

PROFESSIONAL COLUMN.

SWOPE & SWOPE

Lawyers

Campbell Building
INDEPENDENCE, OR.

D. E. FLETCHER

Cooper Building

Attorney

INDEPENDENCE, OR.

C. C. WRIGHT, M. D. C.

Veterinarian

Residence, "Uncle Billy's"

We pay the expenses

We get results

We remit results

We take the blame

No Collection--No Charge

Why Maintain a Morgue?

Send us your slow ones

KNIGHT ADJUSTMENT CO.

McMinnville, Oregon.

TIME CARD

Valley & Siletz Railroad

Effective Sept. 27, 1920..

Train arrives Independence

1:45 P. M.

Train departs Independ-

ence 4:20 P. M.

Daily except Sunday

L. E. Watson, Supt.

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the un-

assigned executors of the estate of

John R. Cooper, deceased, have filed

their final account in the County

Court of the State of Oregon for

Polk County, and that Monday,

the 11th day of October, 1920, at the hour

of 10 o'clock in the forenoon thereof,

at the court room of said Court in the

City of Dallas, Oregon, has been ap-

pointed by said Court as the time

and place for the hearing of objec-

tions to the said final account and the

settlement thereof.

JOHN A. COOPER

PEARL C. COOPER,

Executors of the Estate of

John R. Cooper, deceased.

SWOPE & SWOPE, Attorneys.

Dated and first published Sept. 10,

1920.

Statement of the ownership, man-

agement, circulation, etc., requir-

ed by the act of Congress of Aug-

ust 24, 1912, of Independence En-

terprise, published weekly at In-

dependence, Oregon, for October 1,

1920.

State of Oregon, County of Polk, ss.

Before me, a notary public in and

for the state and county aforesaid,

personally appeared Z. C. Kimball,

who, having been duly sworn ac-

cording to law, deposes and says that

he is the owner of the Independence

Enterprise, and that the following is,

to the best of his knowledge and be-

lieve, a true statement of the owner-

ship, management, etc., of the afore-

said publication for the date shown

in the above caption, required by the

act of August 24, 1912, embodied in

section 443, Postal Laws and Regu-

lations, printed on the reverse side

of this form, to-wit:

1. That the names and addresses

of the publisher, editor, managing

editor, and business manager are:

Publisher, Z. C. Kimball, Indepen-

dence, Oregon.

Editor, Z. C. Kimball, Indepen-

dence, Oregon.

Managing editor, none.

Business manager, none.

2. That the owners are: (Give

names and addresses of individual

owners, or, if a corporation, give its

name and the names and addresses

of stockholders owning or holding 1

percent or more of the total amount

of stock.)

Z. C. Kimball, Independence, Ore.

3. That the known bond holders,

mortgagees, and other security

holders owning or holding 1 percent

or more of total amount of bonds,

mortgages, or other securities are:

W. J. Clark, Independence, Ore.

Margenthaler Linotype Co., N. Y.

4. That the two paragraphs next

above, giving the names of the own-

ers, stockholders, and security hold-

ers, if any, contain not only the list

of stockholders and security holders

as they appear upon the books of the

company as trustee or in any other

fiduciary relation, the name of the

person or corporation for whom such

trustee is acting, is given; also that

the said two paragraphs contain

statements embracing affiant's full

knowledge and belief as to the cir-

cumstances and conditions under

which stockholders and security hold-

ers who do not appear upon the books

of the company as trustees, hold

stock and security in a capacity

other than a bona fide owner; and

that affiant has no reason to believe

that any other person, association,

or corporation has any interest di-

rect or indirect in the said stock,

bonds, or other securities than as so

stated by him.

Z. C. KIMBALL, Owner.

Sworn to and subscribed before me

the 7th day of October, 1920.

D. E. Fletcher, Notary Public.

My commission expires Oct. 21, 1923.

TEST AND MARKET WEIGHT
OF WHEAT ARE DIFFERENT

Oregon Agricultural College, Corvallis—The difference between the test weight and the market weight of wheat is one of the most common misunderstandings in the grain business, says G. R. Hyslop, head of farm crops at O. A. C.

