



## FORD PROGRAM WELL EXECUTED

### Crowds Come Here to Witness Industrial Exhibit and Other Attractions

"Our caravan has been accorded a welcome all along the line, but to be met in an adjoining city with a reception committee of your mayor, other leading citizens and a band, is certainly the fittest exhibition of community effort which has characterized our trip," was the statement of J. A. Jordan, assistant manager of the Ford Motor company of Portland, and in charge of the Ford and Ford-power exposition, which visited Independence, Tuesday. "It shows a spirit of community interest highly developed and worthy of emulation," he contended, "and one which characterizes the progressive community from the individual idea which is still clung to in some places."

The Ford caravan arrived here promptly at 10 o'clock from Dallas. It was met at Monmouth by C. A. Elliott, the Ford representative in Polk county; Mayor R. M. Walker, H. Hirschberg, D. E. Fletcher, C. W. Irvine and others, and the Cherrian band of Salem, which had been brought here for the day as a part of the program.

The caravan consists of 26 units, all made of Fordsons and Fords in the many types of cars, trucks and tractors and two Lincolns, one complete and the other chassis only. The equipment included an electric lighting plant, radio system, motion picture outfit, Standard Oil lubricating products, and an array of farm implements for use from a power standpoint.

Many cars joined in a parade along Main street, terminating at the Stewart-Motor company place, and numerous awards were made to local entrants. These were:

Oldest Ford running—E. E. Tripp, two cans Lincoln paint to paint it, Independence garage.

Best looking old Ford—R. T. Russell, massage by Barton's Model barber shop.

Worst looking old Ford—Sam Muhleman, 1 gallon can Amelie motor oil, Stewart Motor Co.

Best looking Ford over a year old—Mr. Patterson, Wellington pipe by Palace cigar store.

Oldest man driving Ford—H. Hirschberg, 30x3 1/2 inner tube by Stewart Motor company.

Oldest lady driving a Ford—Mrs. Alfred Yungen, pair rubber heels by V. D. Broadwell shoe shop.

Heaviest man driving Ford—Ray Wilson, two strings bologna by C street meat market.

Heaviest lady driving a Ford—Mrs. Alfred Yungen, box of candy by Craven & Walker.

Largest family in a Ford—Frank Kelley, 49 lb. sack Prize Peach Flour by Independence Seed & Feed store. Mr. Kelly had 38 youngsters in his car and one dog.

Highest Oregon license number on a Ford—Carol Smith of the Independence bakery, cap by O. A. Kreamer.

Tallest man driving a Ford—Sam Muhleman, haircut by Windmill barber shop.

Tallest lady driving a Ford—Mrs. Alfred Yungen, box of candy by J. B. Violette's cigar store, pair of rubber heels by V. D. Broadwell.

Ugliest man driving a Ford—Frank Kelley, two meals by Beaver Hotel.

Best equipped Ford—George Cooper, side of bacon by City meat market.

Best looking lady in Ford—Mrs. B. G. Davidson, pair white silk hose by William Quartier.

Best looking Ford bug—Paul Brown, Dallas, \$3 pocket knife by Willard E. Craven.

Worst looking Ford bug—Arthur Myers, pair rubber heels by Electric shoe shop.

Ford farthest away from home—L. S. Hanna, Oakland, Iowa, inner tube by M. J. O'Donnell.

Most people in Ford car—Frank Kelley and his adopted family.

Most pretty girls in a Ford—Carol Smith, a cake by the Independence bakery.

Prettiest girl in a Ford coupe—Vera Ackerman, pair silk hose by Eddy & Carbray.

Farmers, their families and others began to assemble here early in the morning, and all during the day the streets were lined with people who

## MRS. BARNETT RESIDED HERE FOR MANY YEARS

Mrs. Armanella J. Barnett, a resident of Independence for more than 30 years, died at the Lemmon residence in Salem, August 17th. Funeral services were held from the Baptist church, Independence, last Saturday morning at 10 o'clock, Rev. H. L. Propp, officiating and interment was made in the Odd Fellows cemetery.

