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MISS MAGGIE BUTLER, Sec.

CHRISTIAN SCIENCE SOCIETY

In Odd Fellows Hall

Services, - - - 11.00 a. m.

Subject:

"Soul and Body."

Sunday School, - - 10.00 a. m.

Wednesday evening meeting, 8.00 p. m.

BAPTIST CHURCH

G. A. POLLARD, PASTOR

Sunday School, - - 10.00 a. m.

Preaching Service, - 11.00 a. m.

C. U. E. Meeting, - 6.30 p. m.

Preaching Service, - 7.30 p. m.

Prayer Meeting Wednesday, 8.00 p. m.

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HOME GARDENS

With Planning Much Food May Be Produced In Small Space.

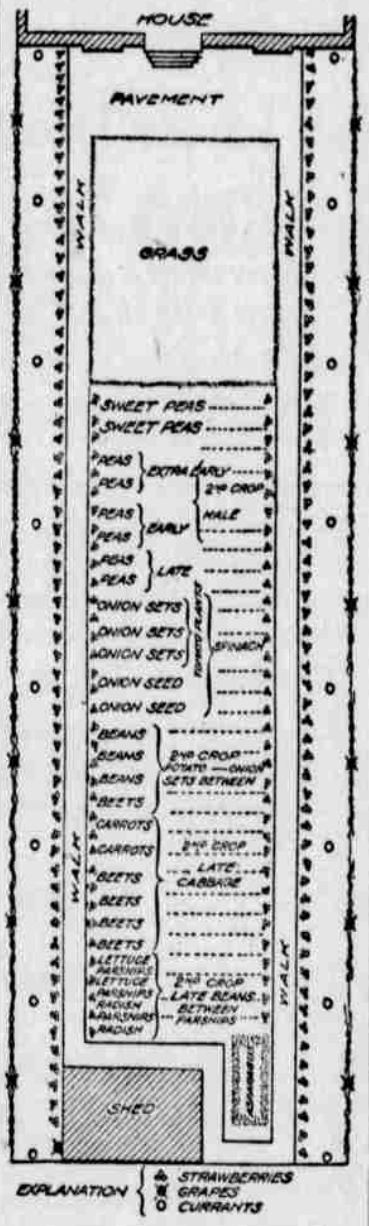
MAKING VEGETABLE PLOTS.

Just What Vegetables to Grow Depends Upon the Individual Tastes of the Family—Can Be Kept Supplied With Seasonable Fresh Garden Truck.

[Prepared by United States department of agriculture.]

A little forethought will enable a comparatively small tract of land to supply the average family with fresh vegetables throughout the growing season, say specialists in the United States department of agriculture. Most owners of small gardens are content to raise a single crop on each plot of land at their disposal. It is quite possible, however, to grow two or three crops in one season, and if these are properly selected the home grown produce will be both better and cheaper than any that can be purchased on the market.

Just what vegetables are to be grown depends, of course, upon the individual



PLANS FOR A SMALL GARDEN.

In this plan all the vegetables named are planted in rows across from the inside lateral rows of strawberries. As rapidly as each kind of peas matures and the crop is over, kale is planted in its place. The ground to be used for tomatoes is first planted with onion sets, and these onions are used as rapidly as needed. When the time comes to set out the tomatoes some of the onions are dug to make space for the tomato plants. When the tomato crop is over the ground is occupied by spinach as the third crop. Spinach is also planted as soon as the bulb onions from the side are gathered. The beans, carrots and peas are succeeded by late cabbage, and between the rows of late cabbage "potato-onion" sets are planted. Late beans are planted between the rows of parsnips after the radishes and lettuce have been gathered.

tastes of the family. In general it may be said, however, that the aim of the home gardener should be to raise vegetables in which freshness is an important quality. Peas and string or lima beans, for example, lose much if they are not cooked almost immediately after they are picked.

If the small garden plot, however, is to be made to bring the maximum returns in economy and pleasure to the owner every available foot of it must be made to work continuously. This can be accomplished only by careful planning, and it is recommended, therefore, that amateur gardeners draw up in advance a complete layout for their garden. A typical plan of this character is shown in the diagram above. On the plan the gardener should indicate the date when each of his projected crops is to be planted. No more space should be allotted to each than is needed to furnish a sufficient quantity of the vegetable for the family consumption or for local sale. In many cases also space should be left between the rows for the interplanting of later crops and for easy cultivation. Plants which make a high growth and cause heavy shade should not be located where they will interfere with sun loving small plants. Perennials, too, such as rhubarb and

[illegible] should not be grown among plants which call for light.

If a garden is planned in this way and the scheme carried out the plan should be kept for use the following year, with notes of the success or failure of the different items in it. For example, if too much or too little of any vegetable was grown this fact should be recorded. It is not desirable, however, to follow too closely the same plan in succeeding years. The same kind of vegetables should not be grown twice, if this can be avoided, in the same part of the garden.

Highway Commissioners Will Make Numerous Addresses Before Election.

