

INDEPENDENCE ENTERPRISE

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W. J. CLARK.

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MEMBER OF THE STATE EDITORIAL ASSOCIATION

SONG AND VIOLIN RECITAL

A representative audience of two hundred people gathered at the M. E. church last Sunday afternoon to listen to the recital given by voice pupils of Miss Lena Belle Tartar and violin students of Miss Elizabeth Levy.

Miss Arnett Collins played "La Premier" by Lagye. Miss Grace Butler was unable to appear. Her number was substituted by Clarence Ruge, who played "Firecrackers" by Greenwald. Dean Craven played "Caprice Brillante" by Lester and Winona. Claire Smith appeared in two numbers, "Polonaise," Mendelssohn and "Minuet in G," Beethoven.

Miss Dorothy Paddock opened the program with (a) "All Joy Be Thine, Sanderson (b) By the Waters of Minnetonka, Lieurance and appeared again in "Till I Wake" by Woodford Finden. Miss Helen Poling sang "At Dawning," "I Hear a Thrush at Eve" and Four American Indian Songs by Cadman.

Mabel Claire Ground accompanied the vocal students. Each number was performed in a creditable manner and the attention of the audience was held throughout the program.

NEW TIME CARD

Train No. 1 leaves Independence, at 6:50 a. m. arrives Monmouth 7:00, connects with train for Astoria. Train No. 3 leaves Independence, connecting with S. P. train No. 354, from Corvallis, arrives Monmouth at 7:45 a. m.

ULRICH CLAIMS AN INJUSTICE

THINKS CERTAIN ATTORNEYS ARE FAVORED.

Airlie Man Takes the State Accident Commission to Task for Its Action When Jim Siddall Was Hurt.

J. F. Ulrich, of Airlie, Polk county, was in Independence Monday and gave the Enterprise the following communication regarding what he alleges took place when a driver for him, Jim Siddall, was injured while hauling ship knees for Parker Brothers in the vicinity of Airlie some few weeks ago.

"We all know the state industrial accident commission is made up of three members, and are appointed by the governor. The present membership of said commission is Beckwith, Marshall and Allen.

"As a citizen, farmer and taxpayer of the state of Oregon, I feel it my duty to publish the following:—

"On May 10, 1917, I was called to Dallas to attend a meeting called by a government agent. When returning from the meeting we had a serious auto accident, and I was disabled for several months. This made it necessary for me to hire a man to complete my spring farming. When the farming was completed I had no further work for the man, Jim Siddall, but T. T. Parker & Son were operating a ship knee camp near here and needed both men and teams.

"Parker & Son had used my team frequently and came to me again asking to hire the teams. Arrangements were made for them to use them, and Jim Siddall was to drive one.

"After a few days' work they wanted to put them to hauling ship knees, offering to pay 40 cents per knee. I told Mr. Parker that all I carried for was a day's wage for my team, and if they could make wages at 40 cents, all right. If not, they would have to pay by the day, to which he agreed. When ever he wished he had them do other work, as he had supervision of them.

"Parker & Son conscientiously assured the man that they were protected under the industrial accident law.

"While engaged in this work on June 21, 1917, Jim Siddall met with an accident resulting in a broken leg, while repairing a gin pole, which Mr. Parker & Son were to maintain. Mr. Parker was not present at the time of the accident, and supposed the accident occurred while loading knees, so wrote the commission asking which (he or I) should report the accident, as we, had talked some of hauling the knees by the piece instead of by the day.

"The commission sent blanks to me, asking me to report the accident, which I did. I heard nothing more from them until July 2nd, when I received a letter from them, stating that they had information that it was contract work, and requesting me to give full details of the work, from where the knees were hauled and when delivered I answered, giving them the desired information.

"Shortly after this I went to Salem to discuss the matter with the commission, but in the mean time they had been informed that I was a farmer. I explained to them that the accident did not occur under time work (Mr. Parker considered it such), as Mr. Parker was to maintain the gin pole I think they saw plainly that it was an injustice to me not to consider it Mr. Parker's work, and I asked them why they did not. Their answer was that he was driving my team and doing contract work. I then asked them why I did not come under the law the same as any other man engaged in a hazardous occupation. Their reply, at that time, was that farmers did not come under the law automatically, but that they would take it before the floating board and decide. They failed to send me notice of their decision; thus they kept me waiting until the time for appeal had passed.

"The next time my attention was called to the case I received a letter from the law firm of Smith & Shields of Salem, on December 28th, stating that they had Jim Siddall's case for damages and that unless I would settle within a few days they would bring suit.

