

Tom Hart's threshing machine and crew.
Elmer Addison's father can be seen at the far left.

CLASSIFIEDS FROM THE WESTSIDE DURING

THE DECADE OF THE 80'S

G. M. CARSON,

--DEALER IN--

CHOICE BEEF,

Mutton, Lamb, Veal, Pork, Hams, Bacon, Corned Beef, Tongues, etc. Poultry and Game in season.

—Highest Cash Price Paid for—

BEEF :. CATTLE.

☞ All orders delivered free of charge in the town and country.

ESTES & ELKINS,

—PROPRIETOR OF—

CITY TRUCK AND TRANSFER CO!

Hauling of all kinds done at reasonable rates.

Mill Feed, Oak, Ash and Fir wood for sale.

☞ Collections made monthly.

INDEPENDENCE - - - OREGON.

Passenger Hack Line!

A. N. Hallock will run a Hack between

Independence

—and—

Monmouth,

—Connecting with—

TRAINS AND BOATS!

Orders left at the City Hotel in Independence or Post Office at Monmouth, will receive prompt attention

---

CATARRH

COLD IN HEAD.



Try the Cure

Ely's Cream Balm

Cleanses the Nasal Passages. Allays Inflammation. Heals the Sores. Restores the Senses of Taste, Smell and Hearing.

A particle is applied into each nostril and is agreeable. Price 50c. at Druggists or by mail. ELY BROTHERS, 56 Warren St., New York.

M. BEAMER.

--MANUFACTURER OF--



Harness and Saddles

--And Dealer in--

All kinds of Harness and Saddlery Goods. Carriage Trimming and Repairing.

OVERLAND TO CALIFORNIA

VIA

Southern Pacific Company's Lines.

The Mount Shasta Route!

TIME BETWEEN

Portland and San Francisco 39 Hours!

California Express Trains run Daily

South.		North.
4:30 p. m.	Lv. Portland Ar.	10:15 a. m
7:15 a. m.	Ar. San Francisco Lv.	7:30 p. m

Local Passenger Daily, except Sunday.

LEAVE.		ARRIVE.
Portland.....	8:30 A. M.	Eugene..... 2:30 P. M
Eugene.....	9:30 A. M.	Portland..... 3:45 P. M

Pullman Buffet Sleepers

Tourist Sleeping Cars

For accommodation of Second Class passengers attached to express trains.

The O. & C. R. R. Ferry makes connection with all the regular trains of the East Side Division from foot of F. Street.

West Side Division.

Between Portland and Corvallis.

Mail Train, Daily except Sunday.

LEAVE.		ARRIVE.
Portland.....	7:30 A. M.	Inde'dence... 11:24 A. M.
Inde'dence..	11:50 A. M.	Corvallis..... 12:25 P. M.
Corvallis.....	1:30 P. M.	Inde'dence... 2:20 P. M.
Inde'dence..	2:31 P. M.	Portland..... 5:5 P. M.

At Albany and Corvallis connect with trains of Oregon Pacific

Express Train, Daily except Sunday

LEAVE.		ARRIVE.
Portland.....	4:20 P. M.	McMinnville.. 8:30 P. M.
McMinnville.	5:45 A. M.	Portland..... 9:30 A. M.

Through tickets to all points south and east via California.

TICKET OFFICES:

City office, No. 134, corner First and Alder sts. Depot office, corner F and Front sts. Portland.

R. KOEHLER, Manager E. P. ROGERS, Asst. G. F. & Pass. Ag't.

Sash and Door FACTORY.

Screen Doors and Windows, Brackets, Fen cepickets, Window-stops, Moulding, all sizes, Stair posts and Rails, Trimmings of all kinds. Repairing done.

G. E. MONTGOMERY,

(Successor to H. H. Jasperson.)

Arcade Saloon

J. R. COOPER, - - PROPRIETOR

—BEST BRANDS IN—

Wines, Liquors and Cigars

Independence *Oregon*

$1

13 WEEKS 13.

The POLICE GAZETTE will be mailed securely wrapped, to any address in the United States for three months on receipt of

ONE DOLLAR.

Liberal discount allowed to postmasters agents and clubs. Sample copies mailed free. Address all orders to

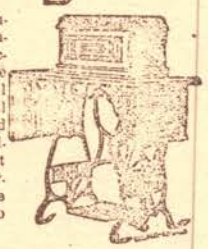
RICHARD K. FOX,
FRANKLIN SQUARE, N. Y

ASK FOR IT!

THE SELF-THREADING

ELDREDGE

"B"



In it are combined the finest mechanical skill, the most useful and practical elements, and all known advantages that make a sewing machine desirable to sell or use.

ELDREDGE MFG. CO.

Factory and Wholesale Office, Belvidere, Ill.

225 Wabash Ave., Chicago.
39 Broad Street, New York.



PARKER'S GINGER TONIC

Invaluable for Dyspepsia, Colds, Inward Pains, Exhaustion.

THE WES

FRIDAY, SEPTE

Official Paper of

BUSTER & LOCKE the name of the new ceeds the well known and Vernon. Mr. J. remains in the firm, in the drug business five years, and thr worth, strict attentio agreeable manner, ha trade, Mr. Vernon le entirely in his char is a young and prosp will bring the same p the drug business, as h by him in other purs will continue to fill the public will find it in a prompt and as co as ever. We predict new firm.

CONTRACT LET.—M lowest bidder on the street, the price per 30 cents. Mr. Jones wi bonds to do the work and we may soon exp use a nicely graded ar The top dressing wil inches of one third thirds fine gravel, wel The street will crown the curb of the side w established, runs bridge to the front of on a regular rise, and street on a level.

county, and after spen in Washington Territ they saw nothing sinc to compare with the V ley. They express the well pleased with the Independence. Mr. El do farmer and we hope to locate among us.

BACK TO OREGON.—T ing, Miss Nellie Crown from Syracuse, Nebras the train and was met welcomed her back to The WEST SIDE gave just six months to ren Oregon, but she manag year. Oregonians sel even when they go t most favorable circu Crownover will take th in the North Independ

was passed and Miss H gratulated upon arrivin anniversary.

WATER CO. MEETIN holders of the city wa meet in the council roo day) evening, to trans portant business that wi it. A full attendance d

GOING ON THE STAG Lindsly, formerly of Sal tly of Portland, has gon phia to join the Carlton

CASTORIA

for Infants and Children.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. ARCHER, M. D., 111 So. Oxford St., Brooklyn, N. Y.

Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion, Without injurious medication.

THE CENTAUR COMPANY, 77 Murray Street, N. Y.

NEW TIN STORE!

(Opposite the Opera House.)

Main St., - - - - Independence

BARR & PETZEL, - Props.

Manufactures of and Dealers in

STOVES, TINWARE AND HOUSE FURNISHING GOODS.

NELSON BUILDING, : : Main Street.

Proprietor

"NEW GOODS" "NEW PRICES"

At

F. A. WHITNEY,S

My Fall Stock is well selected and larger than ever. I have an elegant line of Parlor and Bed Room Sets, Book Cases, Hall Trees, Desks, Easy Chairs!

CARPETS, OIL CLOTHS, AND MATTINGS, A NICE LINE OF BEST BROS' OIL PAINTINGS. PICTURE FRAMING A SPECIALTY. ALSO CARRIES A FULL STOCK OF UNDERTAKER'S GOODS AND SELL THEM AT REASONABLE PRICES.

Orders from the country promptly attended to, day or night.

A. PRESCOTT. J. A. VENESS

Independence Saw Mill!

—PRESCOTT & VENESS, Proprietors.—

Manufacturers of and Dealers in

Fir and Hard-wood

Rough and Dressed Lumber.

J. A. WHEELER, Manager.

THE WEST SIDE.

E. C. PENTLAND, Publisher
Sept. 13 - 1889

Registered at the Post-Office in Independence, Oregon, as second-class matter.

SUBSCRIPTION RATES:

Payable in Advance.

One year	$2 00
Six months	1 00
Three months	50

TO ADVERTISERS

Independence is located at the head of navigation (the most of the year), on the Willamette river, and on the main line of the Oregon & California railroad; contains a population of 1000 people, is the principal shipping point for the county, which is one of the largest, most wealthy and thickly populated in the Willamette valley.

The steadily increasing circulation the WEST SIDE is enjoying enables it to be one of the best of Advertising Mediums.

JOB PRINTING OF ALL KINDS
—IN—
The Latest and Best Styles,
—AND AT THE—
Lowest Living Rates

PHYSICIANS—DENTISTRY.

LEE & BUTLER,
Physicians and Surgeons,
—ALSO—
U. S. Examining Surgeon.
INDEPENDENCE, OREGON.
Office east side of Main Street.
xxii

W. GRUWELL, M. D. E. L. KETCHUM, M. D.
GRUWELL & KETCHUM,
Physicians and Surgeons,
INDEPENDENCE, OREGON.
Office, opposite First National Bank.
i
1mo-apr 20.

