

REGULAR PORTLAND LETTER

Irrigation Congress Helpful to Whole State

REDMOND HAS CELEBRATION LAST WEEK

\$16,077 Has Been Set Aside for Building Roads in 13 Forest Reserves in Oregon.

PORTLAND, ORE., Jan. 14.—The cause of irrigation never received a greater boost in this state than during the convention of irrigationists at Portland the past week. Never before has the cause of irrigation gathered so much support and the outlook for the future in this direction was never so promising as now.

The convention attacked the subject from the standpoint of the settler and never lost sight of his interests in the matter the whole time. This is as it should be for the actual settler on the land is the one most interested and the one who, above all others, should be consulted.

This irrigation congress is right in line with the tremendous development now so generally under way throughout the whole state. It means more lands made available for the farmer, greater wealth for Oregon and a greater and more prosperous population.

The lay of the Oregon hen has been the subject of much thought on the part of the regents of the Oregon Agricultural College and they will seek funds from the Legislature to establish a model poultry farm at Corvallis. The average hen in the state lays about 50 eggs per year, while champion layers at the college have gone well past the 200 mark in a twelvemonth. It is desired to develop a laying strain of poultry, and to sell the fowls and their eggs at a reasonable price to farmers is the object aimed at in establishing the poultry ranch.

Fruit growers of the Rogue River Valley district have organized a co-operative association, which is expected to do much to bring about better marketing conditions. It is believed better distribution can be effected and the glut of markets avoided, thereby getting better prices for fruit.

The Government will provide for road building through lands in this state held in forest reserves. Announcement was made this week that a total of \$16,077 has been set aside for building roads in 13 forest reserves in Oregon.

Redmond had a notable celebration the past week when the big potato warehouse lately erected by the co-operative efforts of farmers in that district was opened. This building marks the beginning of a movement among the farmers of Central Oregon district whereby a better market is offered for their products. Potatoes and other crops can be stored here and sold in large quantities when the market is best.

To harness the Columbia River by means of a hydro-electric plant at Celilo, developing no less than 100,000 horsepower, is the project of a state senator, who will suggest his plan to the Legislature in a bill. He believes the states of Oregon and Washington should build and operate this power plant.

Early Beginnings of Good Roads Work.

"When some progressive antediluvian shocked his contemporaries by bringing his game to

camp on a horse, the good roads movement was inaugurated," says E. F. Ayers, highway engineer, in bulletin No. 67 of the extension series of the Oregon Agricultural College. "Had he shown proper respect for precedent he would have shouldered his load, although custom sanctioned the use of rude boats in case he was fortunate enough to be near a stream.

"Other members of the tribe soon appreciated the many advantages of the new method, and well-defined trails were opened through the wilderness. These were laid out by the animals themselves, the only assistance rendered by their drivers being the occasional removal of a tree which fell across the path.

"No further progress was made until the advent of wheeled vehicles. These required a wider path, and the trail began remotely to resemble a road. No attention was paid to proper location, grades or drainage, but even the slight amount of work required was bitterly opposed by the owners of the pack teams, who foresaw that their business would be ruined if the newer transportation gained a foothold.

"They claimed that the wide roads were unnecessary; that the new contraption was simply a passing fad, suitable for a rich man's toy, but impossible as a practical vehicle; that the taxes would ruin the country unless the wagon men were forced to pay the entire cost of the improvement; in short, that the roads which had sufficed for their fathers should be good enough for them.

"These same arguments were revived on the advent of the bicycle and the automobile, the teamsters in the meantime having forgotten their early trials and joined the reactionaries. The highways of America remained as horrible examples until 1885, when the modern good roads movement rode in on a bicycle. Now only 15 states remain which do not in some form give state aid."

NEWS FROM COUNTY SEAT

Court House Notes.

REAL ESTATE.

Lott D Brown et ux to Geo. M Brown, 100.27 acres in tp 7 s, r 5 w, \$1.

Horace M Reeves to M W Mix, lots in Independence, \$100.

Ida Thompson to Ladd & Bush, 240 acres in sec 4 and 5, tp 9 s, r 6 w, \$7500.

Harry F Douglas et al to Ida Thompson, land in sec 5, tp 9 s, r 6 w, \$6,000.

Henry Voth et ux to Frank H Fawk et al, land in tp 7 s, r 5 w, \$5.

Eliza J Estes et al to W B Millhollin, lots in Independence, \$150.

C L Crider et ux to Geo. W Hinshaw, land in tp 7 s, r 6 w, \$10.

Geo. W Hinshaw to C L Crider, land in Dallas, \$10.

Miles Davis et ux to Frank H Ward, lots 6 and 7, block 17, Ellis add to Dallas, \$10.

O E Smith et ux to A J Barham et ux, land in Improvement Co.'s add to Dallas, \$10.

N J Grooms et ux to A J Barham et ux, 146 acres in tp 8 s, r 6 w, \$10.

Henry Quiring to Agatha Quiring, lots 1 and 2, block 17, Ellis add to Dallas, \$10.

Thos. Warren et al to W Cottrill, land in Talmage, \$4500.

PROBATE.

Order of time fixed for probate of will of Roena Meeker, deceased.

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Monmouth, Oregon

High School Notes

Paul Revere, the second, was busy Friday afternoon warning the members of the Sophomore class of the Freshman party to be held that evening. The place for the party was finally decided to be at the home of Miss Frances Quisenberry, where the Freshman class assembled at the chosen time. The evening was passing very merrily when a clamor was heard outside, but not to the surprise of the witty Freshman as they had already received warning of the plot. After an unusual amount of scrambling the plotters gained entrance through a window. They were welcomed by all and after a short visit, decided to leave as no refreshments were to be found. Without extra energy they succeeded in kidnapping Paul Revere, who seemed to be perfectly well satisfied with the deal. Owing to the basket ball game at Independence, several boys who were invited were delayed and as boys were rather scarce, the Freshmen captured the popular gentleman of the "wise-foolish" class. He was known as the Professor's brother whom they fed on the refreshments and was entertained by the "belles" of the Freshmen class, but in departing got the wrong hat, which he exchanged for his own the next day. The evening was greatly enjoyed by all and when they departed for their many homes, all declared they had been royally entertained. Even the captive who said he would delight being in the Freshman class this year thoroughly enjoyed the occasion, and said he thought those entering school in the Freshman class were wiser than those who graduated.

B. F. SWOPE,
Attorney at Law and Notary Public.

Home Phone:
Office, No. 1320,
Residence, No. 3712.
Office in Cooper building.

Independence, - Oregon

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Monmouth Time Table

The following is the schedule time for the arrival and departure of trains at Monmouth.

No. 64.	Independence to Dallas and Portland,	6:35 A. M.
No. 61.	Independence to Airlie,	6:40 A. M.
No. 62.	Airlie to Independence and Salem,	8:00 A. M.
No. 65.	Dallas to Independence and Corvallis,	8:55 A. M.
No. 68.	Independence to Dallas,	11:20 A. M.
No. 69.	Dallas to Independence and Portland,	1:25 P. M.
No. 66.	Independence to Dallas,	2:15 P. M.
No. 125.	Independence to Monmouth and return to Independence and Salem,	3:55 P. M.
No. 73.	Dallas to Airlie,	3:45 P. M.
No. 72.	Airlie to Independence,	5:35 P. M.
No. 70.	Independence to Dallas,	6:40 P. M.
No. 126.	Independence to Monmouth and return to Independence,	7:25 P. M.
No. 71.	Dallas to Independence,	7:45 P. M.