



To seal in the delicious Burley tobacco flavor. It's Toasted

Polk County

(Polk County Itemizer) Sheriff John W. Orr Monday afternoon took James Rhotom one of the two youths who has been held in the county jail for several weeks charged with auto theft, to the state school for feeble minded at Salem.

The Fox having abandoned the burrow in the county jail, the Coon came back. Monday afternoon Frank Coon, who ran away from jail a few weeks ago while working on the outside as a trusty, walked into the sheriff's office and announced he was tired of being a fugitive from justice and was ready to complete his term of 30 days.

Homer Arstell, 17-year-old youth, who "borrowed" the Ford car of T. J. Alsip off the street on the night of August 20th, resulting in its being run off the road and badly damaged the next morning, was brought back from Hebo Saturday evening by Sheriff Orr.

Mrs. Ora Cospser, grand secretary of the Oregon Rebekah Assembly, was at Ballston Tuesday evening, where, with the assistance of the degree team of the Sheridan lodge, she instituted a new lodge of Rebekahs.

(Dallas Observer)

Prune growers of different sections of the state, including Dallas, have agreed upon the price they will pay for picking prunes this year. The rate fixed is 6 cents a box, with a bonus of 2 cents a box for those who stay through the season.

John M. Grant, former sheriff of Polk county, killed one of the largest black bears ever seen in this part of the state Sunday on Laurel mountain about 15 miles west of Dallas.

Grant fired at the animal and brought him down, but the bear put up a pretty stiff fight before being killed. The animal weighed over 1,000 pounds and the men had great difficulty in getting him to their camp.

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Mr. Grant brought the hide to Dallas and will have it made into a rug.

There is little or no prospect of having a paved road further than Rickreall this year. This is evident from the progress that has been made on the paving thus far.

Up to last (Wednesday) night the paving was but a short distance east of the Polk station road, having started from the city limits at the Brown place. This shows that but little more than a half mile of paving has been done all last week and the first three days of this week.

At the same rate of progress it will take about seven weeks to reach Rickreall, and this is the time it is estimated will be required by the men in charge of the work. Seven weeks of good weather is all that can reasonably be expected after this time of year.

There will, therefore, be about four miles of bad road in getting out of Dallas to the north during the winter. Realizing that this stretch cannot be paved this year the contractors are putting on four inches of gravel from Derry to Brunk's corner, to which the pavement is laid from Salem. A large part of this road has been graded during the past months, with the result that the dust is deep and fearsome.

Another feature of the paving that is attracting attention and considerable apprehension is the condition of the hill immediately north of town. This hill has been cut and graded, and the fill is now too narrow and will become a regular mire if it is not heavily traveled.

OREGON HAS INDEBTEDNESS OF NEARLY \$35,000,000

Salem—During the last five years the bonded indebtedness of the state of Oregon has increased from approximately \$3,500,000 to \$34,480,300, according to a report prepared here by O. P. Hoff, state treasurer.

Included in the aggregate indebtedness were Oregon state highway bonds totaling \$28,640,000. Oregon farm credit bonds amounting to \$450,000, Oregon district interest bonds aggregating \$390,300 and Oregon veteran's state aid gold bonds in the sum of \$5,000,000.

In addition to these bonds there will be sold on September 30 and October 10 additional state securities aggregating \$7,500,000. Of the latter bonds \$5,000,000 will be used in administering the so-called soldiers' bonus and loan law enacted at the last session of the legislature.

WAS EXPECTED TO PROTEST

Customary at One Time for Speaker of House of Commons to Resist Appointment.

In one respect a newly appointed speaker of the British house of commons may congratulate himself that there has been an abandonment of some of the old customs, for he is no longer expected to make an elaborate pretense of unwillingness to accept his great office.

This pretense was carried to great lengths at one time, and the ceremony took on some points of likeness to the bridal customs of savage countries, for the speaker was expected to make a show even of physical resistance when led to the chair.

It was not an original custom of the house. Far back in history it appears that speakers protested to the house and to the crown against their election only when they really did not want to be appointed. It seems to have been under the Tudors that a ridiculous subservience was imported, and it was expected of the speaker, that he should "make repeated excuses and declare himself unworthy of election."

It Is Hard to Be Accurate.

Can you exactly describe what you see? If you can, you are cleverer than most persons. A book recently published in Paris relates that at a meeting of scientific men two of them suddenly began to quarrel. Under pretense of obtaining legal evidence the president of the meeting asked everyone present to write an exact report of what had happened. The quarrel was a pure piece of acting arranged to test the powers of observation of the men present.

