

WEST SIDE ENTERPRISE

ELEVENTH YEAR.

INDEPENDENCE, POLK COUNTY, OREGON, APRIL 7, 1905.

NUMBER 101

POLK COUNTY BANK.

Incorporated.

MONMOUTH, OREGON

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

Paid Capital, \$80,000

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. HIRSCHBERG, President. ABRAM NELSON, Vice President.
C. W. IRVINE, Cashier.

DIRECTORS—H. Hirschberg, D. W. Sears, B. F. Smith, J. E. 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

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Fine Cigars, Tobaccos, Candies

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LIVERY, FEED AND BOARDING STABLE

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J. Conner, Proprietor

Salem, Oregon



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Dallas, Ore.

Marble and Granite

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After March 20 I will be prepared to transfer or otherwise attend your bees. Will carry supplies. Call on or address.

Harvey Douglas, Independence Ore.

THE STOVER GASOLINE ENGINE

BEST ON THE MARKET

A safe durable and economical power for pumping water, sawing wood, running cream separators, and many other uses on the farm.

FULLY GUARANTEED H. M. EDGAR AGT. Independence Oregon

Notice To Public

Having purchased Charlie Hubbard's wood-saw, I am now prepared to saw your wood,

Sam Muhleman INDEPENDENCE PHONE 394

VOICE FROM FARM

Luckiamuter Comments On Things and Conditions As He Sees Them

Eleven Cents Freight And Storage on Bushel of Wheat from Airlie to Portland Breeds Socialism

To the Editor:

Having noticed some discussion of Improvement League questions and also of the last school appropriation I venture to comment. At the league meetings the R. R. people have told that they cannot give more and better service because present service doesn't pay. In other words the R. R. business in the Willamette valley is a failure (except over-land traffic.) Money is like water. It can't run up hill. If it cost less to drive fat stock 100 miles to market than it does to pay the freight on them there is very apt to be an empty stock car or a short train some where. If it doesn't pay to raise wheat when you have to pay 11c per bu. for warehouse and shipping charges on a 73 mile haul there is sure to be an empty warehouse and very likely a box-car for a depot.

There are some things that are evident and undeniable. Among them are these. The Willamette valley is the oldest agricultural district on the coast. Her average acre is naturally more productive than the average per acre of any section on the coast as large as she is. Her fruit, hops and mohair are known in the markets of the world. Portland her main "center of distribution" is 7th in the world in wealth and Portland's wealth is commission merchant men and they serve the valley mainly. The valley has no manufacturing centers while all kinds of raw material go east over the R. R. and come back over the R. R. finished articles. Copper, iron and coal stay in the mountains and unlimited water-power goes to waste. Thousands of acres of the finest of land is covered with under-brush. Her grand juries say there are land frauds and her R. R.'s don't pay, although there is no competition in transportation.

While her people are sick with fear that teachers will get so numerous that they will want to teach for less than \$35 per month, a simple person could be excused for wondering.

Such chagres as 11c per bu. for wheat from Airlie to Portland warehouse and freight is evidence of financial strangulation because it is only a sample, only a link in the chain as are the land-fraud cases.

The wheat grower has been put out of business on a 11c margin and the R. R. doesn't pay. And if the hop-men and walnut growers, and fruit grower's buildings are not as free from paint as the wheat men are today it will be because an improvement league has taken one party or the other by the ears and put them right with the farmer. The writer has heard eastern people say that they would not invest here because their business would be at the mercy of all the commercial grafts known and some that are unknown. That this is true is proved beyond contradiction by some of the facts above. No one believes that the R. R.'s don't pay and if they don't pay under these conditions then they are flim-flaming with a pretext and in truth plead guilty of having put in and kept themselves out of business.

The papers of the valley are full of cries about log-rolling and Normal schools and people want to

use the referendum on the school appropriation. The sword of the common people first used on the children of the common people. Normal schools are not bad things to have unless this state is going to practice race suicide.

It's a pity that we couldn't have some logs rolled.

Don't howl about educational intemperance

What we want is a representation in Washington and at Salem that Eastern and southern Oregon and the valley wants. One that is of us, by us and for us. What we want is concerted intelligent persistent political encouragement to all enterprises. Yet that and the R. R. will pay or quit. Fail to get it and the best investors will flee. The papers storm about socialists and then help to keep the political pipe dream, quagmire-squirtgun, hold up of the old land fraud push. Is it any wonder that we young farmers begin to understand socialism.

Don't use "the sword on the people", on the babies but use it to get us an out let that will compete with Portland and the R. R. will pay because they will have to.

Your Improvement League don't amount to anything unless it helps to bring about conditions that are at the basis of continuous conservative development which can only be gauged by the possible rate of interest on long time investments in productive enterprises.

I have only one more comment

LEAGUE TO MEET

State Development League Will Meet In Portland the Last of the Month

Southern Pacific and O. R. & N. Companies Will Have Reduced Rates On to Portland

Again the State Development League has been called to meet in Portland. The date fixed is Wednesday and Thursday, April 26 and 27. The sessions are to be held in the Marquam Grand theatre.

The convention was called once before to meet April 4. Because Secretary Tom Richardson wanted a one fare rate and the railroads offered only a one and one-third rate, the State meeting was called off.

A convention of the commercial clubs of the Willamette valley was then called to meet in Salem. At the Salem convention a resolution was adopted asking that the State convention be held regardless of rates fixed by the railroads.

