts.

When Jack Hynd and George Wilson, accompanied by Miss Louise Shaw were autoing home from Cecil Sunday evening, they saw a one horse cart ahead of them, which was driven by a lady on foot. Another lady was walking along behind. Mr. Hynd gave the danger call, stopped his car and sent George ahead to find out the trouble. George returned and reported that a full blooded nag belonging to H. S. Ewing was in charge of Mrs. Nash and Mrs. Carrie Ewing and they were wondering if they were ever to reach home that evening with such a horse—that would insist on taking her time and stopping to rest every few minutes. A rescuer appeared on another horse in the person of Jackie Hynd. When the old nag saw this horse, she bounded off true to her colors, beating the Cecil speed limit of 30 miles an hour. The ladies were taken home by Mr. Hynd in his car and they gave Mr. Ewing to understand that he would have to furnish them a car from now on. From last reports the nag was still running.

The Government needs Farmers as well as Fighters. Two million three hundred thousand acres of Oregon & California Railroad Co. Grant Lands, Title reverted in United States. To be opened for homesteads and sale. Containing some of best land left in United States. Large Copyrighted Map, showing land by sections and description of soil, climate, rainfall, elevations, temperature, etc., by counties. Postpaid One Dollar. Grant Lands Locating Co., Box 610, Portland, Oregon.

Passed Examination
Carl Rhea and E. W. Hamman took the examination for the officers reserve training camp at Pendleton Wednesday and both met all the physical requirements. There are more than twenty candidates in this county and it is probable that not more than three will be selected.—Echo News.

IMPORTANT FACTS IN THE DRAFT PROCEDURE

1. Local boards post complete lists of all men registered in their respective counties, in the exact order of their liability for military service.
 2. Except in counties that are exempt on first draft by reason of having already filled their quotas by voluntary enlistments, local boards mail out notifications to men liable for duty on the first draft to appear for physical examination. Two hundred per cent of required quota is called, to allow for possible exemptions and rejections.
 3. All men called, whether or not they claim exemption or discharge, must appear for physical examination on the day named in their notification.
 4. Men claiming exemption or discharge, or other persons for them, must make application to local board by seventh day after mailing of notification to them to appear for examination.
 5. Applicants then have ten days in which to submit proofs in form of affidavits and supporting affidavits, on blanks provided by board.
 6. Board must decide on application within three days after final day for submission of proofs.
 7. Men not applying for exemption or discharge, and not rejected in physical examination, and those applying whose applications are denied, will be certified by local boards as being called for military service and not exempted or discharged, and their names posted. Men whose applications are denied will be notified by registered mail.
 8. Men whose applications are granted will be given certificates of exemption or discharge, which may be absolute, conditional, or temporary. Such certificates are subject to revocation at any time when cause for exemption or discharge no longer exists, and the holder called up for service.
 9. Men whose applications are denied have 10 days after mailing to them of notification of denial, to file appeal with district board having jurisdiction. (Government also may appeal for cause against granting of an exemption or discharge, but with no time limitation).
 10. Applicants for discharge on account of employment in a necessary industry, including agriculture, cannot apply to a local board for such discharge. They must apply to the district board, but can do so only after having passed physical examination, and after local board has certified them as called for military service and not exempted or discharged, and has posted their names.
 11. Men who have passed their physical examination and been certified as called for military service, may not be called into actual service for some time. They will be notified when to report for duty.
 12. IN THE MEANTIME—Any man subject to draft may volunteer in the Army or Navy of the United States until his name is actually posted by his local board as having been called up for physical examination.
- They Must Have Gas.**
- There are Fords and then there are still other Fords. Good, bad and indifferent, they all must have that life giving juice called gasoline.
- Tuesday morning Willis Stewart, the veteran livery man, who just recently stepped into the mechanical stage of the business, was attempting to crank up his Ford. Several persistent, twists on the crank, interspersed with appropriate and forceful adjectives, got no response from the flivver. Added efforts brought beads of perspiration to the brow of the untiring livery man. Not wishing to see Willis do all the work and believing they had the charm to set the engine in motion, George Groshen and Bill Pearson took their turn at the crank handle. The results were no better. Groshen tested the batteries. They were perfect. More efforts were expended via the crank shaft but old Betsy stood firm. Then along came Sam McCullough. He diagnosed the case and promptly investigated the gas tank. It was absolutely dry. Like all Fords, this one must have gas.
- Had it been a balky horse, Willis would have known at once what to do. He is about to discover that a Ford car has got almost as many whims as a horse, and whims that are lots harder to understand.
- Improving Szepanek Place.**
- Mike Szepanek, who was here shopping Tuesday, says he will soon put up a new house on his place, and there will be a new school house provided for that district. There were 22 pupils attending the Szepanek school last year.
- All of his rye crop, which was exceptionally good this year, is now in the stack ready to thresh. Mr. Szepanek had 160 acres of rye and the balance of his 300 acres was in wheat and barley. Little damage was done the grain on his place by the hot weather as most of it was nearly ripe when the hot winds came.—Echo News.
- John Volle passed through town Friday with a bunch of cattle for Ralph Weeks at the Hamilton ranch. They were stock which Mr. Weeks recently purchased in Southeastern Washington.

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