HALSEY ENTERPRISE

An independent—NOT neutral—newspaper, published every Thursday, by WM. H. and A. A. WHEELER.

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Mrs. A. A. Wheeler, Business Manager and Local News Editor.

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HALSEY, Linn Co., Ore., Jan. 11, 1923

LABOR IS CAPITAL

The people of the United States need coal. The coal operators and the unions are continually quareling and increasing the cost of fuel. They are deadlocked today in the central states. On both sides they conduct their affairs so that the miners work about half the time in much of the mining territory and are paid a "living wage" for the whole year for half a year's work.

This snap of half work for whole pay has come to be regarded as so much a matter of course that a man who accepts work in the mines during one of the habitual strikes is deemed by the miners to have forfeited his life by a course which might interfere with the arrangement, and is liable to be murdered with impunity, as at Herrin, Ill., or in West Virginia.

During these strikes there is a war of harmless words between the operators and the miners, and then the former chalk up the price of coal and the public pays the bill and the miners' pay and the operators' dividends are undiminished. Operators and miners' unions alike enjoy the strikes as harmless (to them, not to the public) amusements.

The people of the United States ought, through their lawmakers and executives, to take possession of these mismanaged mines, employ no more men than there is work for working the full year, pay fair wages and no more, and supply coal at half what it costs under the present system of strikes, lockouts and profiteering.

While these miners are idle half the time and draw enough pay for the other half to support themselves and their families, congress is importuned to let down the bars and let in more immigrants to relieve the shortage of labor. There are too many miners and too many lawmakers because people in those occupations are overpaid, and too few farm laborers because the farmer cannot, like the mine operator, raise the price of what he sells and give his employers shorter hours and higher pay.

The workingman's ability to work is his capital, and in this country the wise investment of that capital leads to the highest positions in the land in both business and politics. When he wastes it in strikes both he and the community are losers.

Former labor union members in the shops of the Cleveland, Cincinnati, Chicago and St. Louis railroad at Beech Grove, Ind., 1800 in number, have incorporated, adopted a wage system based on the unit of output instead of the unit of time, and proved the wisdom of their course by increasing both their receipts and shop production, the latter by 25 per cent. Here's one labor union that eliminates hatred, strikes and all the waste they involve and therefore is on the road to prosperity.

The American congress placed itself on a level with common thieves when it voted mileage to the members' homes and back at the commencement of a new session though those members were already on the ground, having just completed one session and drawn mileage for about three times what the trip actually cost.

The Oregon state audit committee reports that "debts against property of the state of Oregon, including national, state, county, school and improvement indebtness, amount to 30.40 per cent of the assessed valuation." And we are asking people to come here and settle! Let's create a few more state commissions and issue some more bonds to build scenic highways. Why not?

The biennial report of the Oregon Social Hygiene society contains a couple of entries that are seldom found in reports of state-aided organizations. For the year ended Aug. 31, 1920, we read: "Unexpended balance of 1920 state appropriation, reverted to to state, $437.06". And the next year: "Unused balance of state appropriation, $4212 19." Unused balances of state appropriations are rare. Some means of spending all the law allows are usually found.

A bill has been presented in congress for a $100,000 commission to test alcohol content of beer. The worst boozers in congress (and there are some there) would probably be the best judges and make as good use as anybody of the $100,000 graft.

The railroads of the United States are carrying more freight than ever before, and autos also carry some. The car service division of the American Railway association gives out the figures. Looks like prosperity.

The K. K. K. won the recent city election in Eugene.

A Modern Barber Shop

Laundry sent Tuesdays

Dyeing, Cleaning and Pressing

ABE'S PLACE

WRIGHT & POOLE

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Branches at Brownsville, Phone 37C15.

Halsey Phone 166, Frank Kirk, Mgr

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Large stock; fine equipment, including two good auto hearses. Prices most reasonable. Lady attendant.

NOTICE OF HEARING FINAL ACCOUNT

Notice is hereby given that the final account of Ralph H. Reeves as administrator of the estate of A. M. Reeves, deceased, has been filed in the county court of Linn county, Oregon, and that the 5th day of February, 1923, at the hour of ten o'clock a. m., has been duly appointed as the time and the court house, at Albany, Oregon, as the place for hearing of objections to such final account and the settlement thereof, at which time any person interested in such estate may appear and file objections thereto and contest the same.

RALPH H. REEVES
Administrator of the above named estate, Lebanon, Oregon.

