

LOCAL ITEMS

Elmer Matteson, of Parkers Mill, was in town Saturday making final proof on his homestead.

FOR SALE—A few choice milk cows coming fresh. Call Morrow County Creamery. 7-11

J. W. Stevens well known Hardman farmer and stockman, was a business visitor in Heppner Saturday.

William Haylor, the jeweler, has had the front of his establishment brightened up with a fresh coat of paint.

At the school meeting yesterday W. G. McCarty was re-elected director and Vawter Crawford was re-elected clerk.

George Alken returned yesterday from a two weeks' vacation trip at Portland and other western Oregon points.

The patriotic people of Ione are preparing to celebrate July Fourth in the good old fashioned way this year.

The Elks lodge held another work meeting last Thursday evening when an even dozen candidates were initiated into the mysteries of the order.

The Morrow County Creamery and Maxwell's confectionery are having the weather stains on their buildings covered up with fresh paint this week.

L. L. Gilliam underwent an operation for appendicitis at the Heppner Sanatorium yesterday morning and is reported this morning as getting along nicely.

Oscar Borg returned from Portland Sunday where he spent a week attending the Rose Festival and the optometrist's convention. He reports a splendid time.

Manager Houston of the Parkers Mill sawmill, was in town Saturday looking for men to work in his mill which he expects to start operating tomorrow morning.

Wallace Smith, a representative of Barnhart Bros. & Spindler type and printing press dealers of Seattle, is here to erect a new Babcock cylinder press in the Gazette-Times office.

Mrs. Kate Russell, Edward Russell, Frank Maddock and Frank Smith of Condon, are among the Gilliam county folk here today attending the funeral of the late Patrick Farley.

Lieutenant Chas. J. Osten who has been at his home here since being discharged from the service left a few days ago for Tulsa, Oklahoma, where he has been offered a good position with a big hardware firm.

William Padberg, one of the big farmers of lower Rhea creek, was in town Monday. Mr. Padberg says the wheat in his section is needing rain but not ruined as yet for the lack of it.

C. L. Keithley, of this city, connected with the forest service, spent last week in Pendleton where he was in charge of the forest supervisor's office during the absence of W. W. Cryder, who made a trip to British Columbia.

The report that some of the farmers living along lower Willow creek were seen using a cream separator on creek water last Saturday evening after Sheriff Shutt had dumped 23 plates of "bootleg" has not yet been thoroughly verified.

WANTED—Man and wife for farm and house work or woman or girl to cook and do housework on ranch. No washing. Not a hard place to work and close to town.

FRANK MONAHAN, Heppner, Oregon. 7-11

Adam Knoblock, who farms extensively on middle Rhea creek, was in town Monday. He reports his wheat looking fine and says as a general thing in his neighborhood where the farming has been properly done the crops are promising.

John McNamee has returned from the big, Union county, where he reports that his sheep for the summer will go back in a few days to the feed in that section is the best he has seen in years and the feed is doing fine.

Mr. and Mrs. Charles Sperry, of Ione were in town Friday. They report the road to Ione still in a rather deplorable condition and are rejoiced to know that the highway commission is about to get busy on the Willow creek section of the Oregon Washington highway.

Davidson was in town Thursday coming from his ranch at the head of Dry Fork. He met the heavy rain in Cason canyon on his way to town and says it was wet enough rain to help some. From appearances he thought the rain was pretty general through the Eightmile and Dry Fork sections.

Judge and Mrs. W. T. Campbell returned from an auto trip to Portland and Eugene Sunday evening. Their son, Arthur Campbell, who is a student in the Oregon university at Eugene, and Robert Notson, who has been attending school at Salem,

returned with them to spend their vacation at home.

Leo Nicholson well known Heppner boy who is a student in the University of Washington, at Seattle spent the shearing season in Morrow county accumulating sufficient simoleons to carry him through another year at college, left for Portland on Friday and after a brief visit there expected to proceed to Seattle to resume his studies.

Dr. and Mrs. M. M. Johnson returned from Portland Friday evening where they took in the Rose Festival and the doctor attended a meeting of the state veterinary society. He reports an interesting session at which a number of matters of importance to the livestock industry, particularly as regards inspection of animals and compensation for tubercular animals destroyed, were discussed.

BISHOP PADDOCK WILL GIVE PATRIOTIC ADDRESS

Rt. Rev. Robert L. Paddock, D. D., Episcopal bishop of eastern Oregon, will give a patriotic address in the Episcopal church tomorrow (Wednesday) evening to which the Heppner public is cordially invited.

