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C. P. STAFFORD, Agent

HALSEY STATE BANK

Halsey, Oregon

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and trusts no one. But, all the same, it is possible that he is among us now. . . He looked round him again, and again that expression of fear swept over the group. Each man seemed eying his neighbor doubtfully.

The Russian tapped his cheek. "So be it. Let us proceed." The German indicated the place he had been occupying at the head of the table. The Russian demurred, but the other insisted. "It is the only possible place," he said, "for—Number One. Perhaps Number Fourteen will shut the door!" (To be continued)

front of him ran a narrow passage, with doors opening on either side of it. From the one nearest him on the left came a low murmur of voices. It was this room which he had been directed to enter. But what held his

glimpse fascinated was a small recess immediately on his right, half concealed by a torn velvet curtain. It was directly opposite the left-handed door and, owing to its angle, it also commanded a good view of the upper part of the staircase. As a hiding place for one or, at a pinch, two men, it was ideal, being about two feet deep and three feet wide. It attracted Tommy mightily. He thought things over in his usual slow and steady way, deciding that the mention of "Mr. Brown" was not a request for an individual, but in all probability a password used by the gang. His lucky use of it had gained him admission. So far he had aroused no suspicion. But he must decide quickly on his next step.

It seemed to him that luck had served him very well so far, but that there was such a thing as trusting it too far. To enter the room at the left was a colossal risk. He could not hope to sustain his part indefinitely; sooner or later he was almost bound to betray himself, and then he would have thrown away a vital chance in mere foolhardiness.

A repetition of the signal knock sounded on the door below, and Tommy, his mind made up, slipped quickly into the recess, and cautiously drew the curtain farther across, so that it shielded him completely from sight. There were several rents and slits in the ancient material which afforded him a good view. He would watch events, and any time he chose could, after all, join the assembly, modeling his behavior on that of the new arrival.

The man who came up the staircase with a furtive, soft-footed tread was unknown to Tommy. He was obviously of the very dregs of society. The low beetling brows, and the criminal jaw, the bestiality of the whole countenance were new to the young man, though he was a type that Scotland Yard would have recognized at a glance.

The man passed the recess, breathing heavily as he went. He stopped at the door opposite, and gave a repetition of the signal knock. A voice inside called out something, and the man opened the door and passed in, affording Tommy a momentary glimpse of the room inside. He thought there must be about four or five people seated round a long table that took up most of the space, but his attention was caught and held by a tall man with close-cropped hair and a short, pointed, naval-looking beard, who sat at the head of the table with papers in front of him. As the newcomer entered, he glanced up, and with a correct, but curiously precise enunciation, which attracted Tommy's notice, he asked:

"Your number, comrade?" "Fourteen, guv'nor," replied the other hoarsely.

"Correct." "The door shut again. "If that isn't a German, I'm a Dutchman!" said Tommy to himself. "And running the show darned systematically too—as they always do. Lucky I didn't roll in. I'd have given the wrong number, and there would have been the deuce to pay. No, this is the place for me. Hullo, here's another knock!"

This visitor proved to be of an entirely different type to the last. Tommy recognized in him an Irish Sinn Feiner. Certainly Mr. Brown's organization was a far-reaching concern. The common criminal, the well-bred Irish gentleman, the pale Russian, and the efficient German member of the ceremonies! Truly a strange and sinister gathering! Who was this man who held in his finger those curiously variegated links of an unknown chain? Two knocks followed in quick suc-

cession on the door below. The first man was quite unknown to Tommy, who put him down as a city clerk. A quiet, intelligent-looking man, rather shabbily dressed. The second was of the working classes, and his face was vaguely familiar to the young man.

Three minutes later came another, a man of commanding appearance, exquisitely dressed, and evidently well born. His face, again, was not unknown to the watcher, though he could not for the moment put a name to it.

After his arrival there was a long wait. In fact, Tommy concluded that the gathering was now complete, and was just cautiously creeping out from his hiding place, when another knock sent him scuttling back to cover.

This last-comer came up the stairs so quietly that he was almost abreast of Tommy before the young man had realized his presence.

