Five Cents Per Copy.

VOL. X.

SECRET SOCIETIES.

O. U. W - INDEPENDENCE

22, meets every Mon-nic hall. All sojourn-nied to attend. Blair O. Cook, Recorder.

YON LODGE, NO. 29, A. F. & A. M.—Stated communications Saturerening on or before full moon each

LIOMER LODGE, NO. 46, K. of P. All knights are cordisily invited. U. S. Loughary, C. C. Blair Miller, K. B. S. W. H HAWLEY, Cashler.

DIRECTORS. S. Cooper, L. W. Robertson, Lewis Helmick G. W. Whiteaker, W. W. Collins.

D. BUTLER, PHYSICIAN AND surgeon. Secy. U. S. Board of loal Examiners. Office in Opera

E. L. KETCHUM, M. D. OFFICE

PHYSICIANS-DENTISTRY-

DR. J. B. JOHNSON, RESIDENT Dentist. All work warranted to give the best of satisfaction. Indepen-

T J. LEE, PHYSICIAN AND SUR

DR. C. E. BOYNTON, PHYSICIAN

ATTORNEYS.

DALY, SIBLEY & EAKIN, AT-torneys at Law. We have the only set of abstract books in Polk county. Religible abstracts furnished. Money to Office, 100ms 2 and 3 Wilson's block, Dal-

A. M. HURLEY, ATTORNEY AND Counselor at Law. Office, next to Independence National Bank, Inde-

BONHAM & HOLMES, ATTORblock, between State and Court, on Commercial street, Salem, Or.

SASH AND DOORS.

MITCHELL & BOHANNON, MAN-Also, soroll sawing. Main street, Inde-

ARCHITECTS.

F. H. MORRISON, ARCHITECT and Superintendent, All charges reasonable, and first-class work guaranteed. Dallas, Oregon.

SURVEYOR.

T L. BUTLER, COUNTY SURealls promptly answered. Address me at Dallas, Or.

BARBERS

E. T. HENKLE, THE BARBER, opposite opera house, Independence, Oregon.

AUCTIONEERING.

E. H. HOSNER. MONMOUTH, OR., is always ready to do auction work, either in the city or country, at

TAILORS.

W. G. SHARMAN, MERCHANT Tailor, C street, near postoffice Suits in any style made to order at rea

HOTELS.

ST. CHARLES HOTEL, PORT-land, Oregon. C. W. Knowles, proprietor. The leading hotel of the northwest. Fireproof. Hydraulic ele-vator. Newly furnished. Good restaur-anl connected. 180 rooms. Cor. Front and Morrison streets.

J. MULKEY, MONMOUTH and provision store. Come the coll from the early and provision store and quality of goods, and be assert that we sell as cheap as the cheap

BANKS.

Commenced Business March 4, 1889

VALLEY LODGE, NO. 42, I. O. O.
F.—Meets in Massenic half every
Phureday evening. All Odd fellows corfinily invited to attend. G. W. Shinn,
S. G. W. W. Williams, Secretary.

THE INDEPENDENCE

National

Capital Stock, \$50,000.00.

Vice President ABRAM NELSON. W. P. CONNAWAY .

A general banking and exchange transacted; loans made, bills discounted, com mercial credits granted: deposits received or

hua McDaniel, H. H. Jasperson, A. . Goodman, H. Hirschberg, A. Nelson, T. J. Lee, I. A. Allen,

NCORPORATED UNDER THE LAWS OF DREGON POLK COUNTY BANK.

MONMOUTH, OR. PAID CAPITAL, \$25,000.

DIRECTORS. C EO. A. SMITH, ATTORNEY AT Law Will practice in all state and federal courts. Abstracts of title furnished. Office over Independence National Bank.

A general banking and exchange business transacted; loans imade; deposits received subject to check or on certificate of deposits interest baid on time deposits.

Set preced yault and burglar proof safe, secured by Yale time lock.

Office Hours: 9 s. m. to 4 p. m.

REAL ESTATE.

