#### RURAL ENTERPRISE

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#### Official Notice

Notice is hereby given that in accordance with chapter 265 of the General Laws of Oregon for the year 1923, section 2, the area within the present boundary lines of school district No. 72 in Linn County, Oregon, has been, by order of the County Court of Linn County, Oregon, declared to be a weed control district for the year 1926, for the destruction and preventing from producing seed of the noxious weed known as Canada thistle.

Dated this 26th day of May, 1926.

B. M. Payne, County Judge J. D. Isom, County Com. Jos. Hume, County Com.

## DRY LEADERS ARE MILITANT

New Yorkers Would Elect Bourbon

to Defeat Wadsworth. New York,-New York state dry leaders declared they were out to defeat United States Senator Wadsworth. republican, even if they split the republican party and elected a democratic candidate, who, they said, would be less dangerous because "he would be in the minority at Washington."

The announcement followed a conference of representatives of the Anti-Saloon league, the W. C. T. U., the prohibition national committee and Methodist laymen of the New York conference.

British Golf Title Won by Sweetser. Muirfield, Scotland .- Jess Sweetser, stocky young bond broker of New York, won the British amateur golf championship, shattering defenses which have guarded that cherished title from Americans since Walter Travis won it 22 years ago. Sweetser beat Alfred Simpson of Edinburgh in the 36-hole finals by the imposing score of six up and five to play. The young American, by his victory, becomes the second of his countrymen ever to have won the British amateur crown. Travis was the only other from across the seas to capture it.

## Late Market Report

Portland

Wheat-Big Bend bluestem, hard white, hard federation, \$1.38; soft white, western white, \$1.43; hard winter, northern spring and western red, \$1.34.

Hay-Alfalfa, \$18.50@19 ton; yalley \*imothy, \$19@19.50; eastern Oregon timothy, \$21.50@22.

Butterfat-41c shippers' track. Eggs-Ranch, 24@27c. Cheese-Prices f. o. b. Tillamook;

Triplets, 271/2c; loaf, 281/2c per 1b. Cattle-Steers, good, \$8.25@8.85. Hogs-Medium to choice, \$13.50@

15.25.

Sheep-Lambs, medium to choice. \$11@12.50.

Seattle.

Wheat-Soft white, western white, \$1.43; hard winter, \$1.38; northern spring, Big Bend bluestem \$1.39; western red, \$1.37.

Hay-Alfalfa, \$26 timothy, \$23; timothy P. S., \$20; do, mixed, \$26. Butter-Creamery, 38 240c.

Eggs-Ranch, 26@31c. Hogs-Prime, \$15.25@15.59. Cattle-Prime steers, \$8.00 @ 8.85. Cheese Oregon triplets, 24c; Wash-Ington triplets, 21@22c.

Spokane. Hogs-Good, \$14.60@14.85. Cattle-Prime steers, \$7.50@8.50.

## Zez Confrey Mixes Salads and Songs

Zez Confrey, famous composer of



portrayal of the delightful pranks of a certain young feline frisking over the ivories has been recognized as the model of American syncopation.

But Mr. Confrey has other "firsts" in his repertoire, his acquaintances declare. Country bred, he is a judge of horse flesh, and also knows a good cigar.

The simple life is Mr. Confrey's idea of happiness. Every so often Manhattan gets too crowded for him and he boards a train for the country and the companionship of a certain mur-muring brook. Inevitably he comes back with one of the merry tunes for which he is noted.

A bachelor, Zez keeps open house for his friends. If he invites a few of the boys over for a midnight supper, he does the cooking himself. Invitations to his lively little dinners are sought after. There are two dishes to which Mr. Confrey is partial. So are his friends. His recipes for the two

Royal Eggs With Mushroom Sauco. 12 eggs
Salt
Pepper
1-3 pound mushrooms
1 slice pimento
2 tbsp. butter
12 slices toast 1½ cup evaporated milk diluted with
1½ cup meat stock
(This may be
prepared from
bouillon cubes)
1 tbsp. flour
Parsley

Parsley

Saute the mushrooms in two tosp.
butter, taking care not to burn; make
a white sauce of two tosp. butter,
flour, evaporated milk and meat stock.
Cook five minutes. Add the cooked
mushrooms and chopped pimento.
Break eggs and drop into hot fat, being careful to keep egg in a globular
mass. Just as soon as they are a golden brown lift out and drain. Place an
egg on each piece of toast. Allow two
pieces for each serving. Pour over all
the mushroom sauce and garnish with
parsley.

