

Performance the Greatest Oakland Virtue

The owner of an Oakland Sensible Six never fears to put his car in competition with another.

He knows that the car he drives is equal to any demand he may put upon it—that performance is its greatest virtue.

The high-speed overhead-valve engine of this Oakland Sensible Six delivers at 2600 r. p. m. one full horse-power to every 48 pounds of car weight.

No motor in the world carries less weight per horse-power than this—none is spryer, more efficient, more saving.

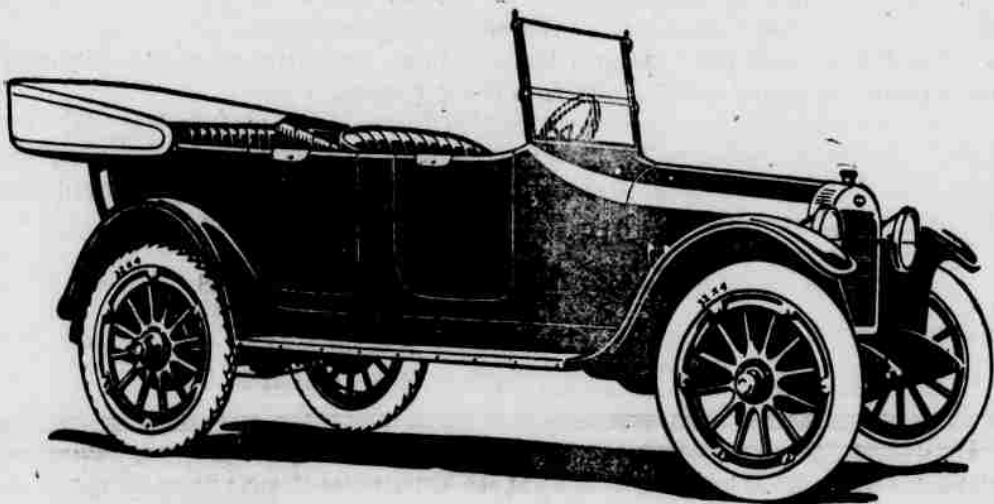
With a speed range of from 1 to 55 miles an hour and a trigger-quick acceleration, it is still very economical.

It delivers from 18 to 25 miles on every gallon of gasoline, and its even power draws the greatest possible mileage from the Oakland's oversize tires.

We know you will like this new Oakland—for its comfort, its ability and its value. The price is \$1200.

Touring . . . \$1200.00	Roadster . . . \$1200.00
Rex Coupe . . . \$1390.00	Rex Sedan . . . \$1430.00
Unit Body Coupe and Sedan \$1740.00	
F. O. B. Heppner	

MINOR & COMPANY
W. R. IRWIN



OAKLAND SENSIBLE SIX

Barnum De Elis THE SORREL BELGIAN

Will Make the Season's
Stand at

McROBERTS
BARN

MAIN STREET, HEPPNER

NOLAN F. LAWSON
OWNER

HEPPNER INCLUDED IN NEW PORT DISTRICT

Harold A. Rands, Engineer, is Making Survey For Port of Portland and River Transportation Will Be Encouraged.

Heppner is included in one of the many new port districts coming under the jurisdiction of the Port of Portland. Although it has not been fully decided, should a port district be organized here, the district would embrace all territory in Morrow county.

Harold A. Rands, traffic survey engineer for the Port of Portland Commission was in Heppner the last of the week. He says districts will probably be formed wherever practical and where the people of the district are inclined to co-operate with the Port of Portland.

Under the plan which the Port of Portland operates, river shipping will be stimulated and freight rates will be materially decreased. Mr. Rand said that Heppner and that part of Morrow county tributary to Willow creek is ideally situated for the use of a dock to be located somewhere on the Columbia river near the mouth of Willow creek. The completion of the Columbia highway down Willow creek will give the farmers and other shippers of freight, a natural grade to the river. Mr. Rand incidentally pointed out what the use of auto trucks operating on this highway would mean to the shipper. Docks will be established along the river for every district and Mr. Rand's work includes surveys on the Washington side of the river as well as the Oregon side. His work, however, is only preliminary to the working out of a complete system of docks along the river from Portland to Lewiston, Idaho.

Mr. and Mrs. Johnnie McIntire were down from their Hinton creek ranch Saturday. John has done away with his flivver and now drives a full sized car.

Lexington Woman Honored on Her 72nd Birthday.

Mrs. E. J. McAllister, pioneer Lexington woman, was tendered a surprise reception last Friday afternoon from 2 until 5 o'clock at her home. The affair was occasioned by Mrs. McAllister's 72nd birthday. A number of her visitors during the afternoon presented her with appropriate gifts. Tea and cake were served.

