

HALSEY ENTERPRISE

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By Wm. H. WHEELER

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MOTORS AND ROADS

Roads built with tax funds for public highways are being commercialized to such an extent that the taxpayer is virtually called upon to finance private stage lines through building their roads for them.—The Manufacturer.

Don't cry. The taxpayer is financing those roads because he enjoys the service those stage lines give, and he could not get it if he did not provide roads.

Moreover, there being more than one auto to every five men, women and children in Oregon, some of their owners must be paying road taxes outside of their license fees and the gasoline tax.

The fees collected by the state for motor vehicle registration last year exceeded \$4,000,000, and the gasoline tax another \$2,000,000, all of which went into the road fund, yet a flock of newspapers are continually howling about the public building and maintaining the roads and the cars using them free of charge.

It is estimated that tourists left \$18,000,000 in Oregon last year. Those who got it can well afford a few dollars road tax. The money the tourist spends finds its way into about every home. Even the farmer who sells potatoes at 50 cents a bushel that are retailed at \$3 gets some of it. Perhaps if the tourists hadn't eaten potatoes he would have received only 45 cents.

THE PRICE OF MEAT.

A statement issued by Armour & Co. is that meat production is not increasing in proportion to the increase in human population. Therefore the price of meat is rising. Sustaining this statement, figures are quoted showing that in 1891 there were 2299 food animals per thousand of population in the United States, while in 1921 there were only 1493 per thousand. On the heels of this announcement comes a statement by the Institute of American Meat Packers that "production of meat thus far (1923) was the greatest in history, exceeding last year's figures by a billion and a half pounds."

Ten million more hogs were bought by the packers in 1923 than in the year before. So many hogs cut the farmer's price for the animals, but how much did the price of cured pork products come down?

Armour says: "The farmer gets 88 cents out of every dollar we get for the products derived from his livestock." Somebody else, then, gets an awful slice out of the price paid over the retailer's counter for those products.

The day these last figures were published Attorney General Dougherty filed a petition in the federal district court in Chicago for an order compelling Swift & Co., Cudahy & Co. and Wilson & Co. to give the government access to their books, as required by law. They refuse and are fighting their case in court.

If they are such benefactors of the public why not let us all see the proof?

A Chicago dispatch in Tuesday's Oregonian says:

Hog prices dropped 14 1/2 per cent in 1923, but the housewife paid about as much for pork as she did a year ago and even more for lard.

With the price of sugar where it has been in recent years the howl for heavier customs protection of home

sugar producers ought not to be very seriously entertained. Beet growers and cane growers are not getting their share of what we pay for sugar, and they would not get their share of another cent a pound if the tariff forced us to pay it. We haven't heard of any heavy stockholder in the sugar trust whose family went without a Thanksgiving turkey because he couldn't afford it.

Subscribers have been lucky (or unlucky, according to how receipt of the paper is regarded) in getting the Enterprise at all in the last two weeks. With about double the usual work, due to the season and no printer available as extra help, there has been much night work and very little proof-reading, therefore even more typographical errors than usual.

The rum smuggling fleet on the Atlantic coast has lost \$5,000,000 in the year through seizure of liquor and vehicles, and has sunk 5000 cases of liquor to avoid seizure and arrest. All this, and the cost of all the liquor smuggled ashore, and millions of dollars of profit made by the smugglers, has been paid by the fool consumers. Yet they are avid for the chance to do more guzzling and pay for it.

Our congressman tried hard to accomplish something in December but almost completely failed. The obstacle that prevented this was congressmen.

Ninety years of railroad engine history are illustrated at the top of this page.

Thinovitch

What's the difference between a drawn tooth and Soviet Russia's denial that she is backing revolutionary propaganda in other countries? One is tooth out and the other is too thin—in the words of a Russian, "Tudam thinovitch."

Detectives working on the Siskiyou train robbery got a letter from Vancouver saying it was thought one of the robbers had been seen there. They thought it a joke because the signature was "P. D. Dry," which they interpreted, "Pretty d--- dry." Investigation proved that Mr. Dry is a railroad agent at the Vancouver town and thought he had seen one of them.

Shedd high and Halsey high basketballers play at the opera house tomorrow night.

