

# INDEPENDENCE MONITOR

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## CITY WILL PAVE STREETS

### Council Passes Ordinances Wednesday Night

#### MONMOUTH & RAILROAD STS.

#### Big Attendance Is Present at Meeting and Decision Is Made

The council got down to business at its Wednesday night meeting. It promptly took up the paving question and unanimously decided to pave all the streets that were planned to be paved.

The paving of Railroad or Second street, the intersecting streets from Main to Railroad street, and B street to E street was first taken up, and when remonstrances were invited to make their wishes known, the people present were willing to pave, not a single remonstrance being filed.

The next street to be considered was Monmouth street and the remonstrances filed lacked about fifty feet of being sufficient to be a majority, and the council ordered the street paved.

The roll call showed all the councilmen present favored the improvement.

The paving ordinance gives the property owners ten years' time in which to pay for the paving—the same to be paid in ten installments, the first installment coming due September, 1914. The total contract aggregates about \$40,000. The assessment for a medium sized lot will not amount to very much annually and will be an easy tax in practically every instance and a good investment for the city and property owners.

The Southern Pacific has been waiting for this action before taking up their rails and ties in the city, stating that they would await the city's action before doing anything toward putting the track to grade.

This paving will give hard surfaced streets for the main thoroughfares of the town and will improve the looks of the city materially.

The Lindon-Kibbey Company will begin on their paving contract just as soon as the ordinance becomes effective authorizing them to go ahead with the work, which will be inside of 30 days.

The paving is the bituminate paving, being a cement base with a bituminous surface mixture and is considered a fine paving for a city.

Monmouth street will have a 20-foot pavement, with cement curbing for parking purposes. Railroad street will be paved the full width of the street.

## SALEM ORGANIZES A DRIVING CLUB

### Polk County People Are Interested in Movement.

The horsemen of Marion county held a meeting at the law of-

frice of Frank Holmes in Salem, Friday, says the Salem Statesman, to organize the Lone Oak Driving Club.

A. C. Lohmire was elected president of the association. Among the committeemen are some Polk county men Mark Holmes of Rickreall is on the advertising committee. Peter Cook of Rickreall was entered as a member of the club.

## GOVERNMENT DREDGE DOES WORK HERE

### Finished in the River Channel at Independence Tuesday

The U. S. Government dredge has been working at and near Independence for several days and dredged out a good landing place for the river boats at the wharf here. They cleaned out the channel and removed much gravel while on the work.

## R. R. MAKES SOME IMPROVEMENTS

### McCoy Sub-station Receives Equipment This Week Is Report

We are informed the Portland, Eugene and Eastern have pegged the track from Salem to the junction with the main west side line and from there to McCoy. The Portland Light and Power Company has one of their main plants at Salem and power will be used from Salem for the west side line in conjunction with the Portland power. This week a report reached us that materials have arrived at McCoy and we presume this is for the new sub-station the Portland, Eugene & Eastern plan erecting at that point.

## TRACK TO RIVER TO BE FIXED UP

### Work Will be Finished Next Week in All Likelihood

We are informed that orders have been issued to fix up the railroad track leading from the main S. P. tracks in this city to the gravel bar at the river. This work was to be completed by the end of the coming week, as gravel was to be moved out by S. P. trains by that time.

The gravel bunkers being built by Larson and Skinner are nearing completion and will probably be ready to operate inside of 10 days. They are built on the principle of those at East Independence and a cable will be run across the river so as to get the gravel out of the river. This gravel will be elevated and dropped into bins, washed and screened and loaded from the bunkers into cars. The plant is quite extensive and will be one of much benefit to the city.

## NEW STATION AT SCRAFFORD

### Car of Lumber Delivered for the Station

One of the most important stops on the Southern Pacific line from Monmouth to Airlie is at Scrafford, the new station on the S. P. line. A petition was circulated not long ago asking for a station at this point and this week a car of lumber was shipped out for the station. The station, while it will be a flag station, delivers the most passengers to the train of any station from Monmouth to the terminus.

Canada celebrating forty-sixth anniversary of consolidation of British Provinces in North America on July 1.

