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INDEPENDENCE MONITOR

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RAILROAD IS NOW BUILDING OUT FROM INDEPENDENCE

New Line Started This Week Will Tap Rich Hop Section About Six Miles From Here. Graders, Plows, Fresnos, Etc., At Starting Point

Eighteen Mule Teams and All Men Available Are Rushing Grading Work In Order To Have Line In Operation By Close Of This Hop Picking Season

RAISE CLOVER

Fine Returns Reported in Clover Seed

Returns are More than \$38 to the Acre in Seed Alone

No crop of the present day pays better returns on the investment than the raising of clover; as a soil enriching crop it can't be improved upon, while as a money producing crop it leads.

For several days W. F. Campbell has been busy with his machine thrashing clover seed. Harry Liff furnished the huller and Campbell the engine. They did about nine acres for Mr. McKee. Thrashed 55 acres, getting 100 sacks for George Dickinson, and started the first of the week on a 30-acre tract for Harry Liff.

In estimating the returns 100 sacks thrashed for Dickinson averages about 170 pounds or 17,000 pounds in all. The market now is very low, about twelve and a half cents per pound, but this would mean a return of \$2,125 for the seed alone or about \$38.50 per acre for the land in clover. This profit does not consider the pasturage value, the hay after thrashing and the benefit done the land by putting in this class of crop.

Busy Session of the City Council Wednesday

The city council had a busy session Wednesday evening. The light, water and street franchise ordinances were carried over until the next regular meeting.

The full council was present, including mayor. John Feagles was elected night watch. W. W. Gaines and Davis & Son granted licenses to run pool hall for a period of one year. A remonstrance was filed against the hall being opened by Mr. Gains. At-tourney Brown of Dallas representing the remonstrance, but the council stated it being a private matter between individuals they did not think it their duty to consider it. City warrants were drawn for the interest on the sewer and paving bonds. Matter of a petition for a sidewalk on F Street between fifth and sixth was referred to the street committee. The matter of an official city paper was voted down.

COUNTY UNITY

Matters Of General Interest Often Arise

Cooperation Necessary in Such Matters

There are several important matters that are of county wide importance and should be taken up collectively by the people of the whole county. One of these is the matter of a soil survey by the Government. This is being done in several sections of the country and reports we have in this office give detailed information along these lines. The soil survey of the Marshfield area, Oregon, was published in 1911, the soil survey being made in 1909, and it shows by map the

contour of the whole country surveyed, its streams, towns, height in feet, etc. The maps are colored, showing in colors sandy loam, silt loam, clay loam, fine sand, clay, and many other classes of soil, so a man who wishes to invest in land may pick up a map and know what a given farm may be topographically.

According to our information the Salem area has been topographically surveyed and in it a part of Polk county has been surveyed. Just how much we do not know, but from our map we would judge a part of the bottom land section mainly has been covered. Besides these areas surveyed a survey was made of a section around Baker and another in the Klamath reclamation project area.

Another matter is an industrial survey, and the Oregon Statistical Bureau in cooperation with the Agricultural college does this line of work in some sections. Why not in Polk county? The object of this survey is to determine opportunities in different localities for new settlers and see the difficulties in agricultural development. Value of lands, stock, machinery, yield of crops, etc., will be ascertained. This is being done in Malheur county at the present time by surveyors appointed to do the work, as reported in the Vale paper last week. Why not the Polk county people get together and work out a line along this plan?

There should be a cooperative movement between all the towns for development. There is no room for petty jealousies. There is only room for growth and development. A bigger, better and more prosperous Polk county is a necessity if we have a bigger Independence, Dallas or Falls City.

Send your news or telephone the Monitor we will appreciate such items for this paper.

NEW MEAT MARKET

A. Nelson in New Quarters this Week on C Street

A. Nelson started moving into his new meat market Wednesday morning. He has secured new fixtures throughout, having a fine plate glass counter, new steel racks, a large refrigerator room, and is located in the new brick and cement building recently built for him by J. S. Cooper. The building has a cement floor, and good plate glass front, is 11 feet wide and 60 feet deep. The refrigerator room is 10 by 12 feet, and a complete ammonia plant will be put into the place as soon as they can get the materials and machinery here to place it.

Mr. Nelson, in a conversation with the editor said, "I intend to have as good a plant in Independence as there is in the valley and am fixing up the place in first class shape so the meat can be kept in perfect condition. I will run coil piping into the counter and thus keep all meats in the front of the house perfectly cold, and the place will be scrupulously clean and perfectly sanitary. I buy my meats mainly from the Portland Stock Yards and have my own slaughter houses, where I supply both the market in Independence and the one in Monmouth."

