

The Halsey Enterprise

An Independent Newspaper.

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W. A. PRIAULX, Publisher

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Devoted to the material upbuilding of Halsey and surrounding country and Linu county generally. Subscription rate \$1.50 per year in advance.

There will be no general military training camps this summer such as have been held for the past two or three years. Instead, there will be officers' training camps established for the purpose of training the great body of officers needed for the new American army. The training camp for the Western Department will be located in the State of Washington and will last about three months. Men who prove themselves capable in this camp will be given commissions as reserve officers of the United States army up to the number of such officers required.

A subscriber, whose memory for historical events and dates is exceedingly accurate and keen, calls our attention to an interesting prediction made by the late Admiral Dewey upon his return from a trip to Europe not long after the close of the Spanish-American war. The Admiral had just stepped on American soil and was greeted and interviewed by representatives of the press. His jovial attitude suddenly became grave and he remarked: "Gentlemen, America's next war will be with Germany." Strange to say, the Admiral passed out of life just too late to see his prophecy fulfilled.

Secretary Daniels of the Navy comes in for a great "knocking." It seems to us his critics ought to wait a little while and give the Secretary a chance to see how things under his control really work out before hammering him so strenuously. To a man up a tree it sometimes looks as though some sinister influence is behind this constant tirade against Daniels.

Business is good. War itself has not affected it. The American people are so deliberate and determined in this war matter that they take it merely as a job to be done along with several others. In the meantime the vast financial resources of the country insure a steady current in the stream of business.

Watch Russia. If the Rus-

sians stay in the war to the end, it is a hundred to one no American army will ever have to go to Europe. But if the Kaiser will a separate peace with Russia, the odds are as much the other way that an American army, and a big one, will have to go into the trenches in France.

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Dr. Ernest M. Kenyon
DENTIST

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ALBANY

The Point Of a Tack



Is a very good one, but here's a better point. Are you ready to receive the new year properly? Is your commercial and social printing up to date? Let us print your Calendars, Business Cards, Programs, Letter Heads and Billheads.

We're here to print and price everything right.

Spring Suits

Crack-a-Jack Tailoring
None Better
None Cheaper
A Fit or No Sale.

D. H. Sturtevant
Agent

Notice to Men and Boys

Spring is here. Come in and get cleaned up so thoroughly that you may be regarded as "fine appearing."

Shaves, Haircuts, Baths, Cleaning and Pressing. Laundry sent Monday.

E. C. MILLER
BARBER

A Symbol of Health

The Pythagorians of Ancient Greece ate simple food, practiced temperance and purity. As a badge they used the five-pointed star which they regarded as a symbol of health. A red five-pointed star appears on each package of Chamberlain's Tablets, and still fulfills its ancient mission as a symbol of health. If you are troubled with indigestion, biliousness or constipation get a package of these tablets from your druggist. You will be surprised at the quick relief which they afford. Obtainable everywhere.

The Enterprise prints sale bills.

Farm For Sale.—A well improved 85-acre farm. For particulars inquire at the Enterprise office.

Odd Job Work Wanted

On account of the high cost of leather I am obliged to close my shop and seek work elsewhere. Call on me for housecleaning, gardening, rough carpenter work, plain painting or other odd job work.

E. M. JEWETT

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We have installed our equipment in our Halsey cream receiving depot on Main Street, next to the Drug store, and are now ready for business. We want your cream and will pay the highest price for it. Come in and get acquainted.

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Local Manager.

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VETERINARIAN
Graduate of Ontario Veterinary College
Live Stock Inspector
For Interstate Shipments
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The Enterprise prints sale bills, the kind that draw the crowds.

Get your telephone batteries at the telephone office, 35c each.

Saves Eggs

Royal Baking Powder makes it possible to produce appetizing and wholesome cakes, muffins, cornbread, etc., with fewer eggs than are usually required.

In many recipes the number of eggs may be reduced and excellent results obtained by adding an additional quantity of Royal Baking Powder, about a teaspoon, for each egg omitted. The following tested recipe is a practical illustration:

SPONGE CAKE

1 cup sugar
1/2 cup water
3 eggs
2 teaspoons Royal Baking Powder
1 cup flour
1 teaspoon salt
1/4 cup cold water
1 teaspoon flavoring

DIRECTIONS:—Boil sugar and water until syrup spins a thread and add to the stiffly beaten whites of eggs, beating until the mixture is cold. Sift together three times the flour, salt and baking powder; beat yolks of eggs until thick; add a little at a time flour mixture and egg yolks alternately to white of egg mixture, stirring after each addition. Add 1/4 cup cold water and flavoring. Mix lightly and bake in moderate oven one hour.

The old method called for 6 eggs and no baking powder

ROYAL BAKING POWDER

Made from Cream of Tartar, derived from grapes, adds none but healthful qualities to the food.

No Alum

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GOOD ROAD POINTERS OPPONENTS OF ROAD BONDS JUGGLE FACTS

Counties Outside of Multnomah Will Receive More Than They Contribute.

The (road) bond issue, should it be voted, will be taken care of by the quarter-mile state road tax and automobile license. Both must be paid whether the bonds carry or not. To us it seems the bond issue should be favored by all.—Hermiston Herald.

