

INDEPENDENCE ENTERPRISE

SIXTEENTH YEAR

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STOCKMEN ARE OVER CHARGED

PORTLAND UNION YARDS GET BLACK EYE.

Shippers of Independence claim that rates of Union Stock Yards are so high that they cannot afford to load their stock to Portland.

Stockmen and shippers in this vicinity, and we understand in the entire valley, are up in arms over the way the union stock yards at Portland are treating them, and as a result they claim that very little stock will be shipped from this locality to Portland in the future unless there is a radical change in the methods of the stock yards and the rate charged by them for handling stock is greatly reduced.

It is said by those who have been shipping stuff to Portland for the last ten or twelve years that, since the advent of the union stock yards, it costs just double the amount a car to get their stock on the market as it did before. Then they stand a chance of having the market all cut to pieces on account of the limited number of buyers in the Portland market who can only use a certain amount daily.

Recently an Independence shipper was called up on the phone and requested to send in a car of extra heavy stuff for the Alaska trade, offering four and a fourth cents. At that price there was a fair margin in the deal for the shipper who happened to have the stock wanted on hand, so he complied with the request. The shipment left in the morning and arrived in Portland shortly after 4:00 p. m., or just after the fixed time of the Union Stock Yards for handling stock. As a consequence they had to be held over until the next day, entailing a feed bill in addition to the stock yard charges. The next morning, at the meeting of the stock exchange which regulates the prices of the union stock yards, the price on this fancy stuff was cut to three and one half cents and only one bid was made at this price. The shipper was advised by commission men to pay the stock yard charges and commission and ship the stock home. However, it was finally sold, the shipper losing heavily on the deal.

There is another similar case of a car load of lambs which had a like experience, only in the latter case it is claimed the price was cut two cents from that offered on the day of shipment.

The result of such transactions is they have forced the shipper and raisers of stock to look elsewhere for a market for their stock. Already several large shipments of stock have been made from this locality to Denver, where, it is claimed, while the yard charges are about the same as at Portland, the price is nearly double and will more than doubly pay the difference in freight. For instance lambs are quoted at from \$7.00 to \$9.00, against \$5.00 to \$5.50 at Portland, strictly choice mutton varies from \$3.25 to \$4.25 at Portland, while in Denver it is about the same ratio as lambs. The same is said of hogs, cattle, horses, etc.

To substantiate what they say they cite to the fact that during the past thirty days over 7000 head of Polk and Benton county sheep have been shipped to the Colorado, Idaho and Montana markets. Four thousand of the seven were shipped from Corvallis Wednesday of this week in the face of the fact that Portland buyers came to the city last week in an endeavor to purchase the Polk county stock, but those handling it absolutely refused to send any more stuff to Portland. This 7000 head does not include the 6000 head shipped from Albany in the early part of September. Again they call attention to the fact that forty-five car loads of cattle were loaded at Ashland one day not long since, and sent south. All of this stuff, according to the statement of the stockmen, formerly went to Portland, but since the opening of union stock yards, the cost of handling has just about doubled and the lack of competition makes the market a dangerous one to do business in. Besides the freight from Independ-

ence to Portland, which is a single thirty-four foot car for hogs, and cattle and the same for hogs, sheep or goats in double cars, the union stock yard charges are: commission, \$10 on each car of stock sold in the yards; for the privilege of the stock standing in the car at the yards is cattle, twenty-five cents a head, maximum \$5.00 per car; hogs, double decks, eight cents straight, no matter what the number is; sheep, double or single decks, five cents per head, no matter what the number is; horses, twenty-five cents per head. Then comes a feed bill of two cents a pound for hay, and it is claimed it is the next thing to an impossibility to get a car of stock through the yard without a feed bill, then comes a switching charge of \$2.00 per car. Add to all these items the usual shrinkage in stock, and it can readily be seen that the stock raisers and shippers who consigned their stock to the union yards have a just cause for complaint.

A prominent shipper made the statement this week that before the union stock yards opened at Portland a shipper consigned his stock either to a packer or a commission man and knew exactly what he was going to get for it when it arrived there. The freight, switching, truckage and other charges amounted in the neighborhood of \$34 per car. Since the opening of the yards the packers and butchers buy only through them, and as the principal buyers of stock control the board of directors, who fix the daily price of stock, it can readily be seen where the farmer and stockman are at a disadvantage.