-: THE :-

Willamette Real Estate Co,

Independence, - Oregon

Transacts a general Real Estate Busi ness, buys and sells Property, effects Insurance and does a general Conveyance Business.

Parties having Lands for sale wil

List Their Property

With this Company, as they are daily sending lists of land east, thus plac-ing desirable property before the resi-dents of the East.

JAMES GIBSON, J. W. KIRKLAND. Secretary.

SAWMILLS.

PRESCOTT & VENESS.

Manufacturers of and Dealers in

FIR and HARDWOOD,

Rough and Dressed LUMBER.

J. A. WHEELER, - Manager

TRUCK AND DRAY.

HUBBARD & STAATS,

City Truck and Transfer Co. Hauling of all Kinds Done Reasonable Rates.

Agents for the O. P. Boats. All bills must be settled by the 10th o Independence, Oregon.

BRICK.

J. R. COOPER

Buster & Shelley,

The Druggists.





GIVEN FREE AS PREMIUMS TO READ OUR LIBERAL OFFERS BELOW.

It is the opportunity of a lifetime to secure a selection of standard works and an excellent periodical at a nominal cost.

No. Author. Title.

1 Wilkie Callins—Your Money or Your Life.

2 Walter Besant—The Humbling of the Memblings.

2 Charles Dickens—The Magic Spectacles.

4 Wilkie Callins—The Magic Spectacles.

5 Cherlette M. Brace—A Bridge of Love.

6 M. E. Braddon—George Caulack's Journey.

7 S. T. Coleringe—The Rhyme of the Ancient Mariner.

8 Bjornstjerne Bjornson—The Wedding March.

9 Besant and Ruce—The Ten Years and Tenant.

10 Charles Dickens—Sketches of Young Couples.

11 Mrs. Forrester—In a Country House.

12 Rinile Gaberiau—Max's Marriage.

13 Charles Gibton—In Pastures Green.

15 Thomas Hardy—What the Shepherds Saw.

16 Mary Ceoll Hay—In the Holidays.

17 Captain Marryat—The Three Cutters.

18 Helen B, Mathers—The Land o' the Leal.

No. Author. Title,
19 Miss Mulock—In a House Boat,
20 Mrs. Oliphant—Earthbound,
21 Onida—Little Grand and the Marchioness,
22 F.W. Robinson—The Barrmaid at Battleton
23 Altred Lord Tennyson—The Lover's Tale,
24 Miss Tackeray—Out of the World,
24 Miss Tackeray—Out of the World,
25 Annie Thomas—The Mystery, and other
26 Miss Mulock—The Self Seer.
27 Violet Wythe—A Wavering image,
28 Mrs. Forrester—The Turn of Fortune's
28 Wheel.
29 T. DeWitt Talmage—Night Side of New
York.
20 Miss Mulock—His Little Mother.
20 Miss Mulock—His Little Mother.
21 Charles Dickens—The Osnocks Got Out Offt
22 A Conan Doyle—My Friend, The Murder,
23 Anthony Trollope—Why Frend, The Control
24 Miss Turned—His Little Mother.
25 Charlotte My Breame—A Glided Sin.
26 Charlotte My Breame—A Glided Sin.
27 Charles Dickens—The Chimes.
28 Charlotte My Breame—A Glided Sin.
29 Charlotte My Breame—A Glided Sin.
29 Charlotte My Breame—A Glided Sin.
29 Charlotte My Breame—A Glided Sin.
20 Charlotte My Breame—A Glided Sin.
20 Charlotte My Breame—A Glided Sin.
21 Charles Dickens—The Last of the Ruthvens.
28 Mary Cecil Hay—Reaping the Whirlwind, Mary Cecil Hay—A Little Aversion.
29 Wikie Collins—A Shocking Story.
20 Charlotte My Bream Mystery, and other Wheel.
29 T. DeWitt Talmage—Night Side of New York.
20 Miss Mulock—His Little Mother.
20 Miss Mulock—His Little Mother.
20 Miss Mulock—His Little Mother.
21 Charlotte Myter—A Wheel.
22 Mary Cecil Hay—Reaping the Whirlwind, Mary Cecil Hay—A Little Aversion.
23 Mary Cecil Hay—A Little Aversion.
24 Miss Target Myster Myste

SOME OF THE ABOVE BOOKS GIVEN AWAY

To every delinquent subscriber who will pay up between now and January 1, 1893, one book given for every month over six months

FARMERS SHOULD ORGANIZE.

the Improvement of Highways.

