

# SNOW DEEP ON CANYON ROADS

LADD CANYON (Special)—The postman changes his mode of travel frequently these days owing to the many deep snowdrifts on the road.

Mr. and Mrs. Burt Kall were dinner guests with Mr. and Mrs. A. L. Purason recently.

The two eighth grade pupils, Beth Muri Miller and Lola Barton, who took the state examinations recently passed with high honors, making general average of 92.5 and 95 per cent respectively. They are now attending high school at La Grande.

Miss Helen Peabler, who recently had a radio installed, is enjoying interesting programs every evening. She still retains her cheerful disposition although confined to her bed constantly.

Miss Helen Austin, who spent the week end at home, returned to her school work at La Grande Sunday evening.

The Misses Ruth Drummith, Helen Austin and Beth Muri Miller visited school Friday.

Miss Marjorie Peabler is staying in town now while attending high school.

Mr. and Mrs. Ben Cottner made a trip to La Grande a few days ago.

Mr. and Mrs. C. Crossen and son and Mr. and Mrs. Bert Kall and daughters were callers at Hot Lake recently.

Roy Peabler, who has been visiting at Waldburg, Wash., returned home recently.

Old English Silverware Offers Good Dividends

LONDON (AP)—There is a great boom at the moment in antique silver over here, and genuine examples of the art of the old English silversmiths are at present fetching high prices in the sale rooms. Quite recently a standing salt cellar which weighed only ten ounces brought \$11,500, or 50 times its weight in pure gold.

The keenest buyers are said to be foreigners and colonials, and quite recently enormous quantities of fine old silver have been shipped to the United States. Asked for the reason for the increased demand for old silver, a well known expert said that it was an excellent investment. The longer it was kept the more valuable it became, and collectors were buying it with that in mind. Faking in connection with old silver is very rare nowadays, the expert added, as the penalty had been made so great that what was to be gained from the deception was scarcely worth the risk.



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# The Busy Man's Newspaper



## History of Rural Mail Service is Interesting

Few institutions in the history of American progress can be credited with a more salutary effect upon the march of that progress than the Rural Mail Service of the Post Office Department.

No other single instrumentality has done more than the rural mail service toward "bringing the city to the country," and relieving the prosaic existence of farm life, or has been as effective in establishing closer contact between the farmer and his markets. It has been the most important factor in making agriculture an exciting business instead of its one-time precarious classification which conveyed no broader meaning than "tilling the soil."

Twenty-nine years ago the farmer, and his wife, and children, led an existence of almost complete isolation, living upon widely scattered farms, some of them miles apart. They had comparatively little communication with their neighbors or the outside world, except that derived from weekly trips to the adjacent village. More often than not the farmer lost a full day's work and his crops were neglected in order to obtain expected mail at the village post office.

**Mail Brings Touch.**

In those days the farmer's mail consisted largely of communications from relatives and friends. Today the daily mail includes, usually on the very date of publication, the metropolitan newspaper, containing market reports and agricultural news; the weekly and monthly farm journals and magazines, and business letters from the village merchant and the more pretentious establishments in the distant city. All of these are now brought to his door or to the box a few yards away.

The rural carrier is the farmer's post office and his agent. Through him he conducts transactions for the sale of his live stock, grain, and other farm produce. From him he buys stamps and pays his bills by postal money order. In short, the letter carrier is the medium that has transformed the once secluded inhabitant of the rural district into a cosmopolitan citizen, conversant with current affairs and occupying a larger place in the destinies of a great nation.

**History.**

It was Postmaster General John W. Mendenhall who first officially suggested in 1891 the rural mail idea to congress. The plan was fought in the legislative branch of the government for five years before it was given a tryout.

The first bill authorizing the establishment of the service was introduced in the house by Representative James O'Donnell of Michigan, January 5, 1892. It carried an appropriation of \$5,000,000 but failed of passage. A year later congress was induced to appropriate \$10,000,000 for experimental purposes followed in 1894 by \$20,000,000 more. Mr. Wainmaker, believing the amount insufficient even for experimental service, declined to use the money.

On January 9, 1896, \$10,000,000 was added by congress and on October 1, the same year the first experimental rural delivery service was established simultaneously on three routes in West Virginia, one from Charlestown, one from Lewis, and one from Halltown. From this small beginning, nine months later found the service operating on 82 routes emanating from 43 post offices in 23 states. Twenty-eight years later, or June 30, 1924 the rural mail service had grown to 44,250 routes with a total mileage of 1,205,714.

In comparison with the insignificant appropriation of \$10,000,000 made by congress more than a quarter of a century ago to inaugurate the service, it now requires an annual expenditure of \$11,250,000 to keep it functioning.

The first county to be completely covered by rural mail service was Carroll county, Maryland, where county service was established December 20, 1899. There are very few counties in the country today that are not honeycombed to the uttermost corners with free mail delivery.

