

Independence Enterprise

CHARLES EDWARD HICKS

Entered at Independence, Ore., post office as second-class matter.

Subscription, \$1.50 Per Year

CENTRAL OREGON WILL BOOM.

Extensive irrigation works are likely to follow the railroads now being built into central Oregon. Promised transportation for that section of the state has changed the irrigation policy of Secretary Ballinger and he will take up various undeveloped projects in Oregon with the reclamation service in the near future.

Oregon will get its full share of benefits under the national reclamation law, declares the secretary of the interior. In addition to the amounts heretofore allotted, this state will be entitled to about \$2,700,000 by 1912. Secretary Ballinger plans to set to work on some of the undeveloped projects in this state as soon as the necessary funds become available.

The building of railroads into the interior of the state make the semi-arid districts accessible for reclamation projects. Just what district will be benefited first by new irrigation works has not yet been announced.

FOR BETTER ROADS.

Better roads for this state is the object of the Oregon Good Roads Association, formed during the past week with a strong membership. The association will work for good roads legislation, uniform plans of improvement throughout the state and the collection of money for road building. It is planned to collect a fund of \$15,000 during the next two years and engage a competent road engineer who shall direct all road work in the state. Much good is expected to result from the formation of the association.

Only one grower from Polk county entered apples in competition at the Albany fair last week. Peter Kurze was there with five boxes of choice apples of the Grimes' Golden, Baldwin, King, Spitzenburg and Russian Baldwin varieties. He brought home honors for the county. Scarcity of apples in Polk county is the reason there were no other competitors. With soil and climate to excel any other locality there is no excuse for this shortage. Let's have more apple orchards in the county. The premium box at that fair sold at \$22. Good apples are in demand. In the final report of the apple crop of the United States, the American Agriculturist, under date of October 30, places the total for 1909 at 22,735,000 barrels. This compares with 25,450,000 barrels in 1908. This is the third year of indifferent apple crops and the totals named fall far short of such seasons as 1906, 1904 and that ever memorable bumper crop of 1896, which is still discussed and recognized as a high-water mark in the conventions of fruitgrowers and dealers.

There is strong talk of a state and county convention system of nominating candidates this year for the Republican party. There are several reasons for this. One is that to get the best timber it is not the longest money bag that counts and if a convention is called the man can be selected from the mass. The primary system is expensive and a man in moderate circumstances can not afford to run for the best offices. In the county the expense question enters in to the matter and then the matter of just distribution of office over the county enters in a large scale. We favor something that will do away with the double campaign and yet will give us clean politics and efficient officers.—Oregon Oriano.

There can be no mistake made in planting walnuts in the Willamette valley. Not when they are being shipped from California by the car load to be marketed in this state. Walnuts yield \$1500 an acre in California and Oregon produces a nut superior to those grown in that state, in size, in softness of shell and in color. Market for walnuts is not affected by an over production. The demand is so general that it will not be affected for a quarter of a century and perhaps never. The demand will increase for the appetite teases for Oregon walnuts once you get a taste of them.

The greatest ball season in the history of coast league playing closed the first of this week at Portland. McCreedie has developed into a good manager. We must have the pennant next season, Mc, for Portland and Oregon.

Only one paper of Polk county refused to publish anything to boost for the apple fair at Albany, but

that paper did muster up enterprise enough to reprint a slur from the Albany Democrat on a paper which volunteered more missionary work in that direction than all the rest of the Polk county papers combined.

Just think of it: a Jersey calf only seventeen days old selling for \$70. Twice as much as the common grade cow would bring with a calf at her side, and the calf you couldn't give away. To think that Jerseys can be raised on the same feed and under same conditions that grade animals can, where is the excuse for not growing the best?

Reception of the farmers' demonstration train in eastern Oregon was much different from that accorded it in the Willamette valley. Here a few men and boys congregated at the depot, more through curiosity than through any thought of profit. In eastern Oregon the trains were met by large delegations headed with brass bands. Yet, strange to say, in the Willamette valley they farm while in eastern Oregon they grow wheat and raise bench grass horses and cattle. Inconsistency, thou art a jewel.

Will Restock With Salmon.

The Columbia river will be restocked with sockeye salmon as a result of a visit during the past week of United States Fish Commissioner George H. Bowers of Washington, D. C. He has ordered the shipment of 2,000,000 sockeye eggs from the Yes Bay, Alaska, hatchery to be delivered to the Bonneville hatchery, and the young fry will be turned into the Columbia. During the past few years the sockeye has been growing scarce in the Columbia but it is believed that this fine variety of commercial fish will be propagated in sufficient quantities to meet the ravage of the fishermen by restocking the river.

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INDEPENDENCE AND MONMOUTH RAILWAY

TIME TABLE
Effective Sunday, July 4, 1909.

FROM INDEPENDENCE FOR DALLAS
Train No 64 leaves Independence daily 6:00 a. m.; leaves Monmouth 6:15 a. m.; arrives Dallas 6:40 a. m.
Train No 65 leaves Independence daily 10:50 a. m.; leaves Monmouth 11:05 a. m.; arrives Dallas 11:30 a. m.
Train No 70 leaves Independence daily 8:15 p. m.; leaves Monmouth 8:30 p. m.; arrives Dallas 8:55 p. m.

FROM INDEPENDENCE FOR AIRLIE
Train No 61 leaves Independence daily 7:00 a. m.; leaves Monmouth 7:15 a. m.; arrives Airlie 7:30 a. m.
Train No. 74 leaves Independence daily at 2:30 p. m.; leaves Monmouth daily at 2:50 p. m.; arrives at Airlie at 3:25 p. m.

FROM DALLAS FOR INDEPENDENCE
Train No 65 leaves Dallas daily 8:30 a. m.; leaves Monmouth 8:55 a. m.; arrives Independence 9:15 a. m.
Train No 69 leaves Dallas daily 12:45 p. m.; leaves Monmouth 1:10 p. m.; arrives Independence 1:35 p. m. (This train connects at Monmouth for Airlie)
Train No 71 leaves Dallas daily 7:50 p. m.; leaves Monmouth 8:15 p. m.; arrives Independence 8:25 p. m.

FROM AIRLIE FOR INDEPENDENCE
Train No 62 leaves Airlie daily 8:35 a. m.; leaves Monmouth 9:15 a. m.; arrives Independence 9:25 a. m.
Train No 72 leaves Airlie daily 4:55 p. m.; arrives at Monmouth 4:40 p. m.; arrives at Independence at 4:50 p. m.

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