

L. MONTERESTELLI

Marble and Granite Works

PENDLETON, OREGON

Fine Monument and Cemetery Work

All parties interested in getting work in my line should get my prices and estimates before placing their orders

All Work Guaranteed

The Byers Chop Mill

(Formerly SCHEMPF'S MILL)

STEAM ROLLED BARLEY AND WHEAT

After the 20th of September will handle Gasoline, Coal Oil and Lubricating Oil

You Will Find Prompt and Satisfactory Service Here

To the Automobile Public

Have the NO NOK self-adjusting bearing bolts installed, and eliminate your bearing troubles. They have been tested and give perfect satisfaction. Made for all cars and trucks.

WE SELL ZEROLENE OILS

15c per quart. Over 5 gallon quantities 57 1/2 c per gallon. Differential and transmissions filled at 15c per pound.

Fell Bros.

1 Block East of Hotel. Auto Repair Shop.



Big Business And You

Some folks have the hazy idea that big business means wealth rolling in through the avenue of BIG PROFITS.

It is not so. Big business is based upon the sound fundamental of safe and sane investment. If it isn't—it isn't long known as big business.

Take the safest of all interest rates, 4%, and put it to work on dollars and it will pile up wealth at an amazing speed.

Big business means that more dollars—or more men are at work—but whether it be dollars or men—they are governed by a safe and sane business fundamental—an honest profit or a reasonable interest return on the investment.

Put \$10 to work for you at 4% and in a very short time it has doubled itself. The more money you put to work the bigger the returns—and it is soon BIG BUSINESS.

And all the while you will be operating under the safest of all interest rates,

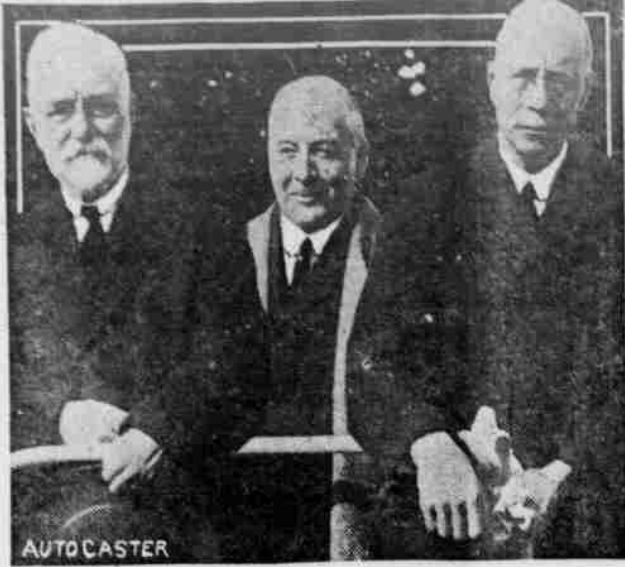
4 Per Cent

FARMERS & STOCKGROWERS NATIONAL BANK

Heppner

Oregon

Here to War on Clandestine Freemasons



David Reid (left), Grand Secretary of the Grand Lodge of Scotland; Joseph Inglis (centre), Past Grand Senior Warden and John A. Forrest, representing the Supreme Council of Scotland, have arrived in New York on their way to Utah, having been called to testify in connection with a Clandestine Grand Lodge of Masons which is operating from every State and from which bogus masonic lodges have obtained charters in all parts of the country. Masons of both the York and Scottish rites in every jurisdiction in the Union are now active in an effort to stamp out clandestine masonry wherever it shows its head.

Community Service

PRESIDENT HARDING'S GREATEST AMBITION

Declared to Be the Restoration of the American Flag on Seven Seas of Commerce

By ATHERTON BROWNELL.

EDITOR'S NOTE—Atherton Brownell, the author of the following article, is a journalist and author of wide reputation, who has, for many years, made a study of Foreign Trade and Merchant Marine. As Editor of American Industries he paid special attention to these subjects.

Chairman Lasker of the United States Shipping Board revealed a near state secret, perhaps, in a recent public address, when he quoted President Harding as having said to him prior to election, "My great ambition is to come into history as the president in whose administration the American merchant marine was put back on the seven seas."