"The test weight is used only to determine quality, or grade," says Professor Hyslop. "A bushel is 60 pounds in Oregon, and if the grains are plump and of good quality a measured bushel will weigh 60 or more pounds. If shriveled the wheat in a measured bushel may not weigh more than 56 pounds, or if badly pinched as low as 44 pounds.

But this does not make the selling weight, which is 60 pounds regardless of how many pounds the wheat weighs to the bushel. The selling weight remains the same for all wheat, but the test weight varies with the quality, which determines its grade and price.

The test weight is prescribed by the bureau of markets, federal department of agriculture, and to be fair must be made exactly as prescribed.

"Light weight wheat, 54 or 56 pounds per bushel, is not so desirable for milling as similar wheat having a test weight of 60 pounds. The heavier wheat usually is more plump and yields more flour.

Mills occasionally pay more for pinched wheat than plump, as it has a higher gluten content and is needed to strengthen the flour output. But the tendency in many cases has been to pay more for the soft, starchy wheat that could be blended with the pinched wheat to weaken the gluten content."

Robber Bees Active

Bees finding trouble in getting honey in this slack season are likely to overcome the guards of any weak or diseased colony and rob the hive, says H. A. Scullen, Oregon bee man and specialist at O. A. C. This may mean the spread of foulbrood, a serious disease among bees, as well as destroy the weak colony. If this begins Mr. Scullen cuts down the entrance till only one bee can pass in or out at a time. In bad cases the entrance should be entirely closed for an hour or more. It may be slightly enlarged the next day.

EX-SOLDIERS GET JOBS
ON CANADIAN PACIFIC

Montreal, P. Q.—With a total of 18,330 returned soldiers given employment, the Canadian Pacific railway has achieved a record which its officials consider its very best. Of the company's employees, 11,062 enlisted, 1100 were killed 2088 were wounded and 7008 who applied for reinstatement were employed. Every man who volunteered was promised a job as good as the one he left, if he returned, and this promise was made good. Furthermore, every volunteer was given six months' pay. Since the war ended 11,322 soldiers who had not been employed previously by the company were placed on its payrolls, in addition to the 7008 above mentioned, making a grand total of 18,330 veterans now in the company's service.

Some 370 Canadian Pacific volunteers won medals and decorations, including two Victoria crosses, 17 distinguished service orders, three distinguished services crosses, 54 military crosses, one legion of honor and 12 croix de guerre.

Polk County

J. B. V. Butler, Jr., is now employed in the First National bank at Monmouth, filling the place made vacant by Clare Powell's attendance at the University of Oregon.

The new Baptist church and community center at Monmouth will be ready for dedication about November 1st. The cost of the structure is approximately \$8000.

Miss Emma Kramer of Monmouth, assumed the principalship of the Highland school in Salem Monday. For the past two years she has been teaching in Marshfield. She was accompanied to Salem by her sister, Mrs. Beery. They will occupy an apartment during the school week, and spend the week-ends in Monmouth.

William Glass of Monmouth, has gone to the agricultural college at Davis, Cal., for advanced work in butter making. Mr. Glass was formerly employed as tester in the Monmouth creamery.

Mrs. Florence Weisner is now employed as deputy in the office of County Clerk Moore. She has succeeded Miss Otello Friar, who has become cashier in the Mountain States Power company office.

MILITARY TRAINING TAKES
FIRST RANK AT UNIVERSITY

University of Oregon, Eugene—Military training now ranks among the major departments in the university. Beginning this year the department of military science and tactics offers to students a major course carrying with graduation a commission in the reserves. The course is intended to prepare students for examination for commissions in the regular army.

The R. O. T. C. will be commanded by Major R. C. Baird. Major Baird, who was commandant last year, received a promotion in the regular service a month ago. His new commission dates from July 1. During the war Major Baird held the rank of lieutenant-colonel, but was mustered out as a captain.

A new ruling of the department is that all cadets must deposit \$10 before drawing a uniform. If the uniform is returned in good condition the money is refunded.

The new woman's building, which has been under course of construction since last August, is nearing completion. The west end, in which are class rooms and a gymnasium, will be ready for use by the department of physical education for women by November 1.

