

# WEST SIDE ENTERPRISE

ELEVENTH YEAR.

INDEPENDENCE, POLK COUNTY, OREGON, AUGUST 25, 1904.

NUMBER 39

## POLK COUNTY BANK.

Incorporated.

MONMOUTH, OREGON

J. H. HAWLEY, President. P. L. CAMPBELL, Vice President.  
IRA C. POWELL, Cashier.

Paid Capital, \$50,000

DIRECTORS—J. H. Hawley, P. L. Campbell, I. M. Simpson, J. B. V. Butler, John B. Stump, J. A. Withrow, F. S. Powell.

Transacts General Banking and Exchange business. Drafts sold available throughout the United States and Canada.

## THE INDEPENDENCE NATIONAL BANK

CAPITAL STOCK, \$50,000.00.

H. HIRSHBERG, President. ABRAM NELSON, Vice President.  
C. W. IRVINE, Cashier.

DIRECTORS.—H. Hirschberg, D. W. Sears, E. F. Smith, J. P. Rhodes and A. Nelson.

A general banking and exchange business transacted. Loans made. Bills discounted. Commercial credits granted. Deposits received on current account subject to check.

## DAVIDSON & HEDGES

Headquarters For

Fine Cigars, Tobaccos, Candies

Pipes in endless variety from cob to briar-root and finest Meerschaum. Soda Fountain for the hot days. You are always welcome.

DAVIDSON & HEDGES

C STREET INDEPENDENCE, OREGON

## LIVERY, FEED AND BOARDING STABLE

I. W. DICKINSON, Prop.

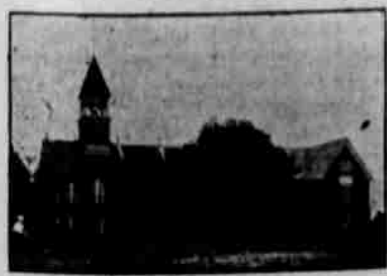
Good Rigs for Commercial Men a Specialty. Good accommodations. Horses well fed. Fine rigs. Horses boarded by day, week or month.

Telephone No. 293

Independence, Oregon

## Oregon State Normal School

Monmouth, Oregon



This school begins its 23rd year September 20, 1904, terms in each school year affording equal opportunities for beginning a course in September, November, February and April. The best training for teachers is the normal course with its assurance of good positions at good wages. Write for new catalogue containing full information concerning courses of study, training in actual teaching in town and country schools and full details about the advanced course of study with the additional advantages attached. Address Secretary J. B. D. Butler, or President E. D. Resler, MONMOUTH, ORE.

### Low Rate to California

The Triennial Conclave Knights Templar will be held at San Francisco, September 5th to 9th and the Sovereign Grand Lodge I. O. O. F., will be held at same point September 19th to 25th. For the occasions the Southern Pacific Co. will place in effect the extremely low rate of one and one third fare for the round trip, not to exceed \$25.00, the rate from Portland. Those who are planning a trip to California should take note of these rates.

### Elks' Charm Lost.

Lost, in Independence, probably in coming from the dock up town, an elk's tooth charm, with the inscription "T. A. Riggs, Salem Lodge No. —" on the back. Finder leave at this office and get reward.

We are making a specialty of hop ticket work. Place your order now with the WEST SIDE ENTERPRISE. Tickets printed as ordered on good cardboard and delivered.

You will need hop tickets and the West Side Enterprise is prepared to print them. Place your order now.

## NOW FOR SILETZ

Survey From Siletz Terminates Where Rail and River Meet.

Surveying Crew in Charge of L. M. Rice Been in Mountains Three Months.

After nearly three months of measuring, estimating and leveling, the surveying crew sent out by the L. Chapman Lumber Company to find a feasible route to the Siletz basin, finished its labors Saturday. Sunday the members of the party, fifteen in number boarded the train here and returned to their respective headquarters at either Portland or Seattle.

The valley terminus of the route selected is Independence. The line of survey intersects the Southern Pacific road scarcely half a mile south of the Southern Pacific depot near the old race track. This route that the surveyors have taken plenty of time to find, is pronounced feasible and whether the Chapman Company or some other company profits by it, the fact is made known that the rich Siletz basin can be reached by rail and a way has been marked out by which one of the finest bodies of timber known can be thrown upon the markets of the world. Considerable cedar was found in the mountains along the route of the survey but the main body of timber to be opened up in the Siletz basin is fir. There may be bigger trees but none taller, statelier and clearer of limbs than the towering firs that are mirrored in the Siletz river. While many are of immense size, most are of a size convenient to handle at a sawmill and a sight of them kindles the enthusiasm of every lumberman that has ever visited the Siletz country. So thick they stand, that the boughs crowded together at the tops, form a canopy through which a ray of sunshine rarely penetrates and a day of brightest sunshine seems cloudy among the big Siletz trees.

