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FARM AND ORCHARD

Notes and Instructions from Agricultural Colleges and Experiment Stations of Oregon and Washington, Specially Suitable to Pacific Coast Conditions

STATE FORESTS.

By Professor G. W. Peavy, of the Department of Forestry at the Oregon Agricultural College.

Oregon Agricultural College, Corvallis—To the friends of forestry in Oregon the proposed creation of a State Forest, by exchanging the scattered school lands for a tract of timbered land within the limits of one of the National Forests, is good news. This proposed action was advocated by Governor West in a message to the last legislature. It has taken definite shape in a bill introduced by Representative Hawley in the Congress of the United States.

When the National Forests were created by presidential proclamation the title to the school lands lying within the boundaries of the forests did not pass to the federal government but remained vested in the states. These lands may be sold by the state or may be exchanged with the federal government for equal areas of public land outside the National Forests. Since the isolated sections of school lands in the forests will, as a rule, be of small value to individuals for many years to come, it appears to be a matter of good business on the part of the state to secure a solid body of timber in lieu of them. When it is understood that the state still holds title to more than 70,000 acres of forest land, it is very clear that Oregon is in possession of the possibility of a valuable forest property.

The native timber on a tract of the size indicated above could be sold by the state and logged off by the purchasers as a definite business proposition. The young stuff could be protected to form the basis of a future crop of timber, while old burns and waste places could be brought into use by sowing tree seeds or by planting young stuff. In other words, this tract of land could be so handled as to be made a source of revenue to the state for all time.

Eventually, when the lands of the state become classified through use or by experts in the employ of the state, the areas which are more valuable for timber production will surely be devoted to that purpose as they are in the case of lands that are dedicated to tillage. When that time approaches the state of Oregon will, unquestionably, take steps to acquire lands chiefly valuable for the production of timber and to put the lands to that use. Before the state becomes the proprietor of forest lands on a large scale it would be a wise thing for the people to acquire proficiency in the methods of handling wood lands scientifically. Like scientific agriculture, scientific forestry is an exacting profession. The problems to be solved are intricate. But, unlike agriculture, forestry demands a long period for the determination of satisfactory conclusions. A crop of corn or potatoes matures in a year. A crop of timber requires half a century or more. Hence, the state lands of Oregon should possess a timbered area in which the various problems, incident to forestry in this region, can be worked out. For example, we must know the best methods of replacing the forest on burned over areas, whether by seed sowing or by planting seedlings and the methods to be employed in each case; the species of tree to grow on certain situations; the time at which the crop should be harvested in order that the largest amount of wood per year may be produced in different locations.

In addition to the solution of these problems, the state should have a means of training men in forestry by actual work in the woods. The people of Oregon, very wisely, are seeking to work out agricultural problems by the establishment of experiment stations in different localities. The forest resources of the state are second only to those of agriculture and the proper handling of the forest crop is of as vital interest to the state as the proper handling of agricultural crops, and the state should be equally concerned in seeing to it that the greatest value possible is obtained from this immense property. The increasing demands for timber, together with the exhaustion of the supply in other regions of the United States, point to the concentration of the timber demand on the Pacific Northwest within a few years. We should be prepared, not only to harvest our great timber crop to the best advantage, but we should also be in a position to provide for a future crop when the present magnificent natural resource is gone.

State forests are not a novelty in this country. Already many of the Eastern states have begun the acquisition of forest lands, in many cases paying private owners more for cut over lands than the same lands were originally sold for by the Federal Government. New York, for example, has become possessed of more than a million and a half acres of forests, an area which that commonwealth proposes to manage for the

production of timber and for the protection of streams for all time. Oregon has the opportunity of acquiring a forest of no mean extent, the simple expedient of exchanging scattered sections of land for land in a compact body. For the future welfare of the state it is to be hoped that no obstacle may arise to prevent state and federal officials from agreeing on the terms of the transfer.

PREVENTING HOG-CHOLERA.

Agricultural College Veterinarian Tells Symptoms and Treatment to Give.

Oregon Agricultural College, Corvallis—Since many letters from various parts of the state have been received by the Experiment Station at the Oregon Agricultural College regarding a disease closely resembling hog-cholera in its symptoms, veterinarian B. W. Hollis has thought it well to give the farmers and stockmen of the state the symptoms of hog-cholera, with suggestions as to prevention and general sanitation, that they may more intelligently combat the onslaught of the disease in their herds.