Mrs. McAllister is one of the oldest residents of Lexington, having lived there since the town was founded in 1885. Prior to that time the McAllister family had a farm near where Lexington stands. Mrs. McAllister served at postmistress at Lexington for a number of years.

Among the ladies who called on Mrs. McAllister during the afternoon were Mesdames W. G. Scott, J. F. McMillan, T. L. Dorman, W. F. Barnett, Minnie Leach, K. L. Beach, Lewis, Roy Campbell, Frank Munkers, Chas. Pointer, E. S. Duran, Andrew Reaney, Hazel Budden, W. P. McMillan, George Broadley, Lee Reaney, E. D. McMillan, Clark Davis, Jos. Burgoyne, J. E. Gentry, N. E. Fertig, Wahrer and Miss Dona Barnett.

Stalter Returns From Idaho.

D. B. Stalter returned Sunday from a six weeks visit with friends and relatives in Idaho. His daughter, Mrs. H. E. VanValkenburg now lives at Payette. Mr. Stalter also enjoyed a visit with an umber of his old friends who formerly lived in Illinois. These people bought land under the irrigation project at Nampa and all have done well.

J. D. Bauman, wheat farmer who resides a few miles below Heppner on Willow creek, was a Saturday business visitor in town. Mr. Bauman has two sons in the army. Clarence is somewhere in Florida with the marines and Harvey is at Camp Lewis. Both young men are getting along fine, according to word recently received from them.

Art Gammell, Lexington wheat farmer, was a business visitor in Heppner Saturday.

Wm. Morrow, right of way and tax agent for the Oregon-Washington Railroad & Navigation Co., spent Monday in Heppner. Mr. Morrow is a native son of Heppner, the county being named for his father, Colonel Jack Morrow. Mr. Morrow was an attorney in Heppner for several years, having an office in the Palace hotel, which he owned before selling to Phil Metchan. Among other offices of prominence, Mr. Morrow was county clerk of Morrow county for eight years. He enjoys meeting his many friends here upon his return visits from time to time.

OFFICERS FOR AMERICAN SHIPS.

About 2,000,000 tons, dead weight of shipping is planned for construction by the American government in Oregon and Washington this year. It was possible to have attained this splendid total in steel and wood ships had the Government placed contracts expeditiously, and given all possible encouragement to the builders of the two North Pacific states. These plans were for about 1,000,000 tons in each state, Oregon taking about 600,000 tons in wood and 400,000 in steel, and Washington 600,000 tons in steel and 400,000 in wood.

To officer the steel ships planned for the two states this year would require more than 500 deck officers and a like number of engine room officers. For the wood ships more than 1,000 deck officers will be required, and approximately a like number of engine room officers, or a grand total of deck and engine room in both states this year of well above 3,000 officers.

Steel ships will be commissioned at the rate of 12 to 15 per month in the near future, while the pace at which wood ships will go into the service will be greater as soon as the vessels now commencing to be launched are well started on the finishing stages.

Recognizing the imminent need for officers, the Government has established nautical schools, with free tuition in leading Northwestern cities, one being stationed at Portland. A six-weeks course is given in these school to men having a minimum of 18 months actual sea experience, and

those passing the prescribed examination after the course are licensed to become officers on the new Government ships.