L. M. Rice, engineer in charge of the surveying party, estimates that it will take fifty years to log off the Siletz country after an outlet by rail has been provided. The time seems to be ripe for an outlet now. It is a commercial proposition. There is timber to pay for several roads out and timber left. A fine body of it is held by the Chapman Company and other syndicates have interests there while hundreds of claims are held by individuals—merchants, farmers, clerks and other wage earners. All interests will pay tribute to the road that affords an outlet.

The survey just put through would afford an outlet for the product of the Siletz forest with terminus making convenient the transfer to rail or river. For further shipment either the Southern Pacific or Willamette river could be utilized. Whether or not the survey is friendly to Southern Pacific interests or in conjunction with that road's plans is not known. If to get to the river is the object of the new survey the spur of the Southern Pacific now most completed to the gravel bar, would be almost a direct extension of the route mapped out.

The expense that is entailed in the keeping out in the mountains of a crew of fifteen surveyors all summer would indicate that there is a purpose behind the project that the promoters mean to have carried

out. While it would be a matter of no small consequence to Independence to have the terminal of so important a line, it would have far more than local significance.

Once constructed to Siletz it would sure reach the sea in the vicinity of Newport. Besides a lumber traffic road it would be a line of popular travel serving especially during the summer season for Portland, Salem and the entire valley north of Albany.

The crew of railroad surveyors from the Siletz country were scarcely out of town until another is here. A crew is now here marking out a plan of improvement at the termini of the Independence & Monmouth Motor line. The stakes have been set for an additional side track at the intersection of the Southern Pacific by the I. & M. Additional trackage is necessary to accommodate the freight cars to be handled when traffic begins over the river extension. The surveyors will go from here to Monmouth and lay out a switching change there. The change will provide for the I. & M. cars to run on to the Southern Pacific track opposite the warehouse on Railroad street in Monmouth instead of being obliged to run south of the depot before making the switch.

These improvements will be put through at once.

The spur line from the Southern Pacific to the gravel bar has been completed to the river's bank. Rails arrived last night to be used in extending the track several rods out on the gravel bar as a convenience in loading. A noticeable feature of this spur line is the substantial manner in which it is built. It is solid and strong enough for the heaviest trains that run over the main line of the Southern Pacific which is evidence it has been built with a view of permanency. It is really the only point in this part of the valley where the road connects directly with the river. There no doubt will be vast quantities of sand hauled over it. Logs can be brought from the mountains and dumped in the river here or logs may be taken from the river, over this track and transferred to a mill yet to be built.

While there is much hot air being blown in various parts of the valley in the construction of paper railroads, it is to be observed some actual work is going on at Independence and vicinity.

### Is Known Here.

Dr. M. G. McCorkle, formerly well known here is figuring in a somewhat sensational affair in Arizona. He was physician for the El Paso Southwestern Road at Benson. He has disappeared following an exposure of a so-called conspiracy to defraud P. J. Delhanty, a dispatch says. Delhanty died in a fit of delirium tremens. A few hours before death he signed a will bequeathing to the doctor's daughter \$10,000.

J. W. Goodbody, probate judge of Cochise county refused to probate the will, and an official investigation of the circumstances of Delhanty's death will be made.

Dr. McCorkle was a member of Colonel Yoran's staff and resided at Woodburn before going to Arizona.

### Lost

A Scotch Collie dog, black and yellow markings. Answers to the name of "Stub." Wears collar with harness snap attached. Finder please return to Wm. Fuqua's, Parker.

## FIRST PICKING

Picking of Fugles Began in Henry Hills Yard Near Town Today.

Result of Wind on Walker Bros. Yard—Price Is Looking Up—Picking Next Week.

Hop picking began today. The first of the season were picked in the Henry Hill yard one and a half miles south of town. It was not the opening of the real hop picking season but merely the harvesting of a yard of Fugles, always ripe a few days before other hops. Mr. Hill has six acres of the early variety and enough pickers were started in today to clean it up in short order. Picking of the main crop of hops will begin Saturday of next week September 3. Sam Irvine and a few others have set that as a beginning date. Others will begin Monday following and by the 10<sup>th</sup> weather conditions continuing as at present, picking will be in full blast.