DR. J. K. LOCKE,
Physician and Surgeon,
Buena Vista, Oregon. feb2
ii

J. E. DAVIDSON, M. D.
Physician and Surgeon,
U. S. EXAMINING SURGEON.
INDEPENDENCE, OREGON.
iii

DR. J. B. JOHNSON,
Resident Dentist
All work warranted to give the best of satisfaction.
INDEPENDENCE, OREGON.
xxiii

ATTORNEYS.

JOHN J. DALY,
Attorney and Counselor At-Law,
Dallas, Polk County, Oregon.
Collections made.
☞ Office on Mill street, opposite courthouse
iv

A. M. HURLEY,
Attorney and Counsellor at Law,
☞ Office in second story of building corner of Main and Monmouth streets, Independence Oregon. (dec15)
v

HOTELS.

CITY HOTEL!
C Street, Independence, Oregon,
JOEL FELLOWS, Prop.
First-class in every respect. Special attention given transient cus-

No Experienced and Economical
BUYERS WHO BELIEVE IN
BARGAINS and desire to
MAKE SELECTIONS FROM THE LATEST STYLES IN
DRY GOODS, DRESS GOODS, CLOTHING, BOOTS AND SHOES, NOTIONS.
Fashion points the way to the large, new stock
Of
SHELLEY AND VANDUYN
—o:o—
Because their stock is the LARGEST.
Because their prices are LOWEST,
YOU ARE COURTEOUSLY
Invited to
EXAMINE OUR STOCK.
9-8-tf

This space is reserved for Buster & Locke, who are invoicing their stock.

FALLS CITY!
The most rapidly growing town in Polk County.
Its lumber resources are already being utilized by two large Saw-mills, a Sash and Door factory and Furniture factory.
Fine openings for Flouring Mills, Tile and Fire brick manufacturing, Paper mill, Agricultural works, Woolen mill, or any other legitimant enterprise requiring a first-class water power.
Location and Power!

Miss Nett... teach at Beth...

Don't cough any ... Cough Cure ... leave you free and ... non and H. R. Patt...

La Creole Acad... next Monday.

Wright's Tasteless ... most obstinate ... tal diseases. Sold by ... Patterson.

Work is progr... second story of the ... mouth.

Farmers, tone up ... dition Powders ... coughs, inflamed lungs, ... bladder troubles, ro... by Buster & Vernon ...

Mrs. Case, of C... T. W. Belt, of this ... Mrs. Belt's brother.

A libel to call a man a ... he has a torpid liv... thartic Liver Invi... happy. Sold by Buster ... terson.

THE PRIDE...
A clear pearly and ... always a sign of pur... sons troubled with ... or blotched skin ... their blood is out of ... of BEGGS BLO... BLOOD MAKER w... and the skin will be... parent. Try it, and ... given it will cost you ... warranted.
BUSTER & V...

A Grave Mistake—To ... frice. Wright's My... decay and gives beautif... Buster & Vernon and H...

WHY
That people linger ... plaining about that c... ing? One bottle of ... PURIFIER and BL... entirely remove this ... good appetite and re...
BUSTER & V...

Call a Halt for that ... Your system invite... compound extract of ... need at once to expe... and build you up. Sold ... H. R. Patterson.

HEART ...
Read the hospital ... mortuary reports, re... lications, read the di... learn how wide spr... how dificult of dete... people how many ... the deaths it cause... Flint's treatment on ... learn what it is, wh... disease it gives rise t... are, and how it may ... find you have hear... druggist for a bot... Remedy. The treat... application to Mack...

A Life Preserver in ca... dysentry and sum... Blackberry Cordial. ... Sold by Buster & Vernon ...

YOU CANN...
At this season of the ... good reliable diarrh... house, as cramps, co... inflammation of the ... are exceedingly dang... to at once. One bott... ARRHOEA BALSA... in cases of this kind ... icine on earth. We...
BUSTER & V...

FRANK ...
County Surve...

COOPER & CONNAWAY

—DEALERS IN—

HARDWARE, STOVES AND TINWARE

Oliver Chilled,
Champion,
Moline and
Garden City Clipper
Steel Plows.
AGENTS FOR

GARLAND STOVES AND RANGES

The McCormick
and Deering
Binders, Mowers
Hay Rakes,
Etc., Etc.
AGENTS FOR

----Knapp, Burrel & Co's Agricultural Implements.----

—AND—

FARM--MACHINERY.

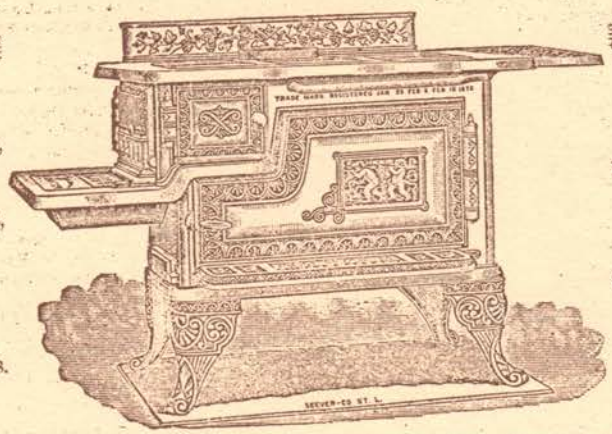
MAIN STREET, INDEPENDENCE, OR.

GOODMAN & DOUTY,

—Dealers in—

GENERAL HARDWARE, STOVES and TINWARE.

DRILLS,
SEEDERS,
CULTIVATORS.
FEED CUTTERS,
STEEL
AND
CHILLED
PLOWS.



—A FINE—
LINE OF
RANGES,
HEATING,
AND
COOK
STOVES,
Etc., Etc.

FINEST LINE OF CUTLERY IN THE CITY.

—AGENTS FOR—

Staver & Walker's Agricultural Implements

Farm Machinery, Extras nd Specialties.

MAIN STREET - - - INDEPENDENCE, OR.

G. M. CARSON,
--DEALER IN--

M. BEAMER.

Sash and Door
FACTORY.

THE

Willamette Real Estate Co.,

Of Independence, Or.,

Transacts a general Real Estate Business, buys and sells property, effects insurance, and does a general conveyance business.

Parties having lands for sale will find it to their advantage to

LIST THEIR PROPERTY!

with this company, as they are daily sending lists of lands east, thus placing desirable property before residents of the east.

JAMES GIBSON, President.
J. W. KIRKLAND, Secretary.

Independence Ferry!

WM. JONES, Proprietor.

This ferry is now in operation, and prepared to transfer passengers and wagons to or from Independence and Marion county, opposite town.

Good Roads

Will soon be built, connecting with the Salem road, also the road to Jefferson. It will pay persons wanting a

View of Polk County

to cross the ferry and go to top of Prospect Hill. 6-15-3m

SUMMONS.

In the Circuit Court of the State of Oregon, for Polk County.

JOHN KLOSTERMAN, Plaintiff,
vs.
J. BOWER and H. BOWER, Defendants.

To J Bower and H. Bower, the above-named defendants:

In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled action, within ten days from the date of the service of this summons upon you, if served in this county and if served in any other county in this State, then within twenty days from the date of the service of this summons upon you; and if served by publication, then on or before the 1st day of the next regular term of the Circuit Court of the State of Oregon for Polk county, next following the expiration of the six weeks publication hereof, to-wit: Dec. 2d, 1889. And if you fail to answer, for want thereof the plaintiff will take judgment against you for the sum of $100.88 and interest thereon at the rate of 8 per cent per annum from May 14th, 1888, and for his costs and disbursements of this action as prayed for in the complaint.

This summons is served upon you by order of Judge R. P. Boise, Judge of said Court, which order of publication bears date July 31st, 1889.

A. M. BURLEY, Attorney for Plaintiff.

8-8-7

THE MISSES PAGENKOPF,

ARTISTIC DRESSMAKERS!

Prompt attention given all orders entrusted to them.

Main Street, 8-3-tf Independence.

Mitchell and Bohannon,

—MANUFACTURERS OF—

Doors, Sash, Scroll sawing and Wagon Repairing.

Main st., - Indepence.

8-9-tf

GEO. E. BREY,

COMMISSION MERCHANT,

AND GRAIN BROKER,

Independence, - Oregon.

7-26-tf

OREGON STATE FAIR!

Twenty-ninth annual exhibition at Salem, Oregon,

Commencing Monday, Sept. 16,

Continuing one week, under the management of the Oregon State Board of Agriculture.

OVER $15,000 IN CASH PREMIUMS

Offered for agricultural, stock, dairy and mechanical exhibits, for works of art and fancy work, and for trials of speed.

Running AND Trotting Races

EACH DAY.

Important improvements made in the premium list. Reduced rates for fares and freights on all transportation lines to and from the fair.

PRICES OF ADMISSION.