He was a small man, very pale, with a gentle, almost womanish air. The angle of the cheek-bones hinted at his Slavonic ancestry, otherwise there was nothing to indicate his nationality. As he passed the recess, he turned his head slowly. The strange light eyes seemed to burn through the curtain; Tommy could hardly believe that the man did not know he was there and in spite of himself he shivered. He was no more fanciful than the majority of young Englishmen, but he could not rid himself of the impression that some unusually potent force emanated from the man. The creature reminded him of a venomous snake.

A moment later his impression was proved correct. The newcomer knocked at the door as all had done, but his reception was very different. The bearded man rose to his feet, and all the others followed suit. The German came forward and shook his hands. His heels clicked together.

"We are honored," he said. "We are greatly honored. I much feared that it would be impossible."

The other answered in a low voice that had a kind of hiss in it:

"There were difficulties. It will not be possible again. I fear. But one meeting is essential—to define my policy. I can do nothing without—Mr. Brown. He is here?"

The change in the German's voice was subtle as he replied with slight hesitation:

"We have received a message. It is impossible for him to be present in person." He stopped, giving a curious impression of having left the sentence unfinished.

A very slow smile overspread the face of the other. He looked round at a circle of uneasy faces.

"Ah! I understand. I have read of his methods. He works in the dark."



The Creature Reminded Him of a Venomous Snake.

SOUTHERN PACIFIC SPENDING \$90,000,000 TO SERVE WEST

A COMPREHENSIVE and impressive program for construction work, new facilities and improvements generally to maintain adequate transportation service for Pacific Coast states has been launched by the Southern Pacific company, it was announced here today.

Expenditures totaling in excess of \$90,000,000 are involved in the improvement program, which is to be carried into effect as rapidly as possible. This program is in addition to the recent purchase by the Southern Pacific company of a record number of freight and passenger cars, refrigerator cars and powerful locomotives at a cost aggregating \$40,000,000. The announcement calling for renewed activity throughout the territory served by the railroad follows close upon the heels of the decision of government officials at Washington to accept the United States court decision affirming the Southern Pacific-Central Pacific merger.



Above is shown one of the many gangs of workmen using steam shovels and other equipment to open the way through the famous Emigrant Gap for additional trackage. (Below) Track laying crew setting a last stride between Montello and Loran in Nevada. Engineer Otis Weeks directing important construction work.

Included in the improvements are the building of new lines, extensive double tracking, new classification and industrial yards in different cities, freight terminals, creosoting plants, rock crushing plants, station buildings, additions to shop equipment, replacement and strengthening of bridges, line changes to eliminate curves, new and heavier ballasting and heavier rails, new tunnels and improvements to existing ones and so on.

Outstanding in this work are such projects as the building of the Natron Cut-off and a new entrance to Portland, double tracking sections between San Francisco and Ogden and over the Tehachapi Mountains, from Tehachapi to Seivert, which will give complete double track from Bakersfield to Mojave, new station facilities at Sacramento, extensive new terminal yards and freight facilities in Los Angeles and a large tie and timber treating plant in Oakland.

Many Projects

Some of the highlights of the company's program follow: The company is double tracking parts of its line and building more passing tracks at strategic points from San Francisco to Ogden. This work, together with a double track arrangement now being negotiated with the Western Pacific will greatly facilitate the tremendous movement of Pacific coast crops to the east.

A part of this second track construction work over the mountains and in Nevada, entailing an expenditure of nearly \$3,000,000, has been almost completed. This includes construction of 5.27 miles of second track between Blue canyon and Emigrant Gap, 6.5 miles between Andover and Truckee and in Nevada, two stretches of second track between Wells and Moor, 8.7 miles, and between Valley Pass and Montello, 20.3 miles.

Arrangements being completed for carrying on this important work over the original Central Pacific line will necessitate additional expenditure in excess of \$3,000,000 and will result in a continuous stretch of double track of 166 miles from San Francisco to Emigrant Gap, a continuous stretch of double track from Andover to Sparks, a distance of 46 miles. The double tracking from Wells to Moor and from Valley Pass to Montello is in the Sequoia Mountains, the only territory on the Salt Lake division where all freight and some passenger

trains require helper engines.

Ten and one half miles of double track are being completed over the Tehachapi Mountains at a cost of \$600,000, which this winter will give a stretch of double track from Tehachapi to Mojave.

