

# Independence Enterprise

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## THE MARKET ROAD DECISION

The decision of the supreme court that market road money is not intended for use on state highways is a ray of hope for farmers who do not live on main thoroughfares. It has been the policy of the state highway commission to grab everything in sight and spend it on state and scenic highways. Its sole aim has, apparently, been a desire to build roads for the accommodation of the through traveler. It has not been a case of dividing the crust with the stranger within the gates, but rather taking it from hungry ruralites and bestowing it upon the cities.

And members of the state highway commission, after the market issue had been raised, had the affrontry to suggest that it would be necessary at the coming session of the legislature to make it possible for the commission to use the market road funds of the state. Wouldn't this be just a fine arrangement? Take the money which was intended for building the byroads and use it on loops to mountain peaks and other scenic driveways.

After appropriating many millions of dollars for state highways, the legislature in a fit of compassion for the farmers in the outlying districts, made minor provision for their welfare by the market road act. But the commission has looked upon this fund just like getting money from home, and has adopted various schemes to get hold of this money. In no instance has there been any pretense of the commission wanting to uphold the law. It has been a continued policy of the commission to get county courts to violate their sworn duty in the expenditure of this money. And this is a fine kettle of fish.

The supreme court has said that this market road money was not intended for state highways. And let us hope that the highway commission will be able to understand this ruling—and obey it.

The highway commission—and no one else—is responsible for the road muddle in Polk county. Had the commission endeavored to follow the mandates of the act of the legislature by which the commission was created, there would have been no road strife in Polk county. The commission has tried to usurp authority it did not have, and naturally trouble has ensued.

There is another point in connection with the supreme court decision in the market road case which is significant. It is the statement in the decree: "The Pacific highway was established by law." This has been the contention of Independence from the outset, and we are of the opinion that when this issue reaches the supreme court, this same law will be held good.

## THE VOTE IN JACKSON

By a majority of 305, C. E. Terrill, sheriff of Jackson county, has defeated D. M. Lowe in a recall election which was held last Saturday. There was much bitterness in the contest. It was alleged that Terrill was not enforcing the laws, particularly in regard to bootlegging, and it was charged that Lowe was the candidate of the Ku Klux Klan. Lowe had the endorsement of the ministerial association, the Woman's Christian Temperance union, and how much the Klan entered into it is problematical. The result shows that in Ashland Lowe had a strong following, while Terrill carried Medford and Jacksonville with considerable strength. Many things seemed to have entered into the fight, and the result indicates that all will not be peace in Jackson county for some time to come.

## IT'S TRAVEL TIME

Round Trip Fares afford great Savings  
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## PREVENT FIRES; SAVE FORESTS

### Col. Greeley Makes Inter- esting Statement on For- est Conditions

Col. W. B. Greeley, chief forester of the forest service, is spending a few days in the northwest, having completed an inspection tour of the western national forest districts beginning in May. He will deliver several addresses while in Portland at various meetings of lumbermen of the northwest.

Col. Greeley while in Portland gave out the following statement:

"The sawmills of the country are moving over the plains to the Pacific coast pretty rapidly. The last lumber census made by the forest service shows that the lumber cut has dropped off in all eastern states and increased in all the western states. The big southern pine country, which has hitherto been a great competitor of the northwest, is dropping off as a lumber producer and in the meantime shipments through the Panama canal in 1921 exceeded 190 million feet and charters already held for 1922 exceed 500 million feet, indicating that the west coast timber is very rapidly becoming an important factor in the eastern market. The lumber census referred to above, put Oregon second, with Washington first, as a lumber manufacturing center; Oregon has nosed out Louisiana, which for a long time held second place. This is indicative of just what has taken place—sawmills are moving from the south to the west. This industry means more in the long run to Oregon than any other state, as it has larger forest resources than any other in the country. Oregon and Washington are going to witness within the next ten years or so a tremendous increase in lumber production to supply the lumber markets of the eastern and central states where the local supply of timber is rapidly diminishing.

"This will increase heavily the business on the national forests and put very heavy demands upon, the forest service to meet the increased cut and carry out the principle of keeping the cut from each locality within the growing power of the forests so as to keep the industry perpetual.

"Over two-thirds of all the timber the country has left is west of the Rocky mountains, either in the western states or Alaska, and the thing we are driving away on is that when forest industry comes out here to keep it just as permanent as possible. Go into every big forest region of the east now-a-days and you don't find very much but cut-over land, more or less barren, a great many abandoned mill towns, a great many abandoned sawdust piles, and a large part of the population gone too, except where there are large areas of agricultural lands. We don't want to see that process repeated out here; it would be a very unfortunate thing for the western states to just eat up their virgin timber resources and leave nothing in its place. As far as the national forests are concerned, we are going just as far as we can to keep the supply of timber perpetual.