All of Mr. Harding's predecessors of recent years have cherished a similar ambition, possibly with a lesser degree of earnestness, and all of them have failed of the accomplishment. Each and all of them have had to meet from a large part of the country—and mostly from the inland sections—either general apathy towards the purpose or actual hostility to it; supplemented in the seaboard states by a subtle propaganda against it that has undoubtedly been inspired and backed by our chief maritime rivals. For it is not gallantry on the part of the great foreign trading nations that causes them to be un-

willing that the United States should go to market carrying her heavy exports in her own market-baskets.

Every nation that aspires to a dominating influence in the markets of the world, and a control of those markets in the interests of its own exporters, has found it to be good national policy to make the operation of ships under its own flags attractive to private operators through liberal government aids in the form of subsidies. We alone, of all the great trading nations, with our eyes heretofore turned to the interior development of our resources, and hitherto caring little for the rest of the world, have resolutely and with fixed consistency of purpose in our legislation of more than half a century, pursued a course so exactly the opposite that we have virtually penalized the operation of American ships when engaged in overseas trade. Under a protective tariff we have protected our farms from foreign competition. Under prohibitive laws we have protected our coastwise traffic from the same. Our Great Lakes shipping has had the protection of natural barriers. But when it comes to American ships on the broad seas, exposed to the full force of competition from the cheaper-built, cheaper-operated and subsidized foreign ships, we have not only left them unaided but have actually handicapped them by burdensome and restrictive legislation.

THE LESSON OF THE WORLD WAR.

If President Harding's ambition is to be achieved it will be because of the lesson we have learned through the World War. "If the other fellow will carry our freight cheaper than we can carry them for ourselves, why not let him do it?" has been a stock argument for years against any government policy towards our own ships similar to that adopted by our successful rivals. To which the answer really is that while the other

fellow can carry our freights cheaper than we can do it profitably to ourselves, he does not and will not do so, save when it suits his pleasure to kill off American competition through a rate war. The past year has seen great cargoes of American cereals going aboard in ships flying foreign flags while a great fleet of our own has been lying idle and piling up an enormous expense on all of the people. The owners of these foreign ships have been in a position to underbid not only the United States Shipping Board's rate but also those of private American operators. During the war, owing to conditions then existing, the foreign owner was quick to make a rate so high that American products found their way to market only with the greatest difficulty, or not at all.

The war taught us—all of us—that it was not cheaper at any price

MAY BE FUTURE QUEEN OF ENGLAND



Cable reports say the engagement of Lady Mary Cambridge to the Prince of Wales is to be announced soon. She is a cousin to the Prince.

to be dependent upon our commercial rivals for access to the markets of the world. It taught us that it was not cheaper at any price to depend for our outlet upon the willingness or ability of those whose interests were not necessarily ours to give us ocean transportation. Our exports rotted or rusted at the piers because of the lack of ships. Rates that would have been prohibitive under any other circumstances were grudgingly paid by us because we could do nothing else. We were not independent; we were in a vassalage of our own supine creation.

THE COST OF MARITIME VASSALAGE.

This vassalage, continuing through a full century of time, has cost our people an unimaginable sum of money, which has been paid out of our own pockets into the pockets of others for doing for us what we might

Poem by Uncle John

Did you ever go a-fishin' on a sunny afternoon, when the crick's alive with suckers,—say about the fust of June,—with a plug o' Star tobaccoer an' a can or two of bait, when there's nothin' much a-doin' to prevent yer stayin' late? Did you bait yer hook delib'rate, with yer heart a-beatin' swift, as you thought about the sucker that yer pole would hardly lift?—Did you slide the bobber upward, with a swellin' in yer soul, an' shoot'er out ker-rip, into the old swimmin' hole? Did you set there, like a dummy, fightin' skeeters, gnats, and ants, while the mud was soakin' deeper through derned old greasy pants,—an' weren't it mortifyin' when you landed home that night, an' had to tell the fellers that you never got a bite?

From Uncle John

A BAD BOY



"Babe" Ruth

Here is shown the mighty Babe Ruth paying in full for his barn-storming trip last spring. He must sit idle until May 20, when Judge Londs, baseball czar, will again let him play.

subventions. The total cost per year for all aids is estimated at from thirty to fifty million dollars, and cannot exceed the latter amount. This in place of a present annual loss of one hundred and ninety-two million and a "frozen credit" of seven hundred million. The indirect aids will have their reflex directly upon every farm and industry in the United States.

