

### Henry Ford Made Railroad Pay By Disregarding Expert Advice

By DAVID J. WILKIE  
DETROIT, (AP)—When Henry Ford sold the Detroit, Toledo and Ironton railroad he disposed of a property he had taken virtually from the junk heap and converted into a paying proposition.

For the 30 years before Ford acquired it in 1920, the road had limped along from one receivership to another.

The success that attended Ford's entry into the railroad field paralleled, in a smaller way, the industrial epic he wrote in the creation of his automobile business.

In the case of the automobile interests he started with \$25,000 in 1903. Some twenty odd years later he was reported to have refused \$1,000,000,000 for his property.

With the railroad property Ford started in 1920 with \$5,000,000. Six years later the interstate commerce commission placed a tentative valuation of \$11,526,300 on the property and Ford himself protested that for rate-making purposes a "fair return" was \$23,067,293.

Ford performed the seeming miracle of making the dying railroad pay him handsome profits by a procedure that was contrary to all economic logic. The profits came not because Ford instituted economies, but because he increased expenditures for maintenance of way and for equipment and also, he believed, because he paid railroad employees the same scale of wages he had instituted in his factories.

The road, under Ford ownership, was a thorn in the side of the railroads of the country generally; first because of the \$6 a day minimum wage and, latterly on account of the electrification of a large part of the right of way, which Ford instituted in defiance of the advice of most railroad engineers.

Purchase of the D. T. & I. was not merely a whim on the part of Henry Ford; it was a shrewd business deal. It was to cut the time between raw material to cash in the bank that Ford took it over.

The importance of the road to the Ford interests was that it crossed nearly all the larger east and west trunk lines between Detroit and the Ohio river. Ford was able to cut from two to three weeks from the time normally consumed in shipping raw materials to the Detroit plants. Moreover, the road assured the Ford interests an uninterrupted supply of coal from southern Ohio, West Virginia and Kentucky.

Ford efficient methods were put into operation all along the line. Employees received higher wages, but they did work that railroad companies normally left to others. Engine crews carried a repair kit and made many minor repairs that kept the locomotives out of the shops. Crossing watchmen were expected to keep crossings clean and in repair without calling in a carpenter. As far as possible Sunday work was eliminated.

When Ford purchased the road its mileage was 465 the main line extending from Detroit to Ironton, Ohio. Spurs and additions during the Ford operation brought the mileage to 529.

Much of the financial success of

D. T. & I. under Ford ownership was due to the fact that it got business in exchange from other roads to which Ford interests awarded contracts for hauling their freight after it once left the D. T. & I.

**Celery's Good Qualities**  
Because of its appetizing flavor and crispness, celery stimulates the appetite. It is rich in mineral salts and vitamins and has, therefore, somewhat of a tonic action. In addition it contains a large amount of cellulose or roughage which makes it valuable as a regulatory food. The actual fuel value of celery is very low, so that it can be freely used by them who are dieting for reducing purposes.

**Includes Everything**  
Overheard in the cigar store: "What is that dog of yours—an Alfordale?" "I really don't know. As a matter of fact we have named him 'Etcetera.'"

### Australia Exports Hard Wood To U. S.

SYDNEY, Australia (AP)—For many years Australia has imported large quantities of soft woods from the United States and Canada. Now in return she is sending shipments of hard woods back to these countries.

Although this export of hard wood is comparatively a new trade the demand for the timber is so great that lumber cargoes are reckoned in thousands of logs. The Canadian Explorer sailed recently from Cairns, North Queensland, with 1,469 logs for New York.

The steamer Arcturus took 1,000 logs from the same port to ports on the eastern coast of the United States. Shipments consist principally of the Australian varieties of maple, oak and walnut.

**Fireplaces Once Taxed**  
"Heath-money" was a tax put upon every hearth or fireplace in England. Charles II was responsible for its introduction in 1690. It existed for over a quarter of a century and yielded \$1,000,000 a year. William III abolished it.

### Road Builders Disappointed In Supply Of Rock

By S. C. MEEK  
(Observer Correspondent)

WALLOWA, Ore. (Special)—According to reports, county road building officials have been somewhat disappointed in the matter of securing shale rock for surfacing a stretch of road between Parsnip creek and Whiskey creek. Work of putting in humpers and a screening plant at the foot of the hill near the H. D. Bechtel farm was recently completed. It was thought that the material here was present in sufficient quantities to complete the stretch, however, when work of hauling was started it was found that not enough could be secured for the needs there. It is expected that surfacing material for finishing this job will be secured at the C. W. Munford place east of town.

H. D. Bechtel and L. W. Minor were busy the latter part of the

week moving their sheep to the Whiskey creek section where they expect to range them for the next two months. Each of them have 150 or 200 ewes with lambs and they have hired a herder to look after the band. The sheep will be ranged on several hundred acres of pasture land which Mr. Minor owns in that section.

