

INDEPENDENCE ENTERPRISE

EIGHTH YEAR.

INDEPENDENCE, POLK COUNTY, OREGON, AUGUST 29, 1901.

NUMBER 39

New Store.

The Cooper building, which was occupied by J. L. Stockton, has been rented to S. M. Daniel, the Monmouth merchant, who is now moving a stock of merchandise from Scio here.

On calling at the Monmouth store this week we found that Mr. Daniel was at Scio, and were unable to learn anything further than the above. As to whether he will run both stores or not could not be ascertained, but that seems to be the general impression. Just when the store will be opened is also not stated.

Don't Want the Earth.

The following is part of a letter received by a hop man of this city, from a prospective picker. In starting out he says:

"Now I wish to state that I can bring a few families of fair, steady pickers who would like all-day work and not be shut off half a day two or three times per week. Please inform me by letter what you will do by them.

"First—Probable rates paid and constant work.

"Second—Camping privileges; do you furnish any shanties, and their condition; part of us have good tents.

"Third—Will you carry us to and from our homes free of charge?

"Fourth—Do you furnish wood for camp fires or cooking?

"Fifth—Do you furnish potatoes? Several hop men have so offered to several of my friends.

"Sixth—Can you supply grazing grounds for cows and horses.

"Seventh—If there is another inducement, state it.

"We don't want the earth, but some hop men are making it hard lines for me to hold 25 pickers unless I have something in black and white from a reliable source to show them; then I can keep them united."

Sunday's Storm.

Special from Crowley.

After several days of threatening weather, we were not surprised Sunday evening when it began to grow dark in the southwest and everything indicated that a storm was approaching. But we were somewhat surprised at the severity of the storm when it finally reached us in all its fury. Old timers say they never saw its equal in Oregon or elsewhere. Shortly before seven o'clock in the evening the lightning killed a horse for Hon. Seth Riggs, the horses being near the center of his pasture adjoining Crowley. At 11:20 P. M., the lightning struck a telegraph pole about 75 feet from Linn Gay's house. He was awake at the time and sprang out of bed, saying to his wife that he believed it had struck the warehouse engine, but discovered the next morning that it had struck a pole directly between him and the engine. Seven telegraph poles were struck and split at Crowley. Mr. Gay felt the shock, but having never been struck by lightning he did not know at the time what made him have such a peculiar sensation. He says he doesn't care to learn anything more about it, he never

having much taste for electricity anyway.

Hop Pickers Arriving.

All this week people could be seen moving toward the various hop yards. They go early so as to secure choice camping spots and to enjoy a short season of recreation previous to settling down to hard labor. Pickers are still very scarce and big placards are hung up along county roads inquiring for help. Harvesting will not be through, prune gathering will soon be in full blast and hop picking will require so many people that fully 10,000 additional people could find employment in this county during the next month. Competent men to express an opinion, say that fully \$150,000 will be paid out during the next thirty or forty days.

Thunder Shower.

Sunday afternoon, quite unexpectedly, the weather changed from a sultry warmth to a chilly temperature, with a strong south wind which soon caused a nice little shower to fall. Later in the evening, the same conditions came about, and about seven o'clock a terrific rain storm came up. At about 9 P. M. a tremendous clap of thunder was heard, causing telephone bells to ring as loudly as though central was doing it. Forked lightning, something rare indeed for Oregon, it being something over four years since we were treated to similar display, played about in the heavens and made the night, at times, as light as day. The storm has cleared up the atmosphere, refreshed things, caused the dust to settle and made it much more pleasant—if it only stops right where it is. If not, look out for long faces.

SCIO FLAX MILLS.

About Sixty Hands Are Now Employed—Over 3000 Acres of Flax Grown.

