

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

Pioneer Employment Co.

With Two Big Offices
PENDLETON AND PORTLAND

Is prepared to handle the business of Eastern Oregon better than ever before

Our Specialties
Farms, Mills, Camps, Hotels, Garages, Etc.

WIRE RUSH ORDERS AT OUR EXPENSE

Portland Office
14 N. Second St.

Pendleton Office
115 E. Webb St.

The Only Employment Office in Eastern Oregon with Connections in Portland

A. M. EDWARDS

WELL DRILLER
Lexington, Ore.

Box 14

Uses up-to-date traction drilling outfit, equipped for all sizes of hole and depths.

WRITE FOR CONTRACT AND TERMS



YOU have been walking in the sunny fields of prosperity. Life seems secure. Youth and strength are careless and forgetful. You have spent money as you have earned it.

Suddenly a flood of hard luck comes rolling toward you. Will you be overwhelmed by it?

A BANK ACCOUNT IS A SAFETY ISLE. START ONE TODAY!

Dollars deposited in this bank draw interest at 4 per cent. They are safe dollars—busy dollars. A small bank account serves as an incentive to save, save, save

If you have only a small sum, put aside, deposit it with us today. All large fortunes had small beginnings. The biographies of all rich men start with their first bank account.

YOUR BANK CAN HELP YOU
FARMERS & STOCKGROWERS
NATIONAL BANK

Heppner

Oregon

As Four Horsemen Ride In Coal Fields



The four horsemen are stalking in the coal fields of the United States, despite the seeming unconcern of the nation for an early settlement of the strike. Conquest, War, Famine—and Death—these are the silent riders which mine families are facing hourly in the struggle between operators and miners. Even while President Lewis of the United Mine Workers was in Washington, conferring with Secretary of Labor Davis—(below), and later with President Harding, riot was ruling at Herrin, Ill., where forty were killed and many wounded before order was restored. Above is shown all that was left of the power house at a strip mine in Herrin, Ill., after dynamite and the torch had been applied. President Lewis refused to agree to plans proposed by President Harding and Secretary Davis to end the strike.

COBB ON THE CORN FOR A CHANGE



Ty Cobb, the Georgia Peach, likes to attack "Corn on the Cob" whenever he gets the opportunity, though the great baseball player is not in any way cannibalistically inclined. He is seen here engaged in his second favorite sport.

on all lines—a practice that does not obtain in any other industry and should not in railway operations. The limits of this article do not admit of many illustrations. One is, given a divisional point at Susquehanna, Pa., as compared to Pittsburgh, Pa.—the cost of living in Susquehanna is far less than in Pittsburgh. Either the men in Pittsburgh are underpaid or the men in Susquehanna are overpaid when on the same wage scale. Instances of this kind can be multiplied indefinitely.

A local board of arbitrators, jointly chosen, familiar with local conditions and naturally anxious to do the best they can for those who form an important part of their community—who are their neighbors and friends—can speedily and fairly make an adjustment of any differences between railways and their employees. This plan does not meet with the approval of the labor leaders so far as I know. However, it is fair, and no men or class should be allowed to interfere with its inauguration.

The Labor Board.

The present Labor Board amounts to practically a jury of partisans. The members representing labor when in doubt will vote for labor, (and they are seldom in doubt), the members representing railways, and the representatives of the public, who are without technical knowledge of the subject, and possibly of limited experience in manufacturing (and a railroad is the largest manufacturing interest in the world) must largely depend on their colleagues, and generally will follow the ancient and foolish plan of splitting the difference, which in the long run proves nothing.

There are again comes in overwork. Too many disputes—a docket that cannot be reached in time to prevent the ill-fitting incident to delay.

If the Labor Board is to continue it should be regional in dimensions and chosen neither from the ranks of railway officials nor employees—only from the public.

It has been written that a body similar in scope to the British Board of Trade could be established in the United States, among other things having jurisdiction over railway rates and wages. The railway system in Great Britain, being compact in area with almost identical living conditions, furnish no guide to United States railways.

In the long run the men who do the work and the men who pay the wages must be relied on to get together. When they fail, a local board of arbitration can adjust the differences. Undertaking to settle local, technical and intricate questions by one national body is foredoomed by its sheer weight.