APPLE CROP IS SOLD ON TREES

D. Collins, who is largely interested in the culture of fruit in this vicinity, sold this week the crop of apples off the Bohannon and Damon orchards, on which he held leases, to the Oregon City Packing Company. The crop was sold on the trees and the purchasers commenced the work of picking and packing it this week. The work is in charge of an expert packer and sorter. The price paid has not been given out but it is said that Mr. Collins realized a handsome profit on his investment. This sale does not include the product of his own orchard south of town, which is said to be one of the best in the vicinity. Mr. Collins is practically the only one in this section who has made a specialty of fruit raising and he has fully demonstrated that Polk county raises just as fine apples and peaches as any section of the state, Hood river and the Rogue river country not excepted.

Organized for the 1909 Season.

At a meeting of the football enthusiasts of Independence, held in the city last Friday evening, the Independence Foot Ball team was organized by the election of Floyd A. Williams as manager and Dole Pomeroy as captain. The meeting was largely attended and everything points toward the developing of a foot ball aggregation in the near future that will mean laurels during the 1909 season.

Active practice was begun Monday of this week and everybody is working hard to get on the first team. Among those who are in the game are a number of players who have made reputations for themselves both at the University of Oregon and the Oregon Agricultural College. They expect to open the season one week from tomorrow, at home if they are successful in getting a team to come here. If unsuccessful in this, they will go to Albany and play with the Alto team at that place.

India, India, India who? The Independence are the boys for you.

There is a project on foot among the hop growers of this district to organize on the same lines as the hotel men and brewers for the purpose of fighting prohibition. It is claimed in the event of the state going dry in 1910, a large majority of those engaged in the raising of hops would have to go out of business.

Your credit is good for an Edison phonograph at Craven & Moore's. 181f

ALL PROUD OF NEW POSTOFFICE

EVERYTHING READY FOR GOVERNMENT INSPECTION.

The Independence Postoffice is One of the Finest in the Northwest and Second to None of Any Town of its Size in the State.

The people of Independence are anxiously waiting, waiting, like the telephone girl, for our Uncle Sam's postal inspector to come and accept or reject the new postoffice. That he will accept it, there is no room to doubt, because it is one of the finest equipped offices to be found in the state outside of the large cities and it has many of them faded.

Everything is in readiness and just as soon as the government accepts the office it will not take long for the postoffice to be moved back into the room that is to be its home for the next ten years. If the balance of the city were as up-to-date as our new postoffice, Independence would rank as one of the best and finest cities in the northwest.

There are 378 boxes, all of which are provided with the Yale combination locks, in the new office, sixteen of which are double size, six by twelve inches; twenty-four are six by six and the balance are the regular standard letter box, six by four. The first window to the right as you enter the corner door is the money order, the next, registry, then the general delivery, then two letter drops, then the boxes which extend around to the east side of the building where will be found the carrier window, then comes the door to the private office of the postmaster.

The furniture is of solid sawed oak and extends about seven feet from the floor. Over this is an iron railing extending to the ceiling. 5-foot wainscot has been put around the interior of the entire room, and this has been grained to correspond with the oak in the boxes. To the right of the main entrance a stationary desk has been placed against the west side of the room on which will be found an ink fountain and pens for addressing letters and other mail matter.

In the working departments of the office everything has been arranged with a view to convenience and the rapid handling of the mails. The office has been provided with a large and roomy safe of the latest make and warranted to be burglar proof. Everyone who has had an opportunity to inspect the office is loud in praise of Mr. Hirschberg who has, regardless of expense, provided such an elegant and modern equipped office and is greatly thankful to him for having given Independence a postoffice that every citizen can justly feel proud of. This is the first step Independence has made in a long time toward putting on city airs and it is to be hoped that the good work will not stop there. We need paved streets, sewers and a new high school building. These are badly needed. Let the slogan from now on be "Improvement" and keep it going until many good things are done.

CHURCH ANNOUNCEMENTS

Subject of discourse at Calvary Presbyterian church next Sunday morning will be "The Way and Work of Life." In the evening at 7:30, Dr. Dunsmore will deliver the second of the series of sermon-lectures or character-sketches, the topic being "Abraham, the Father of the Faithful." Sunday school at 10:00 a. m. All are welcome.

Rev. N. F. Thompson, the new pastor for the First Baptist church, will preach both morning and evening Sunday, the 10th. A cordial invitation is extended to all.

There will be the regular services at the Methodist church next Sunday morning and evening. Sunday school at the usual hour. Song service at 7:00 p. m.

The Gem Restaurant has put in a lunch counter and you can get any kind of a lunch you want day or night. 191f

City Council Meets.