During the week of May 21-26, inclusive, Highway Commissioners Benson and Adams will speak on the $6,000,000 good roads bond bill in a number of cities in the Willamette Valley. A separate itinerary has been arranged for each. Mr. Benson will be accompanied by Jay Bowerman and another speaker will probably accompany Mr. Adams. During the same week W. L. Thompson, the third member of the Highway Commission, accompanied by James Stewart, of Fossil, will make a trip through Central Oregon, including Klamath Falls and Lakeview. His itinerary is being arranged.

Mr. Benson and Mr. Bowerman will make a tour of the east side of the Willamette Valley and will address meetings as follows:

May 21—7:30 P. M., Sandy.

May 22—11 A. M., Hubbard; 3 P. M., Gervais; 7:30 P. M., Mt. Angel.

May 23—11 A. M., Turner; 3 P. M., Marion; 7:30 P. M., Jefferson.

May 24—11 A. M., Tangent; 3 P. M., Shedd; 7:30 P. M., Halsey.

May 25—11 A. M., Harrisburg; 3 P. M., Junction City; 7:30 P. M., Eugene.

May 26—10 A. M., Coburg; 3 P. M., Creswell; 7:30 P. M., Springfield.

The dates for Mr. Adams in the western part of the state are as follows:

May 21—7:30 P. M., Cottage Grove.

May 22—7:30 P. M., Newport.

May 23—7:30 P. M., Toledo.

May 24—3 P. M., Yamhill; 7:30 P. M., Newberg.

Following his Newberg meeting, Mr. Adams will leave for a whirlwind trip through Gilliam and Wheeler counties, being scheduled for three meetings in the two counties on Saturday, May 26. He will speak at Arlington in the morning, Condon in the afternoon and conclude the day with a night meeting at Fossil.

Mr. Adams will conclude the campaign with a meeting at Oregon City probably on the night of June 1, with a final meeting in Eugene, his home town, Saturday night, June 2.

THE AMERICAN ROAD— 1917 DEFINITION

A strip of unowned land over which anybody is free to walk, ride or drive—if he can.—Collier's Weekly.

Oregon roads are no exception.

In their campaign of misrepresentation of facts, opponents of the $6,000,000 road bond bill are making the baseless charge that it will cost the various counties not less than $10,000 a mile to prepare roads for hard-surfacing by the state; that for this reason few counties under the 6 per cent limitation can afford this expense and consequently will not be in a position to obtain paving under the provisions of the road bond bill. The actual experience of different counties in the state disproves this contention of the road bond opponents. Morrow County is completing the grading and draining of a stretch of 18 miles of road from Ione to Heppner. The cost for the work for the greater part of that mileage was $150 a mile. The very most expensive sections of the road did not cost to exceed $5000 a mile. Under the ruling of the Highway Commission it will only be necessary for counties to grade and drain the road. The state will lay the crushed rock base and the paving.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—Portland Journal.

IT'S worth your while to get what good tobacco judges say about W-B CUT, and to notice the way men are changing over to it. Talk it over with some one who chews W-B CUT—there's something sound and fundamental about the tobacco. It's not gummy with syrup; just tobacco through and through—and mighty rich, *sappy* leaf at that—shredded and lightly salted to bring out the good *tobacco* taste.

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Trains into Monmouth

L've Portland 7:15, a m, Gerlinger 10:33, Independence 11, Monmouth 11:10
" Salem 9:45, " " " " " " "
" " 1:40, p m, ... Dallas 2:55 ..... " 3:20
" " 4:00, " Gerlinger 4:38, Independence 4:55, Monmouth 5:05
" " 6:15, " " 7:00, " 7:20, " 7:30
" Portland 3:20, Connects with above
" Corvallis 6:45, a m ..... Independence 7:35 .... Arrive Monmouth 7:45
" " 1:15, p m " 2:20 " 2:30
" Dallas 7:00, a m, Arrive Monmouth 7:25
" Airlie 8:30, a m and 3:55, p m. Arrives Monmouth 9:05 a m and 4:30 p m
Leave Independence, 7, a m, 7.35, 8.45, 11, p m 1.30, 2.20, 3, 4.15, 4.55, 7.20

Trains out of Monmouth

L've Monmouth 7:15 a m. Independence 7:35, Gerlinger 7:49, Ar Salem 8:30
" Same as above Portland 11.10
" Monmouth 1:50, p m, " 2:14, " 2:27, Salem 3:15
" Same as above Portland 5:55
" Monmouth 4:35, " 4:55, " 5:10, Salem 6:00
" " 9:05, a m ..... Dallas 10:10 ..... " 11:10
" " 4;30, p m " 4:55, " 6:00
" " 9;05, a m, Independence 10:50, Corvallis 11:50
" " 5;10, p m, " 7:15, " 8:15
" " 7;25 a m and 3;20 p m. Arrives Airlie 8 a m and 3;50 pm
Leave Monmouth 7.15, a m, 8.15 9.05, 11.15, 1.50, 2.35, 3.20, 4.35, 5.10, 7.35

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