

Independence Enterprise

CHARLES EDWARD NICKS

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The fall dinner party has been prominent on our streets during the past two weeks.

harvested all we need to sustain the people, also.

New people coming to Oregon and the Willamette valley are more than surprised at the opportunities for most all kinds of work and investments.

There is on foot, which will probably materialize before another year, move to incorporate the Independence Driving Club and turn it into a District Fair Association of Polk county with meetings to be held at Independence.

In every town there is always two or three out with their little hammer, knocking. If they would use their hammer knocking down the nails in the sidewalks instead of knocking some proposed enterprise it would be of some considerable benefit to pedestrians at least.

The largest shipment of pheasants ever raised in captivity by one grower in this country will soon be sent to the game warden of Idaho by R. J. Simpson of Corvallis, Oregon, who will send a carload of the game birds. They will be used to stock the state of Idaho where they will furnish amusement for hunters. The Oregon grower is said to be the only one in this country to raise a large order.

The district fair, which just closed at Eugene, is said to have been a great success. The display of livestock was the largest ever seen in the district and in every department there were increased attractions that held the visitors and filled them with amazement and pleasure. Eugene has set a pace in the fair business that will take hard work on the part of other counties in the district to keep pace with.

Herman J. Goller, president of Gonzaga College of Spokane, has been selected as provincial of the new province of the Jesuit order with jurisdiction over 26 colleges and residence in Southern California, Alaska, Washington, Oregon, Montana, Idaho, North Dakota and Wyoming, with headquarters at Portland. The district is now the largest province in America. He will be succeeded as head of the college here by Rev. L. Taelman, who has been active in the Northwest for years.

It will not be many years before farmers of Polk county will devote more attention to the raising of stock than is done at the present time, remarked a prominent hop grower the other day. When the large ranches are divided into small farms and the farmer does not go so extensively into the raising of hops, wheat, oats, barley or potatoes he will find it more profitable to devote more attention to the raising of stock. By having his farm fenced hog-tight a few hogs may be raised each year at practically no cost by their being able to pick up a good living from grain and other things that otherwise go to waste. New markets are being developed throughout the entire Northwest and greater demands for stock for the butcher will be had next year.

The opening of the Portland Union Stock Yards Wednesday is an epoch in the livestock industry of the Pacific Northwest. The creation of a place of barter and sale where there is every day in the year a steady demand for all the livestock offered, means much to the farmers and ranchers of this section. The nearest market of the class heretofore was at Denver. The establishment of livestock markets such as afforded by the Portland Union Stock Yards has added millions of dollars to the value of the livestock tributary to Chicago, Kansas City, Omaha, St. Joseph, St. Louis, Fort Worth and Denver and history will repeat itself at Portland. The cash that is paid out to the farmers and ranchers for livestock filters through every channel of the country's commerce, and now that there will be a demand for the animals the farmers and stockmen of this section will doubtless raise and properly feed enough livestock to meet the rapidly increasing demand.

Portland has its Rose Carnival, Sa-

lem its Cherry Fair and Albany its Apple Fair for which the citizens of the last named city are making active preparations. It will be the Third Annual Fair and will be held October 27, 28 and 29. The prize fund premium offered is for the county exhibit (Polk county not barred) consisting of twenty boxes or more of five varieties, for which the first prize will be a \$100 cash and \$50 cash, the second \$50 cash and the third \$20 cash, with one prize ranging from \$50 to \$25 besides numerous other valuable prizes. It is a most attractive sports and a day of general interest. "Apple Day," Thursday, October 28, will be a unique feature. On that day a league will be given at which all sorts of delicacies will be served, including apple dumplings, apple fritters, apple coffee cake, apple pie, apple jelly, apple sauce, apple butter, fresh apple cider, etc. The railroads will grant a sale of one fare and a third for the round trip which ought to bring a large attendance from all points in the territory of the fair.