Men's day ticket	50c
Women's day ticket	25c
Men's season ticket	$2 50
Women's season ticket	$1 00

Send to the Secretary at Salem for a premium list. J. T. APPERSON, President.
J. T. CREGG, Secretary. 8-16-1m

A. B. GRIGGS.

MEAT MARKET.

INDEPENDENCE, OR.

S. P. Irvine, cutter. Choice meats constantly on hand. Davidson's brick.

Dallas Sample Rooms.

C. C. SMITH, PROP.

The choicest liquors of all kinds on hand; also the best brands of cigars.

Billiard and pool tables, and papers from all parts of the state.

—GIVE ME A CALL.—

C. C. SMITH.

INDEPENDENCE

FOUNDRY,

—E. BUNCE, Manager.—

Is now prepared to make any kind of casting in

Brass or Iron

on short notice. Is now at work manufacturing

Bunce's Improved Grain Crusher

Acknowledged to be the best grain crusher in America—strongest, cheapest and most durable. A full list of the class of work done at this foundry will be published in this paper. Any person in want of a

—PORTABLE SAW MILL—

Can be supplied here. Repairing done for all kinds of machinery. Main street, Independence (dec15)

—ALSO—

Thorough Bass and Harmony.

Is ready to receive pupils in classes or to give private lessons at his music parlors corner of Fourth and B streets, Independence, Oregon.

xvii

M. BEAMER.

—MANUFACTURER OF—



Harness and Saddles

—And Dealer in—

All kinds of Harness and Saddlery Goods, Carriage Trimming and Repairing.

xl

E. E. KRENGEL!

General

BLACKSMITHING!

INDEPENDENCE.

Having made arrangements for the permanent location of

Mr. THOS. FENNELL,

late of Chicago,

where he was engaged in shoeing for race horses of that city, we now make a

SPECIALTY

OF

HORSE SHOEING!

H. M. LINES,

FUNERAL DIRECTOR

—AND—

Undertaker.



A Full and Complete Line of Funeral Goods always on hand.

viii

J. H. Alexander,

—Dealer in—

Drugs and Medicines,

BUENA VISTA, OR.

Having purchased the stock of Drugs formerly owned by L. W. Robertson, I am prepared to meet all the old customers, and many more new ones. Fair and courteous treatment to all.

Sept. 14—tf.

xv

Mazeppa Saloon!

—F. J. MORRIS, Prop.—

Fine Wines, Liquors and Cigars.

MIXED DRINKS A SPECIALTY

Whiteaker Brick, 8-9 Independence

HENRY R. PATTERSON,

Independence, Oregon.

DRUGGIST!

—)Makes a Specialty of(—

Watches, Clocks and Jewelry.

O. A. KRAMER!

Late of Michigan, is prepared to do

Watch Repairing

And guarantees first class work, With Buster & Vernon, Main Street, Independence. 6-17-

---

THE

Willamette Real Estate Co.,

Of Independence, Or.

Transacts a general Real Estate Business, buys and sells property, effects insurance, and does a general conveyance business.

Parties having lands for sale will find it to their advantage to

LIST THEIR PROPERTY!

with this company, as they are daily sending lists of lands east, thus placing desirable prop

---

DRESSMAKING AND MILLINERY.

Mrs. A. M. Hurley

MILLINERY

—AND—

FANCY GOODS.

Independence, : : Oregon

MISS ADA JUDSON. MRS. WILLIAMS

JUDSON & WILLIAMS,

DRESSMAKERS!

Cutting AND Fitting

--\ SPECIALTY.--

ix

ESTES & ELKINS,

—PROPRIETOR OF—

CITY TRUCK AND TRANSFER CO!

Hauling of all kinds done at reasonable rates.

Mill Feed, Oak, Ash and Fir wood for sale.

☞ Collections made monthly.

INDEPENDENCE - - - OREGON

xliv

S. A. PARKER,

Architect

Plans and specifications furnished on application. Estimates made.

☞ Office corner of Railroad and C streets, Independence.

G. W. SHINN,

HOUSE, SIGN & ORNAMENTAL

PAINTER.

Paper hanging, graining, frescoing, etc. Paint rooms opposite Johnson's stables, Independence Oregon. mar30tf

---

Arcade Saloon

J. R. COOPER, - - PROPRIETOR

—BEST BRANDS OF—

Wines, Liquors and Cigars

Independence *Oregon*

xlviii

Mitchell and Bohannon,

—MANUFACTURERS OF—

Doors, Sash, Scroll sawing and Wagon Repairing.

Main st., - Indepence.

8-9-tf

GEO. E. BREY,

COMMISSION MERCHANT,

AND GRAIN BROKER,

Independence, - Oregon.

7-26-tf

BANKS

First National Bank.

Independence, Oregon.

President .....J. S. COOPER.
Vice President.....L. W. ROBERTSON
Cashier.....W. H. HAWLEY.

DIRECTORS.

D. P. THOMPSON, J. S. COOPER,
L. W. ROBERTSON, G. W. WHITEAKER,
W. W. COLLINS.

Transacts a general banking business. Buys and sells exchange on all important points.

Deposits received subject to check or on certificate of deposit. Collections made on all points on favorable terms.

☞ Office hours, 9 A. M. to 4 P. M.

Hall's burglar proof safe secured by Yale Time Locks.

THE INDEPENDENCE

National Bank.

Capital Stock, $50,000.

H. HIRSCHBERG, : : : PRESIDENT.
ABRAM NELSON, : : VICE PRESIDENT.
W. P. CONNAWAY, : : CASHIER.

A general banking and exchange business transacted; loans made; bills discounted; commercial credits granted; deposits recived on current account subject to check; interest paid on time deposits.

Directors:

Joshua McDaniel, H. H. Jasperson,
A. J. Goodman, H. Hirschberg,
Abram Nelson, T. J. Lee,
I. A. Allen

[Established by National authority.]

—THE—

Capital National Bank,

—OF SALEM, OGN.—

CAPITAL PAID UP, $50,000
SURPLUS, $10,000.

R. S. WALLACE, President — W. W. MARTIN, Vice-President

J. H. ALBERT, Cashier.

LOANS MADE

To farmers on wheat and other merchantable produce, consigned, or in store, either in private granaries or public warehouses.

Drafts drawn direct on New York, Chicago, San Francisco, Portland, London, Paris, Berlin, Hong Kong and Calcutta. 8-9-tf

---

POLK COUNTY BANK,

MONMOUTH, OREGON,

Incorporated under the Laws of Oregon.

D. T. STANLEY, President. — J. W. DAWSON, Cashier.

Does a general banking business. Sight drafts on New York, San Francisco and Portland for any amount. Receives deposits subject to check or on certificates of deposit. Collections receive prompt attention Guarded by double chronometer Yale time lock.

Prof. Henry,

Teacher on the

VIOLIN, PIANO, ORGAN,

—ALSO—

Thorough Bass and Harmony.

Is ready to receive pupils in classes or to give private lessons at his music parlors corner of Fourth and B streets, Independence, Oregon.

xvii

M. BEAMER.

—MANUFACTURER OF—



H. R. PATTERSON,

THE DRUGGIST,

HAS REMOVED TO THE NEW

Opera House

BUILDING. CALL AND SEE HIS NEW

Holiday Goods, Clocks, Jewelry, Plush Toilet Cases, etc

MAS PRESENTS.

——CONSISTING OF——

ET CASES IN PLUSH AND LEATHER
E CASES IN ALL STYLES & COLORS
UMERY AND FANCY ARTICLES,

——DIRECT FROM EUROPE AT——

GIBSON & SINGLETON'S

——SUCCESSORS TO——

Geo. E. Good.

Corner Drug Store,

SALEM, OR.

OLIDAY GOODS!

W. H. WHEELER

has out the largest and the finest line of Holiday Goods ever ered in Polk County. He invites special attention to his

IDAY AND GIFT BOOKS.

and doll carriages of every variety. Albums cheaper than t. Call and inspect goods and get prices at the

Post Office Store.

The Yaquina Route.

OREGON PACIFIC RAILROAD

——AND——

Oregon Development Co.'s Steamship Line!

225 Miles Shorter, 20 Hours Less Time

Than by any other route. First-class Through Passenger and Freight Line from PORTLAND and all points in the WILLAMETTE VALLEY to and from SAN FRANCISCO.

TIME SCHEDULE. (Except Sundays)

Leave Albany at 1:00 p. m. — Leave Yaquina at 6:45 a. m.
" Corvallis at 1:40 " — " Corvallis at 10:25 "
Arrive at Yaquina at 5:30 p. m. — Arrive at Albany at 11:30 a. m.

O. & C. trains connect at Albany and Corvallis. The above trains connect at Yaquina with the Oregon Development company's line of steamships between Yaquina & San Francisco.

