

LIVE CECIL NEWS ITEMS

E. J. Fairhurst of "The Busy Bee" ranch was a Cecil caller on Friday.

Miss Agnes McFadden of Four Mile was a business caller in Cecil Saturday.

Miss Georgia Summer of "The Last Camp" spent Sunday at "Butterby Flats."

Miss Ruth May of Lone Star ranch was calling on friends in Cecil on Friday.

Ed Miller and John Cochran of lone were at "Butterby Flats" Wednesday.

Dwight Misner and friends were callers at Cecil on Tuesday, enroute for Portland.

Mr. and Mrs. Geo. A. Miller of "High View" were business caller in Heppner on Thursday.

R. E. Duncan and family were over from Boardman on Saturday looking after their Cecil ranch.

Leon Logan and family and Mr. and Mrs. Boyd Logan and family spent Sunday with J. W. Osborn.

Mr. and Mrs. Geo. A. Miller and son of "High View" were visiting Mr. and Mrs. Fred Pettyjohn on Friday.

Tom Dean of Morgan and A. E. Nash of Fair View are now busy hauling wheat to the Cecil warehouse.

Mrs. John Nash of Ewing and Mrs. Albert Forkner of lower Willow creek were business caller in Cecil Tuesday.

Mrs. A. Henriksen of "Willow Creek" arrived home on Sunday after a visit among her friends in Douglas county.

Mr. and Mrs. A. E. Ross and family of "The Bungalow," accompanied by C. Murray, spent Sunday at the Pettyjohn home.

C. A. Minor and Mrs. Frank Roberts and family, and Mrs. Margaret Krebs of Portland spent Wednesday at "The Last Camp."

Miss Lucille Logan and her brother Gene Logan of Portland arrived Sunday and will spend a few weeks at "Butterby Flats."

Mr. and Mrs. J. J. McEntire, accompanied by Miss Almira Frank of lone, were callers on Mrs. Pat Farley and family of "The Willows" Wednesday.

Mrs. R. Bennett of "The Last Camp" who has been having her vacation at Troutlake, Rockway and other points, returned home on Wednesday.

Miss Margaret Krebs of Portland, who is visiting her brothers at the "Last Camp" spent Thursday with Mr. and Mrs. Ben Barnes of "Poplar Grove."

W. G. Hynd of Rose Lawn, Sand Hollow, accompanied by his nieces, Misses A. C. and M. H. Lowe, arrived in Cecil on Tuesday. W. G. thought he never saw the alfalfa looking better.

Earl Lenervick and John Tannerly, who have been working up on Skinner creek for the last few weeks, returned to Cecil to help with the second cutting of alfalfa at "The Last Camp."

Former Heppner Physician Is Now Fighting Cooties In Far Away Siberian City

In a letter to Dr. T. W. Kirby of Portland, Dr. A. K. Higgs, formerly a physician in Heppner and more recently of Portland, but at present a captain in the American expeditionary forces in Siberia, gives an interesting description of his trip from Seattle to Vladivostok and his impressions of the ports visited en route.

Captain Higgs sailed from Seattle May 9 on the Fushimi Maru, a Japanese vessel, arriving at Yokohama after 15 days. After a short stop, his party crossed Japan by rail and sailed from a small port on the western coast for Vladivostok, landing June 2. There Captain Higgs received his commission and took command of the Vladivostok hospital, where an eye, ear, nose and throat clinic will be established. Captain Higgs writes that he expects a lot of hard work for at least a year, as refugees are pouring into the city by the thousands without food or sufficient clothing and a great many of them sick. The Red Cross is doing splendid work for these people. "I think the Red Cross has murdered 10,000,000 'cooties' in the past few months and still they come," writes the former Portland physician.

Portland Man Makes Business Visit.

O. M. Cannon, referee in bankruptcy, with offices in the Northwestern Bank Building in Portland, spent Saturday in Heppner. Mr. Cannon was called here in connection with the bankruptcy proceedings of the Palace Hotel Co. Mr. Cannon was a Walla-Walla, Wash., boy years ago and a boyhood friend of Vawter Crawford. These men enjoyed a long chat on early days in Walla-Walla, while Mr. Cannon was in town. He returned to Portland Sunday.



THEY'RE BACK !!

Sure they can come back. Witness "Kid" Gleason, manager of the Chicago White Sox and Hugh Jennings—boss of the Detroit Tigers. "Watch Detroit!" is baseball's wisest saying right now. Jennings, who won pennant several years ago—has built up another great team around his star, Ty Cobb. Gleason—retired to coach and then let out, has come back to pilot the White Sox, deposing "Pants" Rowland and he now has his team out in front.

