

**LIVE CECIL NEWS ITEMS**

F. R. Brown of Heppner made a short call in Cecil Friday.

Chas. B. Sperry of Ione was doing business in Cecil on Friday.

We hear that there is going to be another dance in Cecil soon.

Mr. and Mrs. Oscar Lundell and family were Cecil visitors Sunday.

Mrs. R. S. Wilson spent Sunday with Mrs. R. V. Tyler of Ewing.

Mr. and Mrs. Frank Deos of the Willows spent Saturday in Arlington.

Mrs. J. E. Crabtree and family of "Dotheboy's Hill" were doing business in Cecil on Friday.

Miss Hazel Winter of "Shady Dell" visited with Mrs. Bennett at "The Last Camp" Wednesday.

Gail Falconer, who is working for T. J. Dean, spent Monday in Arlington, returning Tuesday.

Carl Troedson who is sewing sacks on the combine for A. E. Nash was an Ione visitor Thursday evening.

Mrs. T. W. May of "Lone Star Ranch" left on Sunday for Wasco to visit among her friends for a while.

Miss A. C. Hynd of "Butterby Flats" visited with Mrs. A. E. Ross of "The Bungalow" Wednesday.

R. A. Finlay, who is building a new house at "The Lookout" made a business trip to Ione Wednesday.

Misses Doris and Dana Logan of the Willows are visiting at the home of their uncle, Leon Logan, of Four Mile.

A. Henriksen of "Willow Creek" ranch passed through Cecil Friday on his way to his upper ranch on Skinner creek.

Mrs. Peter Nash and grandson Francis returned home on Friday after spending a few days on the "Fair View" ranch.

Geo. A. Miller and son Alvin of "Highview" autoed over to Ritter Springs on Tuesday, where they will spend a few days.

Mr. and Mrs. T. R. McFadden and daughter, Miss Agnes, and Mrs. Hinkle, of Eight Mile, were business people in Cecil Monday.

E. H. Calkins, who has been working on the combine for Albert Nash, was called to Portland on Friday by the illness of his wife.

Jack Hynd and family of "Butterby Flats", accompanied by Miss Lucille Logan of Portland, were visiting at the Franklin home Sunday.

Mrs. Bennett, Miss Georgia Summers, Margaret Krebs and Minnie H. Lowe were the guests of Mrs. Ben Barnes Sunday at "Poplar Grove."

Jack Hynd, J. H. Franklin, Mr. and Mrs. John Nash, H. V. Tyler, R. S. Wilson and several other Willow creekers were seen in Arlington on Tuesday.

Mr. and Mrs. John Grimes, late of Heppner, spent Wednesday at "Poplar Grove" with Mr. and Mrs. Ben Barnes prior to their leaving for Missouri, their former home.

The John Day Irrigation meeting held in Cecil on Saturday evening was only poorly attended by the farmers of the district, many of them being too busy harvesting at this time to attend the meeting. John Kilkenney and Jack Hynd were nominated for directors.

**ST. LOUIS NEWSPAPER COMPLIMENTS WOMEN**

Misnamed Publication Pays High Tribute to Their Ability and Sagacity.

St. Louis' leading newspaper, The Globe-Democrat, which belies its name by its espousal of Republican principles, pays a high compliment to Missouri women who met with the Republican men for the first time in a political conference on July 27th. "Women Prove Good Politicians," is the headline, followed by a hanger. "Suffragists Handle Election of Chairman with Sagacity and More Skill Than Men."

Throughout the long article the women's ability and knowledge of procedure aroused admiring comment. "Women showed ability to handle a political situation gracefully and skillfully," comments the Globe-Democrat, and added, "The women asked little advice about the procedure in their election matters from the Republican leaders at the meeting. John Schmoll, chairman of the Republican City Committee, Jacob L. Babler, national committeeman, and W. L. Cole, state chairman, said the women needed no advice about politics."

A state chairman, and chairmen and vice chairmen for every district in the state, were elected at the conference, which will begin active organization work among the women immediately. Republican Women's District Clubs will be followed by precinct, city and town clubs. Missouri is "on the political map" and her women intend that it shall stay there!

**Son of Lone Rock People Injured in Fall From Horse**

Raymond Huddleston, 11-year-old son of Mr. and Mrs. Ray Huddleston of Lone Rock, was thrown from his horse and bruised up quite a bit the past week. His skull was cracked just above the left eye and a bad cut made. Several stitches were necessary. He suffered several other cuts that were not serious and is now in the hospital at Condon.

Ernest J. Starkey of the Heppner Auto Co. went to The Dalles Monday to receive another new Maxwell. He was accompanied by Frank Burgoyne of Lexington, who will drive the new car to his home.

**SINNOTT'S BILL WILL AID DISCHARGED MEN**

Washington, D. C., Aug. 13.—Representative N. J. Sinnott, Chairman of the Committee on the Public Lands of the House of Representatives, has reported the Mondell Bill, H. R. 487, known as the National Soldiers' Settlement Act, to the House.