Ira A. Phelps, editor of the Santiam News, who was in Albany last week, says the new flax fiber mills at that place are now in thorough running order. About sixty hands are employed and the mills are busy working on this year's crop of flax. The amount of flax grown in the vicinity of Scio this year was over 3000 acres. It yields from one and a half to two tons per acre. The long fiber flax sells for \$15 per ton and the short flax for \$2 per ton. James Bright, the new manager, is an experienced man and is making a success of the business. The flax company is distributing a large amount of money around that section of the country these days. They have a large crew of men at work at the mill and also a crew of men and women at work in the field spreading flax that has been threshed. They have installed a new kind of threshing machine which consists of smooth rollers, running together, and it does much better work and more of it than the one employed last season. A large amount of flax has been delivered and there is more yet to come.—Herald.

Schley-Sampson Dispute.

The next two or three months the Schley-Sampson dispute, to be investigated by a committee appointed by the secretary of the navy, will absorb public attention, in fact, it will be the principal subject of discussion by the daily newspapers. That our readers may understand every phase of the dispute we publish this precept, given by the secretary of navy for the board of inquiry, and the replies as made by Admiral Schley in the past, and as compiled by the Chicago Record-Herald:

1—His conduct in connection with the events of the Santiago campaign.

1—An affirmation that Rear Admiral Schley's conduct was in the line with his duties as a gentleman and an officer.

2—The circumstances attending, the reasons controlling and the propriety of the movements of the flying squadron off Cienfuegos in May, 1898.

2—Admiral Schley remained at Cienfuegos instead of moving to Santiago under general instructions from Sampson to remain there until satisfied that Cervera's squadron was not there. He was not furnished with the code of signals whereby he could have ascertained that fact, and when furnished it moved rapidly to Santiago.

3—The circumstances attending, the reason controlling and the propriety of the movements of the said squadron in proceeding from Cienfuegos to Santiago.

3—Admiral Schley took with him the Eagle and the collier Merrimac on his way from Cienfuegos to Santiago, and this being a slow boat retarded his movements. He had to stop to repair the Merrimac several times. These vessels were assigned to him by Admiral Sampson and he could not abandon them.

4—The circumstances attending the arrival of the flying squadron off Santiago, the reason for its retrograde westward and departure from off Santiago, and the propriety thereof.

4—Schley was informed by Sigbee, Jewell and Wise, who had been off Santiago for a week, that they had not seen Cervera's squadron and was also informed by his pilot. The sea and weather prevented coaling and he started toward Key West, but finding that he could coal later, did coal and returned to Santiago.

5—The circumstances attending and the reasons for the disobedience by Commodore Schley of the orders of the department contained in its dispatch dated May 25, 1898, and the propriety of his conduct in the premises.

5—Admiral Schley was instructed that the navy department believed that Cervera was at Santiago and looked to him to ascertain the fact and to see that Cervera did not leave without decisive action. Schley telegraphed that his collier, the Merrimac, was disabled; that he was unable to coal the Texas, Marblehead, Vixen and Brooklyn, owing to a very rough sea, and could not remain on that account. In his dispatch he said: "Much to be regretted, cannot obey orders of department."

6—The condition of the coal supply of the flying squadron on and about May 27, 1898; its coaling facilities; the necessity, if any, for, or advisability of, the return of the squadron to Key West to coal, and the accuracy and propriety of the official reports made by Commodore Schley with respect to this matter.

6—Admiral Schley said he would need ten thousand tons of coal on arriving at Key West from Santiago. The coaling facilities were a broken down collier, and with no other base of supplies Key West was the proper station. Admiral Schley's report, he being on the scene, cannot be attacked for accuracy and propriety.

7—Whether or not every effort incumbent upon the commanding officer of a fleet under such circumstances was made to capture or destroy the Spanish cruiser Colon as she lay at anchor in the entrance to Santiago Harbor May 27 to 31, inclusive, and the necessity for, or advisability of, engaging the batteries at the entrance to Santiago Harbor, and the Spanish vessels at anchor within the entrance to said harbor, at the ranges used, and the propriety of Commodore Schley's conduct in the premises.

