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#### DAIRYING

Dairying is one of several specialties for which western Oregon's soil and climate are especially adapted

There are dairymen in this section who have been unqualifiedly successful, and there are others who have as unqualifiedly failed to make it pay.

It requires much more brain power and brain exertion to make a successful dairyman than it does to make a successful hodcarrier and yet the hodcarriers' wages today are several times as large as those of any dairy employe or the average return realized by dairy owners.

The report of the dairy committe of the January O. A. C. agricultural conference says: "The minimum dairy herd should be 10 cows, and for more economical production the number could safely be increased to more than 25."

Yet one man with half a dozen Halsey, and making and selling butter from them, says that they pay, ficit which the brethren of the order Another, with a large herd on a

large firm, declares "There's no money in it"

Given the natural advantages found in western Oregon, very much depends on the man. He must be able to learn, he must exert himself to learn, and he must make use of the knowledge acquired. The kind of cow and the process of manufacture which gave our great-grandfather good return for his labor would land the dairyman of today in the poor-

Following are a few paragraphs from the summary of the report of the dairy committee referred to above:

Leguminous hay (composed wholly or in part of peas, vetch, clover, etc.) only should be raised and fed to dairy

The quality must be improved by greater care in harvesting and cur-

The average dairy farmer buys too much feed for his cows. Some buy as much as 40 per cent of all their feed.

The bulk of the grain ration should be produced on the farm.

A large number of dairymen are very poor feeders.

Increase the boys' and girls' club work.

An increase of from 10 to 15 cows in the average size of herd would decrease labor and overhead cost per cow. It would result in the production of more cream, necessitating more frequent delivery, which would result in the cream reaching the creamery in much better condi-

There seems to be an almost unlimited demand in the markets adjacent to Oregon for high-scoring butter. A very small proportion of the Lutter produced in this state can be classed as better than average.

In 1910 consumption of butter fat in Oregon exceeded production by 4,000,000 pounds. In 1920 production exceeded consumption by 2,250,000 rounds. Yet Washington, Oregon and California produce only 87 per cent of the dairy products they consume.

If Oregon dairymen bring this product up to the standard of that which sells best there is no limit to the demand awaiting it outside the state at a profitable price, and there will be none for years to come.

Raise your own feed. Raise the protein-carrying varieties of hay. Raise your own grain. An O. A. C. crop report says that doubling the corn acreage of Oregon would cut out the annual importation of 1500 to 2000 cars of corn, and adds: Oregon livestock owners are learning the value of growing their own feed as largely as possible. This means more barley in most counties, more alfalfa, more wise of the web to the warp beam of

The transmission

clover, peas, vetch and permanent pasture in western Oregon.

If your cream does not bring the top price learn why. Don't take it for granted that you are being discriminated against, but see if something in your handling of your product, unsuspected by you, is not cut-

ting down your receipts. The writer of this once made butter far off in the woods, on a homestead, where the shipping of cream would have been too expensivve He used a cream sparator and twice a week he churned and packed his buter nine miles, over mountains, to the oute of a mail stage which took it 3 miles farther to town. A hotel received it and paid the top price. There came a time when he received several cents a pound below the top. He made a horseback trip of 32 miles to learn the cause. "It tasted of the oxes," he was told. He stopped in own and had a tinsmith make six in boxes of different sizes, suitable o varying sized churnings, to fit inside the wooden shipping boxes, and e always got the top price after hat. It paid him to spend three days and make the round trip of 64 niles to learn what was the mat-

If Jake Hamon promised a million lollars for the last republican camaign and then only pungled up half hat amount that fact might account or one-third of the \$1,500,000 dei the sacred elephant were scurrying around to raise a year or two later

LaFollette has issued an ultimatum to the republican convention. Like that which Austria sent to Servia a new years ago, it is carefully drawn to insure its rejection and the alternative is war. Envision the remainder of the parallel.