"There be three things," said the great cannot be overestimated. The public sentiment in favor of road reform is pro-

and prosperous—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another."

The first and soud of these requisites the great west possesses in abundance, and in abundance that, so far as the "busy workshops" are concerned, is continually increasing. In the third it is askilly deficient. The west and the south certainly do not have "easy conveyance for men and commodities from one place to another."

They have trusted too much to their railways, forgetful that railways must be but receivers of travel that comes along innumerable lines of highways. Many a farmer who lives three miles from the nearest railway station spends more time and worries himself more in reaching it than in traveling fifty miles after he has reached it. It often costs more to haul a load of corn from the farm to the railway thas to carry it a hundred miles after it is placed on the cars. It often takes a longer time to go for and come back with a letter or news-

between the farm and the store or the between the farm and the store or the shop. Country merchants lose trade, farmers lose money by inability to take advantage of a temporary rise or fall in the price of produce because of roads upon which nothing considerable can be hauled during a great part of the year. There are whole counties which rain

and frost rule with despotic authority. Rain converts the tracks that are dignified by the name of roads into impassa-ble swamps; frost hardens the mud into ridges and mounds that no horse can thousands, but by millions yearly, and it is quite probal a that tens of millions would be needed to express it.

It is true that vigorous work, and work that is as intelligent as it is vigorons, should be done in remedy of the evil condition into which we have fallen. Every road district should have its society for the improvement of highways, every county should have its central ttee with which the district societies can confer, and every state should or other material for construction, and of the comparative merits of roads built by local corporations that can levy toll, or by county taxes or by state aid, should be carefully discussed.

The interest of the public in this imextensive with the domain of the republic. During the winter season farmers have much enforced idleness; they can employ a part of it to no better purpose than in striving to organize a move-ment for road improvement.—Chicago Inter Ocean.

Governor Ladd on State Roads. In an article entitled "A Typical Case" in Good Roads, Governor Ladd, of Rhode Island, has some common sense views on the question of highway improvement, with special reference to his own state. It is in the country where good roads are most needed, he says, that bad ones are found. Occasionally an enterprising town may attempt to improve its roads, but there is little endo not take like measures, and in sparsely settled regions the question of money is a serious one. The governor offers this suggestion: couragement for it if adjoining towns

offers this suggestion: State roads, or at least country roads, would seem to offer a solution of the difficulty. A glance at the map of Rhode Island will show a splendid system of straight thoroughfare turnpikes clusters of fruit, that contrast well with that were laid in the stagecoach days. Most of the older states have such a sys-tem, neglected, however, since the railroads came in. Put in repair and prop-erly branched, these large arteries would I have referred and benefit as well the state as a whole. In their original objects and in all their engineering feadrain most of the country to which tures these roads are distinctly state roads. And I think it would be profitable for the state to redeem them or to establish a similar comprehensive system. The larger communities would almost a pity that we could not have thus bear the greater share of the burden of maintenance, as they would derive a proportionate share of the benefit, ence. - Exchange. the prosperity of all the many smaller communities directly contributing to the prosperity of the larger.

As now constructed the French roads In case the pathways are not raised above the roadways there are no gutters, but the water drains across the paths into the ditches on either side. These ditches are usually square in section, about 1½ feet deep, and arranged in falls on steep grades.—Professor N. M. Neff.

Where the Opposition Comes From. The opposition to the expenditure of money to make better roads does not come from the cities, which would have to pay nearly all the expense, but from the farmers. Both country and city would be greatly benefited by improved roads, and each should bear its share of the burden of taxation.—Selected.

