

Independence Enterprise

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INDEPENDENCE CORN SHOW

The corn show is going to be staged this year with a zip and a bang which ought to carry it to a successful finish.

Last year's show was a decided success. There were 127 exhibits, forming a collection of corn and corn products which was indeed creditable for even Polk county, which has for years been pioneering in corn culture.

The exhibits this year will depend largely upon the cooperation of Polk farmers. More corn was grown this year than last, and while it has not been what would be termed a good corn year, still the yield has been an average one, and a fine display is anticipated.

As an incentive for the growers to make exhibits, a long list of attractive premiums has been prepared under the supervision of Paul Carpenter, county agent.

It is admitted by all in touch with agricultural conditions in the Willamette valley that corn is one of the most desirable crops which can be grown. It is true that climatic conditions are not as favorable for growing quality corn here as in the middle west, and yet there are real agriculturists who believe that eventually the Willamette valley will become an important corn country.

Independence wants all of Polk county to participate in this show. It is an event which every farmer, particularly, should attend.

There are no strings to it in any way. No entrance fee is charged to exhibitors, and admission is without cost.

Independence would like to have the exhibit representative of the corn that was grown in the county during the past year and for this display is offering nearly \$500 in cash and merchandise premiums.

A STEP TO THE FRONT

The first real step in the curtailment of government expenditures was launched by Secretary Hughes in a proposal that Great Britain, Japan and the United States scrap a portion of its present equipment and declare a holiday for 10 years in war craft construction, at the opening of the disarmament conference in Washington last Saturday.

While the United States is in better shape financially to carry on a program of warcraft construction than either Great Britain or Japan, the first question arises, Why is it necessary? Looked at from our point of view, it is useless expenditure. The United States is not seeking to extend her possessions. Her naval equipment is for protection against nations having unreasonable aggressive ambitions.

If Great Britain is willing to sanction Secretary Hughes proposals then Japan will be placed in a position where she will fall in line, and for 10 years billions of dollars which would have been literally thrown away can be economically used for the betterment of mankind.

The Hughes proposals are so simple and fair and yet so far reaching in effect that it does not seem possible that Great Britain and Japan can satisfactorily reject them. It is probable that some minor changes may be necessary.

However, the conference has started under auspices very favorable for accomplishing something worth while. While the Enterprise has no notion that this conference will result in an era of universal peace, still an important step has been proposed and if it is accepted the chances of immediate war will be considerably lessened.

Pedee Affairs

Mr. and Mrs. Will Bush and Mr. Mrs. Wilbur Bush were Dallas callers last Monday.

Mr. and Mrs. Wayne Kelly visited at Ernest Bush's last Sunday.

There was a dance given at Will Ostrander's last Saturday night at which a number of 47 were present.

All had a nice time.

Glen Turner visited at Monmouth over Saturday night.

Leo Condon was at Frank Ka'us last Friday.

Miss Ruby Bush visited her sister, Mrs. Will Ostrander last Friday.

Mr. and Mrs. Cliff Burbank and Mr. and Mrs. Troy Turner were Dallas visitors Wednesday.

Johnny and Orvil Edwards called at Will Bush's last Saturday.

Wayne Kelley worked for V. J. Love last Thursday.

Willie Hoppe and Victor Thomas were at Pedee last Saturday.

Airlie Items

Mr. and Mrs. Loran Cooper went to Corvallis, Albany, Dallas and Independence last Thursday.

Mrs. Hawkinberry, Bill Wood's sister, was buried here Wednesday.

W. H. Carney went to Seattle and spent the week-end with his family, returning Sunday evening.

Mr. Harrington drove to Monmouth Saturday.

Mr. and Mrs. K. L. Williams were in Corvallis and Independence Armistice day.

Lyle Hadley was in Corvallis Sunday.

Mr. and Mrs. Tubandt were visiting in Corvallis last Sunday.

The Misses Bertha Shenk, Emma Tyson and Stella Hamilton were visiting Lillie Calkins last Friday afternoon.

The Misses Bertha and Emma Engelson spent Friday, Saturday and Sunday in Independence visiting with friends.