I consulted a prominent attorney, who investigated matters thoroughly, and found it was too late to appeal from the decision of the commission, although, according to law, they should have paid the compensation. Thinking that possibly I had not made the matter plain to the commission, and having learned that farmers do come under the law automatically when engaged in a hazardous occupation, I secured some recommendations from reliable men who knew the circumstances, and I again went before

the commission. We again went over the case, and when I requested them to show me the law that farmers do not come under the act automatically when engaged in a hazardous occupation, they replied that farmers do come under the act, but the ship knee hauling is not a hazardous occupation. Then when the law plainly states logging, lumbering, etc. A ship knee is the heaviest end of a log, and the most unwieldy piece to handle.

"I then asked them, if Mr. Siddall had broken his leg while doing such work as moving camp or dragging knees in the woods by the day, under the direct supervision of Parker & Son if they would still have considered him my man. Mr. Beckwith, chairman, answered, yes, they would.

"That very afternoon, I heard the commission decide that a workman for a prominent Portland firm should receive compensation during an attack of appendicitis, which came upon him, during working hours, but not due to any accident, as they were plainly informed.

"Do you wonder I felt that I had not been fairly treated?

"As a last resort, I asked the favor of their asking the opinion of some of the state officials. Of course, they would not do that, as they knew very well they were in the wrong.

"First, you will notice that in the beginning they said a farmer did not come under the act, and later that it was not a hazardous occupation, and that they asked me to report and give full details, knowing that I was a farmer and knowing what manner of work was being done.

"Second, that they deliberately failed to notify me of their decision thus preventing an appeal.

"Third, that they refused to waive the time for appeal.

"Fourth, that they refused to consider the opinion of other officials.

"My lawyer informed me that the case could not be tried short of \$250 or \$300, besides my expenses and time I would lose, and we know how hard it is to get farm help, as I could settle for \$300. I did so, not feeling that it was justice, however.

"As a result I paid \$300 compensation the commission should have allowed, and Mr. Siddall got what the lawyers saw fit to give him, when he should have received all of the compensation. J. F. ULRICH."

UNITED STATES MARINE CORPS WANT 2,000 MEN.

The United States Marine Corps is calling for 2,000 men at once. Men between the ages of 18 and 36 years including registered and married men may enlist. The Marine Corps is the oldest branch of U. S. Service, being organized before either the Army or Navy. They have carried the flag to victory in Tripoli, Sumatra, Fiji Islands, Mexico, Philippines, China and Santa Domingo. Marines are serving in France at the present time, they being the first American troops of the Expeditionary Forces to set foot on French soil.

Marines are trained and serve as Infantry, Artillery, Cavalry Engineers and Signalmen also on board battleships and cruisers. Men can enter this splendid branch of service only by voluntary enlistment. Men desiring to enlist for the duration of the war can obtain full information by calling in person or writing to the U. S. Marine Corps Recruiting Station, Panama building, Third and Alder streets, Portland, Oregon.

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THE INVINCIBLE JEW

is the Pilgrim of Commerce, trading with every nation; they thrive wherever they come; they are able to oblige the Prince with money, and his neighbors with food and clothes. It is a maxim with the Jews, "that he that did not bring up his son to some legitimate calling, brought him up to be a thief."

My Grocery is on the same side of the street as the Independence National Bank on the opposite corner. When intown drop in and see my Fresh Stock of Groceries and right prices Our Margins are very small.

Yours very respectfully,

Max Goldman.

FOR SALE—A good grade two-year-old Jersey heifer, soon to freshen—Price \$35. Call Main 2721 before 8 a. m. or after 6:00 p. m.

Advertisement for Edison Mazda Lamps featuring a graph showing 'COST OF LIVING GOING UP' and 'COST OF ELECTRIC LIGHT COMING DOWN' from 1896 to 1917. Includes an image of a light bulb.

Some lighting facts you want to know about right now! Your dollar today buys less bread, less meat, less clothes than ever before, but your electric dollar buys MORE. And you can make it buy still more by using EDISON MAZDA LAMPS. For MAZDA Lamps give three times as much light as carbon lamps without increasing the amount of current used.

Advertisement for O. A. Kreamey featuring a man in a suit and the text 'Did You Ever Wear a Suit Made to Measure By O. A. Kreamey?'. Includes the slogan 'SUPERIOR SMARTNESS and Great Economy.'

Advertisement for Choice Hatching EGGS by A. H. Craven. Mentions 'Strictly O. A. C. winter laying strain of L. C. W. Leghorn foundation stock of 228 to 240 egg hens, mated to males of 250 to 276 egg strain, being grandsons of the famous Corvallis Collection hens E. 248 with egg record of 303 eggs in one year, also of Oregonia 1176 eggs in 6 year—eggs \$1.00 for 15.'