MOVEMENT FOR ROAD REFORM.

Organisation Needed.

The latest phase of the agitation for road improvement-the calling of a meeting at Chicago during "dedication week"—was for the purpose of uniting the friends of the movement throughout the country in a national league for good

nanagement of the exposition proits hearty co-operation, and there is every prospect of valuable results.

The importance of this movement cannot be overestimated. The public and prosperous—a fertile soil, busy work-shops, and easy conveyance for men and methods and ways and means it is all at

cars. It often takes a longer time to go for and come back with a letter or newspaper from the nearest postoffice than it does for the missive to come from its

ple speak with one voice, legislation is easy, and the work for good roads being "well begun" will be "half done."

Don't Remove the Grassy Banks The foe of natural grace and beauty is the road commissioner, whose mistaken zeal is allowed annually to remove the grass which seeks to soften the dusty outline of the road along its untrodden borders and gutters. This is an expensive process and wholly unnecessary since adding to the dust capacity of the travel without dan,—r of lameness and since adding to the dust capacity of the across which no heavy weight can be street is the only service it accomplishes, drawn. The loss to the farmers and the short, thick turf affording no object. country merchants of the south and west is not to be counted by hundreds of thousands, but by millions yearly, and as a matter of fact it only adds to its

But a worse phase of the cleaning up mania is apparent when the zealons commissioner proceeds to remove from the banks of the highway what he terms weeds-namely, the graceful mantle of keeping vegetation with which nature ever seeks to conceal the wounds which man has made. It is interesting to watch the work.

process by which the devastations of the They The questions of drainage of roadbeds, of the possibility of finding gravel, stone or other material for control of the possibility of finding gravel, stone or other material for control of the possibility of finding gravel, stone or other material for control of the possibility of finding gravel, stone or other material for control of the possibility of finding gravel, stone or other material for control of the eye by road cutter are tempered to the eye by with a drapery of verdure when the surface than to drag a wagon through reckless workman has left behind him a

shorn and barren waste.

After his inroads banks of sand and gravel are left on each side of the wide road, from which every spear of grass portant matter should be stimulated by frequent communications to the news-stiff and stark, the recks protrude from They would practically shorten the papers, both those of the county seats and those which have a circulation co-felled have their lower branches rudely they would increase the demand for cut away, so that their trunks are gaunt and unsightly, stumps are left along the edges of the fields, and the soft turf is replaced by sandy slopes to be guillied and spring.

Without wasting an hour nature be gins her gentle but tireless work of transforming these ruins into beauty. What can be more pleasing than the un-molested edge of an old road, where hazel and elder hang out their fruit for the birds, where the fragrant clethra blossoms, where the wild grapevine and They would be, in short, the best pos brighten the shadows with their smiles? Here in the spring the trientalis and anemone make the ground beautiful with their white blossoms, while the

ple amid the foliage, the mullein lifts its arcs of yellow bloom and later its coral the great goldenrod and the splendid purple of the wild aster in the fall .-Garden and Forest. A good road costs a great deal of money, it is true, but not so much as a almost a pity that we could not have

The farmer does not take into consideration the extra expense he incurs in hauling loads over our poor roads. From reliable sources it is learned that a ton As now constructed the French roads have the following points in common:

A macadam roadbed from 14 to 21 feet with but forty pounds power; therefore and increased demand for buggles and increase a crown of 1 in 50, a pathway on each side from 5½ to 7½ feet wide, and generally raised five or six inches above the much work as in America because of the gutter, in which case the latter is paved with pitching for a width of three feet. THE OUTLOOK FOR NATIONAL AID.

Public Opinion Setting Toward the Idea of Clay and Calboun.

brightening. The bill for a national highway commission—strennously advo-cated by The Tribune—was passed by the senate and favorably reported in the house, where it will doubtless pass in December. Many members of congress are prepared to go much further in the same direction. More than a score of newspapers in all parts of the country have pronounced in favor of national

have pronounced in favor of national aid, and it was the leading topic in one of the state road conventions held last week.