"Prize Peach" Hard Wheat Flour \$2.10 per sack, guaranteed. Pride of Oregon \$1.50 per sack. Oregon Milling & Warehouse Co. 14-tf

If you want to sell it, buy it, trade it, or find it, try an Enterprise Classified ad.

TRYING TO BEAT TRAIN IS DANGEROUS PRACTICE

"Attempting to beat a train at a crossing, running into crossing gates, running down crossing flagmen, approaching a crossing at excessive speed, and waiting until on the track to shift gears, are practices full of danger to drivers and occupants of automobiles," is the comment of R. J. Clancy, assistant to the general manager of the Southern Pacific company, in connection with a report on the casualties at grade crossings on Southern Pacific lines.

"In the last nine months, 26 people were killed, 90 injured and 586 automobiles were damaged or destroyed at grade crossings on the Southern Pacific," says Clancy. Of these, 293 ran in front or tried to beat trains at the crossing resulting in 20 deaths and 107 injuries; 126 ran into train instead of train striking them, causing four deaths and 59 injuries; 76 stalled on the track, largely the result of waiting until on the track before shifting gear, causing 2 deaths and 13 injuries; 55 ran into and broke down crossing gates lowered to protect them from approaching trains, resulting in three injuries; 28 approached the track at such high rate of speed that on seeing the train they were unable to stop and skidded or slid into train, resulting in 3 injuries; five ran down and injured crossing flagman warning them of an approaching train, resulting in five injuries; three occurred from miscellaneous causes, from which no injury resulted.

"Reports indicate that many of these accidents were due to gross carelessness and in some instances gross recklessness, while in a number of instances lack of experience appeared to be the primary cause. Many approached the crossing at a rate of speed beyond the breaking power of their machine, were unable to stop and either ran into the train, ran through and broke down the crossing gates or ran down and injured the crossing flagman, and in such instances where they did not run into train many of them were struck by the train.

"An ordinary passenger train running at the permissible speed of 50 miles an hour requires about 1200 feet stopping distance. An automobile running at the same speed requires about 230 feet, provided the brakes are in good order and properly equated to the weight of the machine. In either event, under normal conditions, the retarding power of the brakes decreases with increased speed, the distance within a stop may be made being conditional on the rate of speed and the proportion of brake energy to weight of object.

"It is essential to their safety and the safety of the other occupants that drivers of automobiles approach a crossing at low speed and look in both directions and listen before attempting to cross, making sure that they may cross safely. If necessary to shift gear this should be done a sufficient distance before reaching the track to make sure engine will not stop and the automobile stall on crossing, as many accidents have resulted from shifting gear while crossing the track.

"A train moving fast cannot be brought to a stop in much less than 1200 feet. To avoid being struck and injured by a train automobile drivers should approach a crossing at controllable speed, should know that their brakes are serviceable, so as to be able to stop when circumstances require, and never attempt to cross without first making sure they may do so safely. This is particularly essential as applied to auto busses carrying passengers and tank trucks conveying explosives or inflammable liquids. When crossing gates are lowered, or flagmen are in warning position at crossing displaying stop disc, or when wig-wag and crossing bells are giving warning by vibration and gong, it means that a train is approaching and that automobiles should stop and not attempt to cross until train has passed. At crossings where there are two or more tracks no one should attempt to cross until certain that a train is not approaching the crossing in an opposite direction on one of the other tracks. Crossings affording good range of vision are protected by standard crossing signs, and in such instances all that is necessary to safeguard against accident is the exercise of ordinary precaution, or in other words, look in both directions and listen before attempting to cross.

"When running at maximum permissible speed a passenger train approaches a crossing at the rate of 73.3 feet per second and occupies a crossing only about seven seconds. Moving at this speed, if a quarter of a mile away, it is only 18 seconds away. In other words, in 18 seconds it will be at the crossing, so that when the train is seen at this distance or when the gates are low-

ered, flagman displaying disc or wig-wag or bell sounding gongs, it means that in a few seconds a train will occupy the crossing, and no bet-

ter use may be made of the interval of time by users of the highway than to stop until train has passed."

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