

I. & M. RAILWAY TIME CARD

From Independence to Dallas.

Train No. 66 leaves Independence daily at 2:30 p. m. and Monmouth at 2:40 p. m. and arrives at Dallas at 3:05 p. m.

Train No. 64 leaves Independence daily at 6:15 a. m. and Monmouth at 6:30 a. m. and arrives at Dallas at 6:55 a. m.

Train No. 68 leaves Independence at 10:50 a. m., Monmouth at 11:05 a. m., and arrives at Dallas at 11:30 a. m.

Train No. 70 leaves Independence at 6:15 p. m. and Monmouth at 6:30 p. m., and arrives at Dallas at 6:55 p. m.

From Independence to Airle.

Train No. 61 leaves Independence at 6:30 a. m. and Monmouth at 6:45 a. m., and arrives at Airle at 7:20 a. m.

Train No. 73 leaves Independence at 3:35 p. m. and Monmouth at 4:10 p. m., and arrives at Airle at 4:45 p. m.

From Dallas to Independence.

Train No. 73 leaves Dallas daily at 3:30 p. m. and Monmouth at 3:55 p. m.

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 1:25 p. m. and arrives at Independence at 1:40 p. m.

Train No. 71 leaves Dallas daily at 7:20 p. m. and Monmouth at 7:45 p. m., and arrives at Independence at 8:05 p. m.

From Airle to Independence.

Train No. 62 leaves Airle daily at 7:30 a. m. and Monmouth at 8:05 a. m., and arrives at Independence at 8:15 a. m.

Train No. 72 leaves Airle daily at 5:00 p. m. and Monmouth at 5:35 a. m., and arrives at Independence at 5:45 p. m.

From Independence to West Salem.

Train No. 124 leaves Independence daily at 8:20 a. m. and arrives at West Salem at 9:00 a. m.

Train No. 126 leaves Independence at 4:05 p. m. and arrives at West Salem at 4:45 p. m.

From West Salem to Independence.

Train No. 123 leaves West Salem daily at 9:50 a. m. and arrives at Independence at 10:25 a. m.

Train No. 125 leaves West Salem daily at 5:00 p. m. and arrives at Independence at 5:40 p. m.

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Dallas, Oregon

INDUSTRIAL DEVELOPMENT AND
PROGRESS OF OUR HOME STATE

WEST WOULD CUT COST.

Change to Be Urged in Transportation of Convicts.

Salem—The system of transportation of convicts from the place of conviction to the state penitentiary will be materially changed at what promises to be a great saving, according to plans which Governor West is making for a recommendation, to be incorporated in his message to the next legislature, and founded on the results which have been secured in the change made in transportation of patients to the state insane asylum.

Under the old law patients were transported to the asylum under the care of a sheriff or his deputy. Now an attendant is sent from the asylum to bring in the patient.

Under the old law covering transportation for asylum patients to that institution from the place of commitment, the records show that for the 22 months between January, 1903, and October, 1904, the average cost for transportation of the insane under the old law was \$64.51 per patient.

Under the new law the average cost is shown to be \$36.17, or almost half the cost that was charged under the old law. With the transportation of several hundred patients annually it amounts into a handsome saving.

During 1911 it cost the state a total of \$10,844 to transport patients from the place of conviction to the prison. Of this amount \$672 was for expenses incidental to transportation of patients and officers. The per diem of sheriffs and guards amounted to approximately \$2200. On the ratio of the saving on transportation of insane, a saving of practically 50 per cent, or about \$5000 annually, would be made in transporting prisoners.

STRAWBERRY CROP GOOD.

Tollman Farmer Produces Second Growth of Fine Fruit.

Albany—A unique plan to produce two crops of strawberries on his vines each year has been developed by M. P. Briggs, a farmer residing near Tallman. Mr. Briggs has a quarter of an acre in strawberries, and picked an unusually large crop last June. He then mowed down the vines, covered the patch with straw and set it on fire. The vines were burned off so that the field was entirely bare.

New vines came up soon and rapidly blossomed out, and Mr. Briggs is now picking his second crop, which is two-thirds as large as his big crop in June.

In many strawberry gardens near this city and in some of the big market gardens along the Santiam river at Lebanon second crops of strawberries were picked this year. This condition was largely due to the unusual rains in August and September, and many growers are planning to make arrangements to irrigate their gardens for a second crop next summer.

POTATOES ARE FOOT LONG.

Record Spuds for 'Size and Number Found at Hood River.

Hood River—The record for potato production in Hood River valley is just reported by J. R. Steele.

Last May he planted an acre that had been in alfalfa for ten years to Early Rose and Garfield varieties. They were irrigated twice. Last week he started to dig them and found that the hills had run together so that each row was one continuous line of solid spuds.

Many of the plants had enough on them to fill a five-gallon oil can. Most of the spuds are a foot long and some weigh four pounds each.

The acre yielded 700 sacks, or 1400 bushels. Mr. Steele also raised a cabbage this summer weighing 28 pounds.

Hood River Gets Fish.

Hood River—A great deal of activity in stocking the streams of Hood River valley with game fish has been noted this summer, and further work is to be done. So far about 250,000 trout have been planted in the various streams, and another carload was distributed last week. Everybody helps in the work. Ranchers have left their work to haul cans of fish ten miles back to the headwaters, and two wagons made the trip to Lost lake. The state game and fish commission has appropriated \$500 to place a fish ladder at the Devil's Punch Bowl, and the work will be done this fall.

Coos Seeks Good Roads.

