

SOLDIERS, SAILORS AND MARINES GET STATE AID

Ex-Service Men Are Provided For in Law Which Gives \$200 to Each Man Each Year For Four Years at O. A. C.

By the favorable vote of the people on the bill known as the "Soldiers, Sailors, and Marines' Educational Financial Aid Bill," the State now offers to young men returning from military or naval service a bonus of \$200 a year toward the expense of continuing their education. The following paragraphs explain what the State offers to men who pursue work at the Oregon State Agricultural College, and indicate how to take steps to apply for entrance at the College with State aid.

All soldiers, sailors, and marines of Oregon who were with the service of the army, navy, or marine corps during the war (enlisted or inducted into the service from the State of Oregon) may receive financial aid from the State of Oregon to enable them to pursue the course of study at the Oregon Agricultural College. The amount that any man may receive is limited in any one month, to \$25; in any one year, to \$200, and in the aggregate of time, covering a four-year course, to \$800. (Section 1, S. B. 269, p. 809, Chapter 428 General Laws of Oregon, 1915.)

Soldiers, sailors, or marines who desire to avail themselves of this financial aid afforded by this new law, to attend the Oregon Agricultural College, should file with the Registrar, Oregon Agricultural College, Corvallis, an application for admission to the College with financial aid. In this application the student should set forth:

- (1) The date of his enlistment or induction into the service of the United States;
- (2) The date of his discharge;
- (3) A certified copy of his discharge or furlough;
- (4) What course or courses he wishes to pursue;
- (5) The length of time which he contemplates pursuing the course or courses specified in (4). (Section 2 S. B. 269.)

Men who were in American colleges as members of the Students Army Training Corps (S. A. T. C.) or in the "limited service" of the U. S. Army, and who did not leave the United States in such service, cannot receive financial aid under the provisions of this law. (Section 6, S. B. 269.)

The money is available for providing "lodging, board, and other necessities," including books, stationery, and instruments, for the student. It is paid by the State Treasurer, not directly to the student, but to the President of the Oregon Agricultural College, who expends it, according to the usual forms and restrictions for paying out State funds, for the purposes specified. (Section 4 S. B. 269.)

The State financial aid will not be advanced to students before entering College; but their necessary expenses such as fees, lodging, board, etc., up to a total of not to exceed twenty-five dollars in any one month, will be paid as funds are received at the College from the Secretary of State.

According to a ruling of the Attorney General State funds for soldier students on State aid will not be available before January 1, 1919. The College, however, has made arrangements whereby the accounts of all soldier students will be audited and paid each month by the College. This will make it unnecessary for students to carry the burden of their accumulated accounts from September 22 to January 1.

All applications must be made on a special application blank which will be supplied by the Registrar, upon request. Applications should be sent directly to the College. Write for the application blank at once. It will be mailed upon request of any interested person; the soldier need not make personal or direct application, though he must fill out the blank in person when application is made for State aid.

All soldiers, sailors and marines entering the Oregon Agricultural College and applying for State aid are subject to all the rules and regulations of the institution.

Courses of study open to soldiers, sailors and marines applying for State aid, include all the courses of the institution, graduate courses, undergraduate courses, vocational courses, and special or optional courses in any of the eight schools of the College. For all courses leading to regular collegiate degrees the students must have had at least a

BENDER TO JOIN REDS



managed the star of the Cincinnati Reds is all set for relief pitching in one of his stars crack in the stretch. Old Chief Bender will join the Reds on September 6. Bender pitched 23 games and won 21 of them while managing the Richmond, Va., team this season, the veteran pitcher showing all the form of his world series days.

high school preparation. For any of the vocational courses the only qualifications in scholarship are that the student shall be able to pursue with advantage the studies that are essential to the course.

Write for "Entrance Information," and for the College Catalogue, and the Illustrated Booklet, "Leadership." Address The Registrar, Oregon Agricultural College, Corvallis.

Former Pastor Will Speak In Heppner Tuesday

Rev. T. S. Handsaker of San Diego, Cal., formerly pastor of the First Christian Church of Heppner will occupy his old pulpit here once more when he will speak in this city next Sunday on the subject: "The Church and World Construction." Rev. Handsaker will also speak at Lexington and Ione in the afternoon and evening of next Sunday if dates can be arranged. While here, the Rev. Mr. Handsaker will get in touch with parents of boys in any of the army camps about San Diego, with the view of performing a larger service for the soldier and sailor boys.

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Heppner Oregon

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.

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 laborer. 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 bank. 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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