"The attitude of the State Highway Commission in reference to the distribution of the \$6,000,000 state bond issue will be to show no undue preference to any particular section of the state over another," comments the Roseburg Review. "It is their intention to co-operate with all the counties throughout the state, not with a few, as many have been led to believe through opponents to the bond issue. Douglas County should not lag a moment until some action is taken whereby our road interests will be materially benefited by the proposed bond issue."

"Will it not be far better to sell these proposed bonds and begin our road work by a common-sense system than to dribble it out in small sums from year to year and in the end accomplish nothing?" inquires the Hood River Glacier.

It is true Oregon was getting out of the mud, comments the Tillamook Herald. California and Washington have both made large appropriations for good roads during the past few years, while Oregon has stood still. The bonding bill which will come up for consideration in June is an economic business proposition.

The annual license on all automobiles has been doubled. The fees from this source will be adequate to pay the interest and the principal of the \$6,000,000 road bonds. Automobile owners are willing to pay the increased license but ask that the money raised from them shall be spent in road construction. Why not? They are going to pay the bill. And it will not be necessary to raise general taxes, either, for the bonds.

After a series of investigations, the U. S. Department of Agriculture has found that, following the improvement of the main market roads, the increase in the selling price of tillable farm lands served by the roads has amounted to from one to three times the total cost of the improvements.

The construction of hard-surfaced roads that will enable the farmer to reach the Columbia River with his grain and other products will give the producers of Eastern Oregon the full benefit of water competition in marketing their products and will ultimately bring about a reduction of excessive freight rates that are now in effect over the various branch railroad lines on which the farmer is now dependent for transportation.

The fact that the United States is at war with a foreign foe only furnishes an additional argument in support of the good roads bond bill. Improved and serviceable highways are a military necessity in time of war. In their present condition, even the main trunk roads in this state are entirely inadequate to meet the situation should the Pacific Coast ever be attacked by unfriendly forces. Good roads are not only desirable in time of peace but are positively indispensable when the country is in a state of war.

Commenting on the selection of Herbert Nunn as State Highway Engineer, R. B. Murdoch, roadmaster for Coos County, pays the following high tribute to the qualifications of Mr. Nunn: "By executive and technical training and experience, he is easily the best qualified man in the State of Oregon, if not on the Pacific Coast, for the position which he has recently been appointed to fill. The Commission is to be complimented upon their choice and the state upon its good fortune in securing Mr. Nunn's services."

In an effort to turn the voters of Benton, Lane, Linn and Marion Counties against the road bond bill, C. E. Spence, Master of the Grange, is making the unfounded assertion that none of the money raised from the bonds will be expended on roads in the Willamette Valley south of Multnomah County; that all of the money contributed by Willamette Valley counties in automobile license fees and in taxes from the quarter mile state road tax will be required and will be expended in completing the Columbia River Highway.

The plain facts are:

1st.—Reliable engineering estimates secured by the Highway Commission agree that \$1,750,000 will complete the Columbia River Highway from Astoria to The Dalles.

2nd.—Multnomah County pays 37 1/2 per cent of the state tax and 40 per cent of the automobile license fees but under the highway plan embraced in the road bond bill not one cent of the money so paid will be expended in Multnomah County.

3rd.—Multnomah County will pay in automobile fees and state road tax approximately \$2,400,000 which is more than sufficient to complete the Columbia River Highway and leave a balance of \$500,000 to be applied on other roads. These figures do not take into account the amounts that will be paid by Clatsop, Columbia, Hood River and Wasco counties which will also be available for completing the Columbia River Highway. The amounts paid into the fund by these counties will further reduce the amount of Multnomah County's contribution to the Columbia River Highway and leave a considerably larger sum than \$650,000 to be applied on the Pacific Highway and other roads contemplated in the road bond bill.

4th.—Not one cent of the money paid by counties of the state, other than that contributed by Multnomah, Clatsop, Columbia, Wasco and Hood River counties, will be required to complete the Columbia River Highway and the other roads outside of the counties enumerated.

5th.—In other words, under the \$6,000,000 road bond plan, Multnomah County automobile owners and taxpayers will not only pay sufficient funds to complete the Columbia River Highway but will also contribute to the fund that will be expended on the Pacific Highway and other roads in the Willamette Valley and in other sections of the state.

SUPPORT ROAD BONDS AND GET CONSTRUCTION

If the bond issue fails to carry (\$6,000,000 road bond bill), let us ask ourselves what is going to become of the quarter-mile tax that we are going to pay anyway? What is going to become of the auto license tax that the autoists are going to pay anyway? We talk about fearing the funds derived from the bonds will be inequitably distributed, what better off will we be regarding equitable distribution of the road money if we vote down the bonds? Where will it go? Under the bonding bill we are assured that if the county prepares its grade that that designated road will be hard-surfaced. If the bonds lose, we aren't assured of anything but continued bad roads, continued mud and continued financial loss in consequence.—Corvallis Gazette.

For Sale.—A number of good second-hand horse collars at the Mornhinweg Implement Store.

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