

LIVE CECIL NEWS ITEMS

Frank Engelman of Ione made a short call in Cecil on Monday.

Melville V. Logan of Portland is visiting with his brother Leon at Four Mile.

J. H. Miller of Boardless Barn left on Saturday on a business trip to Hermiston.

Everett Logan of The Willows was a caller at the J. H. Franklin ranch on Sunday.

George Streeter of Creswell is visiting with Mr. and Mrs. H. J. Streeter of Four Mile.

Miss Vivian Logan of Portland is visiting her Cecil friends for an indefinite period.

Mr. and Mrs. Karl Farnsworth and family spent Sunday with Mr. and Mrs. R. S. Wilson.

Mrs. A. Balhn arrived in Cecil on Monday from Heppner and will work for Mrs. Jack Hynd.

Miss Ruth May of Lone Star ranch left for Wasco on Monday, where she will attend high school.

Mrs. Winton Jefferson and son of Heppner are visiting with Mrs. Ben Barnes at Poplar Grove.

Miss Hazel Winter of Shady Dell, who has been visiting friends in Ione, returned home on Sunday.

Miss Sara A. May of Lone Star ranch left on Friday for Wamee, Wn., where she will teach school.

Misses Carrie and Ada Nash of Ewing were visiting with Mrs. J. H. Franklin of Rhea on Saturday.

Mr. Gorton, accompanied by Mr. and Mrs. Hardesty of Morgan, spent Sunday visiting their Cecil friends.

A. Henriksen, Jack Hynd and H. Krebs of Cecil attended the road meeting in Heppner on Wednesday.

Miss Lucile Huff of Arlington was the guest of Mrs. A. Henriksen of Willow Creek Ranch during the past week.

John Vickers, who has been working on Skinner creek, arrived at Cecil Monday and will work at the Last Camp.

A. R. Finlay, who has finished building a new house for Jack Hynd at the Lookout, left for Portland on Friday.

Miss Georgia Summers of The Last Camp spent several days in Heppner during the last week, returning home Sunday.

J. W. Osborn, who was kicked on the knee by one of his horses, paid a visit to Dr. Chick at Heppner and had the wound attended to.

Miss Clarice Middleswart will teach at the Rhea school for the ensuing term. She will make her home with Mr. and Mrs. Karl Farnsworth.

Mr. and Mrs. G. A. Miller and son Alvin, of Highview, were calling on Mrs. R. S. Wilson at Ewing on Saturday. They also called on J. M. Melton at The Lookout.

Krebs brothers have been busy moving a house from the Melton place to one of their sheep sheds during the week. We heard it has been called "The Shepherds' Rest."

George and Henry Krebs, Walter Pope, Otto Finley, Ray Stender, Mrs. Bennett, Miss A. C. Lowe and Miss Jeanette Crabtree were among the Round-Up visitors from Cecil.

David Hynd and his sister, Miss Annie Hynd, who have been visiting in various parts of Canada, spent the week-end with their sister, Mrs. T. H. Lowe at Cecil. They thoroughly enjoyed their two months' trip, but still they saw nothing that compared with Morrow county.

Mrs. Jack Hynd of Butterby Flats who has been visiting with her mother in Arthur, Ontario, Canada, for the past few weeks, returned home on Tuesday. Mrs. Hynd was accompanied by one of her nephews, Russell Shaw. Russell has seen service in France and has just been discharged from the Canadian army. He will visit around Oregon for some time. Mrs. Hynd declares there is no place like Willow creek and its green alfalfa fields and she is glad to be home again.

ROYAL CORDS ARE POPULAR. Standing on Fifth Avenue in New York and watching the endless stream of handsome automobiles pass by is good enough entertainment for any visitor to the metropolis.

One thing that strikes such a watcher is the predominance of the United States Royal Cord tires on the finest cars. The watcher will also note the same predominance on the taxicabs and mingle with the throng of passenger cars.

To the automobilist this popularity of Royal Cord on these two types of cars demonstrates that this tire has made its reputation not only as a tire suitable for the purse of the wealthy, but also as adapted to service of the roughest and most exacting nature, for no vehicle gets harder service than a New York taxicab.

Royal Cords are built so as to be light and flexible, and at the same time to stand hard usage. It costs more to equip a car with these tires than with ordinary tires, but they give so many more miles that, reckoned on the basis of mileage, they are cheaper in the end than ordinary tires.

E. J. Merrill, Justice of the peace at Hardman and Gilbert Coats, well known retired farmer of the same place were business visitors in Heppner Monday.

Sold \$100 Worth of Peaches in One Week And Didn't Pick 'Em.

Some of the finest peaches in Morrow county are grown on Ellis Minor's "Shutt Ranch" just below Ione. Ellis was up in the mountains last week looking after the sheep and while he was away, Mrs. Minor sold \$100 worth of the luscious fruit; people coming from all points, picking and boxing the fruit themselves. So there were no harvesting expenses for the peach crop. Mr. Minor just recently bought the 1400 acre Wilson ranch, which joins him on the east and he now has an excellent sheep ranch.

Saturated With Spirit.

Saturated with the Round-Up spirit, N. E. Fertig, an insurance man of Ellensburg, Wash., is here today. Mr. Fertig formerly resided at Hood River where he raised the famous Hood River apples. He is now general manager of the northwest for the Central Life Insurance Company of Des Moines, Iowa.—Pendleton East Oregonian. Mr. Fertig was principal of the Lexington schools two years ago.

George McMillan, Lexington farmer and banker, was a business caller here on Monday.

Battery Service

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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.

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 district, 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.

GARY, "The Ten Test Truck" has measured up to every test. Let us give you the facts to prove it.

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