THE KAISER TODAY



A new and most recent picture of William Hohenzollern, former kaiser, taken at his retreat at Doorn, Holland. The former war lord has aged considerably since the war, as may be noticed.

Community Service

CHIEF GIVES REVIEW OF RAIL SITUATION

Erie President Declares Road Employees Should Govern Mechanical Needs.

Government Supervision Held to Be Duplication of Effort and Ineffective.

By F. D. UNDERWOOD.

Editor's Note: The fact that a man is the executive head of a great railroad is in itself enough to assure the average man he has something worth while to say to the nation; the trouble has been to get him to say it. President F. D. Underwood of the Erie is known where ever trains are operated in the United States and his judgment is respected by railroad officials as being mature, born of much thought and an embracing knowledge of the problems that are confronting American roads today.

It is difficult to write on the railroad situation without being one of two things, or both—elementary and redundant.

Who could have a greater interest in the integrity of the locomotive boiler than its engineer and the mechanical officers charged with its upkeep? Who could have a greater interest in pursuing a course that will free railways from accidents than the employees, the officers in charge, and the directors, who are locally and morally responsible for the proper management of their properties? They cannot delegate their authority; they cannot evade their responsibility. The insertion into management of any governmental body, with the view of preventing boiler explosions, train accidents, etc., is sophistry—a duplication of effort. Railway officials have a personal pride in doing their jobs with the minimum number of accidents. They can be depended upon to find the cause and apply the remedy, as they now do.

Investigations of railway casualties by governmental bodies are farcical. Naturally they cannot get to the same scene in time to reach intelligent conclusions. It is "the day after the fair" for them.

The attention of the taxpayers might well be directed to the cost of the superfluous efforts that make no improvement in conditions.

Summarizing: A commission charged with the responsibility of railroad rates, the issuance of railway securities and their obligations of every kind, having the power to prevent unnecessary railway building and extensions, has enough to do—leaving technical and mechanical matters to the natural experts.

That is the Transportation Act whereunder the Labor Board was created was a bungle. No other word so fitly describes it. It is wrong in principle. A synchronization of wages in all the United States is impracticable.

The Alkali District.

As an illustration: Some years ago the country to the south and west was known in the railway vernacular, as the "alkali" district. All men in the transportation department of railways in that district received a higher rate of pay than did those in the vicinity of Chicago, for the reason that living conditions warranted it. In time that situation automatically eliminated itself. Later on, and especially during Federal Administration, wages were equalized

with the responsibility of railroad rates, the issuance of railway securities and their obligations of every kind, having the power to prevent unnecessary railway building and extensions, has enough to do—leaving technical and mechanical matters to the natural experts.

That is the Transportation Act whereunder the Labor Board was created was a bungle. No other word so fitly describes it. It is wrong in principle. A synchronization of wages in all the United States is impracticable.

The Alkali District.

As an illustration: Some years ago the country to the south and west was known in the railway vernacular, as the "alkali" district. All men in the transportation department of railways in that district received a higher rate of pay than did those in the vicinity of Chicago, for the reason that living conditions warranted it. In time that situation automatically eliminated itself. Later on, and especially during Federal Administration, wages were equalized

with the responsibility of railroad rates, the issuance of railway securities and their obligations of every kind, having the power to prevent unnecessary railway building and extensions, has enough to do—leaving technical and mechanical matters to the natural experts.

That is the Transportation Act whereunder the Labor Board was created was a bungle. No other word so fitly describes it. It is wrong in principle. A synchronization of wages in all the United States is impracticable.

The Alkali District.

As an illustration: Some years ago the country to the south and west was known in the railway vernacular, as the "alkali" district. All men in the transportation department of railways in that district received a higher rate of pay than did those in the vicinity of Chicago, for the reason that living conditions warranted it. In time that situation automatically eliminated itself. Later on, and especially during Federal Administration, wages were equalized

with the responsibility of railroad rates, the issuance of railway securities and their obligations of every kind, having the power to prevent unnecessary railway building and extensions, has enough to do—leaving technical and mechanical matters to the natural experts.