The Mondell Bill which is along the lines of Secretary Lane's plan, was not materially changed by the Committee which has held almost daily hearings and meetings to consider the same, since Congress convened in May.

The Bill contemplates the reclamation, acquisition and development of one or more projects in each state and is designed to assist soldiers to get homes under the best conditions. When such a project has been developed to a point where the lands either by reclamation, clearing, drainage, or irrigation are in fit condition for farming, the area will be divided into farms by the bill as reported to the House.

A payment of 5 per cent of the value fixed is required at the time the farm is allotted. Thus on a farm valued at \$5,000 the initial payment would be \$250, a sum which the soldier could save while working on the development of the project for one to three years during which time he would be paid the going wages.

After the farms have been allotted, assistance is to be given the soldier in making his improvements, the maximum loan provided for this purpose being \$1500, and not in excess of three-fourths of the cost or value of the improvements. During, or in connection with the making of his improvements the soldier could by his personal efforts and work easily contribute his 25 per cent of the total cost.

Provision is also made for loans to the soldier settler for the purchase of necessary livestock and equipment, the maximum of such loans being \$1200, of 75 per cent of the total cost of necessary livestock and 80 per cent of the equipment, so that while it is assumed in many cases the soldier would have some savings for a start, it is believed that a man starting at the beginning of one of these projects without capital could, through industry and frugality earn and save enough to make his initial and other payments as they become due.

The balance due on the land shall be paid in amortizing payments extending over a period to be fixed by the Secretary of the Interior, not to exceed 40 years, bearing interest at the rate of 4 per cent per annum.

Congressman Sinnott's report also states that the late President, Theodore Roosevelt, advocated the soldier settlement policy as proposed by Secretary Lane, in the last article which he wrote for the press; that President Wilson has urged it upon Congress in two messages; that the Governors in 27 states have appointed Commissions to cooperate with the Secretary of the Interior, and all of these Commissions have expressed their earnest interest in legislation of this character.

Congressman Sinnott also calls attention to the fact that the American Legion has officially endorsed the bill, and that 112,088 soldiers have made formal application for opportunities of employment and home getting under the terms of this bill.

W. E. Hiatt, former Heppner resident, writes The Gazette-Times that he has moved from Kelso to Woodland where he will reside in the future. Woodland is about sixty miles from Portland.

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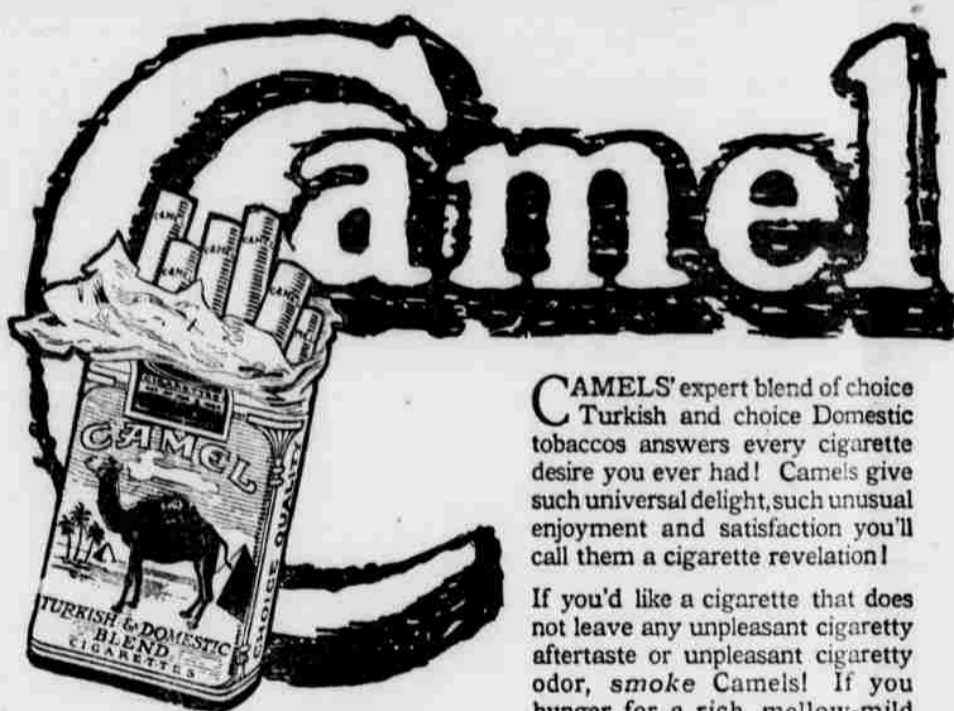
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**Ten Points to Consider Before You Buy any Truck**

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 of cost 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.

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 "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 "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 "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 "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 "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 "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 "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

**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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