Pineapple-Cheese Salad.

10 slices pine-apple 1 cup cream cheese 4 cup chopped nuts 2 tbsp. evaporated

Crisp lettuce
leaves
1 the property process
1 top sugar
Green and red
mangoes
Creamy salad
dressing Combine the cheese, nuts, evaporated milk, pineapple juice and sugar, and blend into a smooth mass. Cut pineapple circles in half. Spread cheese mixture on a slice of pineapple and press the other half circle of pineapple on top of cheese as one would a slice of bread in making a sandwich. Cut diamonds or triangles from green and red mangoes and press into the edge of the cheese mixture between the pineapple. Lay two of the prepared pieces of pineapple on a crisp lettuce leaf. Serve with creamy salad dressing. This serves five.

Great chefs are born, not made Rarely if ever do they rise to th

heights in their profession by dint of perseverance. In Europe and the East a chef with the true gastronomic injealously. ured He expects and obtains the treatment of an ambassador. His dishes are the his. pride 20 to master. boasted



Such a chef is Haroutoun Gedojian, tems. sometime chef to the family royal of the khedive of Egypt, now the owner of a bizarre gold coast restaurant in this was the most valuable contribu-Chicago. In his forty-three years as a tion. chef extraordinaire, Haroutoun's word has been law in the cuisines of three Egyptian princes and one princess splendid highway system; but if these the mother of the khedive. Lord Kitchener was sirdar of Egypt, before the trouble in the Soudan, Haroutoun cooked for him.

friends in the cafes and bazaars.

One of Kitchener's favorite dishes according to Haroutoun, was schisch kabb, a dish made from milk-fed bab; lamb. Prince Jamiel, another of his masters, was particularly fond of dried cream and honey, a preparation which is one of Haroutoun's zealously guarded secrets. Prince Saad Pasha was a keen admirer of a confection Haroutoun makes entirely out of

flour, butter and nuts. In many of his admirable dishes, Haroutoun uses evaporated milk which is simply fresh cow's milk sterilized in cans and with sixty per cent of the water removed. Because of a homogenizing process through which evaporated milk is put, the fat globules in the milk are broken up into microscopic particles and distributed throughout the milk, where they remain in homogeneous suspen-

This breaking of the fat globules gives a distinct buttery flavor to every drop of the evaporated product, a flavor which ordinary market milk does not have. Haroutoun says he uses evaporated milk in preference to market milk in the preparation of all sorts of baked dishes, as well as in

cooking

## Uncle Sam and His Nephews, the States, Are Collecting Over a Billion Dollars in Yearly Tolls on Motor Vehicles and Fuel

More Than Meets the Nation's Billion Dollar Highway Building Bill-Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, Tells Striking Details.

BY JUDSON C. WELLIVER

America has reverted to the ancient system of collecting tolls wherewith to build and maintain highways.

In 1925 these tolls amounted to \$1,094,000,000, collected through motor licenses, gasoline taxes, property, corporation, income production and other taxes on automobiles, automobile manufactures, the petroleum industry, etc.

In the same year \$1,003,000,000 was spent on rural roads. It took near a century to build \$20,000,000,000 worth of railroads. A highway system costing that much will be created in twenty years at present rate.

Chief of the Bureau of Public Roads,

terview on highway development. "The equipment of this continent with modern roads has been the most amazing provision of a public utility that any community ever accomplished in a similar period," said Mr. MacDonald. "Historians say the Roman Empire was held together by its highway system, radiating from Rome to the Provinces. But America has converted a continent into a neighborhood within a few years.

"This accomplishment really represents the inauguration of a new system of taxation; a system of licenses and excises levied against particular privileges or classes of property, the proceeds being dedicated to highway development.

"For 1925 state taxes on gasoline aggregated \$143,000,000. Add to that \$263,500,000 for automobile registration and licenses; \$150,000,000 as property taxes on the 20,000,000 automobiles; \$143,430,709 as the Federal excise tax on automobiles, parts and accessories for 1925; \$50,000,000 to represent wheelage taxes, special taxes on gasoline or cars, and fines collected from motor drivers. total reaches approximately \$749,-930,709.

Nearly \$1,100,000,000 Yearly Tolls "But these figures do not include income and corporation taxes derived from the motor car business. Nor do they include state, local, production, corporation or income taxes of the petroleum industry. Yet that industry has a capitalization of about \$9,000,000,000. A modest estimate for these, added to the preceding figures, makes a total of \$1,094,930,709, which is considerably more than the entire amount spent on country roads.