NOTICE OF ADMINISTRATOR'S SALE

Notice is hereby given that the undersigned adminisirator of the estate of W. A. Ringo, deceased, will on and after January 15, 1923, sell at private sale all of the stock of drugs and merchandise in the drug store formerly owned by W. A. Ringo, in Halsey, Linn county, Oregon, said sale to be either for cash in hand or a substantial part thereof in hand and the balance on such time and with such security as may be satisfactory to the undersigned.

The inventory of the said stock may be seen and examined at the store or at the Lebanon national bank, in Lebanon, Oregon, and offers for said stock will be received by the undersigned at the Lebonon national bank at any time up to January 15, 1923, or thereafter until satisfactory sale is concluded.

Dated this 2nd day of January, 1923

J. M. RINGO,
Administrator of estate of W. A. Ringo, deceased.

ADMINISTRATOR'S NOTICE

Notice is hereby given that the undersigned has been duly appointed by the county court of Linn county, Oregon, as the administrator of the estate of W. A. Ringo, deceased, late of Linn county, Oregon, and he has duly qualified as such. Now, therefore, all persons having claims against the said estate are hereby required to present the same to the undersigned at the Lebanon National bank, in Lebanon, Oregon, duly certified as by law required, within six months from the date of this notice.

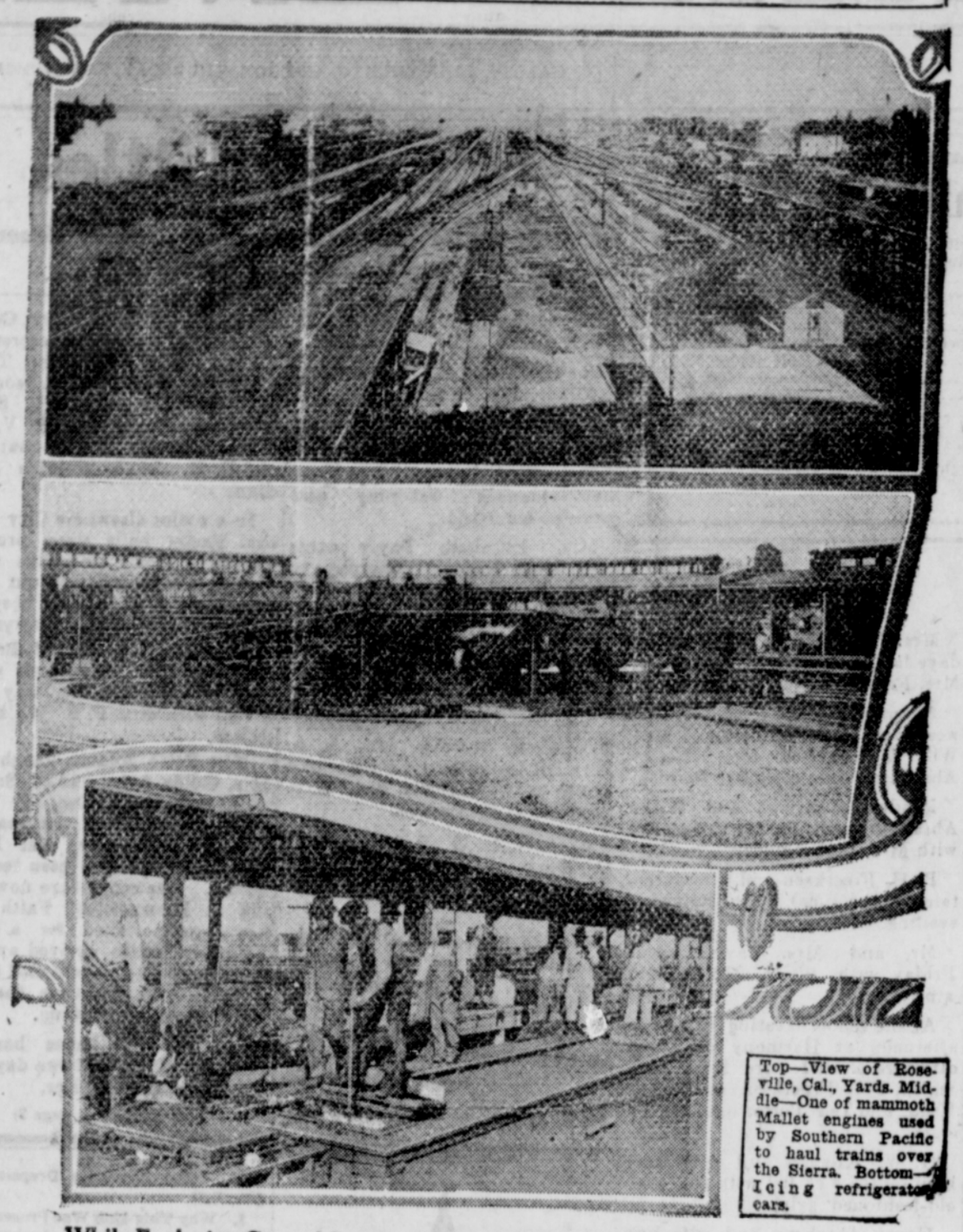
Dated this 30th day of November, 1922

Date of first publication, November 30th, 1922. Date of last publication December 28th, 1922.