6—The Cristobal Colon lay well up in the harbor, and not at the entrance. Schley made a reconnaissance on the afternoon of May 31 with the Massachusetts, Iowa and New Orleans to develop the fortifications and their character, his intention being to destroy the Colon promptly. His fire was returned by heavy batteries east and west of the entrance, by large caliber and long-range guns. After this reconnaissance the Colon retreated into the harbor behind the land. Schley fired at 7000 yards range on account of the land batteries.

8—The necessity, if any, for, and advisability of, withdrawing at night the flying squadron from the entrance to Santiago Harbor to a distance at sea, if such shall be found to be the case; the extent and character of such withdrawal, and whether or not a close or adequate blockade of said harbor, to prevent the escape of the enemy's vessels therefrom, was established, and the propriety of Commodore Schley's conduct in the premises.

8—The Colon having disappeared, and the strength and danger of the batteries having been determined, Rear-Admiral Schley withdrew out of range, still maintaining a blockade of the port without the risk of disabling his squadron. At the time of the withdrawal the Brooklyn and Texas were not with his force of reconnaissance, but were coaling in the offing.

9—The position of the Brooklyn on the morning of July 3, 1898, at the time of the exit of the Spanish vessels from the harbor of Santiago. The circumstances attending, the reasons for, and the incidents resulting from the turning of the Brooklyn in the direction which she turned at or about the beginning of the action with said Spanish vessels, and the possibility of thereby colliding with or endangering any other of the vessels of

the United States fleet, and the propriety of Commodore Schley's conduct in the premises.

9—The turn of the Brooklyn, or the loop, was ordered by Captain Cook, as a matter of tactical judgment. In his official report he explains it simply, thus: "We opened fire on the leading ship in five minutes from the discovery (that they were coming out.) The port battery was first engaged, as we stood with port helm to head off the leading ship and giving them a raking fire at about 1500 yards range. The enemy turned to the westward to close into the land. We then wore around to starboard, bringing the starboard battery into action. The enemy hugged the shore to the westward. The Brooklyn, leading, was followed by the Texas, Iowa, Oregon, Indiana and Gloucester." The secretary of the navy, it will be shown, never criticized the loop of the Brooklyn. Captain Philip of the Texas does not allege that there was any danger to his ship or any others from the turn of the Brooklyn. He does say, however, that the fire was for a while blanketed by the Oregon.

10—The circumstances leading to and the incidents and results of a controversy with Lieutenant Albon C. Hodgson, U. S. N., who, on July 3, 1898, during the battle of Santiago, was navigator of the Brooklyn; in relation to the turning of the Brooklyn; also the colloquy at that time between Commodore Schley and Lieutenant Hodgson and the ensuing correspondence between them on the subject thereof, and the propriety of the conduct of Admiral Schley in the premises.

10—It will be shown that there was no personal or official impropriety in Admiral Schley calling on Lieutenant Albon C. Hodgson, navigator of the Brooklyn, to disprove a statement derogatory to the admiral, namely that he (Schley) said he was too near the Spaniards, that he gave orders to get out of the way, and that he said: "Damn the Texas, let her take care of herself." This reported language of Admiral Schley was investigated, under orders from Sampson, by Captain Chadwick, and no action was taken, although Lieutenant Heilner, navigator of the Texas, stated that Hodgson had said that Schley used the language attributed to him.

Only two women in the United States may use the mails without paying for the privilege. These women are widows of former presidents. They are Mrs. Julia D. Grant and Mrs. Lucretia A. Garfield. All mail matter sent by Mrs. Garfield and Mrs. Grant under their respective written autograph signatures, and all mail matter sent to these two ladies will be carried free during their lives. No signature or marks are necessary to the free carriage of mail matter to either of these ladies, the address being sufficient. Mrs. Garfield has enjoyed the privilege since 1881 and Mrs. Grant since 1886.—Exchange.

There is nothing better than pure soda for a cool drink when everything used in the syrups is pure. Wagoner's.