

Buena Vista

W. S. McClain and J. A. Reynolds are serving on the grand jury in the Dallas court this week.

Misses Plant and Rose, our former merchants, expect to leave about the 15th of October for a month's visit among relatives in British Columbia and other points of interest.

Mrs. Richardson, daughter of Mrs. Louise Harmon, came Saturday from Winlock, Wash., for an extended visit here among relatives.

Mr. and Mrs. Royal Krutz, of La-Grande, Ore., were over-Sunday visitors at the R. E. Prather and N. C. Anderson homes.

Miss Gussie Setax and Guy Newton of Independence, were married last week in Dallas. The bride is the daughter of William Setax who recently purchased the Nelson place.

Mr. and Mrs. Guy Hewett came up from the Rickreall country Tuesday and took Mrs. Hewett's aged mother, Mrs. Louise (Grandma) Harmon, home with them. She has lived alone for many years but is growing too feeble to care for herself any longer.

Mr. and Mrs. Doc Black left Monday by the O'Brien truck for their new home which they recently purchased in Independence. Thus our sister city claims another one of our best families but the well wishes of the entire community go with them.

Willard McClain and Will Morgan transacted business at the county seat Monday.

Mr. and Mrs. Silas Hart and Mrs. Helena Hunt and babe of Philomath, were over-Sunday visitors at the G. E. Harmon home and Sunday they all motored to the Guy Hewett home to see Mrs. Hart's mother, Grandma Harmon.

Mr. and Mrs. J. M. Prather of Corvallis, were calling on relatives and friends here Monday. Mrs. Marguerite McClain, who was visiting there, returned home with them.

Parker

This continued rain has caused fall work to be laid aside until the weather man turns on the sunshine.

Ernest Ziesch is filling his silo with corn this week.

Edward Veith was in Corvallis on Monday.

Mr. and Mrs. W. M. Sharp of Portland, spent Sunday at the Horton home.

Miss Gusta Setak was married to Guy Newton of Independence last Thursday at Dallas.

Dickinson Bros. have purchased the farm recently owned by Jesse Walker of Independence, and leased the Dell Grigsby place adjoining. These farms lie across the road from their places and will be farmed along with their other land.

Mr. and Mrs. A. E. Horton motored to Dallas Monday. They were accompanied by Mr. and Mrs. W. N. Sharp of Portland.

Mr. Bowman and family of near Suver, are moving onto one of the Ziesch farms which he has leased for the coming year.

Ray Lacey and family were visiting his people Tuesday and Wednesday of this week.

Miss Winnogene Peterson left for her high school work at Airlie on Sunday last.

WHY THE HURRY? QUERY OF AN ENGINEER

A. J. McKay, a Southern Pacific locomotive engineer, discussing motorists who race with his train for a common crossing, is puzzled to know what all the hurry is about. Says McKay:

"If auto drivers realized how little time they save if they succeed in crossing in front of an approaching train they might be more content to wait until the train got by and thus guarantee their own safety."

"A local passenger train, consisting of an engine and four or five coaches, traveling at forty-five miles an hour will make 66 feet a second and will be only five or six seconds in going over the crossing and a little less than that if making the limit of fifty miles an hour. The heavier over-land train, with the cars averaging a little longer than in local service, will generally pass over a road crossing at the rate of one a second. If the auto driver stops at the track while the train is still a quarter of a mile away, he will only have to wait about 20 seconds for the train to get to the crossing and then a few seconds more for the train to get by."

"Most of the accidents at highway crossings are those in which the auto gets mixed up with high speed trains. Freight trains of 30 cars or less, frequently travel at the rate of 30 miles an hour and at that rate of speed the shorter cars will be going over the crossing at the rate of one a second; longer freight trains at slower speed will use more time, but even then the delay is insignificant."

"Frequently engineers of trains make reports of 'close calls,' but there does not seem to be much result from that course."

"Some drivers claim that no warning was given by the approaching engine, but what can be said for a man who strikes the side of a train after the engine and three or four cars have gone by? Or the man who claims he would have 'made it' if the gate man had not dropped the gate. He broke the gate and had his machine wrecked."

"A few seconds!" Is it worth the risk?"

INFANT MORTALITY RATE DECLINES TO 87 PER 1000

New York—America's baby crop in 1919 was a new record says the American Child Hygiene association.

An annual preliminary report on vital statistics by that organization, covering data from 269 cities with an aggregate population of 31,000,000 shows the infant mortality rate declined to the "encouraging figure of 87 deaths per 1000 babies," a saving of nearly 12,000 babies over the 1918 rate and 7000 fewer deaths than in 1917.

In the cities covered by the report 680,000 births were recorded, while in the entire country it is estimated there are 2,500,000 newcomers annually. All of the cities included have populations of 10,000 or more.

Babies seemed to thrive well in some of the larger cities, where formerly the death rate was very high. Among the twenty-four cities of more than 250,000 population reported, ten were below the average for the 269 and the death rate for the group was eighty five, two points below the general average.