S. H. Goin and A. K. McFarland seek the democratic nomination to succeed themselves at Salem. They and the senator from this county Sam Garland of Lebanon, did good work and much of it in the last legis-

It might be true economy for Lane county to leave its jail doors unlocked, so prisoners would not muss things up digging through a brick wall when they want to ake a walk.

#### Mary Succeeds on Main Street

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By LAURA MILLER

\*\*\*\*\*\*\*\*\* MAHOMET AND THE MOUNTAIN IN MONTANA

Out between Plentywood and Panhandle was born the first vocationa congress for girls. From Plentywood 400 miles as the crew files, to Montana State college, at Bozeman, girls make their way November after November, to satisfy the longing ques-"What shall I do?"

along the South Dakota line come 300 miles. Sometimes rail and auto bus connections are so poor that it takes three days each way for the trip, but they make it, these Montana high school girls, for what they find the congress.

It may be just accident, but I don't happen to know of a single Montana girl drifting around the big cities bunting just any sort of a job. The arst United States congresswoman, res. The assistant director of a great bureau in the United States Department of Labor, yes. But drifters, no.

The personal story of Una B. Herrick may throw light on the willingness of Montana girls to make good in their own state. Widowed, left with a family and without money in New York, she decided first to leave New York. "Oh," she says, "I loved New York-I do yet! But my idea was and is that a woman can find a greater field of usefulness, more return in money, more friends and a saner sort of happiness in a small community.'

Teaching, studying and "waiting my chance," she has come to be dean of women's work and social dean of the Montana Woman's college. The vocational congress came because Mrs. Herrick recognized the inspiration from knowledge of what other women are doing, that gets automatically pooled in big cities, and fele the shutoffness of Montana girls from this knowledge and inspiration. It was the old affair of bringing the mountain to Mahomet. Each fall distinguished business and professional women take their accumulated experience to the Montana girls. The impression one carries away, according to one of these visitors, is that all the value of the congress pales beside the value of the by-products now established-standards of dress, of conduct, of community recreation, and of democracy-shared by the girls themselves from year to year.

For herself-"No, I don't go back to New York every year now, like I used to. I'm more apt to go over to the west coast when I have a vacation. I look out across this country-anywhere this side of St. Paul-with a feeling of knowing every one I meet; of having the right to be a working woman; of being at home; of proprietorship. That's the feeling the West

Helen Armstrong was home from Eugene over the week end.

# Bee-Ware

quantities.

Pine Hives **Smokers** Veils

Hive Tools, etc. at attractive prices



our ability to buy in large

The bees may swarm any

#### With the High School Classics

By MARGARET BOYD

( by Margaret Boyd.) This is a slight unmeritable mart, Meet to be sent on errands: Is It fit, The three-fold world divided, he should

One of the three to share it?" -Juliue Caesar.

"During a prolonged study of the lives of various men both great and small," writes Goethe, "I came upon this thought: In the web of the world the one may well be regarded as the warp, the other as the woof. It is the little men, after all, who give breadth to the web, and the great men firmpess and solidity, also, the addi-

tion of some sort of pattern." This figure is less forceful now than it was during Goethe's day, when everyone was thoroughly familiar with weaving and most homes had a loom in some corner or in the attic. Then everyone knew that a web was any finished piece of weaving, whether a strip of rag carpet, a blanket, a tablecloth, a length of towelling, or a pattern of dress goods. Then everyone knew that when a weaver began a web, he first of all fastened the threads that were to run length-

his loom-and they knew that he called these threads the chain or the warp of the web. They knew, too, that the width of the web was determined by the number of threads fastened to the warp beam-so many threads for cloth a foot wide; twice as many for cloth two feet wide; and three times as many for cloth a yard wide. They knew, too, that when the warp threads were in place, the weaver began to cast back and forth. from one side of the loom to the other, over one warp thread and under the next, a shuttle containing the thread that was to run crosswise of the web, the woof thread. They knew that the closer together the woof threads were crowded, the firmer the cloth.

