

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 Linn county generally. Subscription rate \$1.50 per year in advance.

Child Labor

The proposal pending in Congress to suspend the National child labor law, enacted only last September after a bitter contest and a filibuster that had defeated it at the preceding session, will not have much sympathy from people in the East, North and West. It is a Southern movement and the South has been notoriously slow to get in line with progressive legislation for the benefit of the children. The present federal law was enacted primarily for the purpose of putting manufacturers in other states on a basis of fair competition. It was seen that those who were operating under restrictive state laws, or who were restrained by their own consciences from exploiting children, were entitled to protection. Just because there is a war, we are under no lighter obligation to educate our children, or to guard their health and lives. The need is, indeed, more pressing than ever. War at its best is terrible; its losses are not easily made good. We shall require in the making-over process after peace is restored stouter hearts and clearer brains and better equipped young men and young women than if the current of our National life had not been disturbed. We shall not have them if in addition to taking an army of men from that industry we sacrifice another army that ought now to be in training for the work of reconstruction. Switzerland, surrounded on all sides by belligerents, and her own life shaken to its very foundations, has not found it necessary to repeal the enlightened laws governing child labor that were in force before the war, and Switzerland's temptation must have been great. England tried the plan early in the war, but found it a failure. More harm than good came from it and it is being abandoned. We have not come to the pass, and we shall not come to it, when we are compelled to empty the primary schools to prosecute a war. Every schoolmaster knows how difficult it is to induce a youngster to return to

school after he has left it to take outside employment.

Child labor must still be reasonably restricted and compulsory education laws enforced if the next generation is to have justice. We must not become hysterical and go to extremes. We are fighting a war to make the future more secure and it would be rankly inconsistent to imperil that future by undoing the child welfare work that it has taken half a century to accomplish.—Oregonian.

Toasts to Two Flags.

TO THE UNION JACK

On July 4, 1903, at a dinner in Shanghai, the British consul toasted the British flag. He said: "Gentlemen, here's to the Union Jack, the flag of flags, the flag that's floated on every sea for a thousand years, the flag on which the sun has never set." It was a strong sentiment and the Americans were just a little awed until Eli Perkins was called to toast the stars and stripes. Looking into the proud faces of the Englishmen he said:

TO THE STARS AND STRIPES.

"Gentlemen, here is to the Stars and Stripes of the new republic. When the setting sun lights up her golden stars in the ice-bound regions of Alaska, the rising sun salutes her on the rock-bound coast of Maine. It is the flag of Liberty, never lowered to a foe, and the only flag which has ever whipped that 'flag on which the sun never sets.' And may the Stars and Stripes and the Red Cross of Britannia never clash again in mortal strife, but together floating over millions of the same blood, form the bulwark of the world's hope, and dictate peace to the warring powers of all Christendom for all time to come."

A San Francisco boy found a gunny sack containing United States army instructions and regulations. Manuals on mine planting, submarine activities and other instructions were in the sack.

Miss Rankin, representative from Montana, made her maiden speech in Congress Monday, and incidentally won her initial fight. Her amendment to the food bill provides that in making the proposed food survey the services of women shall be used insofar as practicable.

NOTICE

Young men wishing to serve their country by enlisting in the U. S. Army please leave your names at the Halsey postoffice.

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 Mondays.

E. C. MILLER
BARBER

KALOMITE

The Laundry Marvel

This sanitary, scientific product, manufactured from pure ingredients, is one of the greatest discoveries of the age and is Woman's Greatest Washday Friend.

Use of washboards or washing machines no longer necessary. KALOMITE separates and removes dirt and stains from white, colored, woolen, silk or any kind of clothes and laces, quickly, surely and completely and economically without injury to the fabric or hands.

KALOMITE is not a powder, liquid or wax. Satisfaction guaranteed, it never fails. Enough for three ordinary washings, 15 cents. Send stamps for trial package. Local distributors wanted. G. H. RAREY, General Distributor, Lebanon, Ore.

A Symbol of Health

The Pythagoreans 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.

Dr. D. DeWaltoff, vice-president of the American Medical-Pharmaceutical league, announced at the annual meeting of the league held in New York City Monday night that he and his son had discovered an explosive so powerful that a five-grain tablet would suffice to wreck the tallest building in New York.

There is more Catarrh in this section of the country than all other diseases put together, and for years it was supposed to be incurable. Doctors prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Catarrh is a local disease, greatly influenced by constitutional conditions and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is a constitutional remedy, is taken internally and acts through the blood on the mucous surfaces of the system. One Hundred Dollars reward is offered for any case that Hall's Catarrh Cure fails to cure. Send for circulars and testimonials. E. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists, 75c. Hall's Family Pills for constipation.

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

ADMINISTRATOR'S NOTICE

Notice is hereby given to whom it may concern that the undersigned, administrator of the Estate of A. Y. Smith, deceased, has filed with the clerk of the County Court for Linn county, State of Oregon, his Final Account in said Estate, and the Judge of said Court has fixed Monday, the second day of July, 1917, at the hour of one o'clock P. M., as the time for hearing objections, if any, to said Final Account and for the settlement of said estate.

FRED G. SMITH,
Administrator of the Estate of
A. Y. Smith, deceased.

THE ENTERPRISE FOR PRINTING

If you want to trade a few dozen eggs for a second-hand Ford runabout, or sell a horse or a cow advertise it in The Halsey Enterprise.

