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#### POOR RICH TAXPAYER!

We notice a touching appeal for sympathy for "a man or an industry" who will have to pay \$100, \$500 or \$1000 or more income tax under the new law. We are sorry for the grasper who wants to continue milking the Oregon public of the large sum or which such a tax is levied without returning anything to the state for the privilege but we are just as sorry for the farmers and others who are not making anything and who have to raise the bulk of the funds for the state's expense now.

The man so unfortunate as to have an income that will call for a tax of \$1000 a year threatens to leave the He would better think twice about it. First, it will cost him a pretty penny to move. Second, he may not be in his new location a year before that state slaps on an income tax. The habit is spreading among the states. Third, if the income tax is going to be such a calamity as is claimed we have the power to repeal it, and then he might wish he had not spent so much money moving

The proof of the pudding is in the eating. We have not proved the income tax. Let us give it a trial Then if it is half as bad as "big business" says it is its repeal will be certain and it will stay repealed. Repeal it now and the question will remain open :"Would it have been a good thing?" and new attempts to pass such a law will be made. Let's give it a trial and settle the question once for all.

An item on the first page of last week's Enterprise, emphasized in the print by a black arrow head, stated that irregularities in the issuance of liberty bonds, etxending all the way back to 1918, were charged against the treasury department, At one time, under President Harding, there was a mysterious shaking up of the personnel of the bureau of engraving attle Star. and printing and many dismissals, the why of which was never explained to

The Ku Klux police of Herrin, Ill. got the sheriff to call off the state troops. Then they raided a meeting of their opponents and shot a deputy sheriff. In return one of them was shot. The troops were recalled, but there has been more rioting and bloodshed. "Hell hath no furies 1 ke" Herrin, Ill.

It is said that the time of the birth of Christ was the first in history when no nations were at war with each other. The same condition occurs at the time of the death of Woodrow Wilson, who, despite the partial failure of his plans, had done more for world peace than any other man since the time of Christ.

Prohibition is charged with having caused an increase in the use of narcotics. Perhaps it also caused the sunspots that were complained of last year, but the "evidence" in both cases is mighty weak, like the southerner's convvalescent wife, who, he said, was "better, but powerful weak."

A great deal of effort is being wasted at the wrong end of the taxation question . Cut down the expenditures and reduction of taxation will be easy. It costs two or three times as much to run the state and national government as it did a few years ago.

Dr. Mayo, famous Minnesota surgeon, is named as a possible democratic candidate for president.

A surgeon is what both parties need-to amputate barnacles.

In the state of Oregon are \$417.87 per capita of bankable resources, but ome of us have less than our share.

#### A Natural Mistake

A newcomer at the place of fire nd brimstone asked :

"Where will I find my harp?" "Harp!" said one of the Just to have your tonsils out.

guarde, "what harp?" 'I supposed that when I enered heaven I would be given a harp so I could play and sing praises.

"Do vou imagine you are in heaven?"

Of course." Why?"

"No other place could be so much more pleasant and peaceful than my late home."

Where was that" " Herrin, 111."

#### **Teapot Dome**

(Albany Democrat) Others are connected with the guilt hat has attached itself to Mr Fall, who was such a bitter insinuator of vrong-doing when he was a member f the opposition and the late Mr.

Vilson headed the government. Where Secretary Daniels showed ight each time the oil interests tried o secure leases of the navy's reserves. ecretary Denby's testimony shows hat he knew nothing of the problem, ad not studied it, considered it of no mportance, and was pleased to wash is hands of it and let Secretary Fall oursue his course. Yet Mr. Denby is secretary of the navy. The lands ecome of the navy's oil reserves.

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Portland

Daily

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10:37 a. m.

4:27 p. m.

Feel as if you'd lost your grit? Does your left heel pain a bit? Does rheumatism haunt your knees So you cannot stoop with ease? What you need, without a doubt. Is to have your tonsils out.

There's no ill you do not feel, From your head down to your heel While your tonsile sit in state In your throat and meditate. It will even cure the gout

Oh, those tonsils ! red with glee, Plotting against you and me, Hatching up the tonsilitis, Planning next to cause neuritis. Doctors say it's brought about By those tonsils. Have 'em out.

O tonsile, is it really true All the ills they blame on you Really should lie at your door, While you're filled with germs ga-

What caused you, fiendish lumps, to g-ow fill the human heart with woe?

Nough said. Spunk up and have 'em out.

Twill relieve you, without doubt, Aed e'n relieve your bank account (Of a generous amount). But since all ills it puts to rout You must have your tonsils out.

Mr. Mellon does not consider six per cent. enough for a man with a large income to make on his money, but he does not object to a farmer who is not making six per cent, on his investment being taxed.-Albany

Thursday night a car was abandonvere oil lands reserved for fuel for ed at the Harry Sprenger place at he navy's fighting ships. It should Shedd and its occupants disappeared. ave been his business to know what The vehicle proved to be one stolen in

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The Covered Wagon

"THE COVERED WAGON" is a historical lesson that every citizen of the nation should see.—John W. Nelson, Se-

If you have not seen "The Covered Wagon," do so. For the first time in history, this writer believes, the cinema has produced a classic.—. W. B. Laughlin, Seattle Town Cries.

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#### Tonsils Out!

# **FARM** CO-OPERATIVE SELLING

By GLENN G. HAYES (©, 1924, Western Newspaper Union.)

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### Local Live Stock Shipping Associations

IT WAS barely seven o'clock in Ida Grove, but around the Union stock yards the day's work had started a whole two hours earlier. It was shipping day for the local shipping association and farmers had been busy since five o'clock getting their hogs loaded into the empty car that stood on the siding. The early morning freight would be due any minute now.