Nowadays few people know much of weaving, and the comparison is but meaningless words unless one knows what web and warp and woof are. That understood, the comparison becomes one of the most forceful in all literature, and one sees the un neritable man and the brilliant man in their true relation to each other and to the universe. The slight unmerit able men that make up the warp of the world are quite as essential as the showler poets, artists, musicians, statesmen, inventors, business executives, and others who make up the

Devils and Sins. When devils will their blackest sins put on, they do suggest at first with heavenly shows. - Shakespeare.

#### \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* Mary Succeeds on Main Street

By LAURA MILLER \*\*\*\*\*\*\*

#### THE UNIVERSITY OF THE YARDS

"Main Street can't train girls to earn a living," is a plaint that runs through thousands of letters, in one wording or another, from girls who seek careers. True, it is that courses in biology, in art, in medicine, are not to be found at any crossroads. But suppose a fury of desire to paint people-or to cut them up and remold them nearer to good health's desiredoesn't drive Mary off Main Street? Shall she forsake family and friends and all the comfortable, homely things one grows up with, for a casual ca reer? If one's just the average girl, may not the little home town job, where a conscientious worker learns something of everything, help out if

the great test comes? Let me tell you the story of Mary Marshall of Marshalltown, Ind. It was early in 1919. War brides were hurrying to meet transports from France. Fathers in khaki were losing their look born of horrors as they gazed upon miraculous little sons that recalled their own before-the-war

Mary Marshall, nee Hopkins, had just come to Washington for a job that would support herself and John, Jr. She and John, Sr., had run the railroad and village telegraph office until 1918. Then she had abruptly become Mrs. Marshall and sole operator. She was a competent worker, evidently. And she knew she was releasing not merely a man, but her man for war service. When John, Jr., arrived she gave up work and lived with Father and Mother Marshall.

The day Mary came to me-I was running Uncle Sam's employment office in Washington just then-I tried to send her back to Marshalltown. She had a home. She had a baby to take care of. And she was-so I told her -practically untrained. Hadn't she come straight from the corner of Main Street and Railroad Avenue?

Mary Marshall wouldn't go back to Marshalltown. After a generous portion of stupidity on my part and of shyness on hers, the story came out. John, Sr., was in a Washington hospital, shell-shocked. His chances for sanity lay in seeing Mary and John, Jr., every day. A job was found for Mary as correspondence clerk in the telegraph division of the United States Railroad administration. It was no charity job, either. "There isn't anything she didn't learn something about in that little dump of an office in the railroad yards," her chief said later. "She's all to the good."

For obvious reasons, Mary Marshall and Marshalltown aren't her real name and address. But the story is real to the core.

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### Mary Succeeds on Main Street

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#### BEAUTY IMPORTED

Main Street is stupid. Main Street is blind. Main Street drives out youth and joy and vision. So says in substance the creator of a now famous book. So say the girls who try to escape from humdrum lives by escaping to the city, each from her particular gray corner of her especially hateful Main Street sort of town.

Down in Kentucky there are some folk who reverse this process. Humdrum gray lives there? Yes, indeed! Escape both wise and necessary if the Kentucky mountain folk are to grow into Americans with their fair chance at life, liberty and pursuit of happiness? Absolutely. Urge 'em all to move to Louisville, St. Louis or Chicago? By no means! Let's bring instead, the best that Any Place has discovered to these mountains and mountain people! So say the interested folks down there in Kentucky.

This story is of a gracious woman at what she calls her "life's sunset period, with wonderful real lights out over the mountains to the east and the blue grass of the north. There are equally high colors in the lives of 225 mountain boys, who range from fifteen to thirty-five years of age, and from the A B C to the eighth grade certificate. It is pioneer work. No woman has ever lived with these boys. and I live a very thrilling life at old well-known Berea college."