"You observe that I have not included the government's expenditures of nearly \$100,000,000 in Federal aid tion some instances. to road building. In the eight years from 1918 to 1925 inclusive, the Government has contributed \$460,000,000 to help the states build roads. That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years, while the Government the states, it collected \$873,000,000 in Thus it appears reat rederal contribution to roads as compared to the contribution of people who make and | 000 use the cars and the gasoline has been decidedly modest.

"But, while Federal contribution is only about 10 per cent of highway expense, it has accomplished results altogether out of proportion to its amount. First, it was an incentive to the States. The Government required them to invest as much as it tributed. Then the Government takes part in a general supervision of construction and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national system instead of forty-eight state sys-

Unifying the Road System

"Some day it will be realized that Driving from Boston to New York, a man may pass through four states. Every one might have a did not articulate at the state lines the trip would be almost impossible Thanks to the systematization under Federal influence, country roads are as superior to state boundary lines as are railroads.

"The Federal highway act of 1921 required that a complete nation-reaching system of roads be designated within two years, as the roads to which Uncle Sam would give assistance. It was found that there were 2,366,061 miles of highway in the

These are some of the high points | 624 miles, were to be included in the presented by Thomas H. MacDonald, national system, eligible for Federal aid. Nearly every mile of that 2,866,-Department of Agriculture, in an in- 061 was a candidate for designation as a Federal highway. But in the end the system was laid out as a truly na-

> tional one. "When the map was published it showed nearly the 200,000 miles of designated routes. Since then 46,485 miles of these roads have been improved, nearly 13,000 more are under construction, and over 2,000 have been approved for early beginning of work. In addition to that many states have built, without Federal aid, extensive sections which are included within this national system. In fact, these state contributions aggregate 55,000 miles, so that approximately twothirds of the 200,000 mile national highway system has already been impreved.

Uncle Sam as Road Supervisor

"Along with all of this, there is the Federal supervision over construction and maintenance. When Uncle Sam helps build a road he reserves authority to require its proper maintenance. Then there is the business of uniform marking along highways, which makes it possible for motorists to drive thousands of miles on a des ignated route whose markings become so familiar that after a few miles he need not ask directions.

"Finally Federal participation has made possible a great number of bridges at strategic points. Some of these have been needed for years, yet state and local authorities have been unable to provide them, partly because of the cost, partly because of competition between routes. When a stream separates two counties, or two states, it is often impossible to get them to agree where to build or how to divide the cost of a bridge. In such cases the Federal authority has repeatedly mediated differences and secured construction. Let me men-

"Missouri has been a state for over a century. Divided east and west by the Missouri river, communication between the two sections has been limited, to the state's disadvantage. Four bridges across the river were required in the national highway program, and Federal co-operation with the state of was distributing that \$460,000,000 to Missouri has made them possible. Two are completed, the others are uncars, der construction. The four will cost a little more than \$2,000,000, the Federal contribution being nearly \$1,000,-

Getting Bridges Constructed

"Another bridge that has a peculiar importance, both locally and nationally, has been needed for generations across Raritan bay, New Jersey. It is one of the links in the chain of communication between New York city and the country at large. In 1924 New Jersey had some \$700,000 of Federal aid allotted to her roads and in 1925 over \$1,000,000. So the state agreed that this Raritan bridge should be built, costing about \$4,000,000. Federal funds made up about onethird of the amount. The bridge, over - wie and a hair long, is now nearly accomplishment of vitally important highway development."

According to the American Petroleum Institute, the gasoline tax was first imposed in 1919 in Oregon. It has now been adopted by all the states except New York, Illinois, New Jersey and Massachusetts. The tendency has been continually to increase the rate of tax per gallon. As late as 1921 gasoline taxes for the entire country were only about \$5,000,-000; in 1922, \$12,000,000; in 1923, almost \$37,000,000; in 1924, \$79,000,000, and in 1925, \$142,987,749.

With good prospects that the "gas" tax will be adopted soor by states which do not have it now and with the gallonage rates being increased in other states, it is calculated that this tax alone will soon raise \$200,000,000 country. Of these 7 per cent, or 200, a year, quite possibly during 1926.

## GASOLINE TAXES BY STATES Gas Tax per Gal. Collections 1925 1925 Collections 1925 2,140,891 3,668,995 13,869,932 1,864,521 1,908,808 350,580 7,024,308 4,421,214 939,873 \$ T00,000 837,256 6.793.481 8,863,940 9,000,000 2,439,683 4,894,260 735,000 2,200,000 818,216 Total \$142,987,749

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