## FARMERS MEETING

### O. A. C. Poultry Films Please The People

#### GOVT. EXPERT TALK ON FARMS

#### Isis Theatre Well Filled and People are Well Pleased With Entertainment

The opening address was made by Hon. N. L. Butler, who spoke of the science of farming, taking up the history of agriculture and speaking of the old methods and of the later plans wherein the government and the colleges were making careful studies of the soils and crops.

Mr. Luther J. Chapin, Government Agent of the Division of Farm Development for Marion and Polk counties, was introduced and made an interesting address saying: "The agent employed by the Government is to find out the farmers' problems and then give the information to the farmers. He is not supposed to know all there is to know, but deals with every case as he finds it and seeks out the remedy. He studies the soil, formulates cropping schemes, plans on how to handle and harvest the crop and especially how to handle the soil."

There are always men in every line of industry who are specialists and you find them in every community. The Government agent finds these specialists in your community and with their aid uses their information to help their neighbors.

The department of soil development was opened and organized under Secretary Wilson by Prof. Spillman, formerly of the O. N. S. at Monmouth, who had authority to operate it as he saw fit and along his own plans. At the present time there are but two experimental agents in Oregon.

The agent must know the soil and the underlying principles and from this works out a system for the territory to which he is assigned. We introduce new crops as fast as we find those that will pay.

Now to illustrate there are many acres of white land in Marion and Polk counties. This land has proved unprofitable and will not make taxes on the property. I found in Linn county that farmers were making money on their white land. I went there to investigate. I found that eight years ago an old German farmer thought he could grow alsike clover. He tried it successfully. His neighbors did the same and this section is now succeeding in this crop and on this land. One man, D. W. Shirley, in 1910 made a net return of \$57 per acre in seed from his crop of alsike clover and others have secured even more.

Now, gentlemen, how are you in Polk county to secure this farm expert assistance? To explain, there are three methods open to you:

First: The Government has a department and furnishes agents, paying one-half of their expense, the community, county or commercial organizations pay the other half, but this Government fund is now exhausted.

Second: Senate Bill number 72, passed during the last session of the legislature, provides that each county may assess its property for farm experimental work, the state duplicates the amount raised by the county and the money is expended in the county by an expert under the supervision of the Oregon Agricultural College.

Third: The House Bill passed at the last legislature provides that county court can assess 1 mill for a farm expert, by petition of 25 farmers or agriculturists or horticulturalists and this money shall be used for farm expert work.

Mr. Chapin could take in this

section of Polk county, and all the territory surrounding Perrydale, McCoy, Monmouth, Dallas, Rickreall and Independence into this territory if a plan should be formulated to handle this work in this county as he is designated by the government as an agent for the two counties of Marion and Polk.

Mr. Chapin's address was very instructive and profitable.

#### THE POULTRY FILMS

Prof. Lunn of the O. A. C. was present and put on the college poultry films and took about 30 minutes to give them. They started with the unwilling farmer who objected to the chicken raising and the frugal wife who started the business anyway. They showed the profit, the complete conversion of the tardy farmer and the building of colony houses to give the chickens new ground. The proper proportion of mash feed, grain, meat and green feeds were illustrated, and the advisability of trap nesting and testing the chickens in order to get the best results. The plan of selling the old chickens, keeping only the young from the best laying strains was shown by the films and the breeding of laying family chickens was illustrated by the result in egg production by such methods. Cleanliness, care in testing eggs, in feeding, breeding, etc., were all shown and the agricultural college method was a good one was the general opinion of all.

In a conversation with Prof. Lunn, the editor of the Monitor was informed this film entertainment and object lesson was secured at the O. A. C. farm in a very short period of time.

The matter of organization was discussed and deferred owing to the objection made by some of the farmers present to a union between the farmer and business men on the selling feature of the plan.

## GOVERNMENT INSPECTS FOREIGN MEATS

San Francisco, June 19.—A blow that may paralyze the new Australian meat industry has come from the department of agriculture at Washington in the shape of an order which requires that every piece of meat in cargoes from Australia must be examined by local inspectors.

Heretofore shipments have been judged by the inspection of a few pieces selected at random. The order means, it is stated, that the work of unloading a cargo, formerly a matter of about 12 hours, will now take from three to five days and the cost of handling will be affected.