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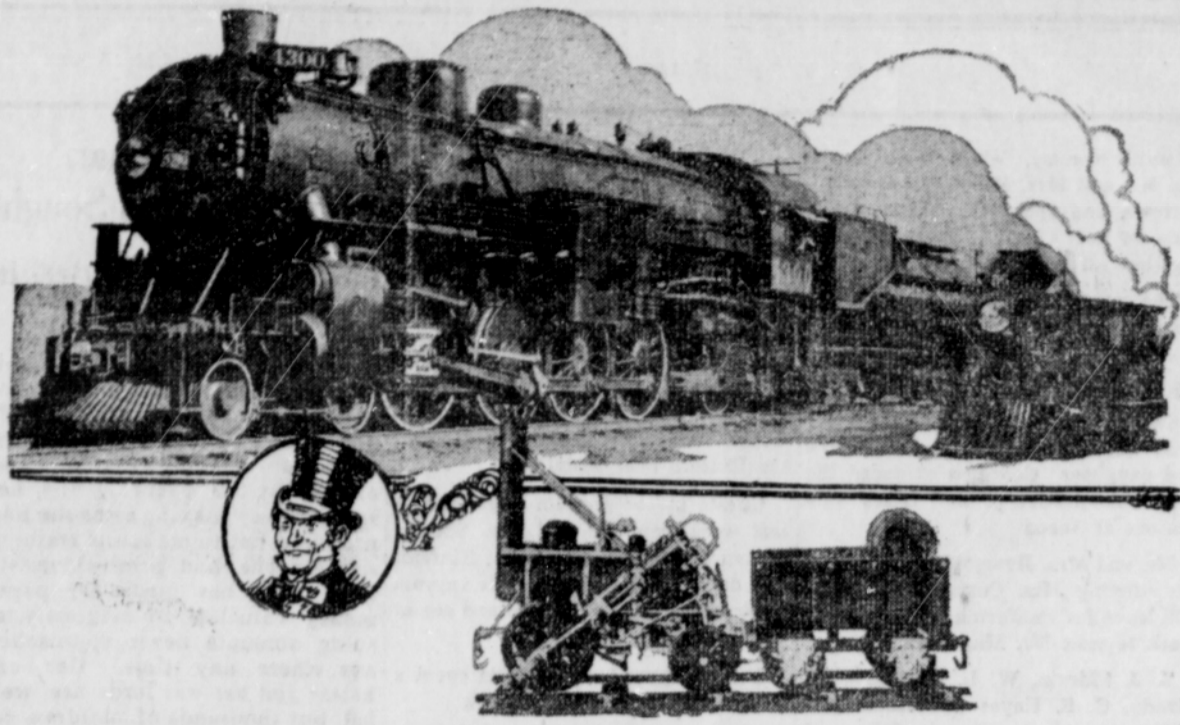
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MOST MODERN PASSENGER LOCOMOTIVES BOUGHT BY S. P. TO HANDLE GROWING WESTERN TRAFFIC



The evolution of the railroad locomotive here is shown in a striking manner. At the top is No. 4300, newest gigantic mountain-type locomotive of the Southern Pacific, for heavy transcontinental passenger trains. Standing beside it, in sharp contrast, is the old "C. P. Huntington," or Locomotive No. 1 of that railroad. Below is the famous "Rocket" which pulled the first train in 1829, at what was then considered the remarkable speed of 24 miles an hour.

THE most modern passenger locomotives thus far designed have just reached the Pacific coast and will be of material aid in handling the record winter tourist traffic from eastern states.

They are the result of years of study and experience by Southern Pacific experts and planned to best meet conditions here. Operation of heavier trains on longer runs will result, together with added comfort to passengers through smoothness in starting and handling of trains.

Known as the "4-8-2," or "Mountain Type," these monster engines are to be put into service with the opening of the new year by the Southern Pacific Company in handling heavy transcontinental trains.

They are equipped with the very latest devices for increasing power and economy; are 97 feet, 6 1/4 inches in length, and 15 feet, 11 1/4 inches in height. Their tractive, or pulling power is 57,510 pounds without the

auxiliary booster engine and 67,650 pounds when this auxiliary engine is used in starting and at slow speed.

The tractive power of 57,510 pounds, converted into hauling capacity, means that these locomotives can pull on a straight track up a grade of 26 feet per mile a modern heavy fourteen-car passenger train at a speed of fifty miles an hour. About 3,250 horsepower, equal to 147 "five" type automobiles, is developed.

The first of these gigantic engines will operate over the difficult mountain and desert run between Los Angeles and El Paso.

The Southern Pacific recently ordered sixty-three new locomotives to be placed in service during 1924. This is in addition to the ten "Mountain Type" passenger engines; six heavy "Pacific Type" passenger locomotives, for use between San Francisco and Los Angeles, and thirty-four improved "2-10-2" heavy freight engines now being delivered.