"How many you shipping today, Frank?" Tim Gordon asked as he and his neighbor, Frank Watson, leaned over the white-washed fence of the yards, smoking as they watched the oading

"Only had one more ready. Sent three last week."

"Great idea this co-operative shipping association. Shipping them out one or two at a time just as they fatten up, beats the old plan of having to wait until there's a whole carload ready."

"I like having our commission company down at the central market," and Frank knocked the ashes from his pipe. "It takes a lot of worry off a fellow's mind to know that there is someone down there to look after our sales; someone that knows how to do it.

Other trucks drove up, some with one hog and some with two. Each hog was weighed and listed, then loaded with the rest into the waiting car. The freight puffed in. It puffed out again taking with it the producers' car of hogs and Sam Johnson, who is paid to look after the shipments until they are safely in the care of the Producers' Commission association at the stock yards.

Awaited Their Checks.

The farmers at Ida Grove stood along the siding and watched the freight pull out. Their part in the shipping was done. All that was left for them to do was to indorse their check when it arrived. This is the co-operative way of taking hogs to

Twenty-five per cent of all the live stock sold on the terminal markets is handled through co-operative shipping associations. Four thousand farm communities have organized associations-duplicates of the one at Ida

For fifty years farmers have been experimenting with co-operative shipping. But up until 1916 not more than one carload in 10,000 of the live stock of the nation travelled the co-operative road to market. I oday 65 per cent of the live stock shipments at St. Paul are co-operative. Co-operative shipments at Chicago total about 30 per cent-half or mor to 15 per cent of the cattle. It is estimated that co-operative shipments make up 20 to 25 per cent of the stock on the East St. Louis and Sloux City markets. At K: in sas City, St. Joseph and Omaha the average is around 15 per cent. On the Buffalo market the share of co-operative shipments increased from 17.8 per cent in 1919 to

29.3 per cent in 1921. It was in 1872 that the Grange started the first co-operative live stock shipping movement. In less than two years several hundred associations were organized in Iowa, Missouri, Nebraska and Illinois. These associations were generally mere shipping agencies. They wer e distinctly Grange movements and when the spirit of the Grange began to fa de the shipping association movement died. But it was

born again. The next time it: cropped out was down in Tennessee in 1877. A group of sheep men arc und Goodlettsville formed the Goodle itsville Lamb club, an agency which graded and pooled lambs and wool and sold at an auc tion. If the bids were poor the products were shipped ix the central market. This organization was a success and it still continues to operate.

The Society of Equity. In the 80's the Farmers' Alliance began organizing live stock shipping associations in Klansas, Nebraska, Iowa and Mississippi. When the alliance began dabbling in politics around 1890 its various cormaercial enterprises disappeared. That was the end of the most of the shipping associations until around 1904, when the Society of Equity began the work of organization. During the following decade many associations were started throughout the Middle Western states. The Equity is still at the good work.

Six years ago farmers all over the Central West began organizing shipping association; by the dozens. Live stock prices were rising and country buyers refused to increase their prices accordingly. Farmers met the situation by organizing to do their own selling. The Farmers' union started organizing associations and then the state farm bureaus got interested in the movement and they organized hundreds of units, particularly in Illinois, Iowa, Indiana, Ohio and Minnesota.

These associations are made up of the live stock, producers of a community or of several communities who pay membership dues and agree to

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ship all their stock through the local unit. It works something like this: A manager is hired-usually one of the farmers of the neighborhood who operates the association as a side issue, although in some of the larger organizations he is paid enough to de vote his entire time to the work. It is the manager's job to assemble the live stock in carload lots for shipping into the central market, where the Producers' Live Stock Commission

company oversees the sales. When a member has stock ready to sell he notifies the manager, who or ders a car for the proper date. In many associations one day of each week is shipping day and the farmers bring in their stock, one or two or three animals at a time, just as they are ready. The common custom is to mark each owner's stock before it is shipped. The shipments are then sorted at the central market and each man's stock is sold by itself and each is paid the actual amount his stock brings, after the cost of transportation and handling are subtracted. Each man's stock bears its pro-rata share of the expense

#### The National Association.

Before the National Live Stock Producers' association came into existence each local association had a representative in the central market to oversee the sales of its stock. This is now the work of the new National Live Stock Co-operative association, which is scarcely more than two years old. The local association can join the National Live Stock Producers' association at a nominal fee-usually of \$50for which the National association will oversee the sales of the local ship-

Many of these local associations are not incorporated; others are; but the most of them are simply voluntary organizations. Generally the groups are governed by a board of directors who have general charge of the business, as well as the hiring of the manager. Shipping once through the assoclation does not obligate a farmer to make further shipments-for there is seldom a contract. He is free to sell or ship in any other way he likes. However, in the last few years many of the associations are becoming more strict. They are incorporating. They are adopting a contract under which the producer agrees to sell only through the association for a certain number of years-usually three. They are buying office space and scales and are making a united effort toward permanence.

In spite of the loose slipshod organization of the past these co-operative units, most of them, are making money. In some states the saving ranges between 20 and 75 cents per hundredweight, with a general average of 35 cents. The saving per car usually ranges from \$45 to \$75. If the savings of all these thousands of associations were added together it would be high in the millions.

Mr. and Mrs. George Drinkard and Mr. Vitz Ramsdale of Brownsville were at the J. S. McMahan ranch Friday assisting in the butchering of a number of hogs.

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