That is the Transportation Act whereunder the Labor Board was created was a bungle. No other word so fitly describes it. It is wrong in principle. A synchronization of wages in all the United States is impracticable.

The Alkali District.

As an illustration: Some years ago the country to the south and west was known in the railway vernacular, as the "alkali" district. All men in the transportation department of railways in that district received a higher rate of pay than did those in the vicinity of Chicago, for the reason that living conditions warranted it. In time that situation automatically eliminated itself. Later on, and especially during Federal Administration, wages were equalized

with the responsibility of railroad rates, the issuance of railway securities and their obligations of every kind, having the power to prevent unnecessary railway building and extensions, has enough to do—leaving technical and mechanical matters to the natural experts.

That is the Transportation Act whereunder the Labor Board was created was a bungle. No other word so fitly describes it. It is wrong in principle. A synchronization of wages in all the United States is impracticable.

Poem by Uncle John

MY KANSAS FLOWER.
You should see the stately flower growing by my kitchen porch. . . Like a watchman on the campus, holdin' up his regal torch. . . Every day he pays obeisance to the author of his power—smilin' at the master-planet, every minute—every hour. . . Not a frown from constant service ever clouds his patient face. . . On he grows—to full perfection, standin' in an humble place. . . Kerrin' nothin' for environs—thoughtful only of his plan,—settin' forth a rich example for his hapless neighbors. . . Stan. Though our station be the humblest, there is allers room to grow. . . Angels

from the heights is callin'—Glacy beckon—let us go! Ain't no harm 's over-shoulder smaller blossoms if we can. . . Never will be no objections to a bigger, better man! Sunflower sets a splendid pattern as she towers above our head,—firmly rooted—crowded with plumes,—what more fittin' could be said? Ain't no limit to the growin' when our time is wisely spent. . . Every passion with the knowin' lifts us from environment!

Uncle John's Joke

A FLY UNDER THE SWATTER IS WORTH A COUPLE THOUSAND ON THE WING.



Live Cecil Items of Interest

John Shaw of Arthur, Ontario, Canada, arrived at Butterby Flats on Friday and will visit his sister, Mrs. Jack Hynd for some time before returning to his family in Arthur. While visiting in Chinook, Canada, John informs us he met his brother Alfred Shaw and his bride (a war widow, Mrs. Baker, late of England) just returning from their honeymoon. We understand they were married on June 28th. The Cecil community offers congratulations to the happy pair. Alf resided for many years in Morrow county and we had always hoped when Cupid struck Alf that it would have been a Morrilite.

Mr. and Mrs. K. A. Miller of Gresham, old time friends of Mr. and Mrs. A. Henriksen of Willow Creek ranch spent a day or two at Willow Creek ranch before leaving to visit friends above Heppner where Mr. and Mrs. A. Henriksen joined them later in the week and introduced them to all the beauties of their Hamilton ranch, before allowing them to depart for their home in Gresham.

Mr. and Mrs. Jack Hynd and son Jackie who have been having a short vacation in Ukiah, returned to Cecil on Thursday. They were accompanied by their niece Mrs. Roy Scott of Freecreek ranch. Jack declares that Sunny Cecil is still the only place, and with all her faults he loves her best.

Mr. and Mrs. Geo. Hardesty and family and also E. J. Gorton of Morgan, were visitors at the home of Mr. and Mrs. H. J. Streeter on Sunday. Mr. Gorton declares he can't resist the temptation of visiting Sunny Cecil and comes every chance he can get.

W. G. Palmateer of Windybrook arrived home Monday after spending a few days in Portland. W. G. hurried home as Morgan could not celebrate their 4th of July doings without "Wid" as platform speaker and master of ceremonies.

Elvin Miller of Highview ranch had the misfortune of breaking an arm on Monday while attending to some stock. He was taken to Ione where Dr. Walker attended to the injured arm, which we understand was badly injured.

T. Barnett of Four Mile, also Hazel Dean and Joe Marcus were busy unloading a car of lumber at Cecil on Wednesday.

day and Thursday. T. Barnett is to build a new barn on his ranch at Four Mile.

Mrs. Weltha Combs who has been visiting in Portland for several weeks arrived in Cecil on Tuesday and will visit at the home of Mr. and Mrs. H. J. Streeter at Cecil for some time.