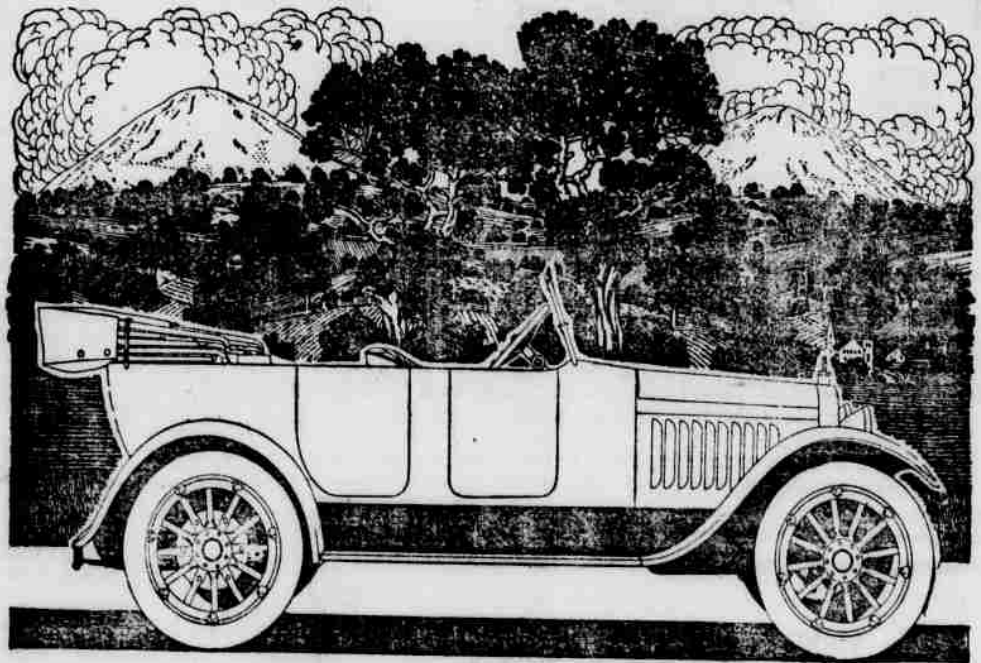
Attendance at the nautical schools is not as heavy as was expected. Every possible effort is now being made to have increased interest taken. All men with sea experience, experience on larger fishing boats, on the Great Lakes or target tugs and souncs, are being urged by the Government officials to take the course and after qualifying, serve their country by going to sea again. Prof. Arthur Williams, Electric Building, Portland, has charge of the Oregon school, and applications should be made to him by those interested.

If ships are not built, America will in proportion be unable to participate in the European war. If the ships are not officered and manned after being built, America is yet helpless in her efforts. In view of the fact that heavy construction work has been placed in the Northwestern states, the Government feels that the same states should do the maximum in officering and operating the vessels. All seamen with experience who do not care to take the officers' course, are appealed to for the manning of the vessels under construction. C. D. Kennedy, in charge of the operating department of the U. S. Shipping Board at Portland, has charge of the work of hiring seamen for the ships sent to sea from this state.

NAUTICAL SCHOOL ADVISORY COMMITTEE., By W. D. B. Dodson, Secretary.

F. S. Bender will leave tomorrow, Friday, for Colfax, Wash., where he has bought a store known as the Table Supply Co., and will take charge of the business next Monday. Mrs. Bender will remain here the balance of this month closing up their accounts as far as possible. F. S. says he will be back here for a short time about April 1st. While Ione people are sorry to see the Benders leave here, they join in wishing them success in their new location.—Ione Independent.

An engine that wrings from gas more power than was ever taken out of gas before—through its "Hot-Spot" and "Ram's-Horn" Manifold—Chalmers devices.



Tests of exhaust vapors have shown weaknesses in many engines. By such tests you can always tell how good an engine is.

In the great Chalmers engine so very little in the way of unused or unburned gas comes out of the exhaust as to be almost negligible. The gas is used up—all of it—in the Chalmers.

The moment it passes from the throat of the carburetor it strikes the now noted "Hot-Spot" where it is heated and "cracked-up" and then rushed on to the combustion chambers via the "Ram's-Horn" Manifold.

When the spark touches it off there is translated a power such as a gas engine has never known; all the brute force imaginable, yet tamed down into a softness that is as smooth as deep water.

Once you play with it with your right foot you will be amazed at the thrill it'll give you.

TOURING CAR, 7-PASSENGER \$1535	TOURING SEDAN . . . \$1950	TOWN CAR LANDAULET . . \$3025
TOURING CAR, 5-PASSENGER \$1485	CARRIOLET, 3-PASSENGER . \$1775	LIMOUSINE, 7-PASSENGER . \$2925
STANDARD ROADSTER \$1485	TOWN CAR, 7-PASSENGER . \$2925	LIMOUSINE LANDAULET . \$3025

ALL PRICES F. O. B. DETROIT SUBJECT TO CHANGE WITHOUT NOTICE

VAUGHN & SONS, HEPPNER OREGON

Oversubscribed.
The issue of \$500,000,000 of United States Treasury certificates, the subscription to which closed March 5, was oversubscribed, the subscription in every district except one exceeding the quota assigned it.

The banks of the country in the past two Liberty Loan campaigns and in the purchase of Treasury certificates issued before the loans responded to the demands of the country with inspiring loyalty and liberality.

The faith they show in the Government finances and the patriotic response they give to the calls of the Treasury are certain indications that their cooperation and assistance will help to insure the success of the Third Liberty Loan.

Jas. Carty, north Lexington sheepman, spent Saturday in Heppner.

J. B. Sparks, local theatrical manager, returned last Friday evening from a brief business trip to Portland.