STEAMER	FROM SAN FRANCISCO	FROM YAQUINA
Willamette Valley,	Dec. 6, "	Dec. 12
Willamette Valley,	"	"
Willamette Valley,	" 17	" 24
Willamette Valley,	" 30	"

This company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all Willamette valley points can make close connection with the trains of the Yaquina route at Albany or Corvallis, and if destined to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing. Passenger and freight rates always the lowest. For information, apply to

C. H. HASWELL, Jr., Gen'l Frt. & Pass. agt. Oregon Development Co. 204 Montgomery st. San Francisco Cal.

C. C. ROGUE, Act. Gen'l Frt and pass agt. O. P. R. R. Co. Corvallis, Or.

Willamette River Line of Steamers.

The Wm. M. Hoag, the N. S. Bentley and the Three Sisters are in the service for both passenger and freight traffic between Corvallis and Portland and intermediate points, leaving the company's wharf at Corvals and Hulman & Co's wharf, Nos. 200 & 202 Front st, Portland on

MONDAYS, WEDNESDAYS AND FRIDAYS,

Making three round trips each week as follows:

Leave Corvallis on	Monday,	Wednesday,	and Friday	at 8:00 a. m.
" Albany	"	"	"	9:30 "
" Buena Vista	"	"	"	10:50 "
" Independence	"	"	"	12:30 p. m.
Arrive Salem	"	"	"	3:00 "
Leave Salem on	Tuesday,	Thursday	and Saturday	at 6:00 a. m.
Arrive Portland	"	"	"	3:30 p. m.
Leave Salem on	Tuesday,	Thursday	and Saturday	at 6:00 a. m.
" Independence	"	"	"	8:30 "

E. E. KRENGEL,

A FINE OIL PAINTING!

GIVEN AWAY BY

W. H. WHITEAKER!

—AT HIS—

—ART PARLORS.—

—:o:—

Every person ordering one dozen cabinets between the 20th of October and 10th of November, will be given a ticket which entitles the holder to a

CHANCE IN AN OIL PAINTING WORTH $20.

☞REMEMBER.—You get the fine work done by Whiteaker, and also wait only two weeks before the drawing takes place for the painting. 10-18-5t

An elegant photograph album is actually given away with every two dozen cabinets ordered.

THE TRADES CARNIVAL

A standing room only Trades Carnival held in the new opera house in 1890 symbolized the end of this decade. The carnival was given in honor of the completion of the new eight room school house. The two school districts of Independence were consolidated in 1890 and called District #29. The school was officially opened to 230 students on February 3, 1891.

The opera house on this gala night was lighted with electricity for the first time. There were 21 lights. To quote from the Westside, "At 8:15 through the open doorway came filing forty-two young ladies, representing the several trades and professions of the city of Independence." "It was a royal company, and as they marched through the hall, an excellent opportunity was offered the viewing the ladies who regardless of expense were advertising the wares of the firms by them represented." "Miss Miller representing the Electric Light Co. stepped forward and suddenly was enveloped in a flood of light from incandescent lamps, fastened to her clothing and on the banner." "The audiance was so enthusiastic that a recall was necessary." "Copper plates on the stage and in the soles of Miss Miller's shoes, caused the electric current to flash through the wires concealed in the folds of her clothing." "It was a beautiful sight."

Since November 1889 both Dallas and Independence had had electricity. In Independence a few weeks after the electricity had been installed, the light company moved their dynamos into their new building and turned off the power for a night. The people in those few weeks had become so used to the luxury of lighted streets, that many fell off the sidewalks into the mud, and ran into fences. The marshall had to hunt up his lantern and light the coal-oil lamps.

SCHOOLS

After the school districts #38 and #29 consolidated and formed District #29, L.W. McAdams was the first principal. Teachers were Mrs. L.W. McAdams, Miss Hattie Hays, Miss Carry Fowler, Mrs. F.L. Tuck, Miss Ella Shupp and Mrs. F. Gates.

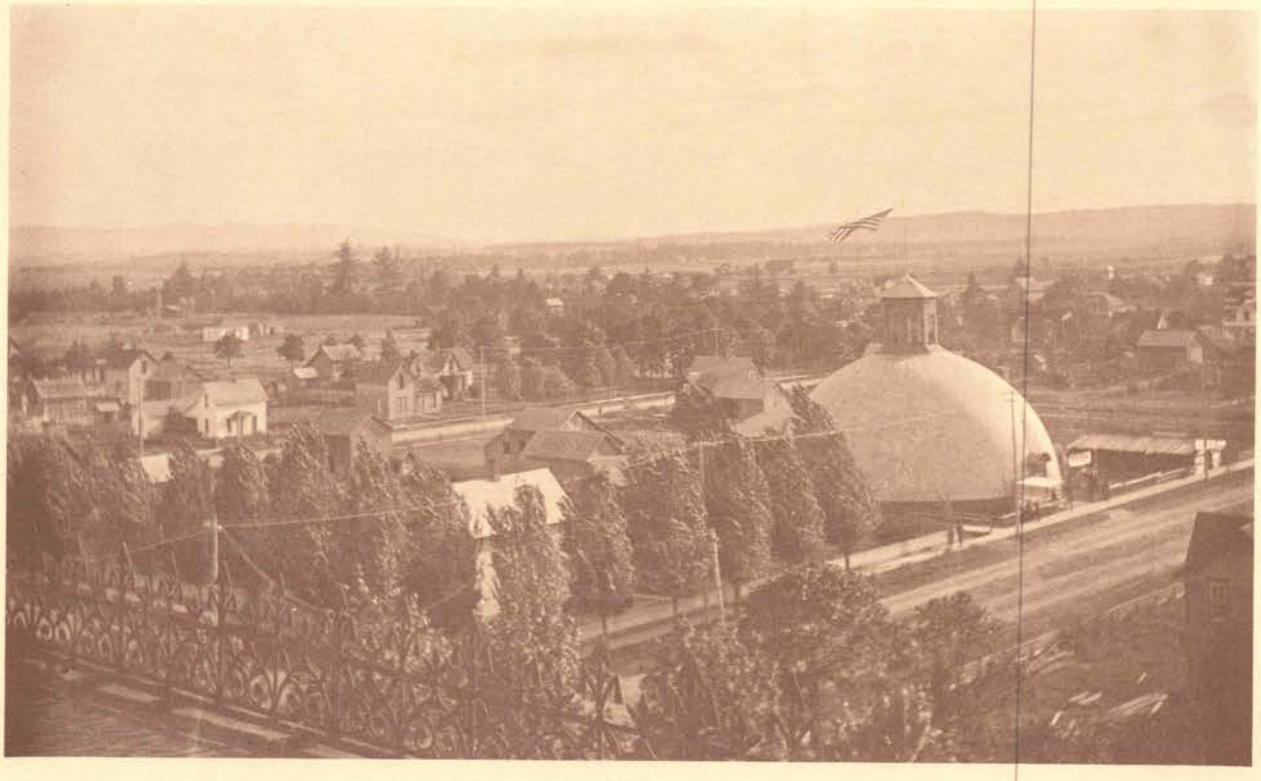
The High School initiated a two-year course. Nine years later it was a four year school and a separate high school building was erected. The teachers in the new building were Fred Crowley, principal; Miss Ivy Burton (later Mrs. Ivy Thomas); Miss Frances Cooper; Miss Ethel Bernard and Miss Anna Bergman.

June 13, 1917, school district #29 voted to enter into a contract with the Oregon Normal School which stated Oregon Normal School students could practice teach. By 1925 Independence had outgrown the 1891 structures and a new school was built. Govenor Pierce signed a bill appropriating $125,000. The first classes were held in it a year later, September 1926. Mrs. W.A. Barnum was principal. This building is the present Independence Elementary School.

The second addition was added to the Independence High School in 1938 and Paul Robinson served as principal for a number of years.

1950, Independence and Monmouth school districts formed 13-J and Central High came into being. The original High School became Henry Hill School and used for the fourth, fifth and sixth grades.

The Talmadge Junior High is located on 16th Street, across the street from the original plotted town of Talmadge where the people of Independence hoped to build the County Court House. Classes at Talmadge began January, 1967.



The domed building was used for athletics and roller skating. It had a curtained stage where school plays were put on; also traveling troup shows. Located between 5th and 6th Streets on "C" Street.

THE 1890 FLOOD

Weather conditions similar to those in 1861 caused another flood in February 1890. The buildings and warehouses on Water Street were damaged or washed away. On the day the river crested, the wooden bridge that connected Main and Water Streets washed away. At noon the shipping house of the Claggett Warehouse and the flour mill's sack house floated away. The Prescott & Veness Sawmill and the office building drifted downstream and took the ferry with it during the afternoon. Five thousand dollars worth of hardwood from the mill was carried away and all of Thorp's Town was under water.

Water was 1½ to 2½ feet deep on Main Street in Hill's Town, however, the high curbing kept the water out of most of the stores. Water did seep into the A.J. Whiteacker Furniture Store and the Mazeppa Saloon. Water did not reach any of the residences in Hill's Town.

