

E. G. HARLAN EDITOR **EDITORIAL SECTION** **L. K. HARLAN** MANAGER
HEPPNER HERALD SUBSCRIPTIONS \$1 PER YEAR
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The Post Office System had its rise in the days of Julius Cæsar. He established military post roads and despatched fast riders which kept him in constant communication with all parts of his empire. In slack times they would also carry letters for private parties. In the early history of this country, letters were first carried by private parties.

Interior Mail Service Being Discontinued.

The express business started in much the same way. William Hornden first carried valuable packages from New York to Boston. The importance of this business was soon recognized and companies sprung up in different places doing the same business.

When the Federal government was formed, it absorbed the mail and express service. The mails were slow. Letters went by carrier and the heavier packages were sent by stage. In the wet seasons the roads were often impassible and packages were often months on the way. The express companies were on the brink of ruin when the politicians got together and ordered that no package weighing over four pounds could be sent by mail. The express companies then began to thrive. Last year they reported nearly one hundred million dollars revenue.

Today we have better means of transportation and the government is going back into the express business. There seems to be no reason why we must piously hand over to the private corporations all packages over the small weight limit, who charge all the traffic will bear, collect at both ends and still cling to other business methods that would reflect credit to the Malay pirates.

The theory that all governmental activities are carried on under is, that the government will render the service for a charge that will cover all expense, except where for the public good it does not receive what the service costs. For instance, to carry a letter from Heppner to Portland, the sender should be and is willing to pay what the service costs. However when the government sends mail to Alaska it seldom, if ever, receives what the service actually costs. Many instances are on record where it had to charter steamers to carry the mail there and the average cost per letter was over \$500. Yet, no one kicks about that. We know that the government should take the mail there, and do it reasonably often.

Now the big argument against the Star Routes is merely the cost of operating them. There is a loss for the service rendered. Measured in dollars this is so. They are far more supporting, however, than the mail routes to the Philippines, Alaska, or any other island possession, yet these are maintained. This service should be the last to be cut off. It is a matter of no small importance to the people of Morrow County and the state of Oregon. You can think about it as you please but from a dozen papers that have come into this office in the last week, we have seen where many routes were discontinued. This means that the interior parts of the state are being gradually deprived of their mail service and where people can't get their mail, there they will not go. If we want settlers to come to this state we must at least provide this requisite of easy communication.

A citizen of Heppner recently sent a letter to a party living not farther than sixty miles from here that regularly took a week for a reply, but after the discontinuance of the old stage line and going over the new "improved" route, it took sixteen days for an answer to get to Heppner. That may be good business ability in Washington but it would take something stronger than grape juice to get us in a condition where we could see it in that way in Morrow County, which is in Oregon.

The parcel post it is also claimed has made these routes unprofitable, and is the main cause for their discontinuance. The routes never paid when only letters were carried; it is not to be expected that they would with the parcel post. The Government knew that when it started. The parcel post does not have anything to do with the continuance of the stage lines. They never paid and probably never will, they were operated for the good of the people they served and the rest of us have said that it was all right. Let the Department grant so much per hundred pounds for carrying the parcel post, so a man can make an intelligent bid, and that element is decided.

This government has been said to run by a system of checks and balances. The legislature has little to do with the executive, likewise with the judicial. But the Post Office department seems to have secured a divorce from the main government. They run things

much as did our late friend, Cæsar. The Czar of Russia—the word Czar incidentally coming from Cæsar—has nothing on the Post Office politicians in this republic. At Pendleton, Umatilla, and scores of other places in this state and nearby states, we read of just such treatment as has been laddled out to us here. It is high time that this Court of Inquisition be dealt with by the Governor. Some exaggerated importance concerning their relation to the people who they are expected to serve, seems to have given them new prerogatives, wholly inconsistent with the present plan of government. We claim that the people living on these stage routes should have the service just as they have in the past and such peanut policies as the Post Office Department is pursuing are unwise, unwarranted and economically exaggerated.

According to the Kansas City Star, the Milwaukee Agent at Excelsior Springs, Missouri, was offered a better station when the officials, who happened to come a

Courtesy as a Business Asset long one day, noticed that everyone about town had a good word for the agent. He accepted but the people of the town had a word to say about it. They refused to let him go and made the Company pay him the salary of the better station to remain in Excelsior Springs. Last Friday, our friend Wilkins told one of the officials of the O.-W. R. & N. that they had a man in Heppner that should be in a bigger place. The official told him they needed a big man in Heppner so they kept him here.

We have no other object in view, more than to state the facts. I might say that Jim owes me eighty cents—rather the company does—which, if business picks up, I expect to get. But the thought expressed by Mr. Wilkins was no idle drift of conversation. A station agent can't afford to let his nerves get on the outside—his mission is to serve, to take the guff and that sifts through the ticket window and to smile audibly. This is what Jim does and when he is advanced we hope it will be only in salary.

A daughter of President Wilson recently addressed an audience of five thousand people in the auditorium of Chicago and pleaded for a more neighborly spirit among the citizens of that great city. She asked many people who lived next door to them and they did not know. This is true in every large city and in many towns. It is a matter of common observation that such living breeds suspicion, distrust and a general disregard for the needs of others and carries us back to habits of living of our animal ancestors.

We are just now getting acquainted with the world and the people who live in it. Prejudice, fear, and hostility are giving away to friendship, mutuality and co-operation. As we get better acquainted we find that we have less to fear from those about us. To further this feeling, we suggest that the Commercial Club take a day off and take a trip down to the cities of Lexington and Ione. Such a trip can only result in good. It is a sort of a bilateral contract, where both parties are benefitted. This excursion could be planned to take place a few days before the fair, or earlier. If time allowed, we might go the entire length of the branch. Communities such as we live in can't afford to fuss, fume or fight each other. It is true that people who know and understand each other don't go around defaming their fellow citizens. A trip of this nature will awaken the common interests of these towns and bring a degree of co-operation which will benefit us all that can be accomplished in no other way.

One physician gives it as his opinion that there has been less sickness in the city this summer than ever before and it is largely due to the absence of dust, the greatest foe to health. Few towns or cities have as many streets oiled as Heppner has.

It has been definitely determined that President Huerta was so slow in leaving Mexico City because the Government owed him two month's salary, which he was anxious to collect.

The City Fathers have removed the weeds and trash from Main Street. If some good citizen will donate a few paper receptacles we can keep it clean.

In his haste to leave Mexico, Huerta forgot to salute the flag.

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SUMMONS.
 IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MORROW COUNTY.

S. E. Holder,
 Plaintiff.)
 vs.
 Frances M. Holder,
 Defendant.)
 To Frances M. Holder, the above named defendant:
 IN THE NAME OF THE STATE OF OREGON: You are hereby commanded to appear in the above entitled cause on or before Friday, the 21st day of August, A. D. 1914, to make answer to the Complaint of plaintiff filed herein against you, and in case you fail so to appear the plaintiff will apply to the Court for the relief prayed for in the Complaint to-wit: For a decree of said Court dissolving the bonds of matrimony existing between plaintiff and defendant and for the custody of the minor child of plaintiff and defendant, Oma Ethel Holder, and for such other and further relief as to the Court may seem equitable and just.

The time prescribed for the publication of this Summons is six weeks, and the date of the appearance of the defendant is August 21, 1914.
 This summons is published by order of the Honorable C. C. Patterson, Judge of the County Court of Morrow County, Oregon, which order was made on the 9th day of July, A. D. 1914.
 The date of the first publication of this Summons is the 9th day of July, 1914.
 Sam E. Van Vactor
 Attorney for Plaintiff.

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