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**YOUR BANK CAN HELP YOU FARMERS & STOCKGROWERS NATIONAL BANK**

Heppner

Oregon

## A Junior White House at Washington



This structure is to be the official home of our vice-presidents, according to Washington reports. Vice-presidents have never been furnished with quarters. Mrs. Calvin Coolidge is said to have already inspected this home which is now nearing completion.

# Community Service

## ST. LAWRENCE RIVER OFFERS NEW SEAWAY

Senator McKinley Outlines Possibilities of Good to U. S. and Canada.

CANAL BEING BUILT BY CANADA OPEN TO U. S.

Low Freight, New Horse Power, Great Seaway But Few Benefits.

By WILLIAM B. MCKINLEY.  
Editor's Note.—Senator William B. McKinley, of Illinois, a member of the Senate Committee on Appropriations, has taken a great interest in the proposed opening of the St. Lawrence river to ocean traffic. Through that interest he has made extensive investigations into every angle of the possibilities, cost, labor, benefits to all classes, development of new power, et cetera. His article will impress you with the greatness of the project, perhaps may make you an enthusiastic supporter of the move.

Briefly, the advocates of the St. Lawrence seaway propose to improve the channel of that river between Lake Ontario and Montreal to a depth of thirty feet, so that lake carriers can reach Montreal, and ocean freighters can enter and depart from the Great Lakes, using the Welland Canal between Lake Ontario and Lake Erie, and the other connecting channels to Lake Huron, Lake Michigan, and Lake Superior.

They ask that the plans recommended by the International Board of Engineers and approved by the International Joint Commission be carried out under a treaty between the United States and Canada, and legislation by Congress and by Parliament.

This plan contemplates a dam in the river between New York and Ontario which will flood rapids and incidentally develop about 1,500,000 hydro-electric horse power to be shared equally by the two countries; also three canals aggregating 33 miles in length, one of about eight miles side-pass the dam, the second about fifteen miles long to connect Lake St. Louis and Lake St. Francis which are part of the river in the Province of Quebec, and the third of about ten miles around the LaChine rapids near the entrance to the harbor of Montreal.

Some Canal Figures.  
Altogether these three canals will have seven locks, each 850 feet long, 80 feet wide, with 30 feet of water on the miter sill. The canals will be made at least 25 feet deep at once and deepened to 30 feet under the engineer's plan. The estimated cost is \$250,000,000 for the 25-foot depth, and \$18,000,000 additional to deepen the canal to 30 feet.

These three canals are in Canadian territory, the one around the International Dam being in Ontario and the other two in the Province of Quebec. Beyond the 45th parallel the river is wholly within Canada, where the United States have no riparian rights, and therefore the water flow in that section, estimated at 2,500,000 horsepower, is left untouched as a natural and bountiful heritage of Canada to be developed in the future as her people may determine. Under a treaty made with Great Britain in 1871, the United States were granted the free use of the St. Lawrence

river forever, and Canada was given free use of all of the Great Lakes and their connecting channels.

Canada is now building at an expense of \$60,000,000 or more, a new Welland canal with a depth of 25 feet and locks of 30 feet on the miter sill. This will be free to the vessels of the United States, as the old one is now.

The International Joint Commission recommends that the construction of this canal be borne in part by the United States government, and that the navigation cost of the St. Lawrence be borne by the two countries in proportion to their use of the waterway. These are details to be adjusted by treaty or legislation.

The proponents of the St. Lawrence project claim that the power incidentally developed will be sufficient to pay the interest charge, upkeep, and ultimately to liquidate the construction bonds. Whether the proceeds shall be used or not is a question for Congress. They contend that the annual saving

to producer and consumer, through cheap transportation, would equal or exceed the total cost of the project.

Standard Waterways.  
They feel that this development of the St. Lawrence would standardize waterways and save transfers just as we did with the narrow gauge by standardizing railways half a century ago.

They are convinced that while the West will be greatly benefited by the St. Lawrence seaway which will provide cheaper transportation for the products to market, the East will be doubly blessed, for an addition to the cheaper transportation of food products to its ports and better means of reaching the heart of the continent with the output of its mills, its industries will be immeasurably quickened by electric energy.

The ten-mileage of the Middle West substantially doubles every decade, and railway terminals are already inadequate. The railway companies cannot secure capital and make improvements fast enough to remove or prevent terminal congestion. Unless some other outlet is provided, the West must slow down, and to retard its development would mean a hunger-strike in the East where its products find their readiest market.

Some Canal Benefits.  
When Western products reach Buffalo they are nearer Liverpool than when they get to New York. Why, then, should they at great expense go by rail or canal 500 miles out of their course, when they can be water-borne in ocean freighters direct to their destination?