The alumni hall and the main stairway in the east end of the building will be the last to be finished. As soon as the grounds surrounding the building can be cleared the hockey field will be put into condition, as well as the new tennis courts and a field for archery.

The enlargement of the library to the point where law students will be enabled to do most of their studying will be one of the chief aims of the law department this year, according to Dean Hale, the new head of the law school. An appropriation of \$5000 for the library has been obtained, a large part of which has been expended already for books which are expected to arrive shortly.

Lack of room is one of the main handicaps to the department, Dean Hale states. But efforts are being made to relieve the congestion.

One of the most remarkable things about the registration of students at the university this year, according to Mrs. George Fitch of the registrar's office, is the number of students enrolling from other states. Approximately 160 students are coming to Oregon this year with advanced standing from other colleges. This is a gain of 33 1-3 per cent over that of last year.

Religious organizations working under the auspices of the Y. M. C. A. will give special courses in religious education in the university, open to both men and women. The courses are non-sectarian. Rev. Edwin V. O'Hara, L. L. D., will deliver the first course, which is called "Christian Ethics." "Masterpieces of Religious Literature" is the title of a series of lectures to be delivered by Rev. Bruce J. Giffen, M. A., B. D.

Beginning in January Rabbi Jonah B. Wise, Dr. S. C. Kohs and others will offer a course in the history and culture of the Hebrew people.

YANK CREW TO MAN
BIGGEST DIRIGIBLE

Washington—Latest reports received at the navy department are that the dirigible R-38, now being constructed for the American navy by the Royal Airship works at Bedford, England, is more than 60 per cent completed and probably will be ready to take the air by the latter part of November.

There will be a trained-to-the-minute American crew aboard to put her through her trial flight. Several training cruises on the British dirigible R-33, offered by the British government for that purpose, already have been made by American naval personnel who will form the R-33's crew, and the mammoth airship will be manned by experienced sailors of the air when she sets out on her trans-Atlantic flight, which officials say will be made next April or May.

With a gas volume of 2,724,000 cubic feet, the R-38 will surpass in size the largest rigid airship yet turned out by the Zeppelin company, the L-71, by 304,000 cubic feet, and the British R-34, which crossed the Atlantic last year, by 711,000 cubic feet. Her six engines will develop 1950 horsepower, or 130 more than the most powerful Zeppelin craft, and drive the great gas bag at an estimated maximum speed of 75 miles an hour.

To accommodate the 694 foot stretch of the R-38, the naval airship hangar at Cape May, N. J., already had been lengthened to 700 feet and also increased in height. The two large hangars now under construction at Lakehurst, N. J., probably will not be completed until July, 1921, after the R-38's arrival.

St. Helens gets \$25,000 tie and shingle mill.

UNITE FOR WATER TRANS-
PORTATION

General representation of the Pacific northwest in the rivers and harbors conference which opened in Portland on Monday bespeaks the importance that is attached to transportation as one of the necessities of national life and prosperity, and to harbors and waterways as means of water transportation. The people of the United States have realized in the last few years that their future is on the sea, and they logically aid the rivers. The railroads are unequal to the task of carrying all of the nation's interior traffic, and the people justly demand that the government make good the railroad's deficiencies by improving the means of water transportation by sea and river.

It is proper that the states of the Pacific northwest should act as a unit geographically and economically. The greater part of this empire is drained by the Columbia river and its tributaries, and it can gain easiest and cheapest access to the sea by improvement of those waterways. The ports which are not in the Columbia basin have an ample field of commerce and have a common interest with it in the fact that they are in the same group of states, having like products and trading in the same markets. By themselves they can gain much less than is possible by uniting their forces with those of the Columbia basin.

The time is propitious for waterway development, not only because of the need to supplement the railroads but because we are at the opening of a too long delayed period of waterpower development. By linking power use with navigation use of rivers, canalization can be pushed forward at points where construction of dams for one of those purposes alone would be financially impracticable. That partnership would bring many other vast benefits, which would soon make the Pacific northwest one of the most prosperous, best populated sections of the country.—Oregonian.