D. E. Stitt of Springfield has bargained to continue the publication of the Monmouth paper. Mr. Stitt is an old newspaper man and the Enterprise welcomes him as such. At his years most printers are content with a few lines of distribution a week. Monmouth may be able to support a paper, along the pretensions of the one which has been issued during the last year. Whether Mr. Stitt will be content to plod along in that manner is the question. Anyway, here's success to you, my brother.

As a forerunner of what the hop market is going to be, B. O. Shucking of Salem purchased forty-three bales of fuggies at 21 cents from a Chinaman named Ong, who has a lease on old Pettyjohn place. Another Chinaman on Brown's Island sold forty-one bales to a Portland firm for 20 1/2 cents. This first legitimate transaction at 21 cents puts the market locally on a firm basis at that price and there is every indication for another sale price for hops in the near future.

PUBLIC SCHOOL OPENS SEPT. 27

(Continued from first page)
 Out of Copy Slips, No. 7.
 Ninth grade—Buehler's Modern English Grammar, Algebra for Secondary Schools, Myers' General History and Lyons & Fowers Bookkeeping.
 Tenth grade—Composition and Rhetoric, Algebra for Secondary Schools, Hales' First Latin Book and Lyons & Fowers Bookkeeping.
 Eleventh grade—Newcomer's English Literature, Wentworth's Geometry, Gunnison's & Harley's Caesar, Channing's United States History and Government of the American People.
 The county schools have been supplied for next year as follows, only a few vacancies being yet to fill:
 Zona, Miss Etta White; Dallas, W. J. Ford, Miss Isabelle Elliott, Miss Sadie Lyon, Miss Maud Hart, Mrs. F. H. Morrison, Miss Nora Coad, Miss Vera Cosper, Miss Etta Watters, Miss Irene Abbott, H. H. Parsons; Smithfield, vacant; Eola, Miss Eva Norcross; Peedee, Miss Edith Montgomery; Red Prairie, Mrs. W. C. Kellogg; Bridgeport, Miss Edna Turner; Lewisville, vacant; Ballston, Miss Margaret Kinderman, Miss Olive Williams; Salt Creek, Miss Ethel Lewis; Parkers, Miss Mabel Ellis; Valley View, no report; Monmouth, A. A. Johnson, Miss Eppley, Miss Loreta Foster, Miss Florence Bowden, Miss Grace Whitehouse; Scroggins, Miss Emma Ridgeway; Apple, Miss Loreta Smith; Bethel, F. G. Chute, Miss Maria Romig; Polk Station, Miss Hazel Bohannon; Oak Grove, Miss Oats; Grace, Ward, Charles M. Stahl, Miss Tracie Bramberg; Perrydale, Mrs. S. S. Srand, Miss Alice Grant; Fairview, Miss May Benedict; Gossesack, Miss Ailie Fuller; Cochrane, Miss May Tupper; Butler, James Bruce; Rickreall, J. R. Bidgood, Miss Hinkle; Oak Point, Miss Ethel Lucas; Elkins, Mrs. Livengood; Brush College, Miss Minnie Norwood; West Salem, A. L. Seauster; Buena Vista, Miss Marie Church, Miss Madge Groves; Bush, Wallace Kellogg; Spring Valley, A. I. O'Reilly; Popcorn, not reported; Harmony, Miss Carmen Sears; Upper Salt Creek, Miss Georgia Miller; Montgomery, Miss Winnie Kelley; Lincoln, A. A. Roy; North Dallas, Miss Alta Savage, Miss Ruth Beaver; Enterprise, vacant; Suver, R. L. Jones; Etna, Miss McDonald; Greenwood, vacant; Fir Grove, Miss Hyde; Sunny Slope, Miss Ruth Wood; Concord, Miss Susie Bennett; Oakdale, J. A. Arnold; Lone Star, not reported; McCoy, Miss Rattie Jennings; Guthrie, Miss Emma Aebi; Teals, Miss Eva Pugh; Liberty, Miss Veva Burns; Falls City,

J. E. Dutton, Miss Lou Albee, Miss Hazel Kuykendall, Miss Ruth, Miss Miss Hattie Morrison, Black Rock, S. C. Davenport, Pioneer, Miss Cherry Grove, Miss Nimo Morrison; Oakhurst, Miss Rotta Alderman; Mountain View, Miss Fischer, Miss Barkman; Rock Creek, not reported; Highland, C. E. Nash; Pleasant View, not reported; Rogue River Valley, Mrs. H. Z. Tharp; District 67, Miss Curtz.