Since the traffic has been established approximately 500 tons of frozen Australian beef and mutton have been landed and it has been taken up readily by retailers, who have been selling it at from one to three cents a pound below the prices of native beef. Another cargo of 1200 packages of the meat is due to arrive here today on the steamer Ventura.

#### Mountain View Items

Ammon Grice and Clarence Adams spent Sunday afternoon with Victor Lynch.

Cherry picking has begun in this neighborhood and the farmers report a very good crop, only some have been damaged quite a bit by the recent rains.

John Simmon's mother is visiting with him from Idaho.

Mr. and Mrs. Harry McDowell visited their homes Saturday and Sunday.

Miss Buelah Madill visited with Rosa Grice Sunday.

Mrs. Koshn who has been quite ill is slowly improving.

Mrs. T. P. Madill and daughter Buelah visited with Mrs. Wm. Bouffleur Friday.

International Morse Wireless code simplifying sea communication became effective on July 1.

## RAILROAD OFFICIALS

### Prepare to Pave Their Part of Railroad Street

#### MEET WITH COUNCIL MONDAY

#### Will Vacate Block South of Monmouth, Except Track Right of Way

F. L. Burchalter, Chief Engineer of the Southern Pacific, in company with H. M. Lull, J. W. Hall, Mark Paulsen, G. A. Page and Roy P. Maden of the Portland, Eugene and Eastern, made Independence a visit Monday to take up the matter of paving Railroad street.

They plan putting their track to grade, have promised to deed back to the city their franchise rights from Monmouth to D street excepting a right of way for their track and will forward the city the necessary papers in this matter at once.

These gentlemen met with the Mayor and Council and favored paving the street along their holdings. They gave their right of way from the railroad bridge to D street and all of the street from D to the depot, they having a deed to that block.

## W. O. W. AND GIRGLE DECORATE GRAVES

### Sunday is Decoration Day for These Lodges

Automobiles were secured Sunday by the local Woodmen of the World and Woodmen Circle to go to the grave yard Sunday afternoon and decorate the graves of the members who have passed away. They also gave their regular decoration services.

## ROAD IMPROVEMENT WORK IS DONE

### Cement Culverts, New Fills and Hill Avoided

The county road near the Parker school house has been graded and a steep hill has been done away with, by the laying out of a new road for about 100 yards which goes around this hill.

The American Bottom road has been graded and improved from the Wigrich hop farm to the Sloper farm, making a decided improvement in the road.

A fill was made at the bridge crossing in front of the Dewey Hill place, the old bridge being taken out and a cement pipe being placed beneath the fill.

A cement culvert has been built by the road supervisor at the J. F. Anderson place, making a decided improvement in the road.

## NEW BIG CYCLE SHOP ON MAIN STREET

### H. A. Bottomly, Experienced Hand, in Charge

H. A. Bottomly, of Portland, has just secured the W. B. Barnett building on the east side of Main street, where he has opened a new bicycle and general repair shop. Mr. Bottomly formerly had charge of the F. P. Kunen supply house of Portland and is an experienced bicycle man and mechanic. His ad appears in another column of this paper.

## COURT LOOKS UP BRIDGES

The grade has been finished on the Oregon Eastern for a dis-

tance of 80 miles west of Vale and the track has been laid on half that distance. The longest tunnel in the State—2,500 feet, was finished last week. The track is now laid to the eastern portal of the tunnel. D. E. Rhivers who is in charge of the office of the Utah Construction company was in Nampa Monday. He said men were ready to go on with the grade and to lay the track, but nothing further can be done until word comes from New York to proceed. They are expecting instructions this week, as it is known the board of directors are now considering the matter of appropriations for extensions in Oregon and Idaho. Mr. Rhivers returned to Vale on the afternoon train.—Nampa Record.

## BUILDING THE NEW CEMENT BRIDGE

### Contractors Start Laying Foundation This Week

Work is going forward on the cement bridge leading to the river from C street. The contractors have been busy this week putting in the cement foundation. New piling is being used as part of the base, the piling being cut off below the ground level and the cement being placed in the trenches dug out for the main foundation. The foundation at each end of the main cement bridge is being laid in the earth just below the surface of the slough bed. The wooden piers are believed to be enough by the contractors to make the foundation perfect for holding the structure. Local men are being employed to do all the work it is possible to have them do.