"At the beginning it is well to bear in mind the fact that when once an animal is infected with hog-cholera and the symptoms of the disease appear, it is almost useless to treat the animal, because recoveries are very rare," says Dr. Hollis. "Occasionally, however, an animal will recover, but is usually so stunted that it is worthless on the farm. It will not contract the disease a second time.

"Hog-cholera usually starts with a diarrhoea. The pigs stop feeding, may have a cough, and are sluggish for several days. They lose all energy, gradually become weaker, and die. The older hogs act in the same way, except that they do not usually grow so thin before death. Sometimes the diarrhoea is preceded by constipation which may last for a few days. The discharges are usually very offensive. Frequently a discharge comes from the eyes, resembling pus, and this may be sticky enough to gum the lids together.

"In many outbreaks one or two hogs may not feel well for several days, and before the herdman is aware of the fact the whole herd may be infected and a number may die every day. Some may show symptoms of a severe diarrhoea, redness of the skin of the abdomen or flanks, and of patches about the snout or ears, while others may show but few of these symptoms before death. Hog-cholera is most prevalent in the fall and early winter. During the cold weather the cases, as a rule, become more chronic, do not die so suddenly, and a greater percentage recover.

"Since this is a contagious disease, the germs of hog-cholera must be carried into a herd before the hogs can contract the disease. The germs are present in the blood and tissues of diseased animals, and are thrown out through the excretions of the body, especially the urine and feces. In this way the whole yard and everything in the yard in which the hogs are kept becomes contaminated with the germs. The smallest particle of dirt so small that it cannot be seen will carry enough germs to infect several herds of healthy hogs. It is thus apparent that no one should be allowed to leave the vicinity of the pens without first thoroughly disinfecting his shoes, or putting on other non-infected ones. Dogs, cats, rats, and crows and other birds—in fact, every living thing—should be kept away from the infected pens as far as possible.

"After being exposed to the disease a hog may become sick with cholera from six to fourteen days later, but it may sometimes be much longer. Upon consideration of the conditions favoring the disease, and the manner in which the infection takes place, it will be seen that the feeding and care of hogs have much to do with the prevention of the cholera. Clean, dry pens, regular and proper feeding, plenty of sunshine, the pens cleaned and disinfected regularly, and the hogs themselves dipped every few weeks, all help in keeping up their vitality and in this way warding off troubles of all kinds.

"After shipping a hog it should be dipped as soon as removed from the crate, and kept away from all others for several weeks. It should then be dipped again before being allowed to come in contact with the rest of the herd. If at any time a hog shows signs of sickness it should be removed from the herd at once and kept by itself until well.

"All straw, cobs and litter should be removed for disinfection, and if cholera is present, it should be burned and a strong solution of some good coal-tar dip or crude carbolic acid, about one part of the dip to twenty of water, should be used on all woodwork and floors of the pens. Slaked lime should be scattered over the ground and floors of the pens every few days. This will help to keep them clean."

Wise to Stick to Them.

"But for my ears being in the way I could wear one of these very high collars." "Too bad; but stick to your ears, girl. They may be unfashionable now, but you may need 'em in your old age to hook your spectacles over."

Consider This.

I went to church to worship and I found a truth; I took it home with me, I took it to my office, it was with me wherever I went, and in all that week I was not afraid, I was not ashamed.—The Universalist Leader.

Nature's Gentle Hand.

Nature gives to every time and season some beauties of its own; and from morning to night, as from the cradle to the grave, is but a succession of changes so gentle and easy that we scarcely mark their progress.—Charles Dickens.

Arranging Flowers.

When arranging cut flowers in a bowl, pour a tableglassful of water into the bowl. Put most of the flowers into the glass. This makes a graceful bunch, and is especially practical when blooms are scarce.—Suburban Life.

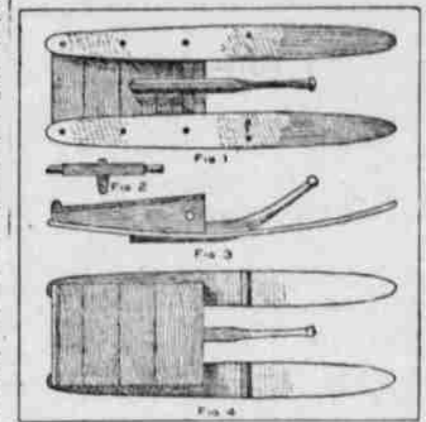
NEWS for the YOUNG PEOPLE

HOME-MADE YANKEE BOBLED

Excellent Coasting Sled May Be Put Together by Handy Youngster—Easy to Guide.