The flood caused a lot of excitement and everyone hurried here and there to get any scrap of news. Mrs. Dave Stapleton was among a few ladies who did their shopping on Main Street from a rowboat. Mr. Charley Blanchard (he was always a civic minded person) rowed the boat.

Mr. Pentland, editor of the Westside, was in Albany when the Willamette reached flood stage. Mr. Pentland rowed his boat down the Willamette to Independence in order to report the news about the flood. I don't know how he managed to keep his boat afloat during his trip downstream, for the Willamette at flood stage is a swirling, muddy torrent full of logs, debris, lumber and buildings. When Mr. Pentland reached Independence he rowed his boat about 200 yards further downstream,headed his boat against

the current and interviewed Captain Sharp and crew on the steamer N.S. Bentley. The Bentley was tied to a tree. Captain Sharp said he and his crew were trying to save property near Salem when they heard gunshots and came to the rescue. The gun was fired by E.H. Huston and he said he and his family were rescued by citizens of Independence earlier that day. Captain Sharp also said that the main span of the Salem Bridge across the Willamette collapsed after the center piers on the east cracked just above the water line and crashed to the bottom of the river.

Mr. Pentland reported in the Westside that the flood brought Independence more publicity than any other event to that time. All of the telegraph news originated from the town for three days.

After the '90 flood farmers who lived on the river bottom prepared themselves for the inevitable flooding by building ramps to the haylofts in their barns, so when high water came they could lead horses and livestock to safety. People built their homes five to six feet off the ground and used the space under the house for storage during the dry season. Many people stored extra food and supplies on higher ground where they stayed until waters receded.

In Independence, the warehouses and sawmills were not rebuilt on Water Street and the streets next to the river. In fact, six acres of this part of town sold for $66 after the flood. Today, Cook's Addition is nonexistent; brush, blackberry bushes and grass cover this ground.

No major business buildings or many new homes were built in Thorp's Town. At a sheriff's sale three lots in Thorp's Town sold for $21. After the flood this part of town remained a residential district.



The footbridge across Ash Creek taken February 5, 1890. We lived in the house on the far left soon after we arrived in Independence. The house directly at the end of the footbridge was Grandma Cooper's.

THE BATTLE FOR COUNTY SEAT

The 1890's finished the 10 year skirmish between Independence and Dallas over the title, County Seat of Polk County. In 1880 the people of Polk County signed a petition which stated that a new court house building would not be built for 10 years in Dallas. Nine years later in January 26, 1889, petitions were circulated in all parts of Polk County that asked for an enabling act to change the location of the county seat to another town. This act was defeated by the state legislature in March. Then in April, the people of Dallas presented a petition to the County Court for a new court house building, to cost $40,000 completed.

Independence immediately got sufficient signatures on a remonstrance to defeat the Dallas petition. During 1890 Independence tried its best to get the court house. Independence argued that the newly surveyed town of Talmadge midway between Independence and Monmouth would be an excellent location for the court house. From the Westside in February 1890, "...The survey of forty blocks of land between Independence and Monmouth was completed this week." "The streets connect those of this town, and the blocks are the same size." Eight full lots were planned for public park and planted with shade trees. These eight lots according to the Westside and Independence, was the ideal location for the county court house building.

Dallas and Independence continued to take occasional verbal potshots at one another until 1898 when the court house in Dallas burned. The County Court then held a conference. Commissioner L.P. Reese decided against re-building the court house until the people of Polk County could vote on its location. However, Polk County Judge, W.L. Wells and Commissioner Seth Riggs overruled Reese. They felt there would be less warlike feelings throughout

the county if the issue were settled immediately without a vote and the court house rebuilt in Dallas.



The above picture shows the paving of Main Street underway in 1912 at the corner of Main and Monmouth Streets.

Note the donkey-steam engine in use along with hand labor and horse power.

FERRY SERVICE ENDS

Planning for the Independence bridge started in 1935 when Tom Smith, who was president of the Chamber of Commerce appointed J.H. Hart, Dr. George C. Knott and R.M. Walker to a committee to request the Highway Commission to build a bridge.

At the opening, Govenor Douglas McKay, cut the ribbon and made the dedication speech. It was an important occasion for Independence and the only incident to shadow a perfect day was a fatal heart attack suffered by Verd Hill, son of Hnery Hill.

After 97 years of ferry service, the ferry era ended December 1950 when the bridge spanning the Willamette was completed. The bridge has an overall length of 1267 feet and the total cost of the structure was $908,000. The Oregon State Highway Commission paid one-half and the remainder shared equally by Polk and Marion counties. The Ferry was moved to Buena Vista where it still makes regular trips across the Willamette river.

The Lawrence twins, Willard and Willis operated the ferry for twenty-two years, and carried around a million passengers without serious mishap. However, there were exciting happenings from time to time. For instance, the day Zeke Sutton was cranking his car getting ready to leave the ferry. The car happened to be in gear and pushed Zeke into the river and followed him in. Willard told me that he thought Sutton had drowned but soon saw his head bob up so he dragged him back onto the ferry with a pike pole.

Both brothers are retired and make their homes in Independence.



The Independence Ferry about 1915.

THE HOP ERA

Beginning in 1900 and until 1940, Independence was known as the "Hop Center of the World." The growing, cultivating and harvesting of hops was the biggest industry in Independence. I still remember the routine that was involved to grow and harvest a crop of hops. I started to work in the hop fields picking hops when I was about six years old. Then when I was 13 years old, I helped to plow hops on my father's place. On my first job where I was paid wages, I plowed hops on the C.A. McLaughlin Hop Ranch. After I finished plowing for my father, I ask Mr. McLaughlin for a job on his place. Mr. McLaughlin thought 13 was too young to do the job of plowing right, but after he thought it over, he decided to give me a chance. I went home with him and was told to bed down in the bunk house with the other hired men. A short time after I fell asleep, Mr. MCLaughlin came to the bunk house and told me to come with him to the house because Mrs. McLaughlin thought I was too young to bunk with the older men. She made up a bed for me in their home. Mr. McLaughlin insisted on calling me "Stanley", even wrote my checks that way, although he knew my given name was Sidney.

The Walker Ranch, and the Cook and Madison ranches across the river, all hired boys in their teens to hoe, twine or train hops during the spring and early summer. All of us teenagers tried during harvest to get jobs either firing in the hop houses, helping in the baling rooms, or working on the kiln floors, anything so we wouldn't have to pick hops.

When I was 21 years old, I went to work as head mechanic on the Wigrich Hop Ranch, the largest hop yard under one trellis in the world during the 1920's.

At first instead of poles to hold the trellis for the hops "stake yards" were used. This method was similar to the way pole beans are handled today. The stakes averaged nine feet in height, were set at each hill of hops and the trellis twine was attached to the top of each pole. The trellis twine ran the width and length of each row.



Work in the fields usually started about the first of February. During the next two or three months the trellis was repaired; twine was run from the overhead trellis to each hill; missing hills were reset; the plowing (one-way) and hoeing was done. The hops were set in rows about six to eight feet apart so that cultivation could be done in both directions. Training the hops on the string began as soon as the frost season was over. The hops were trained around the string to follow the sun's rotation. In the larger yards 40 to 50 people were hired to do this ground and hand work that lasted until July when the crop was "laid by."

After the hops reached the height of the stake and started to twine around the trellising they were "turned down." The foliage became heavy. It was

necessary then to spray for green aphids, especially if the season were wet, for their infestation caused honey-dew and mold. During a dry season, especially in light soils, red spider attacked the hops. The sprays commonly used were perfected by C.A. McLaughlin. (The ranch he owned is still known as the C.A. McLaughlin Ranch and is located one mile north of Independence.) This spray consisted of chips from a bitter wood called Quasha, whale oil soap and water.

During July and up until harvest, which began about the last of August, new kiln floors were laid in the hop houses, horses were shod and harnesses repaired. When I worked on the Wigrich Ranch we used 19 or 20 teams. Some of my duties were to keep the harness and wagons in repair, shoe the horses, check equipment such as sprayers and balers, sharpen plow shares, and keep the equipment that supplied water in good condition.

Hop pickers were registered in July and early August, and teamsters, wire down men, yard bosses and hop house crews were chosen. Many hop pickers came back year after year; brought their families and stayed the entire season. Pickers earned enough money for winter supplies and school clothing. These people came from every walk of life throughout Oregon and the Northwest. They arrived in Independence by train, steamboat, wagons, horseback and on foot. Three or four trains arrived every day carrying pickers and their belongings. The pickers were met at the train depot by the various growers and taken by wagon and team to the hop ranch. At the ranch the pickers were given tents to live in, a stove, fire wood, a table and benches, enough clean straw to make a comfortable mat for beds, and garbage service. Pickers came to Independence by the thousands.

Wigrich Ranch alone had a normal harvest crew of 2500 to 3000 pickers. Each hop yard had its own store, restaurant, deputy sheriff and place of entertainment. Pay windows were opened twice a week to cash hop checks.