John Couch and family were La Grande visitors the latter part of the week. Lydia Roberts of Enterprise, is staying with Mrs. Sisie Meek at present helping with the housework. Mrs. Meek recently returned home from Portland where she was a patient at Dr. Correy's hospital for four weeks. She is gaining strength quite rapidly since returning home.

Earl Burchfield and Ray and Cecil Bechtel were at Enterprise Thursday attending the 4th of July celebration at that place.

L. W. Minor and George Cummins and Irvin Gastin have been busy the past several days putting up hay.

Mr. and Mrs. G. H. Fesse of Portland arrived here recently for a short visit with friends in this community. Mr. Fesse, served as

pastor of the Methodist church here for eight years, having been placed on the retired list last fall after which he and Mrs. Fesse moved to Portland. While here a picnic dinner was given in their honor at the head of the Wallowa canyon and was attended by a large number of local people.

Friends in this community were saddened to learn of the sudden death of Ira Litchfield, at his home at Lewiston, recently. Mr. Litchfield and his family lived here for a number of years before moving to Lewiston about two years ago. He was a graduate of the Lostine high school and was well liked by all who knew him. He leaves a wife and two small children, besides other relatives at Lewiston.

A large number of people from this community attended the celebration at Enterprise July 3 and 4. The outdoor sports are reported to have been very good, also the parade. A very large crowd were in attendance on the 4th, with many persons from Union county being present.

Sam Meek and Earl Burchfield of Leap were visitors in town the last of the week.

Ed Bolt has been busy the past several days working his summer-fallow into condition. The greater part of the land was plowed following the June rains and turned over in fine condition and is working up well. The dry weather of the past two weeks has caused the surface of the ground to become quite dry and makes an excellent time in which to kill the weeds and other vegetation. A number of other farmers in this community who have large tracts of summer-fallow have found it necessary to be on the fields much of the time with weedeaters and harrows in order to keep the weeds down.

Some of the early varieties of cherries on the orchards of this section are beginning to turn, and some will be getting ripe during the next week or ten days. Reports from several of the farms state that the cherries do not seem to be very plentiful this year.

Mrs. Harry Hearing who has been a patient at the local hospital here for the past five weeks following an operation for appendicitis is reported to be gaining strength rapidly at this time and will soon be ready to go to her

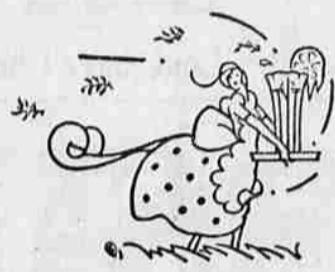
home.

Mrs. C. A. Hunter and daughter Virginia returned home recently from Willamette valley points where they have been visiting for the past two weeks.

Oscar Maxwell recently finished working down his large tract of summer-fallow at the U. G. Couch ranch in the hills east of here.

**Muskrats in Many States**  
The widest ranging wild animals on the North American continent are the muskrat and the raccoon, according to the Farm Journal. Each is found in 47 states of the Union. The muskrat, for some strange reason, is not native in Florida, while the raccoon chooses to avoid Montana.

**Organ's Humble Origin**  
It is believed probable by antiquarians that the huge modern pipe organs used in churches and theaters owe their origin to a small Chinese mouth instrument, in which bamboo tubes were used for pipes. The ancient instrument resembled in appearance the modern saxophone.



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All full-fashioned, shimmering silk from top to toe with fine rib reinforced toe. Service weight with sole and hem of mercerized silk for longer wear. Narrow pointed heels.

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# Low Priced MILEAGE!



THE new Firestone Oldfield is truly an outstanding tire. Rugged, powerful and of good appearance, it provides extremely low priced mileage. A carefully designed tread with nonskid edges assures safety on slippery streets. A remarkable tire at an amazingly low price... the equal of other "first lines" by actual test! The Courier — another real value — is recognized as the most economical tire of the low price class. Consistent long mileage is the result of scientific design and high-grade raw materials. Note the low prices below — other sizes correspondingly low.

Oldfield		Courier	
30x3 1/2 Cl. E. S.	\$5.75	30x3 1/2 Cl. E. S.	\$4.90
32x4 S. S.	\$10.45	32x4 S. S.	\$8.75
29x4.40	\$6.55	29x4.40	\$5.65
31x5.25	\$11.15	31x5.25	\$10.25

### Clearance of All Summer Frocks

**This Group at \$6.95**

Gay silk and cotton wash frocks for many mid-summer sports events and for daily wear—in prints, solid pastels—some with sun tan backs—sleeves—cushionies—most appropriate and decidedly reduced!

**This Group at \$8.95**

Better dress and business frocks in crepes, chiffon, georgette and silk crepe de chine—the attractive waisted prints and summer shades—will find place in your smart wardrobe for early fall wear as well!

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