The rates agreed upon for the convention are one fare for the round trip from Glendale, on the Southern Pacific railroad, and from all points south of Glendale. From points north of Glendale the fare will be one and one-third for the round trip. On the O. R. & N.

in view in preparing the booklet and it is a very good settlers guide.

The data on Independence is: Distance from Portland 76 miles south, on bank of the Willamette river. Population 1,500. Is in the midst of a great hop district, with fine resources for general farming and fruit growing, as well as dairying, which are main industries. Has creamery and fruit dryer with flour mill, saw mill and light and water works. Motor line to Monmouth, 2 1/2 miles distant. Is up-to-date with respect to educational, religious and other advantages. A flourishing and progressing town.

Monmouth is sized up as follows:

Located on the West Side Branch 70 miles from Portland. Population 700. Has bank and is seat of State Normal School. Motor line from Independence two and one-half miles. Is surrounded by rich agricultural and stock-raising country. Many fine herds of angora goats are kept in the vicinity. Shipments are grain, wool, mohair, fruit, produce and live stock.

POMONA GRANGE MEETS

Most Interesting Meeting of Grangers Held in Independence Wednesday

An interesting meeting of Pomona Grange was held in Independence Wednesday.

There were present from Monmouth Grange, I. M. Simpson, Frank Butler, F. M. Smith, B. F. Smith, W. W. and Mrs. Smith, Mr. and Mrs. W. H. Robertson, Mr. and Mrs. H. D. Staats, H. M. Berry, W. J. Critchlow, Hattie Williams. From Oak Grove Grange there were I. M. Robertson, G. Wise, J. C. White, W. O. Morrow, L. A. Williamson, John Osborn and J. E. Wilson.

No open meeting was held but there was an interesting program.

Committees were appointed on education, transportation, legislation finance and on by-laws. A business agent was elected.

Pomona is the fifth degree of the Grange. It is the business end of the order. Next meeting will be held with Monmouth Grange at Lewisville, June 7.

MONUMENT FOR OREGON'S POET

A Samuel L. Simpson Memorial Association has been organized in Salem for the purpose of raising funds to erect a monument in memory of Oregon's famous poet, the author of "Beautiful Willamette." A number of prominent residents of Salem effected the organization and elected P. H. D'Arcy president, C. E. Morse Secretary and Claude Gatch treasurer.

The membership is to consist of all persons who shall contribute funds for the purpose for which the association is founded. It is expected that the membership will be drawn chiefly from pioneers, graduates of Willamette University, and other persons who desire to commemorate the achievements of one of Oregon's most gifted writers. The plan of organization provides that no dues shall be charged and no salaries paid to the officers.

Samuel L. Simpson was born in Missouri in 1845, came to Oregon in 1846, graduated from Willamette University in 1865 and was admitted to the bar in 1867, practiced law, engaged in Journalism and died in 1900.

A fire started in the bakery in the rear of Knox's grocery store yesterday but was checked before getting under headway. The damage was nominal. It would have been an unfortunate time for a real fire as the boiler at the waterworks was being cleaned and only tank pressure was available.

THE SPECIAL EDITION

Public spirit will be generously reflected through the forthcoming special issue. It is now assured that the leading merchants and business men of both Independence and Monmouth, the hop men, and prosperous farmers generally will be represented. Many will tell in their own language what has been done and can be done by a man of energy in this county.

TOWN WILL BE DOGLESS

Daily Death Rate of Dogs Growing at an Alarming Rate, Five Poisoned Yesterday

The daily death rate of dogs in Independence is growing at an alarming rate and if kept up another week Independence will be a dogless town.

Five were poisoned Wednesday, four of which died outright. Those losing dogs Wednesday were Fred Reese, M. W. Mix, H. C. Finch and Tom Hart. Layton Smith's young bird dog was also poisoned but he managed to save it.

Yesterday George Hitchins' dog received the fatal dose. How the poisoner can carry on his work so persistently, and escape detection is something of a wonder. Strychnine in bologna sausage seems to be his favorite way of luring the unsuspecting dogs to death. Numerous small pieces of bologna have been picked up over town and upon examination they are found to be split open and a few grains of strychnine dropped in. The poisoner evidently provides himself with the deadly morsels and throws them into yards in passing along the street. If kept up, the poisoning of children will most likely follow. Nearly every case so far has proved fatal. Exceptions are Layton Smith, Sam Irvine, and J. R. Cooper, who saved their dogs by the use of strong emetics.

from La Grande and all points east the rate will be one fare for the round trip, and one and one-third fare for the round trip from all points between La Grande and Portland.

More Commercial Water Superintendent Calbreath of the water works has ordered machinery and will sink five new wells right away to meet the growing demands for water. With these wells installed, the commercial supply of water will be doubled.

IN FRONT OF MOVING TRAIN

The south bound train on the West Side road out of Portland Tuesday morning struck the team driven by W. L. Gardner as it was crossing the track just below Amity. Mr. Gardner was injured in the back and limbs. The horses were piled up in a ditch but not seriously hurt, but the wagon was a wreck.

Mr. Gardner is a teamster about sixty years of age and a citizen of Amity. His horses had become frightened by the train and were running away at the time of the accident.

SETTLERS GUIDE FOR NORTHWEST

R. M. Hall, advertising agent for the Harriman line in Oregon has turned out another booklet on "Oregon, Washington, Idaho and their Resources," and a separate folder showing the topography of the country. Accuracy was kept