Independence offered some entertainment. There were public band concerts, conducted by Byron Atkins. Plays, boxing and wrestling were held at Robertson's Opera House (later known as Sloper's Hall) which had a seating capacity of 700. Refreshments and confectionery were sold at Davidson's and Hedges' and the three saloons. For 50¢, a person could ride to Salem on one of George Skinner's boats. There were two hotels, the Revere House and J.M. Stark's Little Palace, and the Belt House until it burned in 1915.

For a number of years the Wigrich Ranch hired Indians from the Warm Springs Indian Reservation to pick hops. They were hired with the understanding that the ranch would furnish a certain amount of pasture for a specified number of horses, and would give them the same camping privileges as the other pickers. This arrangement worked fine. The ranch hired about "three sections" or 180 pickers. The Indians got along well and were good workers. The weather during harvest was nice, the places to camp were pleasant, and the Indians were not a bit anxious to leave when harvest was over.

Pickers were paid 1¢ per pound or 50¢ for a 50 pound measuring basket. No more than three hops were allowed on a cluster with a minimum number of green leaves. Coarse stems were not accepted. After the usual call of "box full" a measuring crew came to weigh the hops, and to give the picker a punched ticket for the number of pounds weighed up. In a day the average picker picked 3 or 4 boxes or 200 pounds. The more experienced picker and those who put in longer hours picked 5 to 6 boxes or 300 to 400 pounds. When I was six years old, I

was expected to pick 75 pounds of hops a day; to make sure I made my quota I was given a bottle of pop when I finished.

The picked hops were dumped into 50 pound hop sacks, loaded into wagons and hauled to drying kilns. Here, the hops were dried and baled into 200 pound burlap bales. The hops were dried in about 18 hours at 140 degrees temperature. Sulphur was burned for the first six hours in the kilns to blend the color of the leaf and the hop. Fifty pounds of green hops dried down to 10 or 11 pounds. A good yard produced a ton of dried hops to the acre. After the hops were dried they were dumped into a cooler where they were allowed to cool, and usually after the first rain, the hops drew enough moisture to toughen the core of the hop enough so it didn't shatter when baled.

When baling was completed, the bales were put into warehouses, and buyers came to pull one pound samples out of every fifth bale to grade. On the Wigrich Ranch, I remember that some of the contracts to purchase hops were written on the basis of #1 hops. The only #1 hops that were grown were sun-dried hops in Germany. This left an out for contractors to turn down any hops they had contracted on a #1 basis if their contracted price turned out to be higher than the current market price. Hops sold for more then $1 a pound to as low as 1½¢ per pound. At one time to dispose of them, a few growers removed the burlap covering and dumped the bales of hops into the Willamette River.

During the 1910's and 1920's, the minimum cost to grow hops and put them in the bale was 5¢ to 6¢ per pound. Hops were so much a part of the Independence economy that when the price was lower than the cost of production, there was a recession.

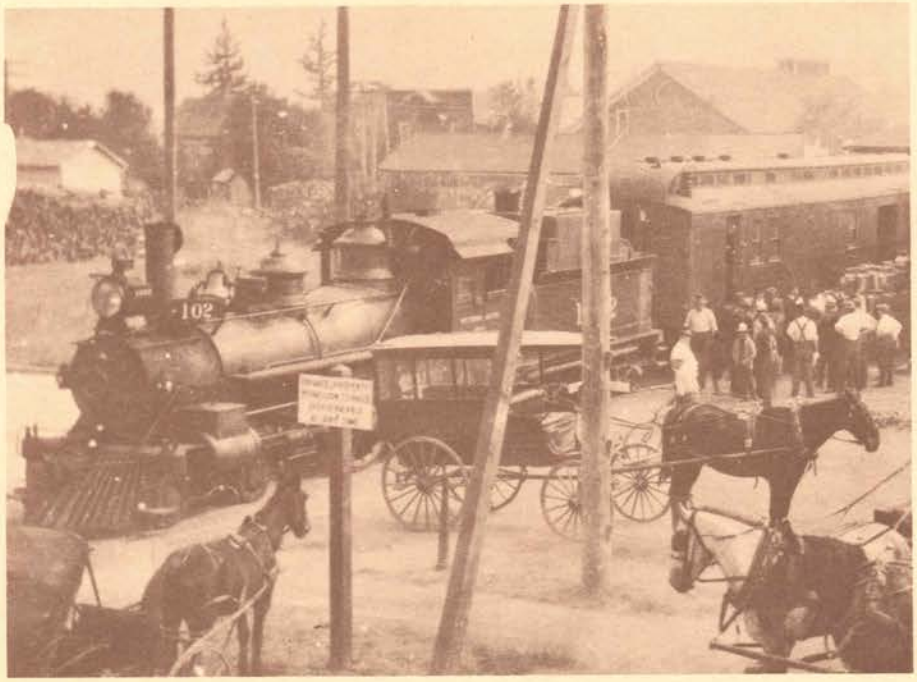
I think this was one of the major factors that checked the development of Independence. It took some time for the people of Independence to realize it was necessary for them to pursue other diversified crops. And until this change was made, there were financial set-backs.

Independence seemed like a lost city after the 40,000 to 50,000 people left after harvest.

At the peak of the hop era during the 1920's and 1930's, there were 4600 acres planted to hops. By the late 1940's and early 1950's this acreage had dwindled to practically nothing. Today (1970) there are only two hop yards near Independence, and both are owned by the same corporation. One is located just north and the other is located just south of town. Today, the picking and handling of hops is all mechanically done.



Mr. Douty's picture with his baseball team. At this time, merchants advertised their places of business through a supported baseball team. Late 1800's.



Hop pickers arriving by train during the 1910 season. The horse and buggy taxi hauled the people and the wagon took their luggage and bedrolls to the hop ranch. A 50 pound hop basket is on the back of the wagon.



This parade was during World War One. Marching just beyond the "colors" are Nurse Bertha Fryer and Doctor Mc Intire. This is the intersection of "C" and Main Streets.



Train time during the hop season.



Doctor Ketchum's float pulled by a four-horse hitch.



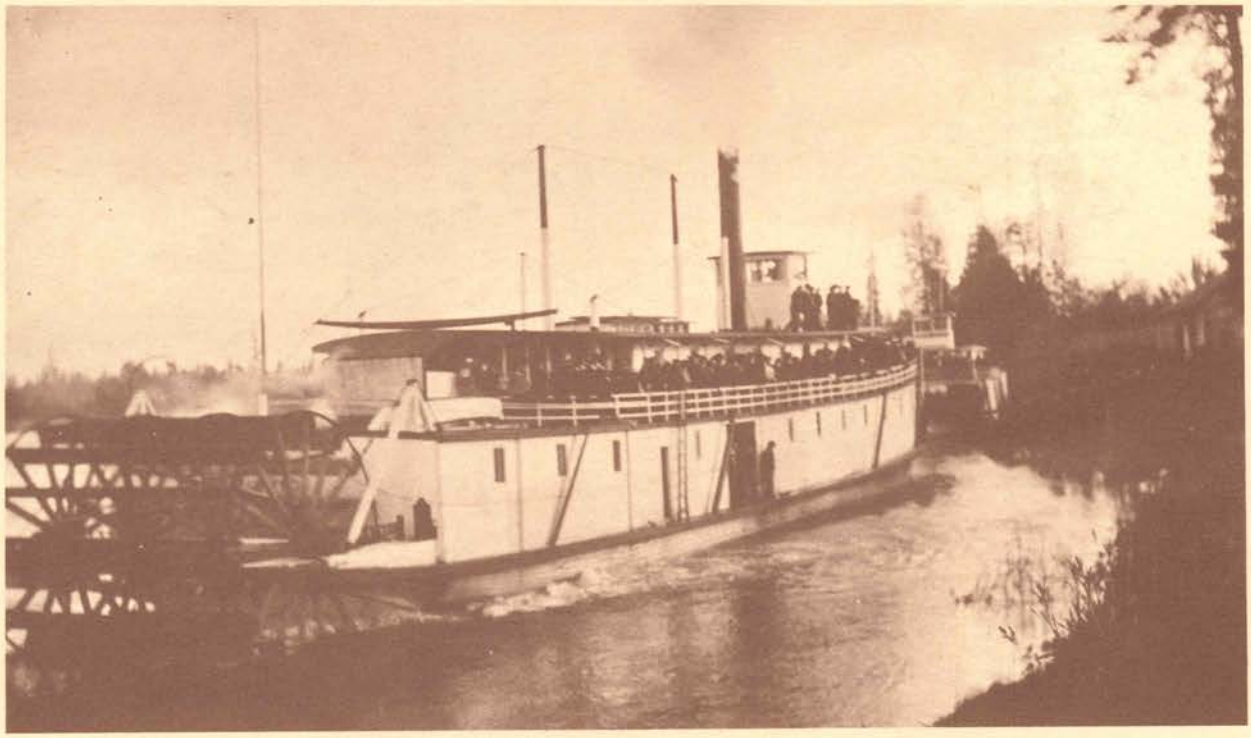
Whale oil soap and Quasha chips mixed with water was used to control aphids. Mr. Joy is the driver in the foreground. (John Titus' grandfather).