Rev. H. S. McCain, who has filled the pulpit of the M. E. church at this place for sometime past, preached his farewell sermon last Sunday evening and will take up his studies at Willamette University which opens next week. Just who will come to Independence next year is not definitely known but the vacancy will be filled at the meeting of the M. E. conference now in session at Cottage Grove. The Rev. McCain is an enthusiastic Epworth League worker and will speak twice on the benefits of the league this week, once before the Methodist conference at Cottage Grove and then at Eugene.

Will Build Through Oregon

May P. reject Railroad From Columbia River to San Francisco

Uncertainty as to the actual force behind the Oregon Trunk is removed and John F. Stevens makes the announcement that he has acquired a controlling interest in the project, which in its execution, is to be financed by James J. Hill personally. It is regarded as the initial step by Hill in his invasion of Central Oregon and the eventual building of a railroad to San Francisco.

In speaking of the transaction, Mr. Stevens said: "I have acquired a controlling interest in the project, have all necessary financial arrangements completed and the road will



JOHN F. STEVENS.

be built as fast as it can be reasonably done with men and money. The matter is a personal one, and I have no objection to saying that J. J. Hill, as an individual, is financially interested to any extent necessary to carry the road through to successful completion."

J. P. O'Brien, general manager of the Harriman lines, when informed of the purchase by Stevens of the Oregon Trunk, said: "There's plenty of room in the Deschutes canyon for two railroads, and I don't see who is going to stop them from building. We have a pretty positive opinion of what our rights are in the Deschutes country and we propose to maintain and protect them."

INDEPENDENCE AND MONMOUTH RAILWAY

TIME TABLE Effective Sunday, July 4, 1909

FROM INDEPENDENCE FOR DALLAS
 Train No. 61 leaves Independence daily 6:00 a. m.; leaves Monmouth 6:15 a. m.; arrives Dallas 6:45 p. m.
 Train No. 62 leaves Independence daily 10:50 a. m.; leaves Monmouth 11:05 a. m.; arrives Dallas 12:30 p. m.
 Train No. 70 leaves Independence daily 6:15 p. m.; leaves Monmouth 6:30 p. m.; arrives Dallas 6:45 p. m.

FROM INDEPENDENCE FOR APPLE
 Train No. 61 leaves Independence daily 7:50 a. m.; leaves Monmouth 8:15 a. m.; arrives Apple 7:50 a. m.
 Train No. 71 leaves Independence daily at 2:50 p. m.; leaves Monmouth daily at 3:00 p. m.; arrives at Apple at 3:20 p. m.

FROM DALLAS FOR INDEPENDENCE
 Train No. 63 leaves Dallas daily 8:20 a. m.; leaves Monmouth 8:55 a. m.; arrives Independence 8:15 a. m.
 Train No. 64 leaves Dallas daily 12:15 p. m.; leaves Monmouth 1:10 p. m.; arrives Independence 1:25 p. m. (This train connects at Monmouth for Apple.)
 Train No. 72 leaves Dallas daily 7:50 p. m.; leaves Monmouth 8:15 p. m.; arrives Independence 8:15 p. m.

FROM APPLE FOR INDEPENDENCE
 Train No. 62 leaves Apple daily 8:15 a. m.; leaves Monmouth 8:45 a. m.; arrives Independence 8:15 a. m.
 Train No. 73 leaves Apple daily 8:15 p. m.; arrives at Monmouth 8:40 p. m.; arrives at Independence 8:15 p. m.

Dave Dove, who recently purchased a farm out near Monmouth, has just finished clearing about thirty acres of brush land which he will cultivate next year.

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The cut shown here is one of the many styles we are showing for this Fall's wear.

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