"Ten years ago," the report said, "it was the aim of many a department of health to see this rate fall below the 100 mark. In 1919, only four of the twenty-four larger cities were above it."

One of these was Pittsburg, the "Smoky City," where the rate was

115. Buffalo with 107, Kansas City Mo., with 103 and Jersey City, N. J. with 102 were others.

Houston Texas, was the best baby-raising ground among the cities of more than 100,000 and less than 250,000 with a mark of 61. Berkeley, Cal., had a baby mortality rate of 44, while Brookline, Mass., with a population of less than 50,000 led all the rest with the healthy percentage of 10.

New York City registered 82. St. Louis scored 75, Los Angeles and San Francisco 67 and 65, respectively, Minneapolis 61, and Seattle, 54.

In The Churches

Baptist Church

Come to the Baptist church Sunday and enjoy yourself among good people. Sunday school starts at 10 o'clock. Our Sunday school is growing every Sunday but there is still room for you. Come out and try it once. Rev. Proppe preaches at 11 o'clock. His subject is "A Grain of Wheat." A lively bunch of young folks meet at 6:30. Miss Erma Boughey is the leader for next Sunday. At 7:30 the pastor speaks on "The Causes and Cures of Backsliding." Strangers especially invited.

WANT ADS

FARM WANTED—I want to hear from party having farm for sale. Give price and description. John W. Wait, Champaign, Illinois. 8-2t

FOR SALE—Team, weighing 3000, harness and wagon, \$200. Horne's place, south of town. Al Whitney. 8-3t*

FOR SALE—Cleaned cheat seed, a few sacks—\$1.50 a sack. A. E. Horton, Parker. 1-tf

FOR SALE—1918 Four Ninety Chevrolet car, in first-class condition, \$550. Some terms. Geo. H. Wood. 1-tf

FOR SALE—Oak, Ash and Fir Rick Wood, delivered either in town or country. C. J. Lehman, phone Monmouth 1210. 17-4t

FOR quick results list your country and city property with the Independence Realty Co., C street. 30-tf

LOST—One auto tire casing, Silverton Cord 36x4 1/2 on rim, between Independence and Salem. Reward of \$10 on return to Independence Garage 8-1t*

FOR SALE—1917 Four-Ninety Chevrolet Touring Car, electric lights and starter. Good condition. Price \$375. Sayles Motor Car company, C street, Independence. 8-1t

FOR SALE—100 Angora goats, good stock; 38 Cotswold ewes, and 1 buck. G. A. Wells, Route 2, Independence, three-fourths mile north of Buena Vista. 8-3t*

FOR SALE—Registered, large type Poland China boars ready for service. Sired by Murphys Big Bob Wonder, grand champion of Oregon last year. One of these boars was a prize winner at the state fair this year. Sloper Bros., Independence, Ore. 8-2t

SEE FRANK WORTHINGTON for BARGAINS IN REAL ESTATE. Office in Beaver Hotel Building, Independence, Ore. 10-tf

WILL TRADE—All improved wheat farm at Rockland, Idaho, Power county, for 40 acres improved in Oregon, Polk or Marion counties. Write to Frank Bell, Rockland, Idaho. 24-4t

FOR QUICK SALE—Tractor outfit including 25 H. P. 1919 C. L. Best Tracklayer tractor, 3 1/4-in. Oliver gang steel plows, 8 ft. International double disc, 2 section Klondiker, with gas tanks, oils, etc. A. E. Horton, Parker, or inquire at Enterprise office. 1-tf

YOUR TIRE Trouble

Adjusted promptly and in a workmanlike manner. Try me. SERVICE in big letters.

Savage, Curtis and Racine Tires and Tubes for sale.

M. J. O'DONNELL
Across from Farmers State Bank, Independence.

LOCAL HAPPENINGS

Earl W. Cozine and Grant Byers returned last Saturday from their deer hunting trip to Southern Oregon. There appeared to be plenty of the fleet-footed animals in that locality, but conditions were unfavorable to make the chase a successful one, and they came back empty-handed.

—Mr. and Mrs. S. H. McElmurry returned Sunday evening from Salem, where they spent 10 days camping on the state fair ground and taking in the big event from beginning to end. During the last three days of the fair, rain curtailed attendance heavily, still it did not inconvenience Mr. and Mrs. McElmurry to any extent as they had provided themselves with a waterproof tent and a stove for making it nice and comfortable.

—Mrs. O. T. Solie fractured her left arm last Saturday in Portland. Accompanied by Mr. Solie, she had been visiting at the home of a sister. They started for home in their car Saturday morning. One of the chains caught on the fender while they were still in the city. While the trouble was being remedied Mrs. Solie got out of the car, and slipping, fell with sufficient force to fracture the bones. She was taken to a hospital where the fracture was reduced and Mr. and Mrs. Solie returned to Independence that evening.

COST OF FEDERAL HIGHWAYS EXCEEDS PANAMA EXPENSE

The unprecedented stimulus given highway construction in the United States in the four years that have passed since the Federal government entered upon its policy of aiding road improvement is shown by the fact that road operations under the federal aid road act thus far initiated aggregate in length nine times the distance from New York to San Francisco, according to Thomas H. MacDonald, chief of the bureau of public roads, United States department of agriculture.