TO DWELL IN COMFORT is to dwell well-to-dwell well is to dwell at

Hotel Nortonia

where personal attention is the keynote of comfort and contentment of guests.

Throughout the hotel—from Dining Room to Roof Garden—the atmosphere is described by every guest as **HOME LIKE**. Everything you want—nothing you don't want.

Appetizing meals satisfy your hunger—have the flavor of home.

The thing that appeals—moderate prices.

11th off Washington
Portland

STRAYED

Strayed from my farm 2-1-2 miles east of Halsey about May 12, a Poland-China Brood Sow, weight about 275 pounds, in good condition; pigs had been weaned about a week.

Fred H. Brown.

**YES SIR
WATCHES
ARE SOLD
HERE**

**ALSO
DIAMONDS**

And every article is guaranteed.

Come in—take a look at a beautiful display of **JEWELRY**

On the counter you will also find catalog illustrating thousands of useful and practical Gems

If you want the very best values for your money **BUY HERE**

**THAT'S ALL
NELDON**

The Jeweler Halsey

GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—Minnville Register.

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common house sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, is necessary, is without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed \$6,000,000 bond issue is to be used on roads in cities. All the money goes on county roads, and as only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay \$4,800,000 of the \$6,000,000 bond issue.—Tillamook Headlight.

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which it should have done years ago, but, strange to relate, objection is raised by farmers, who will be the most benefited by a system of hard surfaced trunk roads. Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—Tillamook Headlight.

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—G. A. Schuebel, Clackamas County Farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion regarding the road bond issue it is unwise nor untimely to reckon along the line of a twentieth century argument. Do not harken back to the days when our grandfathers crossed a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coco Bay Harbor.

WHAT GOOD ROADS MEAN TO FARMERS

Seven Portland Hotels Alone Disburse \$350,000 Annually For Ranch Products.

Seven of Portland's leading hotels annually disburse among Oregon producers \$350,000 for the products of the farm. Of that total at least \$210,000 is distributed direct to the small farmer for poultry, butter, eggs, milk, cream and vegetables. The remaining \$140,000 is paid out for ham, bacon, fish and fresh meat.

Although the foregoing figures are those of the hotels which handle the bulk of the transient travel in Portland, they do not show all that the transient travel means to the Oregon farmer.

Hundreds of tourists frequently take their meals at a grill, restaurant or cafeteria not connected with the hotel at which they are registered. If obtainable these figures would materially swell the grand total of what this business means to Oregon producers.

One of the arguments used against the six million road bond bill is that the roads to be hard surfaced under the provisions of the measure will be "scenic roads" rather than market roads. The figures quoted above would indicate that the farmer has a direct and material interest in any plan of road building such as is provided for if it will make more accessible a market such as Portland affords for his products.

As an illustration of what good roads mean to the farmer one Portland hotel pays one producer annually \$3000 for eggs alone. He pays 33 cents a dozen under contract throughout the year.

There is no question but that with the completion of the roads designated in the bond bill Oregon will attract a good share of the tourist business now largely monopolized by California and estimated to be worth to that state annually \$200,000,000.

ARE YOU THE OWNER OF AN AUTOMOBILE?

If there were only one reason why every automobile owner should go to the polls June 4th, and vote "Yes" on the \$6,000,000 road bond bill it is because automobile owners will pay for these improvements by their increased licenses.

But they will save several times the amount of their license in wear and tear of machines, tire mileage and gasoline.

Auto owners will have to pay the increased fee regardless of whether or not the road bond bill is approved at the June election.

If the \$6,000,000 road bond bill is approved by the people, the money derived therefrom will be expended in the construction of a state-wide system of permanent roads.

County money now spent on main trunk lines will be used on laterals and less traveled roads if the road bonds carry at the special election on June 4th.

THE AMERICAN ROAD—1917 DEFINITION

A strip of unowned land over which anybody is free to walk, ride or drive—if he can.—Collier's Weekly.

Oregon roads are no exception.

In their campaign of misrepresentation of facts, opponents of the \$6,000,000 road bond bill are making the baseless charge that it will cost the various counties not less than \$10,000 a mile to prepare roads for hard-surfacing by the state; that for this reason few counties under the 6 per cent limitation can afford this expense and consequently will not be in a position to obtain paving under the provisions of the road bond bill. The actual experience of different counties in the state disproves this contention of the road bond opponents. Morrow County is completing the grading and draining of a stretch of 18 miles of road from Ione to Heppner. The cost for the work for the greater part of that mileage was \$150 a mile. The very most expensive sections of the road did not cost to exceed \$5000 a mile. Under the ruling of the Highway Commission it will only be necessary for counties to grade and drain the road. The state will lay the crushed rock base and the paving.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—Portland Journal.

Get your butter wrapped in the Enterprise office.

Tennyson

or Longfellow could take a worthless sheet of paper and write a poem on it and make it worth \$65,000.—That's Genius.

There are men who can take a 50-cent piece of canvas and make it worth several hundred dollars.—That's Art.

A mechanic can take material worth \$5 and make it into a machine worth \$50.00.—That's Skill.

Some men can write a check for \$90,000,000, but it wouldn't be worth a dime.—That's Tough.

A woman can purchase a \$2.79 hat, but prefers one that costs \$27.—That's Foolishness.

Everybody who is posted and who wants the best in Hardware and Furniture buy from Cross & White's.—That's Common Sense.

Make it a point to purchase everything you need this Spring from here and you are sure to get the best.

Cross & White