The little gale that sprang up last Saturday while it did not assume the proportions of a storm was expensive to some hop growers particularly Walker Bros. Of their 40-acre yard 30 acres were laid low by the wind. The western wind has a fair sweep at their yard and catching in the foliage, the poles were broken off at the ground leaving almost the entire yard flat. The Walker Bros set to work immediately raising the poles and by tomorrow all will be straightened up. The work has kept seventeen men busy since Sunday. The same poles are used by strengthening them up with props. The expense to Walker Bros., as a result of their poles going down will be over \$1000. About three acres of John Burton's yard also went down and there was slight damage to R. D. Cooper's and one of H. Hirschberg's yards.

The estimate of R. D. Cooper made two weeks ago 80,000 to 85,000 bales for the state, is generally considered conservative and many now place their estimate on the states output within these figures, provided of course the entire crop is saved.

The hop market is on the upward tendency. Offers of 25 cents are freely made and as high as 27 is talked but up to the time of going to press no one has been found who has been offered that figure. Offers are also being made for yards as they stand. Ralph Williams has been purchasing in the vicinity of Falls City and Dallas. Growers around Independence are holding on to their crops, not a sale yet being reported.

George Dorcas, a Salem hop dealer was in town today. He reports that his advices from Harrisburg give the sales of the Ayers' yard of Fugles, 80 bales, to T. A. Livesley at 22½ cents and the Hayes yard, 110 bales, to Clement Horst, at 23 cents. One sale was made in Eugene at 25 cents.

### For Sale.

One Studebaker wagon 3½ inch. One Fish Bros wagon 1½ in. steel axle. One Columbus End Spring Buggy. One 16 inch riding plow. One set single driving harness. One sorrel horse 8 years old. One bay mare 5 years old. Enquire of A. B. Wysong 1½ miles west of Independence on Monmouth road.

## THE LEAGUE MEETING

Meeting Monday to Hear Reports of Committees on Roads and Telephones.

The Improvement League held a meeting Monday evening and heard reports of committees appointed at the preceding meeting. D. C. Calbreath one of the viewers appointed by the county court for the proposed Sidney road was present and stated that the survey had been made and that there were no objections whatever on the part of those through whose places the road passed. Mr. Calbreath and W. W. Percival of the League committee agreed that besides 25 families on this side of the river there were at least as many more on the other side that would be accommodated by the road.

It was decided by the League that a delegation wait on the county court at its next sitting September 7, and ask that the road be opened. The condition of the road from the Rickreall bridge on the Salem road toward Independence will be presented to the court at the same time. The matter of a fence being set out in the road will especially be brought to the court's attention.

The telephone committee reported that the new line from the Airlie country was progressing rapidly and that a temporary landing place would be provided until a switchboard could be put in.

W. W. Percival suggested the advisability of having a line follow the proposed new road from Independence to Sidney and back to Independence through Missouri bottom on the other side of the river. This would make a complete circuit and be of great convenience to people along the line as well as to Independence people.

The need of sewerage was touched upon.

The League will meet again September 5.

### Charter Oak Mill Fire

A fire occurred at the Charter Oak saw mill early Saturday morning, that caused the suspension of operations several days. The fire, it is thought started from sparks from the engine. The frame work and belting were burned and a small quantity of oak lumber was lost. About \$2000 worth of lumber on the yard was saved. F. J. Oberer, who operates the mill put in an order for new belting and all hands set to work and had the mill going again Tuesday.

Mies Burk has returned from an extended visit at Ilwaco, Wash.

Mrs. J. F. O'Donnell of Portland is the guest of Mrs. O. D. Butler this week.

Mr. and Mrs. W. H. Whiteaker have returned from their Newport outing.

Howe & Sons prune dryer burned at Dallas Friday morning. The building was half burned before an alarm was turned in. The loss was not heavy.

John McCready, the groceryman is in Portland on business.

In passing through the train at the depot last Friday Dr. Thompson met one of his former students in Minnesota whom he had not seen for forty years. The lady, Mrs. Stewart of Forest Grove recognized the Dr. by his voice and spoke to him asking him if he was not Prof. Thompson formerly of the Minnesota State University.