The two orders will make a total of 113 new locomotives that will be available within the next year to aid

in the general policy of the Southern Pacific of keeping well to the fore in serving the public with the very best transportation possible.

Increased power of the new locomotives will permit the handling of heavier trains. Smoother starting, with elimination of jerks by taking slack, is accomplished. Such devices as super heaters, feed water heaters and the booster engine, are resulting in new records for operating economy.

The new Pacific engines will make the through run without change between San Francisco and Los Angeles, pulling such fast trains as the "Lark." This type of engine during the last year has made an enviable record in the through run of 536 miles between Ogden and Sparks.

The newest type Pullman cars and other equipment of latest design also are being placed in operation to carry out the railroad's plan for furnishing the most modern service. Dustless and smooth roadbed, excellent food in dining cars and courteous attention aid to the comfort of travelers.



"Come and Tell Us About Those Things."

work in the schools." The other was Jim Irwin, who was becoming famous, and who felt he had done nothing to deserve fame. Professor Withers, an extension lecturer from Ames, took Jim to dinner at the best hotel in the town, for the purpose of talking over with him the needs of the rural schools.

"You've got to come down to our farmers' week next year, and tell us about these things," said he to Jim. "Can't you?"

Jim's brain reeled. He got to a gathering of real educators and tell his crude notions! How could he get the money for his expenses? But he had that gameness which goes with supreme confidence in the thing dealt with.

"I'll come," said he. "Thank you," said the Ames man. "There's a small honorarium attached, you know."

Jim was staggered. He tried to remember what an honorarium is. Was he obliged to pay an honorarium for the chance to speak before the college gathering? Well, he'd save money and pay it.

"I'll try to take care of the honorarium," said he. "I'll come."

The professor laughed. It was the first joke the gangling innovator had perpetrated. "It won't bother you to take care of it," said he, "but if you're not too extravagant it will pay your expenses and give you a few dollars over."

Jim breathed more freely. An honorarium was paid to the person receiving the honor, then. What a relief! "All right," he exclaimed. "I'll be glad to come!"

"Let's consider that settled," said the professor. "And now I must be going back to the opera-house. My talk on soil sickness comes next. I tell you, the winter wheat crop has been—"

But Jim was not able to think much of the winter wheat problem as they went back to the auditorium. He was worth the appreciation of a college professor, trained to think on the very matters Jim had been so long mulling over in isolation and blindness!

Callista Simms thought she saw something shining and saint-like about the comely face of her teacher as he came to her at her post in the room in which the school exhibit was held. Callista was in charge of the little children whose work was to be demonstrated that day, and was in a state of exaltation to which her starved being had hitherto been a stranger. Perhaps there was something similar in her condition of fervent happiness to that of Jim. She, too, was doing something outside the sordid life of the Simms cabin. She yearned over the children in her care, and would have been glad to die for them—and besides was not Newton Bronson in charge of the corn exhibit, and a member of the corn-judging team?

To the eyes of the town girls who passed about among the exhibits, she was poorly dressed; but if they could have seen the clothes she had worn on that evening when Jim Irwin first called at their cabin they could perhaps have understood the sense of well-being and happiness in Callista's soul at the feeling of her dress, and the "boughten" cloak she wore—and any of them, even without knowledge of this, might have understood Callista's joy at the knowledge that Newton Bronson's eyes were on her from his station by the big pillar.

"Hello, Callista!" said Jim. "How are you enjoying it?"

"Oh!" said Callista, and drew a long, long breath. "Ah'm enjoying myself right much, Mr. Jim."

"Any of the home folks coming in to see?"

"Yes, seh," answered Callista. "All the school board have stopped by this morning."

Jim looked about him. There they were now, over in a corner, with their heads together. He went toward them, his face still beaming with that radiance which had shone so plainly to the eyes of Callista Simms, but they saw in it only a grin of exultation over his defeat of them at the hearing before Jennie Woodruff. When Jim had drawn so close as almost to call for the extended hand, he felt the repulsion of their attitudes and cheered off some pretended errand to a dark corner across the room.

They resumed their talk. "And as I was sayin'," went on Bonner. "I want to get this guy, Jim Irwin. An' bein' the cause of his gittin' the school, I'd like to be on the board to kick him off; but if you fellows would like to have some one else, I won't run, and if the right feller is named, I'll line up what friends I got for him."

"You got no friend can git as many votes as you can," said Ferguson. "I

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