The council met in regular monthly session last Wednesday evening. Besides paying the usual monthly bills, the street committee was instructed to have a foot walk built along the side of the new county bridge on Monmouth street, to have gravel hauled for cement crossings between the postoffice building and Hanna Bros., and on Monmouth street between Drexler's and the bank building, and on Main street between the bank building and Wade & Co's. The committee on fire and water was instructed to have the firemen's hall in the city hall building replastered and repainted and otherwise fixed up as well as the roof on the public library building. James Hillard was appointed day marshal instead of R. J. Taylor. The bond of R. L. Gains for a near beer license was approved.

Another Pioneer Passed Away.

George W. Richardson was born in Des Moines, Iowa, on September 9, 1837. At the age of fifteen years he crossed the plains with his parents to Oregon where he lived the remainder of his life. He accepted Christ and was baptized into the Christian church in 1875. He died at his home in Independence, Oregon, on the 30th day of September, 1909, aged seventy-two years and twenty-one days. The funeral occurred from the family residence on Saturday, October 2, at 8:00 a. m. with interment in the Bethel cemetery beside his parents. Rev. I. N. Mulkey officiated at the burial services.

M. L. M'GOWAN PASSES AWAY

Marus Lafayette McGowan, aged fifty-nine years, an old and respected resident of Polk county, died at his home about four and a half miles south east of Independence, September 28, of heart failure. The funeral was held September 30, Rev. John Osborn officiating. Interment was made in I. O. O. F. cemetery. Mr. McGowan was born in Mary's county, Missouri, in 1850 where he resided until 1889, when he moved to Oregon and has since made his home in and near Independence. He was married in 1874 to Miss Ida Caldwell and, besides his wife, he leaves two children, Maggie and Milton, both of whom survive him. He was a member of the Baptist church. He leaves many friends who extend their heartfelt sympathy to the bereaved ones in their hour of trouble.

MONMOUTH

Hood Craven of Salmon River was a visitor in town Saturday.

Miss Leatha Tupper of Drain is teaching the Cochrane school and boarding with her grandmother, Mrs. W. N. Boots, in Monmouth.

Mr. Stone and family, formerly of Luckiamue Mills, are now residents of the Leonard house on College street.

Miss Orrice Hawley of McCoy has come to spend the winter with her grandmother, Mrs. J. H. Hawley, and attend the high school.

Mr. and Mrs. Arche Lewis, who recently arrived from Alaska, were visiting last week with the Stump family who are relatives of Mrs. Lewis.

The tower of the Whiteaker oil well is plainly visible to Monmouth. Mr. and Mrs. Cass Lorence went to Seattle Tuesday to visit the A. Y. P. fair.

Chas. Davis and family moved into the Butler house on Clay street Tuesday.

Mr. and Mrs. Sacre left for California Wednesday to visit the latter's brother, Mr. Amison, a former resident of this place.

Dr. Parrish made a sale of his household goods and will soon go to California with his wife and daughter Winifred to spend the winter.

Mrs. H. S. Chase is attending at the bedside of her son, Robert Chase, who is ill in Dallas.

Mr. and Mrs. Loren Waller are doing business in town and shaking hands with old friends last week.

Miss Lillie Springer went to Jefferson last Sunday to visit her sister, Mrs. Klamppe.

Nine Out of Ten Credit Customers Pay Their Bills

It is to pay the losses of the tenth that every customer has to pay more for the privilege of getting credit.

While You Have Cash to Spend Trade at a One-Price Cash Store

If you have a family to fit out for the winter now is the time to do your trading while the assortment in all departments is complete. We carry everything for the whole family and our prices are positively 15 to 20 per cent lower than at "credit stores."

Have You Seen Our Fall Line of North Star Underwear

Every garment is cut in full liberal dimensions and properly finished. We're showing splendid values in Union Suits for Men, Women and Children. They're becoming more popular every year.

Summer Shirts for Men

Are cut to fit. There are no skimpy sizes in the line. You'll find the strictly correct fabrics in Summit Coat Shirts, Golf Shirts and soft collar Negligees. Work Shirts of every description in wool, cotton and mixed goods.

Shoes you buy now must be built of solid leather or they won't stand the rainy season. Every pair of our shoes is built to give satisfactory service.

Drygoods, Clothing, Blankets, Comforts

2 pound full weight wool batts for comforts only \$2.00. Cotton batts all prices from 7c to 65c per roll.

Barnes' Cash Store

E. T. BARNES, PROPRIETOR, SALEM, OREGON

FRAKE'S

Headquarters for Salem's Dressy Women

We have opened the Fall season with an excellent showing of ready-to-wear women's Fall suits, coats, waists, corsets and silk petticoats. In our millinery department we have ready-to-wear hats of the very latest eastern fashions. The excellence of our millinery is well known to every woman in Salem.

Miss M. D. Evans MANAGER

279 Commercial St., SALEM, OR.