Surveying crews now are completing the task of staking out a second line from Tehachapi toward Bakersfield. This difficult line is being run at an easy grade and, when construction is completed, will represent a total expenditure of about \$10,000,000 for the two-track line between Bakersfield and Mojave.

Heavier Roadbed

Operation of the Southern Pacific's gigantic new locomotives now in heavy freight service has made the use of heavier rail and heavier ballasting necessary.

The company is adding this year 70 miles of 110-pound rail, the heaviest in the west, and more than 250 miles of 90-pound rail. In addition it has ordered from steel mills 53,000 tons of rail, sufficient for the laying of 330 miles of track next year.

In order to maintain this necessary roadbed, three big rock crushing plants are being built. One is at Santa Margarita, Calif., another at Palisade, Nevada, and a third at Lucin, Utah. The total capacity of these plants will be in excess of 150 carloads of rock a day. They will represent an investment of more than \$600,000 and will give employment to many men.

Preliminary work is being completed as rapidly as possible preparatory to the starting of actual construction of the new line through Klamath Falls to Oakridge in Oregon, known as the Natron Cut-off, providing a good second route between San Francisco and Portland.

This project entails about 118 miles of construction work through a scenic and practically virgin section of Oregon. It will cost in the neighborhood of \$15,000,000.

In order to carry the traffic through Klamath Falls and over the Natron Cut-off it will be necessary to expend about \$5,000,000 in new construction work from Black Butte Summit to Grass Lake, south of Klamath Falls.

(Continued on page 4)

Old papers 5c a bundle at the Enterprise office.

FARM LOANS

can make both **FARM and CITY LOANS** at a very low rate of interest from 5 to 10 years. Write me for particulars. G. W. LAFLAR, 410 Oregon Bldg. Salem, Ore.

A Modern Barber Shop

Laundry sent Tuesdays
Dyeing, Cleaning and Pressing
ABE'S PLACE

AUG. 30, 1923

HALSEY ENTERPRISE

PAGE 3

Albany Directory

This is good advice: "If you live in Albany, trade in Albany; if you live in some other town, trade in that town." But in these automobile days many residing elsewhere find it advisable to do at least part of their buying in the larger town. Those who go to Albany to transact business will find the firms named below ready to fill their requirements with courtesy and fairness.

Albany Bakery, 321 Lyon street, Best one-pound loaf of bread made, 7 cents; 3 for 20c. Wedding cakes to order.

Albany Floral Co. Orders filled carefully for everywhere or any time. Flowers, wire anywhere in U. S. or Canada. Flower phone 458-J.

ALBANY GARAGE, "Student-baker" and "Star" automobiles. General repairing and supplies. G. T. Hockensmith.—Lloyd Templeton.

Blue Bird Restaurant, 309 Lyon street. Eat here when in Albany. Open from 6 to 2 and 5 to 8. MRS. BLOUNT.

BRUNSWICK PHONOGRAPHS at WOODWORTH'S

Eastburn Bros.—Two big grocery stores, 212 W. First and 225 South Main. Good merchandise at the right prices.

Films developed and printed. We mail them right back to you. Woodworth Drug Company, Albany, Oregon.

Flood's dry goods store is the best place in Albany to buy dry goods, furnishings and notions. Service is our motto.

FORD SALES AND SERVICE Tires and accessories* Repairs KIRK-POLLAK MOTOR CO.

Furniture and house furnishings, rug, linoleum, stoves ranges, funeral directors, 437-433 west First street, Albany, Oregon.

Holman & Jackson—Everything for your table except the linen. Highest quality and prices reasonable. Phone 43. Opposite Postoffice.

Hub Cleaning Works, Inc. Cor. Fourth and Lyon Master Dyers and Cleaners Made-To-Measure Clothes

Money and money are best when busy. Make your dollars work in our savings department. ALBANY STATE BANK. Under government supervision.

Miller Motor Sales Oakland and Jewett cars Supplies and accessories First and Baker Sts. Albany, Oregon

Morton & Speer Service Com-pany Headquarters for good tires Phone 65 First and Lyon

ROSCOE AMES HARDWARE, the WINCHESTER STORE 322 W. First st.

Specialized shoe repairing. Good-year welt sole sewing. White's Shoe Repair Service, Opposite Hotel Albany.