J. M. RINGO,
Administrator of the estate of W. A. Ringo, deceased.

N. M. NEWPORT,
Attorney for Administrator.
Lebanon, Oregon.

ROSEVILLE---FREIGHT TRAFFIC CLEARING HOUSE



Top—View of Roseville, Cal., Yards. Middle—One of mammoth Mallet engines used by Southern Pacific to haul trains over the Sierra. Bottom—Icing refrigerator cars.

While Exclusive Central Pacific Point, Roseville is Doing Work Affecting Thousands of Square Miles of Territory Along Southern Pacific Lines.

From the southernmost points in California to Portland, from the Golden Gate to the precipitous sides of the Sierra Nevada and from the valleys and hillsides of two great states, there pours, to and fro, a constant stream of freight. Originating in small rivulets, it gathers volume as it comes upon the main arteries of transportation and becomes a raging current when it strikes the head of the traffic flume. This headgate—diverting traffic over the mountain barrier to the east, over lines to north, west and south—is Roseville, eighteen miles east of Sacramento on rails between that city and Ogden.

Roseville is located on one of the lines of the Southern Pacific System which stands in the corporate name of the Central Pacific.

Roseville, to most of the people living on the Pacific Coast, is merely the name of a community situated in Northern California. Little does the average layman realize that this town, "unhonored and unsung," is the greatest freight traffic clearing house in the west and is of vital importance to the growers, shippers, merchants, and, in fact, to all residents of California, Oregon and Nevada.

Roseville, the gathering point for traffic from the north, south and west, destined to the east and the distributing point from Nevada and the East to Oregon and California points, is at the head of a flume of transportation. Traffic from the north, west and south comes to Roseville over Southern Pacific and Central Pacific rails and goes east via Central Pacific to Ogden. Traffic from the east comes to Roseville over Central Pacific rails and is distributed from Roseville over Southern Pacific and Central Pacific. Roseville empties its burden in four directions, east, west, south and north.

Co-ordinated Activity.

Drawing its grist from a thousand mills, Roseville's activities are interrelated with the traffic problem in every part of the Pacific Coast. Lumber from Northern California coast points vies with fruit from the Ojai valley, near Ventura, and apples from the Rogue River, in Oregon, in seeking a speedy, steady and reliable outlet to market. The gathering of this immense tonnage from points in every part of the states of California and Oregon constitutes one of the great accomplishments of western transportation. Its distribution to its various destinations is the work of Roseville, and the equipment, both mechanical and human, is remarkable and discloses the extent and perfection of the organization built up by many years of thought and action by the Southern Pacific Company.

Thirty-five miles of track are used in the process of handling cars and trains in four directions by the operating force at Roseville. A train of miscellaneous freight—embracing perishables, lumber, merchandise, manufactured goods, live stock and various other commodities may originate in the San Joaquin valley. This train is sent to Roseville. Cars in the train may be destined for points east, for localities in Oregon and for points west within the state of California. It is the job of Roseville to assemble these cars both according to destination and to the character of equipment into trains and move them with the least possible delay and with the greatest possible degree of safety for their contents. If Roseville handled but a few trains a day, the work would be comparatively easy. This, however, is not the case. On September 24th, last, twenty-eight trains were received from the west, eight from the north and thirteen from the east. Sixteen trains were delivered to the west, three to the north and twelve to the east. On October 10th, last, the greatest car movement in the history of the system took place when 1453 cars were handled over the summit of the Sierra Nevada. During the month of October, the yards at Roseville handled 94,000 car movements. If these cars were coupled to each other they would cover a distance of railroad track equal to the mileage between the ferry building in San Francisco to Winnemucca, Nevada—400 miles.

One of the most important functions of Roseville is in the distribution of cars to points on the Pacific coast where they are needed for loading. There can be no hit or miss system in the handling of empty equipment. As a consequence, Roseville is held largely responsible for the equipment that is loaded daily through a major part of California and Oregon—both on Southern Pacific and Central Pacific rails.

Important to West.