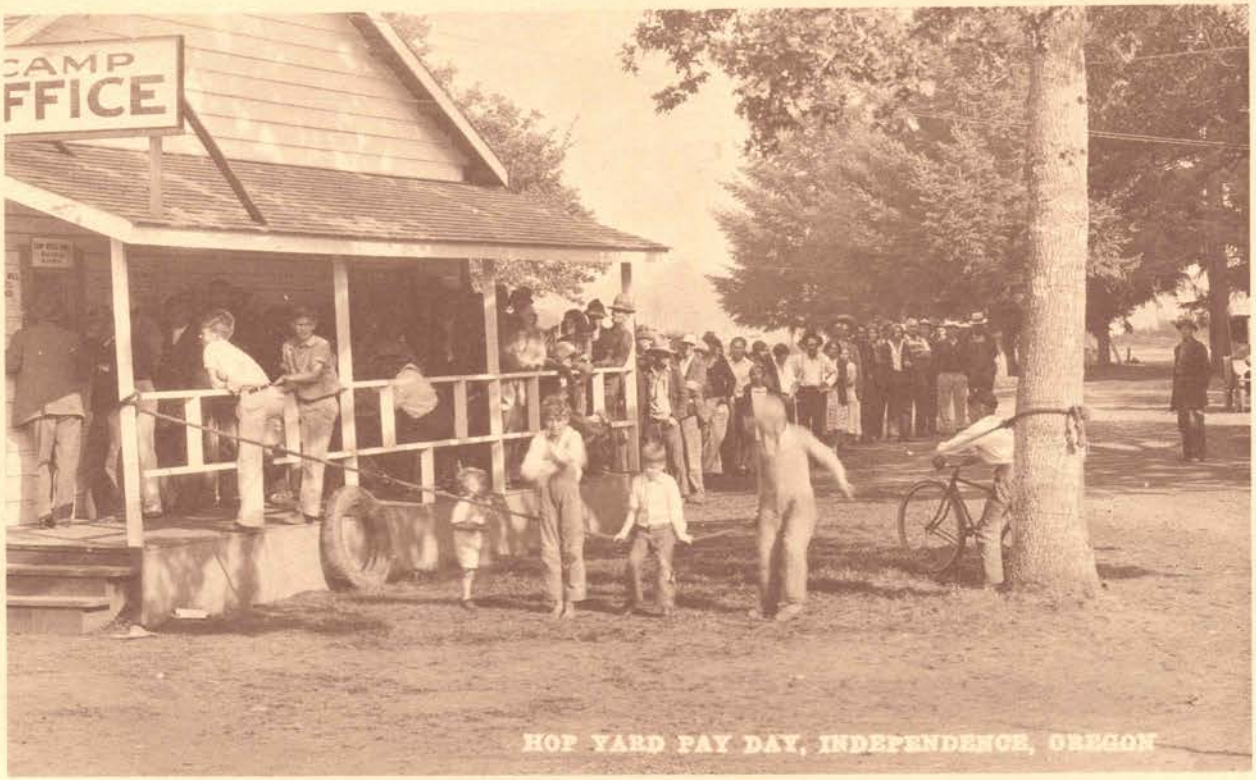
This parade indicates the understanding of fellowship between the Blue and the Gray. The procession is headed west on "C" Street.



At one time there were 4600 acres planted to hops and over 60 different growers.



One of the stern-wheelers proceeding to Independence.



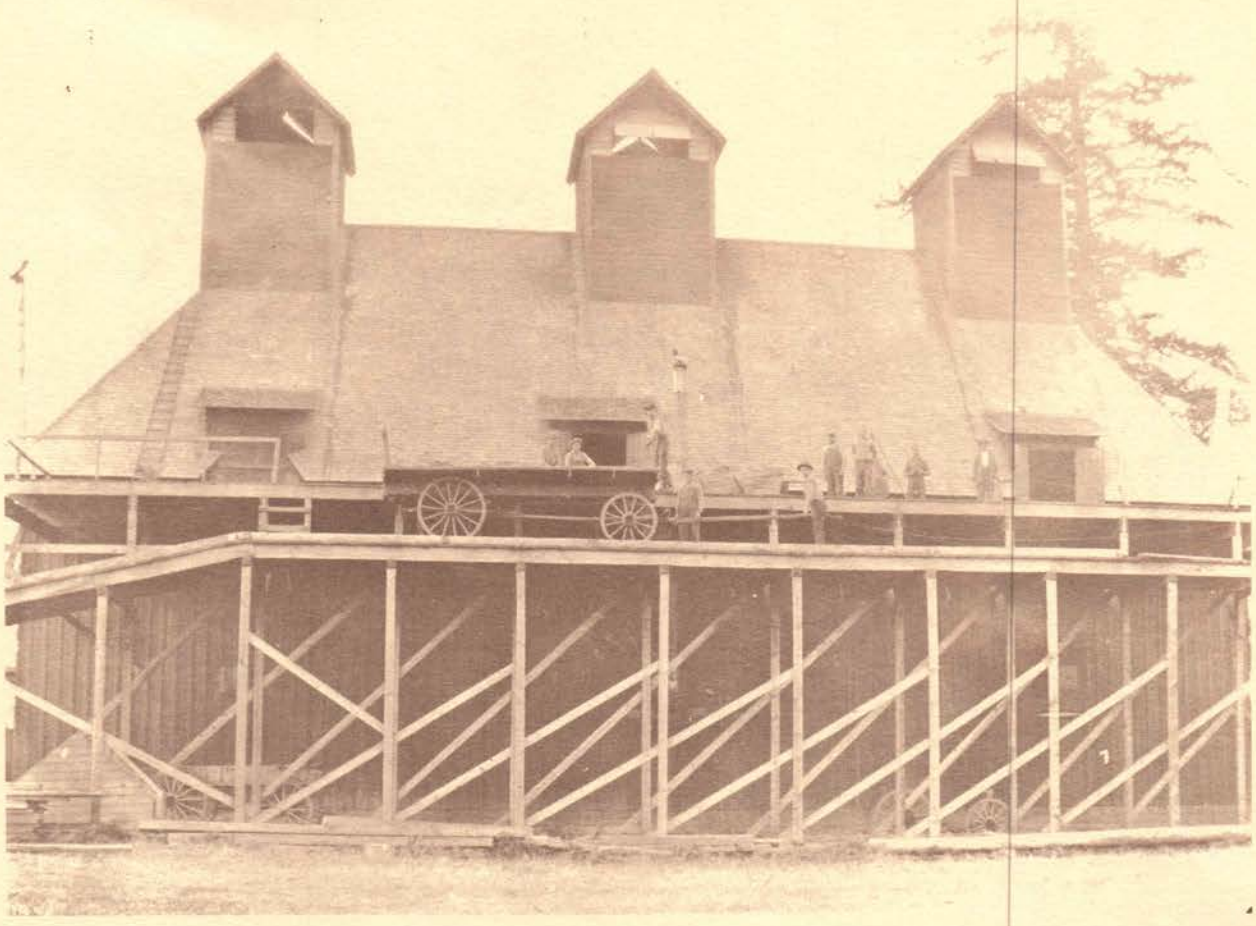
Pickers waiting in line to exchange hop tickets for cash. Pay day was twice a week.



Field of hops on the Wigrich Ranch ready for harvest.



Gail and Ceaser, the prize team on the Wigrich Ranch hauling a load of 90 fifty pound sacks of picked hops from the field. The driver is my younger brother, Dee Newton.



One of the six hop houses on the Wigrich Ranch. The three cupolas were where the hops were dried. The hop stoves were large enough to hold a cordwood stick. Each cupola had a stove on the ground floor to furnish heat. Most of these stoves were cast at the Oregon State Penitentiary foundry. The stoves measured 2x2x6 feet.



Manager of the Wigrich Hop Ranch, Major Lewis W. Rose seated in center. I am on the left of Major Rose.

CHILDHOOD MEMORIES OF INDEPENDENCE

My family came to Independence in 1904 from Oakland, Iowa. My father, W.W. Newton, mother and the eight of us kids made the trip by train. I was three years old. We were met at Independence Station by my father's brother, Gideon Newton. Dad rented farms around Independence area for about two years until 1906 when he opened five meat markets. Two of these markets were in Independence: one on "C" Street and the other on Main Street. The other three were in Monmouth, Falls City, and Black Rock. Dad also shipped meat to Portland. My older brothers, Gid and Glen helped in the markets and slaughter house.