## SOUTHERN PACIFIC CREWS ARE BUSY

### Two Crews Working Near Here Now

G. Palm is foreman of the railroad crew that is putting in new ties on the line north of Independence. They have already completed their work from Corvallis to Independence and are now at work out of Independence north. The plans are to make the track as fast as any in Oregon and perfect for fast electric travel.

Another crew is in charge of Mr. DePew and they are picking up the old rails that have been discarded for the new steel on this line. The old rails will be used in Southern Oregon, but will probably first be taken to their Glendale plant to be turned into practically new rails.

## BUENA VISTA LODGE IN- STALLS NEW OFFICERS

### Banquet Served at Hall to Members and Visitors

At the meeting of Buena Vista Lodge No. 24, I. O. O. F. Wednesday evening officers were installed as follows:

J. E. Wells, N. G.; J. G. Whitman, V. G.; W. S. McClain, Secy.; T. D. McClain, Treas.; Pearl Snyder, Warden; E. E. Wells, Conductor; Chas. Snyder, R. S. N. G.; G. M. Phillips, R. S. V. G.; Fred Wells, L. S. V. G.; J. C. Donaldson, I. G.; H. M. Nash, O. G.

After the installation ice cream and cake was served. A visitor, Mr. Turner of Mohawk Lodge No. 200, of Marcola, about 20 miles south of Eugene was present at the meeting.

Government on July 1 began issuing postal savings bonds in place of postal savings accounts. Interest to be paid at rate 2½ per cent per annum; bonds redeemable at pleasure of Government year after issuance.

## TWENTY- THREE MILES

### Rails Laid Between Eugene and Monroe

#### NEW TRACK TO CORVALLIS

#### Are Now Ballasting the Track with Gravel on Cut Off Line

The laying of the rails on the Portland, Eugene & Eastern between Eugene and Corvallis was completed yesterday morning when the two rail crews met at Ferguson Junction, a few miles north of Eugene. This completes the laying of a 23-mile railroad between Eugene and Monroe, which connects with the 20-mile road between Monroe and Corvallis. This latter has been rebuilt with new rails and ties. The construction of the P. E. & E. to Corvallis was begun in December and has been completed in six months in spite of forced weather delays.

The work of ballasting the new line with 18 inches of gravel will require the greater part of a month, and the road will not be ready for the operation of trains until the latter part of July. At that time a service of some 20 trains a day will form the service that is expected to be inaugurated.

Steam trains will be operated until the road is electrified. This will not be undertaken probably for some months and after starting will require some time for completion.

The actual P. E. & E. line is now completed, for the portion from the Eleventh street street-car line to the Willamette Pacific junction with the P. E. & E. is not needed until the electrification is done. The present line on which the laying of rails was completed yesterday, utilizes the Willamette Pacific line from Eugene to Junction. This road is constructed for several miles west of Eugene and will not be utilized for other than construction trains for 18 months or more until the road to Florence and Coos Bay is completed.

The ceremony planned to mark the completion of this line, with the driving of the "golden spike" will not be held until sometime about July 10. Regarding this, which will be held in Monroe, and to which Eugene will send a delegation, Robert E. Strahorn gives the following for publication:

"The date of the celebration will not be definitely settled until we are sure we will have everything in good condition. I passed over the line yesterday and found many things which I would want improved before we bring a party over the line and while we may be able to do it, I fear that July 10 will come around too quickly. All we can do is the best we can."

A crew of 60 men who have been laying rails will be transferred to the work of ballasting and also to that of laying rails for a dozen or more sidings planned.

#### ROAD WORK AT SUVER

Considerable improvement is being made in the roads near Suver under road supervisor Fred N. Stump. Besides grading and gravilling, considerable new work is being done. Prather, Snyder and Nash have been employed to blast the stumps out of the old road leading to the Davidson bridge. This road is being widened and will be graded and unraveled as soon as it is cleared of its stumps.

Indiana automobile tour to Pacific coast left Indianapolis on July 1, to find path for road from Atlantic to Pacific.