

## Independence Enterprise

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### PUBLIC AND PRIVATE RIGHTS.

The administration of the affairs of a city are more complex than it would at first appear. Interests of the merchant and resident of the city are sometimes violated to some extent in order that the feelings of the farmer may not be offended. In the removal of the hitching racks to the vicinity of the ferry, as is stated in this issue by a farmer who complains of the proposed new ordinance to prevent the hitching of horses and rigs to the telephone and light poles of the city, was an act that may not have been done with due deliberation. If no better hitching racks were provided than are now in evidence there certainly is grounds for complaint by the farmer who writes for this paper. Location of the "excuse for racks" is not so bad, in our judgement, but there is only one panel installed that we can find and that one is ready to fall down from rottenness.

It would be a mighty nice thing for the farmer if the city would provide a comfortable shed for his accommodation so that he would not be compelled to patronize the livery stables every time he comes to town, especially, as the farmer says, when his stay is only for a few minutes or an hour. There are few of the towns of the valley which have overlooked the provision of such accommodations. There is more call for the provision of such accommodation for farmers in the Willamette valley than in any other section of the state and perhaps in any other state in the union, for the rains are more incessant during the fall and winter months. Given a city of the population of Salem or Portland the provision is not so much called for as in Independence, but there is no doubt that much trade would be diverted to this city from Salem if commodious and comfortable sheds were provided here for the care of the farmers' horses.

With the provisions made in other near-by towns, stated by Mr. Farmer, in his story in this paper, there is all the more reason why this matter should receive serious consideration by the ordinance committee before any action is taken regarding a new ordinance providing against hitching to telephone poles in the city. It may be true that the cost of standing a horse in a livery stable is only ten or fifteen cents but whether or not through so trifling an investment the city will lose the trade of some of the farmers, is the question. If the ordinance committee considers that the price of standing room in barns is so insignificant perhaps they will set aside a monthly sum to be paid to a stable of the city which will give standing room to teams of farmers who apply.

The main objection to hitching racks in the streets of the city is that such a condition does not serve to the end of beautifying the city. Then such a provision as above stated may not be so unwise a suggestion as would appear at first thought and the amount required from a local stable as large as one might be led to imagine. The course of the city, in all of its transactions, as stated in the beginning, should be to conserve the interests of all members concerned and it may be taken as an infringement on private rights to establish a free barn for the farmers when individuals have built the same class of institution with the hope of securing patronage.

Let the council be careful to supply to the farmers such accommodations as are called for before cutting loose entirely from the hitching post.

### EXCLUSION THROUGH PASSPORT.

It would appear to be a waste of space for a country paper to dwell at any length on a discussion of exclusion of the objectionable races of the far east but since it is from ideas and suggestions from the masses that events of great importance often shape themselves, it is possible that nothing will be thrown away in these suggestions.

The Benton County Republican makes the assertion that "It will not be many years before the Mongolians will be excluded from every country in the whole new world, as well as from Australia and Southern Africa." Remedies for the evils of race conflicts are serious problems and their solution may occupy many years. An attempt at exclusion, unless in conjunction with other civilized powers, would invite disaster to the commerce of our country more startling than race prejudice. And international co-operation is not likely. The trade of the orient is so important to the powers that it will not be trifled away on account of race prejudice

confined almost entirely to the United States.

The phase of the question which affects our country most and the one upon which most argument turns is the relations of the Mongolian and other undesirable nationalities to labor of our country. Some governmental regulation of the labor problem could be made whereby the exclusion problem would work out its own solution. The regulation of a minimum scale of wages to apply to all avenue of employment would result eventually in the survival of the fittest. A scale of wages set so comfortably near that at which our countrymen are willing to work would accomplish the measure of exclusion.

The fact is patent that the undesirable laborer is a necessity at times. Oregon is in crying need of laborers now and anyone who is willing to wield the pick and shovel is welcomed. The seriousness of the situation comes with the completion of his labors, when he lays down the implements of toil to mingle with our masses, seeking employment in the more refined avenues of our country.

The solution finally resolves down to the need of plans for the certain and final expulsion of the objectionable foreigner after his labors here are finished. A limited passport may be the solution. Railroads being a necessity of the country laborers must be had for their construction. If they are brought here on a limited passport of three years their elimination would work out of itself.

### SURVIVAL OF HIGH PRICES

If there was ever occasion for rejoicing among hop growers of Independence that time is surely close at hand. Hops will certainly make a noise like a four-bit piece hereafter. With local option at the crest of its popularity it is generally believed that the great tidal wave will soon begin to recede. Combine with this encouragement to the hop growers the fact of reduced acreage and an increasing demand for that product high prices may be expected to obtain for several years to come. If these conditions prevail the highest prices that commodity of agriculture has ever commanded in the history of its culture.