Messrs. Joe Hawk of O. W. R. & N. depot at Ione and Earl D. Wright of the highway office at Ione were calling on their Cecil friends on Saturday morning.

Mrs. Joe Hale and children arrived in Cecil from Portland on Saturday and will spend their vacation with Mrs. Mary Halferty at Shady Dell.

Mrs. Sigbee and daughter, Miss Bernice, and party of friends from Heppner made a short stay in Cecil before leaving for Portland on Friday.

J. W. Osborn, Mr. and Mrs. Everett Logan of Cecil and Geo. W. Perry of Ewing honored Heppner with a visit during the week.

Mr. and Mrs. R. E. Duncan of Busy Bee ranch, also J. J. McEntire of Killarney honored the Egg City with a visit on Wednesday.

Alex Wilson of Boardman made a short stay in Cecil during the week before leaving to visit his parents at the county seat.

Mrs. Melville Logan and son Gene left on the local for Portland on Thursday, where they will visit for some time.

Walter Pops arrived in Cecil on Sunday and is busy visiting all his old friends while in town.

Mrs. Roy Stender of Seldomsen was calling in Cecil on Wednesday.

John Gray of Morgan was a busy man around Cecil on Monday.

ALFALFA AND WHEAT FARM FOR SALE—Best proposition now on market in Morrow county. Situated 5 miles northwest of Heppner on railroad and highway. 940 acres. 45 acres now in alfalfa, enough under ditch to make 85 acres. Orchard, 2 good houses, outbuildings, 320 acres under cultivation; 1-2 this in grain now, the other half summer-fallow, balance pasture land. Good concrete dam, all private ditch. For particulars write Box 116, Heppner, Ore. 4t.

COMPLETES 50 YEARS TEACHING AT 81



There are very few persons in Little Rock, Ark., who have not come in contact with this very successful woman. She is Mrs. Bene B. Sterling, who now at 81 years of age has just completed fifty consecutive years of teaching in the public schools there. She started in 1872. It is estimated 6,000 pupils have been in her classes.

Punchettes

by Rev. M. A. MATTHEWS D.D., LL.D.
The Childishness of the Child



When a thoughtful person looks into the face of a little child he sees written there, and also in the palms of his hands and the soles of his feet, the word POSSIBILITY. Meditate on that word POSSIBILITY. Continue to read it and think about its meaning and you will discover that the word leads you into one of two directions: It is possible for that little child to become a great man, to be of incalculable benefit to his generation, and to leave upon posterity the imprint of a noble life. The other direction shows that it is possible for that child through neglect to become a criminal—an educated criminal—who will blight the lives of thousands of people and increase the tax burden of the community in which he lives. It is possible for him to become a curse to his family, a menace to society, and a blot on the page of history. Which direction do you want the POSSIBILITY to take in your child's case? The child is the indispensable unit, the essential factor, and the master in all spheres of human activity. Around the child the world must revolve. From the child society must evolve. Heaven bends to bless and breathes a benediction of infinite love upon the child—the infant king—of social destinies. The child cannot become great, useful, and powerful if the childishness of the child is taken from it; if he is robbed of the spirit of youth; taken out of the sphere of

innocency, and deprived of the domestic blessings that belong to him. The curse of this hour is the childishness of the children. We haven't children any more. Babies are plunged into the maelstrom of social iniquity. They are prematurely advanced into girlhood and boyhood and are ushered on the stage where young men and young women play the fool for the pleasure of a world of vultures. Parents are ambitious for their daughters to become social factors, and for their sons to become social leaders; consequently, they are prematurely advanced. In advancing them, forcing them, and introducing them to a world of social maturity they are robbing them of their childish nature, inclinations, innocence, pleasure and sweetness. One can stand in the midst of so-called young men and young women and cry out in anguish and sorrow, "Where are the children? O, where are the children!" The girls of today know more than their grandmothers knew at seventy-five years of age. Boys can teach their old, aged grandfathers. Where are the children? The Juvenile Society of today is a curse, an infamous blot on the page of American history. It is so because parents have robbed their children of childhood.