While Roseville is located on rails, owned by the Central Pacific, the point has been developed by the entire Pacific system of the Southern Pacific. It has been shown that much more tonnage flowing through Roseville originates on Southern Pacific rails than on purely Central Pacific rails. Possibility of a disruption of the system, as a result, threatens serious consequences for Roseville, the Central Pacific and the parent system.

The Pacific Fruit Express plant, one of the greatest facilities of its kind in the country, is located at Roseville. Thousands of cars are iced here annually. The shops and repair yards of the P. F. E. are extensive and handle work from the building of a refrigerator car to the smallest repair. In addition to a storage capacity of 45,000 tons, the ice plant manufactures 500 tons a day. Refrigerator cars are iced at Roseville before being sent to their various loading stations and re-iced when they return to the point for distribution to their various destinations.

Due to the heavy grades and the character of the country through which it passes, the line over the Sierra Nevada presents innumerable operating difficulties. Mile after mile of snow sheds protect the tracks from the heavy snow fall of the mountains. Moreover, to successfully negotiate the Ogden gateway, with an immense tonnage of freight that will not permit of delay, the Southern Pacific has concentrated at Roseville, in addition to much other motive power, forty-nine huge Mallet locomotives. Each of these monsters has a tractive power of 94,800 pounds. On a straight level track a Mallet could haul 235 cars, loaded to fifty tons capacity at ten miles per hour. Yet it is found necessary, at times, to attach three of these engines to a train over the summit of the Sierra.

Locomotive Cab in Front.

The Mallets are unique in railroad circles in many respects, but none more so than in the location of the engine cab. On account of their length and the presence of snow sheds, it was found necessary to place the cab in front, rather than at the rear. This arrangement gives them a hobgoblin appearance but enables enginemen to see ahead of their train and saves them from the gases and fumes from the firebox. In railroad parlance, these locomotives are "wampuses."

In the Roseville shops, roundhouse and car department, every kind of a light and heavy repair is made.

In addition to the other [illegible] cations of the Roseville yard [illegible] thousands of head of live stock [illegible] shipped from and to California points, are rested, fed and watered at the stock pens located there.

Roseville has been [illegible] termed the focal point [illegible] properly of California and Oregon—the hub—Its work and activities [illegible] gon traffic. [illegible] nated with those of [illegible] are co-ordi- Pacific System. [illegible] the Southern system as a whole. Its use to the position, in case [illegible] ole is vital. Its the roads, [illegible] se of separation of foresee, but [illegible] would be difficult to present function [illegible] it is evident that its impaired [illegible] would be greatly [illegible] to the disadvantage of Pacific Coast shippers.

Jots and Tittles

(Continued from page 1)

Robert Poore, son-in-law of Mrs. Ivy Waters of Brownsville, died Thursday in Portland from injuries received when he put his head out at the side of his auto and was hit by another car which was passing. Mr. Poore was well known and popular here and at Brownsville and in the surrounding country. He was buried at Brownsville.

Sixteen farmers listened to the lecture of H. E. Crosby of O. A. C. on feeding for winter production at the poultry meeting at John Pugh's, Shedd, Friday.

Albany had three deaths to each four births last year.

The Halsey Gun club made $137 at the new year's shoot.

The Rebekahs gave B. M. Bond an Oddfellows' gold pin for Christmas.

The shoulders have been completed on the pavement from here to Alford.

Andrew Brown's father and mother from Washington state are visiting the Browns here.

The new Howe garage at Brownsville is probably the most up-to-date in this part of the state.

The Christian Endeavor will present the play "The Family Mix," at the Rialto hall Saturday evening and those who attend are promised a merry evening.

The first nutrition and food prepration class at Shedd under Miss Margery Smith of O. A. C. was attended by 21 women Wednesday of last week. Next lesson Feb. 2.

C. W. Standish and wife came over from Brownsville Friday evening to bring the gentleman's sister and wife to take the train for home after a visit of several weeks with them at Brownsville.

The river has been too high for the operation of the ferry since last Saturday. The continued rains are keeping the stream swollen, however not to an extent that would be called a flood stage. It is just high enough to make ferrying unsafe.—Harrisburg Bulletin, Jan. 4.

The Enterprise two or three months ago procured the plates of "Oliver Twist" as taken from Jackie Coogan's screen production of the great Dickens story. "The Strength of the Pines," an Oregon story, and the Beasley Christmas story have occupied our space since, so that we only begin with Oliver this week. Meantime the Albany Herald has advertised it for us by publishing it in full and the Globe theater, in the same city, has shown the play to full houses. There are six instalments of the story, the first of which appears on page 3.

(Continued on page 4)

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