The process of evolution, which operates in all the affairs of nature, may be expected to exert its influence on the local option craze. It is fair to presume that we will drift back to normal conditions and it is possible that the receding wave may carry the country to an excess, through parting with an opposite extreme. Who will venture to deny that for the world's consumption double the amount of hops will be required to fill the wants of the new condition.

It is becoming alarmingly evident that through the order of local option enthusiasts a great industry of not only Oregon's but of the world's husbandry is being undermined. In this industry tillers of the soil are affected in amounts running into millions of dollars.

The ethics in the remote circumstances of this case are not here considered and the accomplishments of reformers are given due credit, but history provides record that the reformer is not of the multitude. In the mad march of commercialism he commands but scarce a tention, much to the regret of idealism.

### GHOSTS OF ANCESTRY

The dying confession of criminals, like that of Finch, in which he remarked that he was dying for a crime of which he was not guilty, too often remind us that capital punishment is an awful thing to be visited by a state upon poor wretches as a compensation for crime. The practice is handed down from an age of barbarity. With the present boasted intelligence of the world the enormity of the offense looms up in proportion to the spirit of mob violence. Add to it but mad clamor for blood and the ravings of men and women for revenge at the scaffold and we have a companion picture for the Cairo outrage of a fortnight ago. As if to add insult to injury the state would hang a "skeleton in the closet" of a peace-abiding family to forever humiliate it. True, a life of imprisonment is little more to be sought only for the hope it holds out that through extenuating circumstances or complete vindication freedom from prison as well as from guilt may be secured. Let us hope that we are advancing toward civilization.

Despatches inform us that William Jennings Bryan has positively retired from politics. Following this announcement every precinct and county in Nebraska went republican at the recent election.

The fire drill in the public schools is a safeguard of frequent practice

in the schools of the cities and its importance cannot be over estimated. In cities, where fire alarms are of almost daily occurrence, organization of children for these drills is watched with interest by parents and drills are maintained with such regularity that a feeling of safety is more or less common among parents. The fire drill is equally important in the crowded school rooms of the villages and country as well. It is reported that there has been but one fire drill during the year in the Independence schools. How well pupils are trained for emergency only the teachers know but it is hoped that the emergency of a fire would be met with well disciplined and thoroughly drilled pupils.

There was a live game of foot ball last Sunday afternoon at Hill's ball park between the second teams of the Airlie high school and the Independence high school. The game was closely contested and was won by the home team by a score of 6 to 5.

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### INDEPENDENCE AND MONMOUTH RAILWAY

TIME TABLE  
Effective Sunday, July 1

#### FROM INDEPENDENCE FOR DALLAS

Train No 64 leaves Independence daily 6:00  
a. m.; leaves Monmouth 8:15 a. m.; arrives  
Dallas 6:40 a. m.  
Train No 68 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 4:15  
p. m.; leaves Monmouth 6:30 p. m.; arrive Dal-  
las 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 7:50 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.

#### FOR INDEPENDENCE

Train No 65 leaves Dallas daily 8:30 a. m.;  
leaves Monmouth 8:55 a. m.; arrives Indepen-  
dence 9:15 a. m.  
Train No 69 leaves Dallas daily 12:45 p. m.;  
leaves Monmouth 1:10 p. m.; arrives Indepen-  
dence 1:25 p. m. (This train connects at Mon-  
mouth for Airlie)  
Train No 71 leaves Dallas daily 7:50 p. m.;  
leaves Monmouth 8:15 p. m.; arrives Indepen-  
dence 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 Inde-  
pendence 9:55 a. m.  
Train No. 72 leaves Airlie daily 3:45 p. m.;  
arrives at Monmouth 4:40 p. m.; arrives In-  
dependence at 4:50 p. m.

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\$8.00 Sets Table Cloths and Napkins, - \$5.99

\$8.50 Dresse Woolen Pants .....	.98c	\$3.70 Shoes for Ladies .....	\$1.95
\$10.00 Black Taffeta Petticoats .....	\$6.75	\$3.00 Shoes for Ladies .....	\$1.45
\$6.00 Black and Colored Petticoats ..	\$4.50, \$3.38	\$2.50 Shoes for Ladies .....	\$1.35
Children's Knit Automobile Scarfs .....	\$1.49	\$1.00 and 75c Velvets .....	.21c
\$1.25 White Gloves .....	.15c	45c New Wide Ribbon, a yard .....	.30c
50c Woole Skirts .....	\$5.50	25c Underwear for Children .....	.15c and 19c
\$2.00 Grey Dresses .....	\$1.80 to \$5.00	15c Huck Towels .....	.10c

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