Though the assembly was composed entirely of jurists, psychologists and doctors, only one report contained less than 20 per cent of error; 13 reports had more than 50 per cent wrong; and in 34 reports from 10 to 15 per cent of the details were wholly imaginary. When men of science can so err we can understand how easily the ordinary man can go astray. The story shows why lawyers value circumstantial evidence so highly.—Youth's Companion.

MAY MORNING

By MOLLIE MATHER.

(Copyright, 1921, Western Newspaper Union.)

John Towne drove through the village on his quickest route to the city beyond. The ride was longer than he had anticipated, in his wish to avoid close trains, and the spring time vista of field and meadow, brought from him no conscious admiration.

The capable junior member of the business concern was well aware of the need of an efficient mistress in his home. The pretentious building that John had fitted for a dwelling, was to him merely a well ordered institution. Upon several past occasions where he had been a guest at Mr. Dawn's summer home, John had recognized the value of a woman's hospitality and home management.

As John Towne reached the last hill he decided, wearied of rough roads, to leave his car in town and continue the journey by rail. He drove up to a girl seated on a stifle and asked the way to the village station.

"I have," John told her crossly, "just ten minutes to make my train."

John stared, then he glared; which appeared to the pretty creature interesting but not disturbing. She continued the hum of her song as she started down hill.

"You are on your way to the village?" he persisted. "The girl looked demurely down at her pail. 'I was about to carry the milk into the farm house,' she said. As he lingered a shrill whistle sounded, the girl turned to him.

"Your train has gone," she announced. John Towne's impatience had vanished.

"There will be no other going out until tonight," he stated calmly. "I wonder if I could persuade them to give me luncheon at your farm house? I am beastly hungry."

"It's a country appetite," she explained. "I will fetch you sandwiches." She sat beside him as he ate.

"I would like," said John Towne, "to know your name." The girl laughed, turning her eyes upon him.

"I," she replied, "am just May Morning."

"I thought you were," John agreed, "when I first looked at you, all rose and violet, and laughing sunshine." She frowned.

"When I saw you," she retorted, "I thought first of your distressing humor."

"I was starting on a serious errand," excused John Towne. "I know," the girl said unexpectedly, "you were going to see Mary Dawn, to ask her to be your wife. I will tell you something; you may save the trouble. Mary Dawn is not in the city, for she ran away to avoid refusing. She did not care to be handed over like a package, you see, and neither would you care for her. She is most unlike her mother, whom you admire, and she has old-fashioned ideas about love. So you'd better turn your automobile around, John Towne, and be on your way home."

"You know my name?" the man asked, wondering, "you know all this—how?"

The girl smiled saucily. "Your photos are all over my father's house," she explained. "While I, myself, am Mary Dawn: My friends changed that name to 'May Morning'."

Suddenly, serious, she leaned closer. "I came to the farmhouse to purposely waylay you," she confessed, "to show you in time, your mistake."

"And I," John Towne answered gravely, "admit no mistake. In fact, my purpose—grows. For I find, May Morning, that I, too, have a certain old-fashioned idea—about love."

RAILWAY MEN BEGIN VOTE ON WAGE CUT

Strike Ballots Are Sent to the 409,000 Members of the Railroad Unions.

Cleveland, O.—Strike ballots on the acceptance or rejection of the recent \$400,000,000 wage reduction ordered by the railroad labor board have been mailed to the 409,000 members of the "Big Four" brotherhoods and the switchmen's union of North America.

The ballots reveal a difference of opinion among the chief executives of the organizations, the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the switchmen using a joint ballot, while the Brotherhood of Railway Trainmen sent out a separate ballot.

The Trainmen's ballot stated that it had been the intention of all organizations to use a joint ballot, but that this was impossible because the ballot adopted by the other organizations "did not, in our opinion, contain an impartial and unbiased recital of all involved, nor did it convey the assurance that the wishes of the men, if against working for reduced wages, would determine the question, and that they would be permitted to leave the service."

The number of active members of men, 115,000 firemen, 80,000 engineers the organization to whom ballots were mailed was estimated at 150,000 trainmen, 115,000 fireman, 80,000 engineers, 50,000 conductors and 14,000 switchmen. In addition the wage reduction had been previously voted on by the six shop crafts under the railway employees' department of the American Federation of Labor. The result has been understood to be largely against the acceptance of the reductions.