Mrs. Barnett was born in what is known as the American Bottom, Marion county, March 23, 1873, and came to Independence with her parents when about 16 years old and had since resided here.

About 25 years ago, she was married to William Barnett, who met a tragic death in the mountains about 30 miles east of Gates, in October, 1918. Mr. Barnett had a mining claim in that locality and in company with the elder Mr. Ecker he visited the claim. He was carrying a .38 Colt in his belt. While stooping over panning out some gravel, his gun dropped from the holster, exploded, the bullet entering his head, and death being instantaneous.

Mrs. Barnett is survived by one son, Lemuel, about 16 years old; her mother, Mrs. Mary J. Lemmon; and several brothers and sisters.

Mrs. Barnett operated a dress-making parlor here for a number of years and later had a greenhouse. She was a member of the Pythian Sisters and of the Baptist church.

She was a woman of high moral character, and her death came as a shock to a large circle of friends.

Her son, Lemuel Barnett, has gone to Junction City to make his home with an aunt, Mrs. J. A. Adkins.

## DOGS AND HUMANS TAKE HEAVY TOLL OF SHEEP

Dogs and near dogs—quadrupeds and bipeds—have taken a heavy toll of the C. A. McLaughlin sheep. Rounding up the sheep from the timber lot on his ranch a few days ago, Mr. McLaughlin found the carcasses of several sheep which had been slaughtered by dogs and a little closer investigation revealed that some humans had turned wolf and supplied themselves with mutton. Mr. McLaughlin figures that he has lost from 12 to 15 sheep through these agencies.

## GRAND RONDE INDIANS WILL PLAY HERE SEPT. 6

Manager Don Barton announces that arrangements have been perfected for a ball game for Sunday, August 27th, with the famous Grand Ronde Indian team and Independence the opposing aggregations.

## HOP HARVEST IS UNDER WAY

Hop picking will be in full blast on Friday, September 1st. On that day C. A. McLaughlin, the E. Clemens Horst company, Donald P. MacCarthy and others are planning to begin operations on the cluster hops. The Wigrich started on fuggles last Monday with a five section crew and will finish the early hops in about four or five days, when picking of the clusters will be started with an increased force. Others are to start picking Monday; in fact, the harvest will be on in real earnest next week. The season is opening a few days earlier than customary, but the hops appear to be in condition for harvesting.

Virgil De Coster had a very fine crop of early hops. He finished picking Wednesday. The yield from 27 acres is around 1900 pounds to the acre, which is regarded as an exceptionally heavy one for fuggles. The J. R. Cooper estate and Henry Ruch have finished their early hops.

Major W. Lewis Rose stated yesterday that the yield at the Wigrich is considerably better than last year, and he is anticipating quite a heavy increase in the late hops.

Hop workers are continuing to pour into town and are getting located in the various yards, but the big influx will show up next week. So far, the motor car is bringing most of the pickers.

Present indications point to plenty of work for all who may wish to assist in the hop harvest. In many of the yards full assignments have been made, but there are always a few who neglect to put in an appearance at the required time.

## PUREBRED RAMS PICKED UP HERE

### Rulifson, Ketchum Hoffman, Ship Rams to Eastern Oregon

Of interest to sheepmen in the valley is the demand from the sheepmen of eastern Oregon for pure bred rams. This is the first time in three years that sheepmen have come to the valley for breeding stock. Practically all the available Hampshire rams have been sold, as well as some Lincolns. Those furnishing rams for shipment to eastern Oregon ranges are: Dr. L. E. Ketchum and L. C. Rulifson, Hampshires; and W. T. Hoffmen, Lincolns. The price paid for these pure-bred rams, \$27.50 each F. O. B. Independence, was very satisfactory and indicates a healthy tone in the sheep industry. The moral to be drawn from the above is that pure-bred sheep eat no more feed than scrubs.