Bishop Paddock spent a year in France engaged in Y. M. C. A. work and a considerable part of that time he was in the front line trenches doing his bit at bagonnikB, b&ayokH ing his bit at backing up the doughboys who were behind the guns that eventually whipped the Huns. The bishop knows all about trench life as well as the thrill of going over the top and his experiences in carrying wounded from no man's land under fire and many other thrilling activities will prove an interesting item of history of the great war.

Everybody is invited to hear this lecture.

OWNS PROMISING MINE IN THE GREENHORN RANGE

Adrain Matteson, who for the last 13 years has been putting in a good share of his summers in the Greenhorn mountains developing the Blue Bird mine, left yesterday to spend his fourteenth summer there.

The Blue Bird is a promising property, Mr. Matteson states, having a well defined ore body which carries good values. Much of his ore runs as high as \$500 a ton. He has several tons ready for shipment but as yet has no road to haul over.

Osman Hager, of this city, who is interested in other mining property in the same district, is arranging to take an interest in the mine and the owners will, about July 1st start work building about 3 1/2 miles of road which will give them an outlet for their ore. The ore is base and requires smelting but the values are there to put everybody interested in the property on Easy street as soon as the property is put on a permanent shipping basis.

POSTMASTER EXAMINATION

At the request of the Post Master General the United States Civil Service Commission has announced an examination to be held at The Dalles Oregon, 2:30 p. m., on July 16, 1919, for the position of postmaster at Ione. This office has an annual compensation of \$1160. To be eligible for this examination an applicant must be a citizen of the United States, must actually reside within the delivery of the office and have so resided at the time the present vacancy occurred.

Applicants must have reached their 21st birthday but not their 65th birthday on the date of the examination.

Application form 2241 and full information concerning the requirements of the examination may be secured from the postmaster at the place of vacancy or from the Civil Service Commission, Washington, D. C. Applications should be properly executed and filed with the Commission at Washington, D. C., in time to arrange for the examination of the applicant.

BE SATISFIED

Don't kick at the high cost of every old thing. Be glad you don't live in Turkey. A Red Cross man writes that eggs in Constantinople are 30 cents apiece. They're not passed by the censor, either. Bread is 50 cents a loaf, milk 50 cents a pint, butter four dollars a pound and sugar two dollars a pound. Just imagine feeding a flock of wives at those prices. "Two army officers," says the Red Cross man, "stopped over-night at a hotel and had to pay \$225 for lodging and breakfast and dinner." Wonder what they had to give the hat boy?

Dolan—So Casey was running me down an' ye stood up for me?

Calahan—O! did; O! six to him, "Casey, ye're no coward—and ye work hard an' pay yer dibs—an' ye don't get drunk an' lick yer woiife—but in other respects ye're no better than Dolan."—Puck.

GOOD ROADS

PROSPERITY IN GOOD ROADS

Future Development of Country Must Begin With Improved Highways to Relieve Congestion.

There are today some 2,500,000 miles of rural roads in the United States. Of this amount perhaps 12 per cent could be classified as improved, while only about one-fourth of one per cent can be said to be suitable for the carriage of heavy-duty motortrucks. And in the face of this condition it can be said without chance of contradiction that the future development of the United States rests upon the roads.

The past few years have witnessed a tremendous turnover in transportation from the railway to the highway, says Roy D. Chapin, former chairman of the highways transport committee of the council of national defense. The congestion which prevailed during the war made necessary the commercial utilization of the highway to an extent thought impossible a scant few years ago.

The motortruck, little known before the war, sprang into prominence as a commercially practical form of transportation, and while the fighting has ceased the need for the motor truck remains with us, more insistent than ever before.

Within certain limitations the freight car of the highway is more efficient than the rail carrier, and because of it it may be taken as a permanent form of transportation and one destined to have a large influence on the movements of trade in the future.

The hour has struck when the fast-moving efficient motor vehicle of commerce must replace the horse and the costly terminal charges which prevail upon the short-haul branches of the rail lines. Already the motortruck has become a "feeder" to the railroad; shortly it is destined to aid enormously to the profitable long hauls, while entirely or very nearly so eliminating the unprofitable spurs.

Railroad men generally recognize the new movement and welcome it. Street railway men, not so keenly alert to its possibilities as a feeder to their lines, have yet to take the fullest advantage of the opportunities which it presents.

But back of the motortruck rests the road. While the highway as such is of little interest to those outside of the engineering field, as a means for transportation it becomes of vital importance to every citizen of the United States, whether he be in profession or trade, a minister, a merchant, a doctor, high and low, rich and poor, the road comes into contact with all of us, and upon its relative efficiency depends to a greater extent than most of

RECENT DEATHS

FARLEY

Patrick Francis Farley was born March 21, 1881, in County Longford, Ireland, and at the time of his death which occurred June 14, 1919, at his home near Heppner Junction, was aged 38 years, 2 months and 23 days. He was the son of James and Margaret Farley, his father having passed away at his home in Ireland last year.