The Monitor is pleased to be able to announce an improvement like the above, and thinks Independence is amply able to support two good markets.

A NEW BLOCK

Fine Building At Main And Monmouth

Street Vacated and Old Shacks to be Removed

Ordinance No. 163 was passed by the city council Wednesday evening vacating Monmouth street east of Main street, being a strip of land 66 feet wide by 76 feet deep. This stub street is to revert to the adjacent owners which are the Masonic Lodge of this city and Ross Nelson. It is understood that the parties will erect a building the full width of the track and probably 100 feet deep. Mr. Nelson will put up a fine bungalow theatre with every modern convenience including a men's smoking room, ladies' waiting room, and an office room. The building will be tall enough to take care of scenery for plays and for a balcony when needed. Plans and specifications have not yet been outlined by the Masons as to what style of building they will erect.

Eggs go as far as cash for groceries at Fluke & Johnsons.

Actual construction on the new railroad from Independence to the Wigrich hop yard began this week. Eighteen mule teams and all the material necessary for pushing the work to an early completion is on hand and grading commenced Wednesday.

Mr. Hirschberg states that he will have the road built in time to take care of the hop shipping from this section this fall and regular train service will be given from that section to Independence. There is but three miles of road necessary to build but it is reported that the line may be ultimately extended to Buena Vista and if it works out as planned we have no doubt but this line will be taken up the valley on this side of the river as far as Albany.

This railroad will be a big help to Independence as it will open up another rich section to close communication to Independence and give a closer trading opportunity to a territory long in need of transportation.

As announced a few weeks ago this is but one of several new branches that will be extended out from Independence in the next year making this the best railroad center in this part of the whole Willamette valley.

The original survey was changed in order to avoid the Scott ranch and the new survey goes through several different places.

IS HILL COMING

Report That Road Will Build From Weiser

P. & I. N. from Weiser and Through Malheur Canyon

The following taken from the Malheur Enterprise, at Vale, is of interest to the people of Independence and the Willamette valley: "Now comes the report that the Hill people are extending the Pin road out of the Meadows and that shortly that road is to be extended West from Weiser over the Dead Ox Flat, eight miles north of Ontario, to Vale in order to pass over the joint track of the Harriman and Hill people in through the Malheur canyon." This statement coupled with the following report from Eugene would indicate an east and west line through Oregon connecting with the Oregon Electric:

"Eugene, Oregon, Aug. 21, Special.—Between 20 and 30 surveyors in the Hill interests, are at work at Clear Lake, near the summit of the Cascades, according to George T. Hall Sr., who returned yesterday from that part of the country. Packers are busy bringing in supplies for the

is something like this. Col. C. E. S. Wood, Bill Hanley, William Jones and J. W. McCulloch started to get right of way for what was known as the Boise & Western railroad. They bought right of way by purchasing some ranches, laid N. P. script over some government land, purchased right of way strips in other sections and through the purchase of the road lands by the Oregon and Western Colonization company, of which Lewis Hill was a stock holder, they received rights of way through the road lands and then later condemned such tracts as they could not otherwise secure. After doing this and securing a right of way through they announced this to be a Hill company. Then later an agreement was reached between Harriman and Hill and it was reported Hill sold his right of way to Harriman, conditioned that Harriman would build a road immediately, wide enough for a double track service through the canyon to the central Oregon territory. This is being done by the Harriman interests and just how Hill would reach the territory has been a much discussed question. The P. & I. N. road is supposed to be a Hill line and is a branch extending from Weiser northeast towards the Salmon river country and to which extensions have been made in the last few years, looking as if the Hill people were planning to close the gap; if this is done then Hill will have a direct line to the coast.

The importance of this line for Independence is worth consideration because it means a connection direct from East Independence to the Eastern Oregon and Idaho territory through the Hill service the same as we will have direct connections through Independence to the same territory over the Harriman system when the road is completed. It will mean an added market for our flour mills and creamery industry as they will be able to go into that territory for grain and butter fat, and will sell in that country butter and flour. Other industries will find a market from here in that section and the producing power of this country will be taxed to a greater extent as the market expands.

Sloper Brothers, Walker Brothers, and S. E. Irvine started picking hops Wednesday. Burtons and Matoma started their yards today and Cook Brothers and Homer Hill begin Friday. The large yards will probably begin about Monday morning.

Died.—On Sunday evening, Aug. 25th, at the home of Mr. Shafer in Highlands, Gertrude Iantha, infant daughter of Mr. and Mrs. Walter Kizer. Funeral services were held at the home of Mr. Shafer in Highland on Monday, Aug. 26, by Dr. H. Chas. Dunsmore, pastor of Calvary Presbyterian Church of Independence. Interment in the Oddfellow cemetery.