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\$100,000 In Alfalfa Sold From Ten Butter Creek Ranches

More than \$100,000 worth of alfalfa has been sold already this season in the Butter creek district alone. Practically all of this was sold at a price of \$16 a ton in the stack, although a few lots brought a little more than this. Most of this hay will be consumed on the ground where it is stacked, having been purchased by sheepmen and cattle feeders.

Pete Sheridan, Glenn Richards and Thomas Richards, Jesse Richards, Ralph Richards, Allen Thompson, Fred Buchanan, Grant Buchanan, Sloan Thompson, A. C. Allison and Julius Rauch are reported by a responsible authority to have all closed deals for their hay. The alfalfa involved in these transactions totals 6850 tons, and brought more than \$109,000.

Hay from the Richards ranches has been sold to outside people who will ship it. Grant Buchanan and Fred Buchanan sold theirs to cattle feeders and the others listed above have made deals with sheep men.

When it is considered that this 6850 tons represent the hay crop of only ten ranches in the Butter creek district, some conception can be had of the magnitude of the alfalfa raising industry in this vicinity. This takes no account of the Butter creek ranches from which the hay is still unsold, nor of the many big hay producers in the Meadows district.—Echo News.

IRRIGON WILL HAVE BUMPER APPLE CROP

Merrill E. Doble, who was in Hermiston Saturday, Sunday and Monday last on business, in an interview with a Herald reporter, said he estimated the total income this year in the Irrigon district, where he resides, from orchards and all varieties of small fruit would not about \$15,000. The young man has an apple orchard of 20 acres composed of Delicious, Jonathan, Winesap and Yellow Newton, all standard apple varieties, from which he expects to clean up close to \$5000 this year if the prices remain firm. He pins his faith to the Irrigon district, and says that ere another couple of years roll by it will be on a footing with the Hermiston district in point of productiveness. Mr. Doble bases his argument for the above on the rapid strides made in the past 18 months in the way of improvements in the city of Irrigon and on lands surrounding it.—Hermiston Herald.

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Ten Points to Consider Before You Buy any Truck

THE Motor truck is established. Its utility is no longer questioned. As a means of transportation it is definitely established that a motor truck is incomparably economical, convenient, etc., so it is not a question of whether or not you need a truck.

Your decision must be *which truck* to select. It is a big question, not to be decided until you have every fact, every data, not before you. On that basis *only* can you make a selection that will justify the required expenditure.

GARY, "The Ten Test Truck," invites every investigation—every test or question that any owner may advance. The Gary Motor Truck has been selected by some of the largest Truck users in America. They buy on a basis of *fact only*, and the Gary has satisfied these owners in every one of these following ten vitally important points.

Test "1" REASONABLE INVESTMENT. Don't buy a truck that will depreciate too rapidly to be economical. You really rent a motor truck when you buy it. At the end of its period of use it should have substantial "cash or trade-in" value. Investigate the actual "after use" worth of any truck before you make your selection.

Test "2" ECONOMICAL SELECTION. Trucks are means of economy. It is not an investment to buy a truck that will increase your transportation costs. Find out what it will actually cost you to transport your merchandise.

Test "3" SIMPLICITY. Skilled experienced labor costs money. You don't want to increase your labor hire because of your truck investment. Before making your choice, take any worker in your delivery department, give him a few simple instructions, see whether or not the truck is simple enough for his unskilled abilities.

Test "4" EQUALIZED BALANCE. From front to rear lamp bracket maximum efficiency of operating requires even distribution of weight, work and wear. The motor must not be too light for its load, the frame must not be heavier than is necessary. Consider whether or not there is proper co-relation of size and parts.

Test "5" OVER CARRIAGE. Do not buy a one-ton truck and expect it to do a 3½-ton duty. But the truck you do buy should be built to allow for reasonable margin of overload. Buy the size truck that your business needs, but do not invest in a 5-ton truck for a 1-ton truck labor. Nor should you buy a 3½ ton truck for a 5 ton labor.

Test "6" CONTINUED OPERATION. Accidents will happen, and some repairs are inevitable. Select the truck of a design so standardized that repairs will never keep your truck out of service.

Test "7" ESTABLISHED MANUFACTURE. A truck made by a maker having limited resources is a questionable investment. Be sure that the maker of your truck will be able to continue in business as long as you do.

Test "8" DEALER DEPENDABILITY. The dealer is the agency that is directly responsible to you. Be sure that the dealer from whom you buy your truck is as reliable as your own banker. Do not buy a truck from a dealer that has a reputation of shifting responsibility.

Test "9" NON RADICAL DESIGN. Radical changes and principles are experimental. Do not buy an experimental truck. Keep within approved design and principle.

Test "10" SPEED POWER. An emergency will arise where you will have to run your fully loaded truck at its maximum speed. Power should provide for speed to allow for speed when it is necessary.

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