Deceased came to America and to Morrow county in 1900. He engaged in the stock business and by industry and reliable business methods he prospered and within a few years acquired a competence. In 1907 he went back to New York City where he met Miss Margaret Byrne, his sweetheart of boyhood days and they were married in that city June 9th, 1907. Returning to Morrow county, Mr. and Mrs. Farley made their home on their ranch near Heppner Junction where they continued to prosper in the sheep business.

Mr. Farley came to Heppner last Friday to complete arrangements for taking his sheep to the mountains for the summer and it was while hurrying home to rejoin his family that evening that the accident which caused his untimely death occurred.

Besides his devoted wife and five young children, James, Helen, Mary, Catherine and Eileen Farley who are left to mourn the loss of a kind, devoted and indulgent husband and father he is survived by his widowed mother and one brother, John Farley in Ireland, and the following brothers and sisters in America: Mrs. Marie Monahan, James Farley and Peter Farley, of Heppner, Michael Farley of Los Angeles, California; Mrs. Bridget Gillette of Condon, and Miss Margaret Farley, of New York City.

Mr. Farley was an upright citizen, a capable business man and a loyal friend whose untimely end will be sincerely mourned by a large number of acquaintances.

The remains were brought to Heppner Sunday and the funeral will be held this afternoon from Saint Patrick's Church with Reverend Father P. J. O'Rourke officiating at the solemn service.

The members of the Elks lodge of which fraternity Mr. Farley was a member will attend the funeral in a body.

Herald only \$2.00 a year.

MEETS WITH PAINFUL INJURY

Miss Jean Black, housekeeper at the Charles Thompson home in this city, met with a painful accident one day last week while operating an electric clothes wringer. One of her fingers was caught by the rollers and torn off, the tendon being pulled from her arm to the elbow.

CHURCH NOTICES

Sunday school at 9:45 a. m. We use the lessons of the International Sunday School Association. Morning church service 11:00. Christian Endeavor 7:00 p. m. Evening services 8:00.

H. A. NOYES, Pastor.

Christian Science

Christian Science services are held every Sunday morning at 11:00 o'clock in the lodge room in the I. O. O. F. building.

Testimony meetings are held every Wednesday evening at 8:00 o'clock at the home of Mrs. Eugene Slocum. All interested are invited to attend these services.

Subject for Sunday, June 23rd— "Is the Universe, Including Man, Evolved by Atomic Force?"

HELD DOWN

Papa was becoming impatient at the lateness of the hour when he remarked:

"I can't see why that young fellow who is calling on Minnie hasn't sense enough to go home. It's near midnight."

"The dear little brother" of the family just then came in, heard his father's remark, and ventured some light:

"He can't go, father. Sister's sitting on him."

THE AUTO STROP

When the train stopped at the little southern station the northern tourist sauntered out on the platform. Under a scrub oak stood a lean animal with scraggy bristles. The tourist was interested.

"What do you call that?" he queried of a lanky native.

"Razorback hawg."

"Well, what is he doing rubbing against that tree?"

"He's stropping himself, mister. 'est stropping himself."

Read The Herald for all the news.

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Napatan Shoes  
Lee Unionalls  
Ed. V. Price & Co. Clothes

**It's Minor's for Mine**

us dream the ultimate cost of all that we eat, wear, have.

"No one knows how much the country pays for cartage," said William C. Redfield, secretary of commerce, recently, "but anyone who looks into the question is pretty sure to find out that the figures are larger than he thought it could be.

Yet cartage is but one phase of road costs. Poor roads mean isolation, which in turn mean fewer possibilities for education, fewer opportunities for wealth, lower real estate valuations as well as increased costs of supplies. Every sound, fundamental economic reason speaks out for the durable road, just as it protests against the poor, inadequately constructed highway.

Despite these facts, which will be verified by all who have studied the question, despite the fact that the official government figures placed the hauling over the highways at 2,000,000,000 ton-miles in 1917, our roads are today all that they should not be. They are inefficient, inadequate, antiquated.

IMPROVE TO SAVE HAULING

Hardening Surface, Reducing Grade or Shortening Distance Brings Farm Nearer to Town.

The test of a wagon road is the amount of work that can be done on it without injury thereto, that is the time and labor required in hauling over it. Any improvement, whether in hardening its surface, easing its grade, or shortening the distance, reduces the time and effort of getting to market and brings the farm nearer to town.