A good coasting sled, which I call a Yankee bob, can be made from two hardwood barrel staves, two pieces of 2 by 6-inch pine, a piece of hardwood for the rudder and a few pieces of boards, writes William Algie, Jr., of Little Falls, N. Y., in Popular Mechanics. The 2 by 6-inch pieces should be a little longer than one-third the length of the staves, and each piece cut tapering from the widest part, 6 inches, down to 2 inches, and then fastened to the staves with large wood screws as shown in Fig. 1. Boards 1 inch thick are nailed on top of the pieces for a seat to hold the runners together. The boards should be of such a length as to make the runners about eighteen inches apart.

A 2-inch shaft of wood, Fig. 2, is turned down to 1 inch on the ends and put through holes that must be bored in the front ends of the 2 by 6-inch pieces. A small pin is put through each end of the shaft to keep it in place. The rudder is a 1½-inch hardwood piece which should be tapered to one-half inch at the bottom and



Runners Made of Barrel Staves.

shod with a thin piece of iron. A half-inch hole is bored through the center of the shaft and a lag screw put through and turned in the rudder piece, making it so the rudder will turn right and left and, also, up and down. Two cleats are nailed to the upper sides of the runners and in the middle lengthways for the person's heels to rest against.

Any child can guide this bob, as he has to do is to guide the rudder right and left to go in the direction named. If he wants to stop, he pulls up on the handle and the heel of the rudder will dig into the snow, causing too much friction for the sled to go any further.

NEW DOLL IS QUITE USEFUL

Little Girls Can Use it as Muff to Keep Their Hands Warm—Invented by New Yorker.

A doll that is also a muff, or a muff that is a doll, whichever way you like, has been invented by a New York man. The doll has the outward



Use Doll for Muff.

semblance of others of its kind, but inside the skirt is a soft body with hand-openings on each side. This doll, of course, is a winter child and wears a long coat like her owner, the coat having wide side pockets, so that the little girl carrying it can slip her hands through into the soft muff inside. To enhance the effect the doll also carries a muff. But it is not only children who may be looked for to carry this doll muff. In these faddish days when young women carry teddy bears, stuffed dogs and even dolls on the street, there is no reason why they should not carry one of these child's toys as a hand-warmer and achieve the double success of attracting attention at the same time.

An Unexpected Find.

You are always likely to find things when you least expect. For instance, there is the story now going the rounds of the newspapers about the woman in Connecticut who was preparing a leg of lamb for dinner when out dropped a diamond worth \$300. The woman had not the least expectation of finding a diamond in the roast. On the other hand, if you have roast lamb every day for dinner for a year and examine each roast with a microscope and an X-ray machine it is 17,000,000 to one that you will not even find a \$200 diamond.

INDEPENDENCE AND MONMOUTH RAILWAY

From Independence to Dallas

Train No. 64 leaves Independence daily at 6:00 a. m. and Monmouth at 6:15 a. m. and arrives at Dallas at 6:40 a. m.
Train No. 68 leaves Independence daily at 10:50 a. m. and Monmouth at 11:05 a. m., and arrives at Dallas at 11:30 a. m.
Train No. 70 leaves Independence daily at 6:15 p. m. and Monmouth at 6:30 p. m., and arrives at Dallas at 6:55 p. m.

From Independence to Airlie.

Train No. 61 leaves Independence daily at 7:30 a. m. and Monmouth at 7:45 a. m., and arrives at Airlie at 8:20 a. m.
Train No. 73 leaves Independence daily at 2:20 p. m. and Monmouth 2:50 p. m., and arrives at Airlie at 3:25 p. m.

From Dallas to Independence.

Train No. 65 leaves Dallas daily at 8:30 a. m. and Monmouth at 8:55 a. m., and arrives at Independence at 9:15 a. m.
Train No. 69 leaves Dallas daily at 1:00 p. m. and Monmouth at 1:35 p. m. and arrives at Independence at 1:40 p. m. (This train connects at Monmouth for Airlie.)
Train No. 71 leaves Dallas daily at 8:00 p. m. and Monmouth at 8:25 p. m., and arrives at Independence at 8:40 p. m.

From Airlie to Independence

Train No. 62 leaves Airlie daily at 9:00 a. m. and Monmouth at 9:10 a. m., and arrives at Independence at 9:45 a. m.
Train No. 72 leaves Airlie daily at 4:05 p. m. and Monmouth at 4:40 p. m., and arrives at Independence at 4:50 p. m.

DEPARTURE OF BOAT

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RETURNING

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