LLOYD GEORGE REPLY TO DE VALERA FIRM

London—Ireland cannot be permitted to withdraw from the British empire. This is the outstanding feature of the note sent to Dublin by Prime Minister Lloyd George in reply to the letter of Eamonn De Valera, "president of the Irish republic," which rejected the British government's terms for peace in Ireland.

Mr. Lloyd George declared he would be glad to continue negotiations with Eamonn De Valera, but warned the Irish leaders that a needless prolongation of the conversations might wreck the chance of an agreement and terminate the truce.

In his communication Mr. Lloyd George preserved the same friendly tone that characterized his former letters to Mr. De Valera. He buttressed the government's standpoint by quotations from Irish patriots and Abraham Lincoln.

A hopeful aspect of the situation as it is viewed in London political circles is that neither Mr. De Valera nor Mr. Lloyd George has yet closed the door on the negotiations.

U. S. TO LOSE \$1,000,000

Contract Said to Necessitate That Half of Expense Be Paid.

Washington, D. C.—The United States government will lose \$1,000,000 through the destruction of the dirigible ZR-2 under terms of an agreement entered into with the British government.

The agreement, according to a statement issued by the navy department, provided "that in the event of the total loss of this airship (the ZR-2), while under construction or during trials, the two governments would jointly bear the loss on an equal basis."

The United States has paid \$1,500,000 to the British government on the contract cost of \$2,000,000 for the ZR-2, the statement added.

Accordingly, the British government will turn back \$500,000 to the United States.

Woman at Tacoma Confesses Murder.

Tacoma, Wash.—Mrs. Helen Stubbs, wife of the proprietor of a Tacoma hotel, is the Miss Maude Moore who almost two years ago, shot and killed Leroy Harb, wealthy automobile dealer of Knoxville, Tenn. The identification not only was made by Robert E. Boring and Edward McNew, two Knoxville men who arrived here to identify the woman, but Mrs. Stubbs confessed that she was Maude Moore.

Women Fight for Union Equality.

Atlantic City, N. J.—Organized women workers of the country pressed their demands for equal privileges with men in all unions, before the executive council of the American Federation of Labor, and urged that it take steps immediately to compel all unions to admit them to membership.

Elkins

Mr. and Mrs. R. O. Dodson were shopping in Independence Saturday. C. C. Marks has been hauling lumber from the Jones mill above Lewisville. He is preparing to build fences. Mrs. Bowman and son Harold, visited her daughter, Mrs. Roy Pitzer Saturday.

Mr. and Mrs. G. G. Hewitt and son Derrel of Greenwood, spent Sunday at the home of Mr. and Mrs. W. H. Harman.

Mr. and Mrs. E. A. Tedrow and children spent Sunday at the home of Mrs. Tedrow's mother, Mrs. John Smith of the Cochrane district.

Mr. and Mrs. Uda Burke were business visitors in Independence Saturday.

Mrs. C. W. Price was shopping in Monmouth Saturday.

Mr. Fanning of the Monmouth Orchard company was a business visitor in Portland Saturday.

George Jones has been on the sick list the past week.

Dick Mieth of the Portland Bridge company was here from Portland Saturday looking over the work of the bridge builders. He motored on to Tillamook to spend the weekend. J. M. Tedrow is hauling grain to Monmouth.

Mr. and Mrs. W. H. Harman were shopping in Independence Saturday. Mr. and Mrs. Roy Pitzer visited

Saturday afternoon at the home of G. G. Hewitt of Greenwood. A. A. Jones, foreman of the land Bridge company, and Abeens motored to Portland Saturday afternoon, returning Sunday. Mrs. Laverne Moss of Lewisville and her mother, Mrs. Zella of Dallas, spent a few days last week with Mrs. A. E. Tedrow. Miss Florence Halfford of Monmouth visited Mrs. C. C. Marks Saturday afternoon. She has returned from a trip with others to Alaska and reports cold weather with lots of ice. Mr. and Mrs. E. A. Tedrow were shopping in Monmouth Saturday. The cooperative thrasher worked Friday with the exception of a few loads yet for Frank and E. A. Tedrow.

Seventy-eight persons finished jobs during the past week the federal employment bureau reports. Eugene.

The more nearly square the foundation of your business, the more it will stand up and the taller it will grow.

Contract has been let for building a new school house at Stanton, in Klamath county, for \$780.

separates a properly hitched horse is the tongue.

AUTOMOBILE Rim Tires Rese

PRICES FOR FOUR

Table with 2 columns: Tire type and Price. Fords : : : \$6.00, 2 inch Rims : : : \$8.00, 2 1-4 inch Rims : : : \$9.00

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