The advocates of this project stand for modern, economic methods. The exorbitant cost was not to be despised in its day, but its mission has been fulfilled. The overland stage coach was once a princely way to travel, but the railway has driven it from the field. Columbus found a continent with his little wind-blown Caravel, but most folks prefer the ocean liner now. We used to load and unload boats with a wheelbarrow and shovel, but labor-saving devices have come in recent years. Freight cargoes were formerly transferred at every railway junction, but through-shipping was soon discovered to be cheaper and economic law at last prevailed.

Why should not these same principles be applied to our lake and ocean commerce? The producer does not retain for himself all the benefits that flow from new inventions and cheaper methods of production; so, too, the saving to be

## Baby Wants Name, Not Gold, says mother.



CORNELIUS VANDERBILT WHITNEY

MISS EVAN BURROWS FONTAINE

The son of multi-millionaire Harry Payne Whitney, Cornelius Vanderbilt Whitney, has been asked to give his name to the 18-month-old baby of Miss Evan Burrows Fontaine, noted Oriental dancer of New York. The action was started when the engagement of young Whitney to Miss Marie Norton, society girl of New York, was announced. The dancer claims young Whitney wanted to marry her while he was student at Yale but she refused as theirs was a true love match and she didn't want to hurt his career. He grew cold, she says, when she told him of the baby, which she now calls Cornelius Vanderbilt Whitney, Jr. It's a name not gold that my baby wants, she says. Miss Norton says her friendship for young Whitney is unchanged.



# Poem by Uncle John

**HONESTY.**  
There's many a puzzlin' problem that attacks a feller's mind, when discoursin' to a Public, of a mighty various kind. . . There's some will differ with ye, and there's others that applaud—an some that won't believe ye on yer oath, so help ye God! Which brings the solemn query into this here humble song: Can anything be honest—yet remain, dead wrong?  
I've allers heard that Honesty was just among the things, that took a man to Heaven, on the shiniest of wings; that a man that wurst honest, had mighty nigh as well, consult the ticket agent for the slowest train to hell— So, a little sober thinkin' will arouse the question strong—Can any man be honest—yet, remain dead wrong?  
I try to foller reason in the ideas I evolve—an' I sometimes pray for guidance, when I've got a thing to solve. . . I've entered more to judgment, than to tolerance or taste, in these days of much palaver where the sinitax goes to waste. . . Let me cast this humbly pebble in the philosophic pool—That Honesty is risky—in the bosom of a Fool!  
*From Uncle John*

effectuated by water-borne through commerce would soon be distributed among all our people.  
The St. Lawrence waterway is, therefore a national movement, and its advocates, with charity for all and malice towards none are striving only to do their bit for the common good while the country burdened by war debts and distracted by undramatic problems is slowly groping its way towards prosperity again.  
The "Mayor" accompanied by his daughter, Miss Anna, and also Miss Mildred Henriksen of Strawberry ranch were in Heppner Tuesday and Wednesday. The mayor was the Cecil representative at the John Day Irrigation meeting. The young ladies were told on leaving to see that the mayor landed safely home without a blemish and they surely carried out their instructions for the mayor is now the busiest man on Willow creek in the midst of his second crop of hay.  
Cecil was well represented in the Egg City the past week. Mr. and Mrs. Geo. Krebs, Jack Hynd, T. H. Lowe, John Krebs, Walter Pope, Herbert Sommerfeldt all have been business callers and we also noticed Misses A. C. and M. H. Lowe driving their new car.  
W. A. Thomas, old-timer of Cecil, now a resident of Lone, arrived on Saturday to pay a visit amongst his friends. W. A. says he just had to come to make sure that Cecil was still on the map for he had been told Morgan had envious ideas in view concerning Cecil.  
Miss Ruth May who has been visiting in Wasco for several weeks arrived in Cecil on Tuesday and will spend some time with her parents at Lone Star before leaving for Portland.  
R. E. Duncan, the honey man of Busy Bee ranch, and his daughter Miss Mildred were visitors in Cecil on Friday. R. E. says he expects to have a bumper crop of honey this year.  
Misses Dot and Dimple, twin daughters of Mr. and Mrs. J. E. Crabtree of Dotheboys Hill are visiting with their grandmother, Mrs. Linsley at Black Horse for a week or two.  
Herman Havercoost left Cecil on Thursday to help Dwight Mianer with the harvest on his Dwyer ranch near Lone. Dwight is not very sanguine over his wheat yield so far.  
Mr. and Mrs. Geo. Krebs and Miss Eleanor Ruffner, all of The Last Camp, were visiting Mrs. A. Henriksen at Willow Creek ranch on Sunday.  
Mr. and Mrs. Karl Farnsworth and family left Rhea on Tuesday for a short vacation which will be spent with friends at Hood River.  
Mr. and Mrs. Jack Hynd and family of Butterby Flats spent Sunday evening with Mr. and Mrs. Geo. Henriksen at Strawberry ranch.  
Mr. and Mrs. S. A. Pattison of Heppner spent Sunday at the home of Mr. and Mrs. A. Henriksen on Willow creek.  
Miss Cieta Palmateer of Windybrook and Miss Mary Wilde of Broadacres were callers in Cecil on Monday.  
Mr. and Mrs. T. H. Lowe of Cecil were the dinner guests of Mr. and Mrs. H. G. Smith at Lone on Sunday.  
Johan Troedson and sister Miss Linea from their ranch near Lone were calling in Cecil on Tuesday.  
Mr. and Mrs. Geo. A. Miller of High-