STRAW WORTH ONE-TENTH
OF HAY FOR FEEDING

Scores of straw stacks have been burned the last few weeks in the Willamette valley, a profligate waste of feed, litter, nitrogen and organic matter, according to W. L. Powers, chief of soils at the Oregon Agricultural college experiment station.

Mr. Powers quotes E. L. Potter, animal husbandry head, to the effect that the feeding value of oat straw is \$1 a ton when hay is selling at \$10 a ton. In actual test at the eastern Oregon branch station, at Union, plenty of straw roughage supplemented by a two-pound cotton seed cake per head per day, carried stock through the winter in good condition.

The digestible nutrients of straw compared with those of oat and vetch hay are given by Henry in "Feeds and Feeding," as about two-thirds as much in fats, fully as much in carbohydrates and one-sixth as much in crude protein, says Powers. Clover straw contains as much carbohydrates and about two-thirds as much fat and protein as oat and vetch hay.

The feeding value of the straw may be preserved in western Oregon by use of straw sheds.

"The nitrogen contained in straw is too valuable to be sent off into the clouds," says Professor Powers. "Figured at fertilizer prices, 25 cents a pound, a ton of oat straw contains \$2.90 worth of nitrogen."

The value of nitrogen in one ton of other straws is—barley, \$2.80; wheat, \$2.50; rye, \$2.40; clover straw \$6.00.

"The rotting effect of straw is needed in western Oregon soils," Professor Powers declares. "This decay is associated with the activity of beneficial bacteria."

"Active decaying organic matter is needed on most of our soils as it releases phosphorus, potash and other plant foods from its own substances and from the mineral particles of soils. It mellowes the soil and increases its sponginess and its capacity for retaining usual moisture."

"Our worn grain lands and heavy soils of western Oregon more often need organic matter than mineral plant foods." Straw should not be left to occupy tillable land, says Professor Powers. Neither is it often justifiable to burn it to destroy weeds. The following practice is recommended: By use of a straw shed or exercise shed straw can be fed or used as bedding to absorb and convey liquid manure back to the land. Or by means of a straw spreader it can be scattered over the grain fields of the farm, where it may be disked and plowed under.

The early heavy rains of this fall will help greatly in hastening decay of the organic materials where they were well cut with the disk before being plowed into the wet soils.

Rupert company completes \$50,000 cannery and packing plant at McMinnville and spent \$150,000 on seven Oregon plants.

Northern Pacific lets \$50,000 car-building contracts to shops at Renton, Portland and Tacoma.

The Dalles-Libby plant puts up 3000 barrels of maraschino cherries; employs 325 persons.

Master Trucks

Extra strength, extra power and extra service is built into every Master Truck. Examination shows it; performance proves it. Compare its specifications with those of any other truck of similar rating. Horse-power, frames, springs, axles, compare vital facts like these, then draw your own conclusions. 1½ to 6 tons.

"Master of the Load on any Road."

Marion Automobile Co.

Opposite Marion Hotel

Salem, Oregon

New Electric
Shoe Repairing
Shop

C Street, Between Main and Second

All Kinds of Repairing, Laces
and Polishes

All Work Guaranteed

R. E. HEREFORD, Proprietor



It Pleases Us

to have our customers congratulate us upon the quality of our meats. Of course, we know we buy but the best, but it's mighty gratifying to know that our customers know it also. Phone us, come yourself or send the children—it's all same. We carry but "our grade—the best."

The City Meat Market

Miller & Smith

Main Street

Independence, Ore.

Wells' Universal Grinder

For Grinding Pistons, Piston Rings,
Wrist Pins, etc., on
Automobiles, Trucks and Tractors
has been added to our equipment.
WOOD & COZINE, Independence

A Grocery That Never
Disappoints Customers

Not Best Because Biggest, But Biggest Because Best
No Order too Large to Fill; No Order too Small to Fill

This Store Aims to Serve the Public Pleasantly and Well—The Goods We Sell are Just as Represented and When Orders are Given WE NEVER DUPLICATE. We Send You Just What You Order, Never Send the "Just as Good" Kind.

Calbreath
& Jones

GROCERIES
Cheapest
in
Large Quantities