Marshfield—At a meeting of representatives of all commercial bodies of the county it was decided that if laws passed at the next election would permit Coos county would bond herself for \$2,000,000 for the purpose of making good roads and building a permanent highway with concrete foundation from the ocean to the Douglas county line. In such event Douglas county would be expected to do the same, so there would be a hard-surface road from Coos Bay to Roseburg.

Mt. Angel Gets Crusher.

Mount Angel—At a cost of almost \$2000 the Marion county court has installed a new rock-crushing plant at Mount Angel. This plant, which is operated by a dynamo, the power being secured from Silverton, takes the place of the steam crusher. At the nominal expense of about \$1.50 daily its crushing capacity is about 150 yards a day, almost double the amount turned out by the steam plant.

HOOD RIVER HAS REPUTATION

Apples Bring Together People From Many Lands.

Hood River—Seven men sat in the reading room of the Commercial club the other evening. One laid down his paper, then another, until the seven were engaged in conversation. Naturally the talk turned to apples, and then to orchards. Four of the men were unacquainted with any of the others. Names followed, then addresses. The four men were strangers and hailed from Groton, Mass.; St. Catherine, Ontario; Mexico City, and Minneapolis, Minn. This caused comment that in a little town in Oregon all these men should meet with one common reason—Hood River apples and how they do it.

The succeeding conversation brought up the question: "From how many different localities will the visitors of a month come?" Reference was had to the visitors' register, and the result showed visitors registered at the club from 46 different towns in 17 states, and two from outside the country during the month of August. September showed 57 towns in 19 states and four foreign countries. These are only those that registered at the club.

FINE CORN GROWN HERE.

Columbia Slough Farmer Has Giant Stalk on Exhibit.

Portland—John Zoller, retired, who owns a farm on the Columbia Slough road a few miles east of this city, brought into town a stalk of corn 14 feet long, which he declared was grown by John Aebly, tenant on Mr. Zoller's ranch. Planting took place July 15, after the harvesting of a fodder crop of wheat and vetch from the same land. Mr. Zoller also had a ripe ear of corn as refutation of the oft-repeated assertion that corn will not ripen in this section of Oregon because of damp weather.

"This stalk I picked out of a field of more than 10 acres," said Mr. Zoller. "The height throughout is from 11 to 14 feet. Last week I saw an item in The Oregonian about corn 10 or 11 feet high in some portion of Western Washington, and I wanted to show that it is possible to beat that in Multnomah county. I shall take this stalk to the Chamber of Commerce secretary and give it to him to place on exhibition for the benefit of strangers."

BUYS DAIRY FARM.

Rich Tillamook County Land Brings Fancy Price.

Tillamook—The Elmore dairy ranch of 193 acres, considered one of the finest in Tillamook county, has been purchased from J. H. Hathaway by B. N. Sproat, of Washington county, the consideration being \$50,000. The purchase also includes 60 head of high-grade Holstein and Jersey cows. Mr. Hathaway took in exchange the 33-acre Eldorado apple orchard of Mr. Sproat at Aloha, Washington county, valued at \$20,000 paying the difference of \$30,000 cash for the Tillamook county farm. The sale as negotiated by Paul A. McPherson, of Portland. Mr. McPherson also sold the Glenn Johnson place of 160 acres, located near Hebo, in Tillamook county. The farm was bought by Mrs. Marshall for \$9500. About 50 acres are in cultivation, the remainder being pasture land.

Apple-Growing Put On Film.

Hood River—Secretary Scott, of the Commercial club, has just finished a three days' trip through the valley with a moving picture outfit. All the different stages of the apple industry have been photographed, as well as considerable scenery. Several thousand feet of film have been exposed. The work is not finished, however, as there are several stages of the industry that were not in operation at this time of the year. The work was started last spring during blossom week.

Rate Order Not Effective.

Salem—A temporary restraining order enjoining the State Railroad commission from enforcing orders in regard to rates and shipments on the Sumpter Valley railroad was granted by Judge Galloway in Circuit court here. The commission demurred to the application for an injunction on the ground that the order was already effective.

China Pheasants Released.

Pendleton—Six dozen pairs of China pheasants, six pairs of silver and six pairs of golden pheasants have been released in a reserve for game consisting of several thousand acres east of this city, and it is the intention of the state game commission to liberate many other varieties. Farmers in this section have signed up to keep all trespassers off the tract.

Panama Resident Makes Inquiry.

Albany—Declaring he wants "to get back to God's country where the thermometer is not always 90 or above in the shade," O. C. Pickel, a civil and sanitary engineer in the Panama Canal zone, has written the Albany commercial club for information regarding this section of the state.

112-Pound Squash on Display.

Albany—A squash weighing 112 pounds is on display in the office of the Linn & Benton Real Estate company in this city. It was raised by Fred Arnold, a farmer, residing southwest of this city.

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The Spreader with the Beater on the Axle

The Simplest Spreader Made



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The first manure spreader ever made was built in 1878 by the Kemp & Burpee Manufacturing Company. Up to the time of the John Deere Spreader every spreader has been made along the same general lines as this first machine. Power was taken from one end of the main axle and transmitted, either through chains or gears, to the beater, mounted above and in the rear of the axle. Heretofore the only improvement in manure spreaders since the first one was made in 1878 has been in the refinement of details.

The John Deere Spreader is a radical departure from the old method of construction. It is made along entirely new lines and is a great improvement over the old style spreader. Come in and examine the machine and you will readily see why the John Deere Spreader is so far superior to any spreader heretofore constructed.

Even if You Don't Need a New Spreader Now come in and get one of our spreader books. They contain a number of articles on why farm manure should be used on the land, how it should be applied, how it should be stored, the value and effect of using it in various ways. In addition there is a detail description of the John Deere Spreader with illustrations in colors of this spreader working in the field.

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