By 1915 26,050 fourth class post offices had been discontinued as a result of the extension of the rural mail service. It is estimated that an annual saving of \$1,615,040 was accomplished by the discontinuance of these offices while the elimination of star, or contract, routes is estimated to save \$3,482,670 per annum.

When the service was first inaugurated the salaries of rural carriers were only \$200 a year. They may now get as much as \$2150 a year, depending on the length of the routes, while the motor routes of 50 miles or more pay salaries of \$2450 to \$2600.

Under the administration of H. H. Billany, present Fourth Assistant Postmaster General, a marked increase in rural delivery facilities has been made, the number of routes climbing from 43,649 to 44,760; the mileage from 1,159,239 to 1,205,714 and the number of individuals served from 29,113,883 to 29,931,123.

Illinois leads the nation both in the number of rural routes and in mileage, there being 2637 routes covering a distance of 76,677 miles in that state. Ohio is second with 2642 routes and a mileage of 93,820; Missouri third with 2552 routes covering 56,074 miles; Iowa fourth with 2279 routes covering 69,734 miles; Texas fifth with 2193 routes covering 59,998 miles; Pennsylvania sixth with 2036 and 53,385 respectively. Kansas seventh with 1902 and 55,464 respectively, and New York eighth with 1563 and 47,130, respectively.

Figures for other states are:

State	No. Rts.	Mileage
Alabama	1845	54,795
Arizona	1350	50,793
California	1720	45,540
Colorado	1720	49,162
Georgia	1625	47,008
Tennessee	1618	40,295
North Carolina	1402	35,499
Oklahoma	1258	38,977
Nebraska	1173	35,590
Alabama	1165	30,943
Virginia	1145	26,887
Mississippi	1006	26,884
Kentucky	915	22,497
South Carolina	892	22,797
North Dakota	833	25,008
Arkansas	744	18,962
South Dakota	712	21,602
California	490	16,288
Maine	484	11,794
West Virginia	449	10,373
Maryland	429	10,842
Washington	415	11,554
Colorado	353	13,478
Vermont	341	7,916
Louisiana	337	8,892
New Jersey	304	7,922
Florida	292	10,952
Massachusetts	285	7,344
Oregon	280	7,959
Connecticut	248	6,292
New Hampshire	245	5,840
Idaho	222	6,030
Montana	204	9,920
Delaware	103	2,758
Utah	62	1,948
New Mexico	59	2,191
Rhode Island	43	1,950
Arizona	35	1,931
Wyoming	24	1,161
Dist. of Columbia	4	115
Nevada	4	125
Hawaii	1	17

Exceeding the speed limit along the road to success is just as dangerous as along any other road.

Ideas are like people. They need rest. If you work one overtime it becomes nervous and troublesome.

Author to Visit Pendleton

PENDLETON, Ore. — Colonel Charles Wellington Purdon, author of "Let 'er Buck," the book written around the Pendleton Round-Up, who has been interested in the wild west show since 1912 and has written and lectured about the Round-Up, will visit Pendleton early in March, according to information received from Boston, his home.

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## GRADUATES IN JOURNALISM GET START AS OWNERS

SEATTLE, (AP)—The country, not the city, is the field for young men and women who take academic training in newspaper work, opinion Dr. Matthew Lyle Spencer, dean of the school of journalism of the University of Washington. He and Sol H. Lewis, who was graduated from the school ten years ago and is reputed to have achieved a comfortable estate, besides influence, as publisher of a weekly at Lyden, Wash., a dairy community, have worked out a plan under which they report that seven new graduates are acquiring newspapers.

Dr. Spencer or Mr. Lewis buys a paper and forms a stock company, retaining 51 percent of the stock and putting 49 percent into escrow. A graduate is placed in charge of the paper, receiving a salary and drawing dividends on the 49 percent of stock. The dividends are applied in payment on the stock. When the dividends have paid for the 49 percent of stock, the 51 percent is placed in escrow, and payment continued on it with dividends.

"It isn't entirely altruistic," Dr. Spencer said, declaring that a young man or woman could acquire a paper in this way in three to five years.

The only cash payment required of the fledgling publisher is \$500 to \$1,000 at the start.

Portland Youths Fined.

HOOD RIVER, Ore. — John Hunter, Carl O'Neil and Reuben Worth, Portland youths, apprehended by Night Marshal Conover, who removed a quantity of wire from their automobile, were fined \$50 each when they pleaded guilty before Justice of the Peace Blagg. The men said they were en route to Sherman county. Worth and O'Neil received funds to pay their fines. Young Hunter remained in jail, unable to raise the money.

Mr. Pratt is on the Coast at present looking after business interests, but under the temporary supervision of a local man the building material goes marching on. We are sending material to all neighboring towns and some as far as Idaho. There's a reason. Investigate!

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For Rent—12-acre tract, close in. Irrigated and well improved.

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