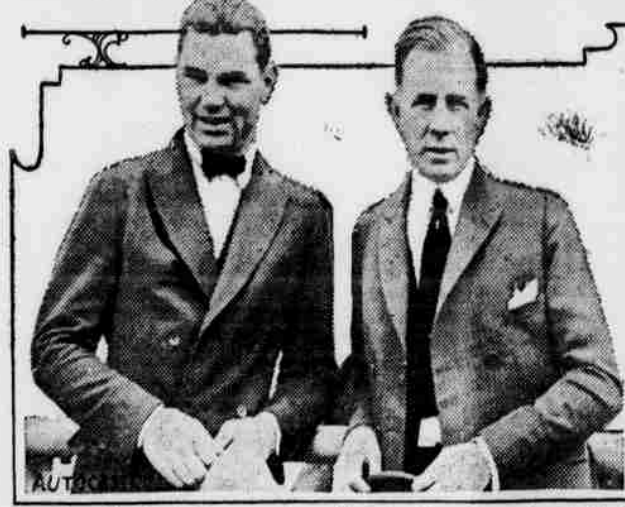
LAUNDRYING: All kinds of curtains and draperies, at reasonable prices. Fifth house north of Federated church. Mrs. J. W. Luntsford. 2p.

FOR SALE—A Deering 2-man combine, practically new—has cut but 280 acres. Call on B. F. Doherty at Sand Hollow ranch. 1f.

I have for sale cheap, 6 young work horses—broke this spring. For further information see S. L. Stephens, Lexington, Oregon. 2t.

Mr. and Mrs. Wm. Beymer were visitors in Pendleton on Friday and Saturday.

Dempsey Sails For Foreign Battles



Champion Jack Dempsey has sailed to other shores in quest of battle, the first title holder since John L. Sullivan to visit foreign lands. It is expected Dempsey will engage in bouts at Paris and London although no definite announcement of matches has yet been made.

Uncle John's Josh

"I THINK I CAN BEAT IT ACROSS," HAS BEEN THE LAST THOUGHT OF MANY BOOBS.



Comic strip panels with dialogue: 'HOME SWEET HOME MA UNDERSTANDS PA! BY THE WAY, I MADE THE SPEECH OF THE EVENING, AND—', 'RIGHT BEFORE AN AUDIENCE OF TWO HUNDRED LODGE MEMBERS I SPOKE FOR AN HOUR.', 'WHEN I SAT DOWN THEY SAID IT WAS THE BEST THING I HAD EVER DONE', 'THEY WERE RIGHT.'

Punchettes

by Rev. M.A. MATTHEWS D.D., LL. D.

THE CHURCH CHEAT

Church support is an obligation. Church attendance is a duty. Worship is absolutely essential. And every honest man and woman discharges these duties and obligations every week. Contributions of time, talent, thought, and interest are demanded. It is an honor to give. It is an honor, privilege, and duty to give. We are God's stewards. All we have has been entrusted to us. It is our duty to support the church. The Christian church has created and added fifty cents of every dollar's worth of property in America. Every time one gets to church he should make an honest, conscientious contribution to the great work of the church. When the collection plate reaches one his honor, sincerity, integrity, and character are immediately tested and when he, because he imagines no eye sees him, puts upon the plate pennies when he ought to put pounds brands himself before God and the Bar of God as a thief. He is perfectly willing to pay any extravagant sum to go to a filthy theatre, questionable show, or suggestive screen production, and then go into the House of God and lay upon the plate pennies. He owes God everything. The average churchgoer today is a church cheat, robbing God, searing his conscience, and leaving unpaid his honest obligations. The spirit of cheating soon fastens itself upon some men, and they become so dishonest that they actually stay away from church in order to avoid the test to which their characters will be put. The average churchgoer in America gives three cents per Sunday for the greatest blessing ever bestowed upon mankind. Therefore, the average church cheat will have to face the Bar of Judgment and be branded as a church fraud robbing God, depriving the church of her dues, and preventing the spread of the gospel and the blessings of salvation to thousands.

M. A. Matthews