The boards of trade throughout the country, numbering 1,300, with a membership of 500,000 business men and firms, are moving in the matter with a leaning toward national action. The League of American Wheelmen, with nearly an equal number of supporters, are untiring in their devotion to the good work, and it was to their efforts almost entirely that the rapid progress of the

ABSOLUTELY PURE

ly distributed, that all over the world roads are a prime concern of national governments, and the current of public opinion is setting strongly toward a return to the ideas of Clay and Calhoun and the legislation of that era, when it was declared the duty of the government "to bind the republic together with roads," and many national roads were begun.

Much study is being given to the possible methods of national aid, and the idea of co-operation by local, state and idea of co-operation by local, state and national authorities in a general system national authorities in a general system national authorities in a general system of all demands I felt obleged, jedge, to add, "Codicil de Third—All de above original dockerment and codicils are hereby preclaimed to be of full fo'ce an effect, parvided dat no part of dare contants be so wided to be seen to be see

of road construction is well received. A leading member of congress, who has they want, that help will be forthcoming. Already various plans for state
and national aid to road building have
the long winter months and
i needless part of the "ground and it only requires the control of the "ground and it only requires the control of the "ground and it only requires the control of the "ground and it only requires the control of the control o and national aid to road building have been proposed and received with favor, and it only requires thorough discussion to develop others and decide upon the best with assort agreat discovery; an-other says he shall make it a leading feature in his campaign for re-election; still another says that when its advantages are known it will "sweep the

It is proposed now to have something like a continual congress on the subject at the World's fair in connection with a road annex, containing every kind of road exhibit and object lesson attain-able, and it is believed that by its close some definite scheme of improvement will be developed that will command the attention and action of the national

They would make it possible for the farmer to take advantage promptly of the highest market, no matter at what senson of the year. They would save him days and weeks

of time which he wastes every year wallowing through the disgusting mire of dirt roads. They would reduce to a minimum the wear and tear on wagons and carriages. They would lessen the expense in

the country to perform the farmer's They would require less expense to keep them in repair than do the dirt

vastly less horses would be required in

horses in working order, and

They would make it easier for a team to pull several tons over their smooth the mud. They would afford ready communica-

of the year. They would spare the farmer many

tion with the outside world at all times

They would be free from dirt in summer and mud and ruts in fall, winter They would bring every farming community into closer social relations. They would make an evening drive a

pleasure instead of a vexation, as it is They would do away with the absurd poll tax and supervisor system in places

the glossy bramble climb from tree to sible investment to the taxpayer if built the glossy bramble climb from tree to substitute, and wild roses and morning glories and cared for by the national government the shadows with their smiles? - ment and paid for by a national tax. All these they would do unless ex-perience goes for naught.—Rural World.

A correspondent of the Sturgeon (Mo.) Leader makes this suggestion: "Unite three road districts into one; put in one overseer; let the contract for running a stately yellow blossom from its furry grader from the 1st of April to the 1st of leaves, while the barberry shows first its October; collect half the poll tax in money; work out the rest repairing culverts and where they cannot work the grader. The cost of running the grader will amount to about \$700; the cost of two extra graders will amount to \$450; half of the poll tax about \$180; save the pay of two overseers—about \$120; total, \$750. This will work the roads in proper

In New Jersey in one county where only forty miles of good road has been built, the value of land has advanced enough to pay the whole expense with ont increasing the rate of taxation. In Ohio where the system has been adopted the farms adjoining have increased ten dollars per acre in value. Such an increase from the same cause in Ontario county would raise the value of farms \$3,500,000. In Indiana where macadam value of property.-Harper's.

SOME ADDITIONS.

A Few Codicils That Arose to Meet Al the Emergencies.
A negro came before a justice of the peace General Roy Stone writes as follows to the New York Tribune:

The outlook for national action in favor of road improvement is steadily brightening. The bill for a national loss of the influence of liquor.