## YELLOWSTONE ORGANIZATION IS FINELY PERFECTED

Dr. and Mrs. O. D. Butler returned last Sunday night from a two weeks' trip through Yellowstone national park and from a visit with the doctor's sister at Briggs, Idaho. They went from here by train to Gardner, Montana, and spent five days in the park making their exit at Yellowstone and then from there to Briggs, which is the center of a country almost as marvelous for its scenic wonders as is the park.

"The organization which handles visitors in the park is wonderful. It operates 267 White trucks with a carrying capacity of 11 passengers, the driver and baggage," says Dr. Butler. "You go through the park with the precision of clockwork, so perfect are the details worked out. You are assigned your rooms at the different hotels or inns, your table for your meals, the seat you are to occupy in the bus, and park officials can locate you at any hour during the time you are in the park. There's no confusion in spite of the large number of visitors. Your mail, telegrams are delivered without delay. In fact, the service has been brought to such a state of perfection, that you wonder just how it can be carried on so smoothly. The roads through the park are wide and in excellent condition and the big cars are operated with a vim and accidents are of very rare occurrence."

While the park is open to private cars, the doctor is of the opinion that it is much preferable to travel by the big passenger conveyances which are operated by drivers who are not only thoroughly competent but familiar with the roads.

Idaho is having a very prosperous season. Heavy crops of alfalfa and grain are the general condition and all stock is in fine shape.

## INDIAN PAYS FINE FOR VIOLATING LIQUOR LAW

Lawney Tom, a Grand Ronde Indian was fined \$50 and costs by Justice R. W. Baker on August 17 for infringement of the prohibition law. Tom was taken in tow at Dallas by Marshall O. P. Chase and as Justice Coad was away from home he was brought before Justice Baker. He pleaded guilty. He also was assessed \$10 for operating his car without a license.

## J. D. HIBBS DIES AT NEWPORT

### Local Hardware Man Succumbs at Newport—Burial at Portland

J. D. Hibbs, a highly respected citizen and successful business man of Independence, passed away suddenly at Newport early last Sunday morning, where in the company of Mrs. Hibbs he had been staying during the past few weeks at his summer cottage. The end came suddenly and unexpectedly. About ten days previous to that time, he had an attack of acute indigestion which came very close to terminating fatally. He rallied and had apparently regained his usual health. It was late when he retired Saturday night. Shortly afterward he stated that he was cold, dressed himself, and Mrs. Hibbs stepped out of the house for a few moments to summon a physician. Upon her return, after an absence of not more than five minutes, she found that Mr. Hibbs had entered the long sleep with a peace and serenity which had characterized his long and useful life.

Mr. Hibbs was born August 10, 1855, making him just past 67 years old. He was the 10th of a family of 11 children. He was of the old southern stock, his parents originally being from Louisville, Kentucky, although he was born at Glenwood, Iowa, whither the family had located. He spent his boyhood days in Glenwood. When a youngster, he entered the shoe store of a brother-in-law, C. V. B. Russell, as a clerk, which eventually terminated in a partnership, and he followed merchandising all of his life. From Glenwood he went to Red Oak, in Nebraska, and in 1895 he moved his stock of merchandise, household goods and family to Forest Grove, Oregon. From there he went to Gaston, remaining there for 14 years, or until 1911, when in partnership with his son, John Halver Hibbs and his son-in-law, A. L. Thomas, he came to Independence and purchased the hardware business of R. M. Wade, operating the business under the firm name of J. D. Hibbs & Co. A few years ago the son retired from the business and subsequently his interest was taken by A. E. Horton. Mr. Hibbs had been actively identified with the business during this time, although for the past few years he had acted more in the capacity of advisor than director.