At The M. E. Church
Sunday School at 10 A. M.
Classes for all.

Theme:—A Christian in the Wrong Place.

Epworth League at 7 P. M.
Topic—The Nobility of Youthful Enthusiasm.

Evening worship at 8 P. M.
Prof. F. G. Franklin of Albany College will preach on "Education." Everyone cordially welcomed.

Frank Sandifur,
Minister

ELECTRIC LINE

Main Line Through Here By Way Of Salem

Publicity Manager M. Woodruff Explains Plans

M. Woodruff, publicity manager of the Portland, Eugene and Eastern Electric line, the new company to operate in place of Southern Pacific system in the Willamette valley made a pleasant visit at the Monitor this week. Mr. Woodruff stated "We are going to work in conjunction with the people for the development of this country and will give you people a fine electric service. The main line of the Portland, Eugene and Eastern will be from Eugene through Monroe to Corvallis, from there to Independence over the present West side route, then from Independence a direct line will run to Salem along the west side of the river crossing at Salem and from there the service will be direct to Portland. That will give Independence three lines of travel to Portland by this electric system. The Salem route will make a saving of 30 minutes over any service in the state to Portland. The present Corvallis Portland route through Forest Grove will be electrified and the route now known as the Yamhill division will also be electrified and trains will go from Independence over all of these lines. Above Independence a line will be run to Albany and electric cars will run from that junction to Albany connecting with the trains going through Independence."

—Mr. Woodruff stated that the Portland, Corvallis and Eastern people were anxious to meet the people of the different communities and would take up any local matters that looked feasible.

Work is being rushed on the electrification of the lines and the construction of the Salem Independence branch will be taken up as soon as the main line from Corvallis to Portland now being overhauled can be completed far enough to justify this work.

Work is going forward towards the electrifying of the line from Eugene to Portland by the way of Independence every day.

The latest news to come to this office is the fact that the Southern Pacific is distributing poles along the line to carry their electric wire. Several months ago rails were laid along the side of the main track and now the poles are being put along ready to be set. They have these now completely distributed up to about St. Joe from Portland and will probably continue the work right along until they reach Corvallis. As soon as the connecting link is made between Eugene and Corvallis this line will become the main electric line to Portland.

Notice Correspondents

We received several letters from parties who have agreed to furnish us with news in their localities and owing to the rush of printing during hop picking season we are unable to get material for our correspondents but hope to be able to reach you all with a letter this week and will appreciate all such news matter that you will send in the meantime.

Former Independence Boy Likes Oregon Best

The following are excerpts from a letter received by M. Mewin this week and are self explanatory:

U. S. Navy Hospital, Yokohama, Japan.
August 10, 1912.

Dear Friend:

I will try and write you a short letter to let you know that I am still in the Navy and am at present at Yokohama, Japan, but I am thinking of coming back to the good old United States soon. I will have twelve years in at the end of this cruise and it is more educational than a young man would think for you see all the foreign countries you go to, as a ship stays in port for at least a week and if one cannot see all there is to see in that time he had better stay away from them. This is the only service. You get good pay and all that but you must do what is right or you are all wrong.

One thing I want to ask of you is, can I get some land near Independence, and how much will I have to pay for it per acre. I want to get some land in Oregon somewhere. I don't care much where just so it is in Oregon. I am for Oregon strong and always will be. It is going to be my first start in farming so I am going to be a new hand at it, but I am almost sure that I can do it if some one else can.

I saw a big piece in the Oregonian about Independence and it sure did look good to me.

I don't suppose I will know anybody around there now as it is over thirteen years since I was there and then for only one night, that was the 4th of July, 1899, I think. I am at present in the hospital corps as hospital steward and I like the duty very well. I have been on the Asiatic Station for nine years and expect to stay a year and a half more.

I remain your friend,
John E. McDaniel.

Independence Hotel Open

The Independence hotel on the corner of C. and Railroad streets was reopened this week by Mr. Walker. Jack House is in charge and the building is kept full of roomers all the time. The place was opened on Saturday. During hop picking rooms will be at a premium and Mr. Walker plans on giving as much accommodations as the town can give.

Building New Bungalow

Contractor Bise got the fever and started to build a fine new residence this week. He purchased a lot of Charley Smith, back of the George Graves property, and started Monday to lay the foundation for his new building. He stated he might build several residences in the city during the summer and fall.

engineers' camp both from McKenzie bridge and from Fish Lake, at the head of the Santiam, and it is understood they are to keep at their task until snow flies. Gauging the flow of the lake will be the principal business of the engineers for the winter.

Many people of this section are not acquainted with the history of the Hill and Harriman joint right of way through the central Oregon