A negrocame before a justice of the peace and signed a pledge, promising to give up the use of all intoxicating liquors. Ten days afterward the judge met him and, greatly to his astonishment, found him a good deal under the influence of liquor.

"Why, Erasmus," cried the judge, "God light properties of the peace of th

bless me! how is this; and after your solemn affidavit too? You have broken your oath,

Erasmus."

"Not at all, jedge—not at all, sir!" cried
Erasmus with alacrity. "De affidavy
stands as when fust sworn and subscribed
to; but bein', as you know, jedge, a man of
Websterian education, I have added a few
trifling codicils to de original dockerment."

"Codicils, Erasmus—what do you mean
by codicils."

"And is this the last of the co mus?"
"It's de finis, jedge. It appears to fill all
de 'quirements, an is ekul to all de 'mergencies dat has yet arcse."—Green Bag.

What He Was Po



Visitor-Well, young man, staring at!
The Sweet Child—I was just thinking what an awful stomach sche you would have if you ate too much candy.—Truth.

Better Than Orthography.

The old man had given his son a very fair education, and after graduating he took him into his store. The young fallow was overnice about a great many things, but the father made no comment. One day an order came in from a customer.

"I wish to goodness," exclaimed the som, "that Jones would learn to spell."

"What's the matter with it!" inquired

"What's the matter with it?" inquite father cheerfully.

"Why, he spells coffee with a K."

"No, does he? I never noticed is."

"Perhaps not, my son," replied the old man gently; "but there is one thing I do notice, which you will learn by and by, and that is that Jones pays cash."—Detroit Free Press. "What are you storming about, Josiah?"

"What are you storming about, Josiah?" inquired Mrs. Chugwater.
"Nothing:" roared Mr. Chugwater, throwing his hat on the lounge. "Nothing, only I've made a fool of myself again! That's all! I got a three cent piece in change somewhere this morning and I find I passed it on a streeters conductor a little while ago for a dime and cheated myself out of seven—out of—er—no," he continued, moderating his tone, "I guess it's—hum—it's all right, Samantha."—Chicago Tribune.

Sure to Go,

Little Dot—Mamma is going to take me
with her when she visits Aunt Jepup;

Little Dick—She's goin to take me too,
"Did she say so?"

"Then how do you know?"
"She'll never leave me here with that closet full of jam."—Good News. Yea, Verilyi
"That text of Bishop Ortho's last Sunday was an awfully good one, I thought,"
observed Chappie van Demmit, as he
flung another dunning notice into the fira.
"What text was that?" asked Chasehen:

hem.
"In the midst of life we are in debt."—

Ethel—You needn't worry tonight; I just heard papa complaining that his foot was asleep.

George—Tell him he needn't wake it up on my account.—New York Herald. Teacher—Give an illustration of the su-periority of mind over matter.

Pupil (after prolonged reflection)—I have to mind you. That's what's the matter.— Tribune.

Briggs—How do you like my new coat? I got it at the missit parlor. Griggs—First rate. It's one of the best missits I ever saw.—Clothier and Fur-

Twitter-What's this I hear about your falling in love with a girl at your boarding house?

Jack Birdsall—I had to do something:

and I heard that love took away one's appetite.-New York Herald. appetite.—New York Herald.

very gross habit of body, and at the siege of Mantes was hurt by the rearing of his horse, the pommel of the saddle striking the king in the abdomen and causing injuries from which he died in a few days. Before his death he was deserted by all his attendants, who stole and carried off even the coverings of the bed on which he lay. The body remained on the floor of the room in which the king died for two days before it was buried by charitable monks from a

buried by charitable monks from a neighboring monastery.—St. Louis

An Appropriate Text.

A preacher in Boston was a little fellow, so little that a box had to be haatly brought from the cellar for him to stand on. The services proceeded safely until the sermon, when he mounted the box and announced his text, "A little while ye shall see me, and a little while and ye shall not see me." At this point the