"And we can not keep the timber supply perpetual unless forest fires are prevented. The protective organization of our forests must be increased in order to adequately protect our forests. This year we received pretty good recognition from congress considering the necessity of economy, but still we are not giving the public resources out here, the national forests, the degree of protection they ought to have; we are making it a little better every year just as fast as we can get the resources to do it with. But the forest service, the states, and the private owners can't prevent the forest from burning up unless the public, the users of the forests, realizes its responsibility and does its share by being careful with fire in the woods.

"I would like to see permanent provision made for airplanes for assistance in protecting the national forests, but only as a supplementary form of protection. They cannot take the place in our organization of lookouts and guards on the ground. Airplanes are very valuable, particularly when you have smoke conditions and for fires that cannot be exactly located."

### PERMITS TO TEACH GRANTED TO 24 IN POLK

Of the 28 young men and women who took the examinations before Josiah Wills, county superintendent of schools, on June 14, 15, and 16, 22 will be allowed to teach school.

Supt. Wills has mailed out to the successful ones their grades and they can now apply for and receive appointment as teachers of schools to

which this certificate entitled them.

Those receiving the certificates:

Wrennie Chapman, Dallas; Hester W. Keeney, Monmouth; Ruth Gotfried, Falls City; Mrs. M. A. Dempsey, Rickreall; Eola Brown, Dallas; Mildred Hire, Toppenish, Wash.; Grace Nelson, Dallas; Isabelle Armitage, Buell; B. T. Merrill, Independence; John I. Reasoner, Dallas; Henry H. Dick, Dallas; Eldridge Huffman, Union, Ore.; Katherine DaMonde, Dallas; Lillian Dorrance, Enterprise; Geneva Rue Treat, Monmouth; Franklin Dana Toomb, Wren, Ore.; Inez Rufsynder, Portland; Dorothy Olga Johansen, Seaside; Martha Rasloff, Dallas; Hulda Wienert, Airlie; Elizabeth Sammons, Falls City; Mrs. Mattie E. Neal, Dallas.

### Solved the Difficulty.

A prominent "movie" director says that there is at least one advantage in the income tax.

"We were casting for a picture, and we wanted a particular man for a certain part. This man had evidently forgotten that common sense has entered the motion picture field, because he insisted upon the most exorbitant salary that could be imagined.

"Negotiations were apparently over and the discussion became general. Finally this actor complained bitterly of the amount that he had had to pay in income tax. We did some quick mental figuring and found that the return he had made to the government was about a half of what he should have made had he received the salary that he insisted he had been getting.

"I'll tell you what I'll do," I said; "I'll give you the same salary that you told the government you got."

### Cub Tricks.

He had been a newspaper reporter long enough to consider himself well past the "cub" stage.

It was 2 a. m., barely an hour before press time, when the phone bell rang. Replacing the receiver after a few excited "Whats?" and "Whens?" he grabbed his raincoat, and, telling the city editor there was a big train wreck on the W. & N., rushed out. Breathless, he grabbed at the bridge watchman, ten minutes later.

"Where's 85? Did she sink?"

"Where's what? Yuh crazy?" asked the watchman.

"I'm from the Clarion; we got a report train 85 ran off the bridge."

"It did. It does every morning about this time. Whaddaya think—this bridge goes everywhere with the train?"—Everybody's Magazine.

## Dry Goods and

## Groceries

## Conkey & Walker

## The Independence National Bank

INDEPENDENCE, OREGON.

Member Federal Reserve System

Safe Deposit Boxes for Rent

## A successful business career of over 30 years

Officers and Directors

H. Hirschberg, Pres. C. A. McLaughlin, Vice Pres.

I. D. Mix, Cashier, B. R. Wolfe, Ass't. Cashier

W. H. Walker D. W. Sears Otis D. Butler

## Two Sides of Turnover

The alert business man dealing with present day conditions knows that the big word today is "Turnover." Whether he be a merchant, manufacturer, jobber, or banker, he sees that one thing with a clear vision unbiased by the limits of his own business. It is in the air, and on the tip of every tongue.

And yet many of them—are thinking on only one side of Turnover. They think of it as meaning rapid selling—putting money in and getting it out quickly and at a profit. They realize that they must put greatly increased efforts back of all their plans for selling and distribution.

The other half of Turnover is the consumer. All selling plans and efforts fail if the consumer does not want to buy. His desire for the product must be created. He must meet the seller half way. He must be in a mood to buy before the salesman meets him across the counter.

That is the function of Advertising—to create consumer demand and consumer preference. With this demand as a fact all selling plans have a chance to succeed. Without it they fail. The only chance for salesmanship to succeed without an existing demand is for salesmanship to assume the task that belongs to advertising—the task of creating demand.

If the present efforts that are being put into selling were amply supported by a corresponding effort to create consumer demand through Advertising, the business conditions of this community would be rapidly changed into an era of great prosperity—in spite of local conditions and everything else.

The proof of this is in the fact that right now, under these conditions the dealers who are putting proper emphasis on creating a demand for their product, as well as selling it are doing a big business and are actually getting the high Turnover that others are trying so strenuously to get through intensive selling.

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