Perhaps one must have known Laura Drake Gill of Boston and New York, magazine writer and one-time college dean, personally, to sense how much charm and richness of fine experience she is contributing to the "thrilling," pulsing life of Berea on the edge of the mountain country.

What every woman may know, Miss Gill feels, is that no Main Street L too isolated for the joie de vivre, as the French gallantly phrase the joy of living, to come in, that many of the good community organizations are eager to be of service, and that all they lack is a hearty invitation from some one who wants more of the beauty of life imported into her town and who will get her fellow citizens to help distribute it.

### HALSEY STATE BANK

Halsey, Oregon

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And on every train you find Southern Pacific Service. Passengers are counted as honored guests.

All of our trans-continental trains carry diners which offer a remarkable fine service at prices which are low compared to those of like service elsewhere.



## Southern Pacific

### STATUE OF CARRARA MARBLE

Shaft of Adam and Eve. Made of Famous Stone, to Grace the Estate of Wealthy American.

With the completion of a herold statue of Adam and Eve, hewn by an eminent sculptor to grace the estate of wealthy American, what is said to be the largest block of Carrara marble ever brought into this country found expression in one of the oldest, and perhaps the most influential of the

Since Roman emperors opened the quarries more than two thousand years ago, merchant princes of the Middle Ages, monarchs and the modern world have fashioned their architectural dreams in "Carrara." Only in Tuscany, Italy, is it now to be found in great quantities. More than one million tons yearly are being produced in the Apuan Alps, where there is a mountain of glistening stone five thousand feet high. And, despite the fact that centuries of building and art have drawn upon these snow-white deposits for their uncarved beauty, the supply is little more than touched.

Michelangelo, whose sculptures are among the glories of the renaissance, worked in Carrara marble, Celleni used it, and, since before the birth of Christianity, the quarries have been shipping the matchless stone to all parts of the earth. It is to be seen in the ruins of the Roman forum, at the still well-preserved Arch of Constantine, and beneath the great dome of St. Peter's cathedral in Rome.

In most places where marble deposits occur, it has become split up in the earth and various substances have filtered into the cracks, giving rise to Cream, Poultry, Eggs, Veal the colored veins which make it unfit for statuary use. For some mysterious reason the Carrara marbles have remained for the most part free from such disfiguring accidents. In this condition the ancients found them. Popular Mechanics.

#### RAIL SPEED LIMIT REACHED

Experiments Show Tracks as Made Now Will Not Stand Excessive Strain.

If the speed of future railroad travel is to be materially increased, it can be done only by the adoption of electric traction and the use of multiple-unit trains. The multiple-unit method permits of a great increase in the total horsepower without exceeding the loading limit for rails, bridges and

structures The fastest speed ever made on a railroad was achieved some 20 years ago in Germany, on a military railroad between Berlin and Zossen, where some costly experiments were carried on to ascertain how high a speed could be

obtained on steam rallroads under electric traction, and at what expenditure of power. The experimental runs were progressive. The speed soon passed the 100-miles-an hour mark, and then rose, successively, to 110, 120 and finally to 130 miles per hour. The limiting conditions were found to be not in the car but in the track, which proved to be unable to stand up under the severe stresses imposed upon it; and this in spite of the fact that it was specially

prepared for these trials. We are thus brought to the conclusion that schedule speeds of 100 miles an hour can be attained only where the topography is favorable to fairly level and straight lines. Even under these conditions it would be necessary to design a special roadbed and track of costly construction, involving many tunnels, long and costly embankments, the elevation or depression of the tracks through all towns and cities, and the complete elimination of grade crossings. Also, the road would have to be equipped with some form of automatic train control, sim-

ple, rugged and absolutely reliable. But when, if ever, such a road were built, its cost both for construction and maintenance would be so great that its use would be restricted to those whose purse was deep or who, hy reason of emergency, were willing to pay a high price for an extra forty to fifty miles an hour of speed .- Scientific Ameri-

HALSEY

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& Hides. M. H. SHOOK

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