S. S. GILBERT & SON China and gift shop 330 West First Albany

STIMSON THE SHOE DOCTOR Second street, opposite Hamilton's store. "Sudden Service."

Waldo Anderson & Son, distributors and dealers for Maxwell, Chalmers, Essex, Hudson & Hupmobile cars. Accessories, Supplies, 1st & Broadalbin.

Metzger's SHOE SERVICE OREGON Shoes that cost less per month of wear

FURNITURE AND FARM MACHINERY bought, sold and exchanged at all times **BEN T. SUTTELL** Phone 76-R, 123 N. Broadalbin st., Albany

FARM LOANS

We are making five-year loans on Linn county farms at 5% plus commission. Call on **BEAM LAND CO.** 133 Lyon St., Albany, Ore.

Why suffer from headache? Have your eyes examined **S. T. FRENCH** Optometrist, with **F. M. FRENCH & SONS** JEWELERS—OPTICIANS Albany, Oregon

Jots and Tittles

(Continued from page 1)

The state highway commission urges the building of a bridge at Harrisburg. So do we, all of us.

Mrs. Lizzie Succop of Pennsylvania is in Halsey again, visiting her brother, Henry Zimmerman. When you are at the county fair you can get an extra thrill any afternoon or evening by visiting the Globe theater for an hour.

Henry F. Schults of Shedd and Robert F. Walker of Crawfordville are among the grand jurors summoned to meet yesterday.

When the campaign for the organization of cow testing associations is resumed, after the fair, it is expected that C. R. Evans will be one of the speakers at the meetings.

Guar story, "The Secret Adversary," is so well liked by the editor of the Albany Herald that that paper began its publication Monday. Imitation is the sincerest flattery.

Young man, take some garden stuff or a fine pig or lamb or calf or your sister or another fellow's sister to the Shedd fair next Saturday. And go early or you will miss part of it.

A night horse show is advertised at the county fair, but nothing is said about a nightmare show. Perhaps you will see that if you eat as much as you will be tempted to at that free barbecue.

Glenn Loomis, proprietor of the Brownsville Times, probably exceeded the speed limit in Albany Saturday night, but was not arrested for it. Seeing a car on fire ahead of him he raced and overtook it and notified the driver and the car was saved.

At Sweet Home Saturday night Ray West thought that he would rather "lick" Sheriff Richards than be arrested for drunkenness. But he landed in jail and Monday was fined \$50 and costs for swallowing the liquid that had given him so much courage.

Arthur Harold, son of Mr. and Mrs. E. R. Groshong of Holley, died Saturday in an Albany hospital, aged 14. He had been operated on for appendicitis. An abscess developed, probably from poisoning by the appendix, which was found to be ruptured, and the surgeon operated for that. Fatal peritonitis ensued. Funeral at Crawfordville Tuesday.

The Fisher-Braden undertaking company at Albany is building a new chapel.

During the county fair prizes will be offered for the best guesses in the production of dairy cows which have records.

C. C. Bryant is executor of the estate of Sarah Ross and F. S. Walker, Isabelle Southworth and W. O. Skeene are appraisers.

The city, through councilman Zimmerman, has asked the county to put a curb on speeders on the Pacific highway in Halsey. They certainly do go some. There's a change for the collection of a nice little income from them. Attaboy!

Tommy Gibbons, whom Jack Dempsey tried and failed to knock out, will be at the Globe theater, Albany, Sept. 4. Maybe he isn't as pretty as Miss Portland or Miss Albany, but a good many people would like to look at him, just for curiosity, all the same.

Mrs. Mary Rickard, a widow, residing South of Monroe, an Aunt of Mrs. Chancy Sickels, died last week and the funeral was at Monroe Sunday.

Mr. Nelson of the Junction City Times took a run down to Halsey Sunday.

F. G. Lewis, traveling traffic agent of the Southern Pacific with headquarters in Eugene, was looking at the railroad situation in Halsey Thursday.

J. W. Stephenson went to Eugene Thursday and stayed over night.

We began a list of Halsey people who went to the circus at Eugene Friday night, but gave it up. It might be easier to publish a list of those who didn't go. The editor received two tickets with a copy for \$8 or \$10 worth of advertising which he was requested to publish in exchange, but the proposition did not appeal very strongly to him.

(Continued on page 4)