## Live Cecil Items of Interest

## Legumes Are Good Feed And Also Soil Builders

Alfalfa, Clovers, and Padded Plants Have Special Importance in Permanent Agriculture.  
Chemical analysis of Oregon legumes that will give farmers a better knowledge of their fertilizer requirements and assure them a place in their farming systems are nearing completion at the agricultural college experiment station.  
The investigations will determine the mineral content of the leading Oregon legumes, and develop information that will be of value to livestock feeders.  
"Legumes such as alfalfa, red clover, alsike, vetches and peas and beans are not only high in feeding value but excellent rejuvenators of soils," said J. S. Jones, agricultural chemist at the station in charge of the investigations. "They have special importance in agriculture as they can be inoculated with nitrogen-fixing bacteria. Continuous growing of small grains has given western Oregon much rundown lands, which a wider knowledge and use of legumes will do a great deal to correct."  
Many samples of legumes used generally for feeding or soil renewal have been carefully analyzed to determine feeding and fertility content and value. The analyses will be followed by nutritional study to determine their feeding value. No work in animal nutrition has yet been conducted in Oregon, and these studies will prove valuable to livestock men, Professor Jones believes.  
A summary of the work on legumes and hay is expected to be ready for distribution in a few weeks.  
It pays to buy good lubricating oils. Valvoline and Havoline oils at Peoples Hardware Company.

**Uncle John's**  
IF YOU WANT A THING WELL DONE COOK IT YOURSELF

# Lunchettes

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

## To Presbyterians

(Editor's Note: Rev. Matthews is a Presbyterian minister in the First Church at Seattle, Wash.)  
The Presbyterian Church has been one of the greatest forces for liberty, education, and evangelism America has ever had. I think it was the author of modern representative Republican government.  
I think America owes much of her government to the Presbyterian Church. She has been one of the government's greatest examples and most powerful defenders. In the old days the Presbyterian church's adherence to doctrine and principles, added to the strength, character, and integrity of American citizenship. In these latter days, it seems to me, she has come upon perilous times.  
FIRST—The Presbyterian Church commits a folly and sin if she permits infamous heretics who deny the deity of Christ and the infallibility of the Bible to stay in her ranks and to occupy her pulpits. I insist she has no right to allow such enemies of God, of home, and of government to carry her name. I think a Presbyterian minister who denies the deity of Christ or the infallible Word of God and continues to occupy a Presbyterian pulpit is drawing his money under false pretenses. We have all taken oath to teach the deity of Christ and the infallibility of God's Word, and for that we receive position and compensation.  
SECOND—The Presbyterian Church commits a folly when she becomes a mere ticket for faddist and place-hunters who constantly devise schemes and plans and organizations to increase their power, patronage and patrimony. They live and work exclusively that they may subsist upon such efforts.  
THIRD—The Presbyterian Church commits a folly when she permits her enemies to begin to build machinery and centralize her government, thereby detracting from her power.  
I don't believe Presbyterians will submit to centralized power nor to dictation by agents and machines. They crushed that kind of power once. I hope they will crush it again. If it must be crushed in government and it must be crushed in the church. The Presbyterian Church should return to the sovereignty and power and supremacy of her Presbyterian government and to the control by her presbyteries.  
Hear my plea! Awake, grand old Church of liberty, righteousness and evangelism.

# HOME SWEET HOME

Uncle Si is a weather "Profit"

YEP, I'VE GOT TO DO IT! I'LL TELL THE FOLKS TO HAVE A PICNIC!

YOU'RE A DEAR UNCLE SI! YOU ALWAYS PLAN SOMETHING FOR OUR PLEASURE—

PLEASURE NOTHING, GAL! YOU SEE THE REASON I'M PLANNING ON A PICNIC IS—

WE NEED RAIN!!!

by Terry Gilkison