He was married to Miss Emma G. Borders at Council Bluffs, Iowa, November 11, 1877, who survives. Four children were born to them: Mrs. Jessie Craft of Berkeley, Cal.; Mrs. Edna Thomas of Independence; John Halver Hibbs of Washington Bay, Alaska, and Mrs. Mamie Harding, who preceded him in death just three years to a day. He is also survived by one grandson, Jack Harding of Portland and one granddaughter, Carol Craft of Berkeley; two brothers and two sisters; George Hibbs of San Jose, Cal.; Alex Hibbs of Kansas City; Mrs. Sarah Russell of Chicago and Mrs. Belle Oliver of Omaha, Nebraska.

Mr. Hibbs was a member of the Congregational church, retaining his membership in the old home town of Fairfield. He was also a member of the Artisan lodge and the Modern Woodmen, these memberships being

likewise retained in the Nebraska town.

Mr. and Mrs. Charles A. Cratt arrived Wednesday morning from Berkeley, and the son, Hal, was unable to get here from Alaska for the funeral.

Quiet and unassuming, but with a steadfast purpose, which brought no small measure of success in a financial way, Mr. Hibbs lived an upright, well regulated life. Kindly and gentle in disposition, he won and maintained many enduring friendships. There was nothing colorful, nothing spectacular in his life, but he gave a fine exemplification of the best in American citizenship. Simple in his tastes, progressive in a business way, his passing is a blow to his family, and is regretted by a large circle of friends and acquaintances.

Funeral services were held from the family home on B street Thursday-afternoon at 12:30 under the direction of A. L. Keeney with Dr. H. Charles Dunsmore officiating. Mrs. George W. Conkey with Mrs. G. C. Skinner, organist, rendered two selections. There was a profusion of flowers. Dr. Dunsmore alluded to the exemplary life which the deceased had led, characterizing it as the true christian spirit. Interment was made in Rose City cemetery, Portland, the trip to Portland being made by motor vehicles. Pall bearers were: Donald P. MacCarthy, H. B. Fletcher, Willard E. Craven, Arthur E. Horton, William Cockle and George E. Conkey. Business houses were closed from 12 to 1:30 while the funeral was being held.

## MRS. ADELIA M. MOORE IS LAID TO REST

Adelia M. Moore passed away at the Emanuel hospital in Portland on August 19, 1922, after a lingering illness. Mrs. Moore was operated on in the hopes of obtaining relief from her ailment, but to no avail.

Adelia M. Moore was born in Westbrook, a suburb of Portland, Maine, on Sept. 27, 1842. In 1850 she moved with her parents to Newark, Kendall county, Ill., where she grew to womanhood. She was united in marriage to John S. Moore and moved to Iowa. Later they came to Oregon, locating in Salem. After a few years they moved to Corvallis and then to Independence. Of late years, since the death of Mr. Moore, Mrs. Moore made her home in Portland with her daughter and spent part of the time in Vancouver, Wash., with her sister, Mrs. F. M. Butterfield.

Surviving relatives are: Children, Arthur E. Moore, Monmouth; A. Clinton Moore, Independence; Bertie E. Rider, Portland. One sister, Mrs. Butterfield, Vancouver and one brother, Dr. A. G. Cook, Long Beach, Calif.

Mrs. Moore leaves a host of true friends who with the relatives mourn her loss. She was of a very cheerful disposition and had a kind word for everyone. She had a true Christian character and readily won love and respect. The funeral was held in Vancouver, Wash., from the M. E. church and interment took place in the Park Hill cemetery of that place on August 21, 1922.

## TRUCK DRIVERS COME TO GRIEF

For overloading a state highway truck, A. C. Spranger, the driver, was assessed \$25 and costs by Justice R. W. Baker, Wednesday. And another \$5 fine was levied when it was found that he had no chauffeur's license. He was hauling on his truck 1500 pounds excess.

L. Malsman, the driver of another state truck, was required to contribute a five spot for neglecting to secure a chauffeur's license.

Merl Nye, who was temporarily driving Grover Mattison's truck on a gravel haul, was asked to pay \$10 because his load was 800 pounds too heavy, and he pulled a \$5 fine for operating a truck without a mirror.