The federal government's share in this stupendous undertaking is great-

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And that you can get a Suit of Clothes tailored to measure for \$35, \$40, \$42.50, \$45, \$47.50, \$50 and up. This means all you want. Yours truly

O. A. KREAMER

er than the cost of the Panama canal. The participation of the national government in highway improvement marked a departure from a policy which had been followed for nearly a century.

Federal co-operation with the states on approximately a fifty-fifty basis has counted more than any other factor, says Mr. MacDonald, in initiating highway construction that is being carried on under adequate supervision, and in accord with a program coordinating local, state and national needs.

Second only in importance to the size of the present roadbuilding program is the excellence of the character of the roads being built. Sixty per cent of the total allotment of federal funds which has been approved to date will be spent for roads of durable types. These roads when built will increase by 7600 miles the total of 14,400 miles of roads of this class which existed in the United States before the federal aid road law was passed. But these figures by

no means represent the total money affected.

Harney county sunflowers produce 54 tons emilage to acre.

Marshfield—Local company incorporated to operate planes in the locality.

Madras—New sawmill of 15,000 feet capacity being constructed.

Klamath Falls—Washington street being paved.

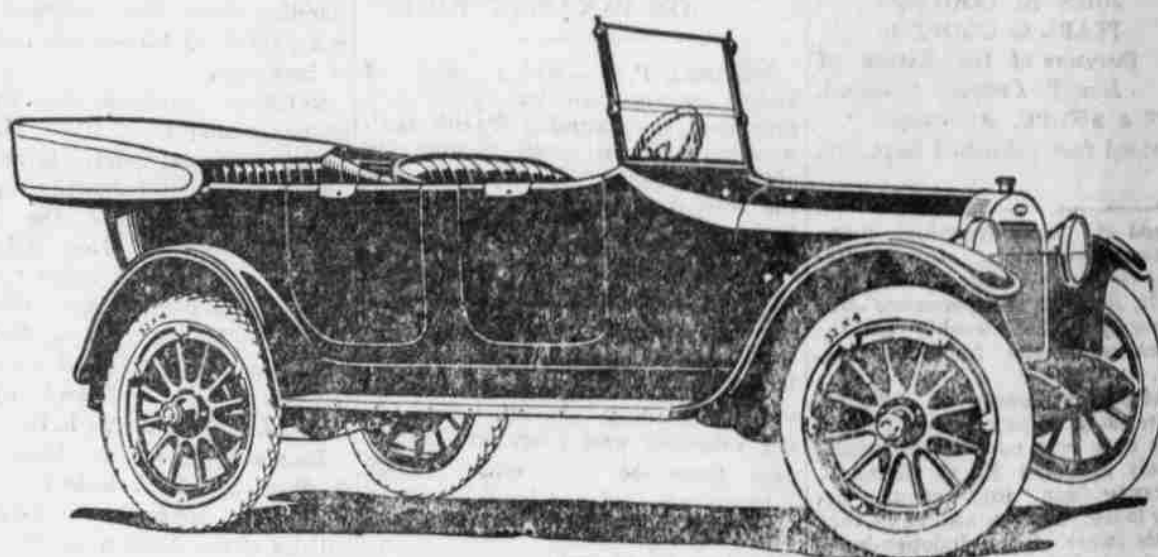
Salem—45 acres of loganberries bring gross returns of \$45,115.

Enterprise—City reservoir to be completed soon.

Klamath Falls—40,000 acres pine timber sells for \$2,500,000.

High School Students

Have you ever attended a service of the Baptist Young People's Union? Sunday evening at 6:30 p. m. will have a special treat. Some of the high school boys are to sing. Miss Erma Boughey is to lead. Come and see if you don't like it at the Baptist church.



Nash Six With Perfected Valve-in-the-Head Motor

The unusual beauty of the Nash Six in design and finish immediately impresses you with the high quality of this product of the Nash factories.

A ride in it will convince you, we believe, of its exceptional power, comfort and economy.

We will welcome an early opportunity to prove its value to you by actual demonstration.

No reduction in prices on either cars or trucks prior to July 1, 1921.

The Auto Utilities Co

DALLAS, OREGON INDEPENDENCE OREGON.

Lives of Great Men All Remind Us

U. S. GRANT was a great general and succeeded to the highest office in the land, yet his last years—sick with a negligent disease—were spent in a plucky and heroic endeavor to pay his debts. He succeeded, as he did in everything he attempted.

It requires strength of purpose and of will to lead a life of thrift—but remember it requires more strength to pay the price of spendthriftness.

A savings account with this bank—one good way to practice thrift.



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Goodrich Tube with each Casing

For a few days only we will give absolutely free one high-grade Goodrich tube with every Casing, Cord or Fabric.

This is a bonafide offer and by a concern which is here to stay. Both tubes and casings are fresh, new stock and fully guaranteed.

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