Louis Sorg, on the Henry, Birkholz truck, was assessed \$5 for being shy a mirror. Mr. Sorg had a mirror all right, but it was at his home and not on the truck.

K. F. Bloom of the state traffic squad was responsible for this little shakedown.

These trucks are in service on the gravel haul to the road south from Monmouth.

## BOOM CONTINUES AT MONMOUTH

### Activity in Building Lines Is Still in Evidence in Many Ways

Monmouth—The building boom which overtook Monmouth last spring is still in evidence in the numerous improvements that are taking place. In addition to the new bank and the Oddfellows' hall, a number of new residences have been completed, and many old houses have been repaired and refinished. E. C. Cole has just moved into his new house near Main street. The fine residence of Ira C. Powell, located in his nut grove in the eastern part of town, is ready for the finishing work. J. W. Pember is erecting a building on his lot just north of the cottage owned by L. A. Robinson. The house near the city hall on Main street, owned by the city, has been refinished on the inside and painted. The old house on Monmouth avenue north of the Community house is being rebuilt. This is one of the choice residence locations in the city. R. B. Swenson is having a concrete floor put in the Herald office.

Nearly a mile of concrete walks, ordered by the city council some time ago, are practically completed and wooden walks are now almost a thing of the past within the city limits.

The Monmouth high school will open Monday, September 25, the same date as the opening of the fall term of the Normal school and the training school. The opening has been set a week later than usual to allow the pupils to assist in taking care of the prune crop. With the exception of the principal, I. L. Gooding, the high school will have a new corps of teachers. They are: M. Elsie Marsh of Eugene, history; Sarah M. Christiansen of McMinnville, English; Eugenia Somers of Corvallis, science. Miss Somers has purchased property in Monmouth and her father will make his home here.

The officers and directors of the First National bank have issued invitations for the inspection of the new banking house on Saturday, August 26, from 1 to 3 and from 7 to 9 o'clock p. m. Moving from the old location was begun Wednesday.

Fair sized audiences have attended the meetings in the big tent on the public square, held by evangelists Owen and Ingler of the Nazarene church. The meetings will continue through next week.

Mr. and Mrs. J. J. Williams, Mr. and Mrs. Fred O'Rourke, Mr. and Mrs. C. Lorence, Mr. and Mrs. Jennings Lorence, Misses Frances Donigan, Katherine Rogers and Hazel Hibbard of Monmouth, and Mr. and Mrs. Robert De Armond, Mrs. Emerson Groves and Miss Jessie Foster of Independence enjoyed a picnic near Hoskins, in the Kings Valley country last Sunday. They left at 10 o'clock, returning at five.

J. P. Bates of Idaho has rented the house west of the Herald office, belonging to the city, and moved in Tuesday. His daughter expects to attend the Normal.

J. O. Russell, superintendent of schools at Wasco, arrived with his family last Thursday for a week's visit with his parents, Mr. and Mrs. Jim Russell.

Clares Powell, assistant cashier of the bank, has returned from a two weeks' vacation spent at the Belknap Springs, and the coast.

Morlan & Son have purchased the lot 82 1/2 by 103 feet, directly across Main street from their store, of Clarence Grund. They plan to erect a new store building next spring.

E. M. Ebbert and family are spending a two weeks' vacation at the Belknap Springs. Ernie Force is taking his place in the barber shop.

Dorsey Edwards left Monday for Coos county, where he will teach a rural school near Gold Beach.

Mr. and Mrs. Phillip Mulkey drove to Creswell last week to visit with relatives.

Ira C. Powell was a Portland visitor last Tuesday.

Mr. and Mrs. C. B. Moore of Eugene drove to Monmouth last Sunday to visit their daughter, Miss Nina, who is attending summer school.

Mrs. Blanche Sloan and daughters returned Sunday from a two weeks' outing at Newport.

Mrs. Dornisfe of Independence is moving into her house on Main street, recently vacated by E. C. Cole.

## Buzzin' Around