During the seven years or so that Dad ran the meat markets and we lived in Independence, I collected some of my fondest memories. I liked to go over to Grandma (Mrs Hiram Stewart) Cooper's house in the early evenings to visit with her until her family came home from work. Her house still stands at the north end of Log Cabin Street where the old foot bridge crossed Ash Creek. Grandma told the best stories and I think my favorite was about when she was a young housewife and lived on the original Cooper place about a mile south of Independence. This was during the early 1850's and there were still very few white farmers in the area. She said she was sure she was one of the few white women the Indians had seen. She said the Indians never tried to hurt her, they just liked to come and watch her do her housekeeping chores. Bread baking day was the most trying. When she set the many pans full of fragrant puffs of dough in the sun to raise, the Indians brought close to the house by the smell, watched the dough raise to the top of the pan. When the dough had raised, the Indians talked among themselves, then punched their fingers into the dough. Because of the language barrier she could not make them understand



Where we lived 1 mile south of Independence when I was in the first grade. Sister, Prushia on my left, my brother, Dee and mother sitting on the steps and sister, Anna far right. This was the original Cooper place.

not to do this. This happened many times until one day out of sheer desperation, Grandma Cooper took out her false teeth, held tham at arms length, and clicked them together. That did it; the Indians left and did not return.

I liked to ride with Mr. Newt Jones on his gravel wagon. Around 1906 or 1907, Mr. Jones was road supervisor, and hauled gravel from the gravel pit just north of Independence. This pit is now owned by Francis Holt.

Mr. Jones smoked a big Wellington pipe with a curved stem that he kept lighted most of the time. Whenever he got off the gravel wagon to shovel gravel, he laid his pipe on the seat of the wagon. My big moment of the day was to take a few puffs on the pipe to keep it going.

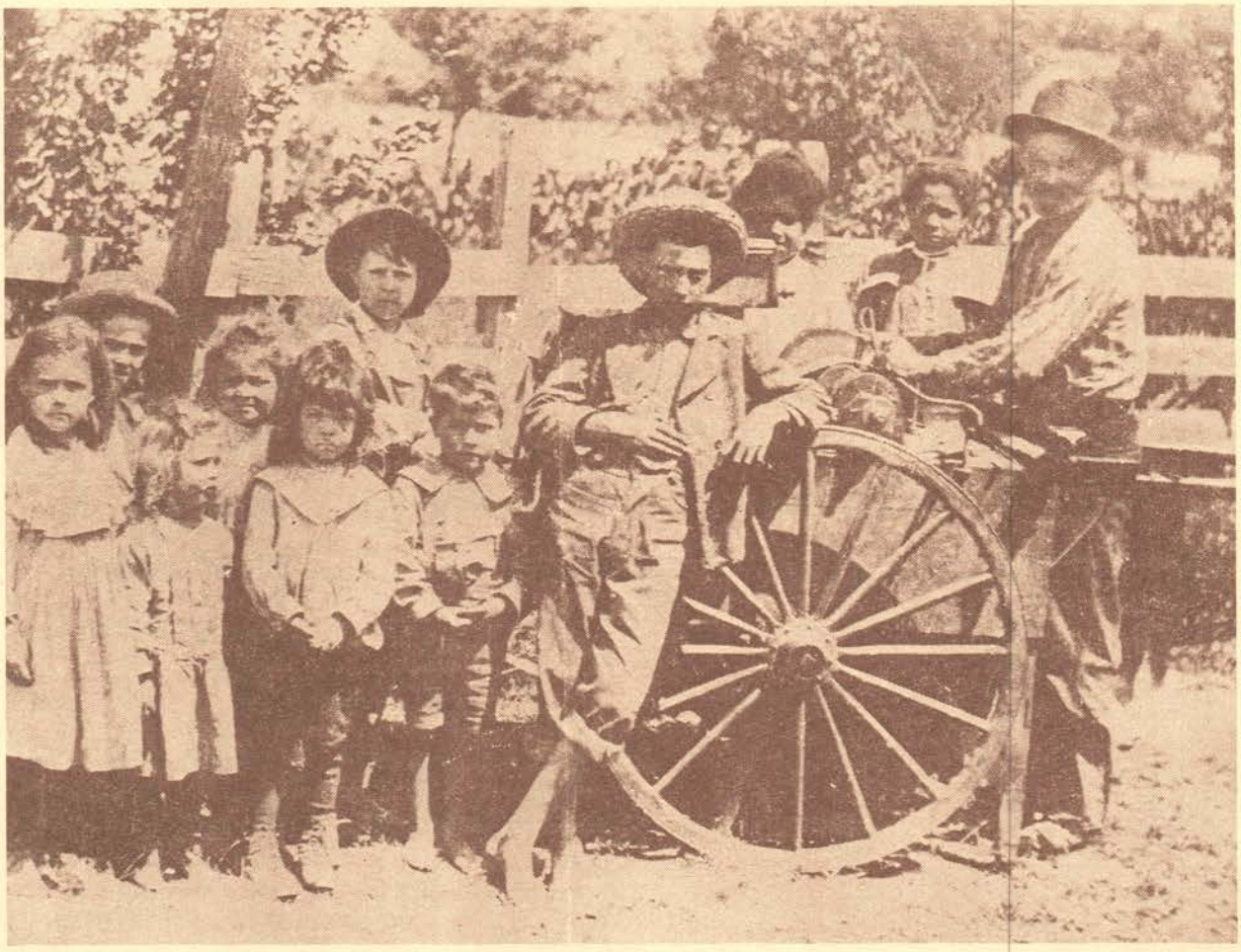
The Jones family lived on "B" and Second Streets, and they had a cow pasture down along Ash Creek. Everyone who lived in that part of town knew when it was milking time because Newt's call of "suke-boss", "suke-boss" was loud and clear. Everyone also knew when the cows didn't come right away and he had to go after them because the calls of "suke-boss" were flavored with generous helpings of cuss words.

No boy could resist the Hartman Lake located about 1½ miles south of Independence and I was no exception. The lake was stocked with catfish Mr. Hartman and Mr. Riggs ordered from the east. Fishing at the lake was a favorite pastime for almost everyone in Independence. Mrs. Hartman always watched the young fishermen who fished off the boat dock in case any of them fell in the lake. The dock extended out into the water about 20 feet and Mrs. Hartman fished out those who fell in, took them to the house, and dried them before sending them home.

This happened to me one time when I was five years old. Before I left to see the Hartmans my mother always warned me not to fall in the lake. On this particular visit she added the warning: "...and don't get your new white suit and new hat wet." When I went to the Hartmans, I always went down to the dock to watch the other kids fish. On this day while I stood on the dock, I watched the fish swim aound the piers, became dizzy, lost my balance and fell in. Mrs. Hartman, kind and understanding, asked me to stay for dinner while she dried my clothes. The suit dried fine except the sleeves were shorter, but the cloth hat shrunk about three sizes and just barely fit on top of my head. When I got home, the suit passed the close scrutiny of mother, but the hat was a dead giveaway.

The Hartmans came to Independence in 1886. Mrs. Hartman said they couldn't resist the glowing accounts their friend, Mr. Will H. Brooks, editor of the Westside, wrote about Independence and Oregon. For six years the Hartmans lived in the fourth house north of the old wagon bridge on Thorp Street (originally Indian Grave Street) before they moved to the 22 acre farm on which the lake was located.

The Hartman's daughter, Ida (Mrs. Dave Haley) went to the two-room school in Thorp's town. Miss Nellie Hill was the principal and the assistant teachers were Della Nelson (Mrs. O.D. Butler), Miss Hastings and Professor Adams. Ida told me that Princess Belt (her father owned the Belt House) and Billie Adams were two of her classmates. Ida said that when she was a first grader Billie Adams was nine years old and had a terrible crush on his teacher, Miss Nelson.



"Uncle Billy Horseradish" shown with several children of Brownsville on one of his tours of the Willamette Valley. This was taken in the early 1900's.

A merchant in Independence who was a favorite among all the kids in town was a man named William Wright, but better known to all of us as "Uncle Billy Horseradish." Uncle Billy really liked children and usually gave us a peach or piece of watermelon. He pushed a blue two-wheeled cart from door to door selling prepared horseradish from a wooden bucket dished out with a wooden ladle at 5¢ per ladle. He had two varieties, the pure horseradish, better known as the "hot stuff", and a milder version watered down with turnips. When in season he stocked his cart with peaches and other fruit and vegetables. He hauled his produce to as far south as Cottage Grove, Oregon. He also sharpened scissors, knives and scythes.

"Uncle Billy" dsigned his push cart so it could be taken apart. The wheels and handles of the cart could be taken off and packed in the body of the cart with his supply of horseradish and fruit. He shipped his cart in the baggage car from town to town on his ticket.

He grew his produce, peaches, melons and horseradish, on his farm that was originally the Hedges' place located about two miles north of Independence. "Uncle Billy" gave away many samples of his produce and horseradish to people who didn't have money.

In 1908, my oldest sister, Prushia, married Chester O. "Buzz" Sloper. Buzz was born on the Grandma Cooper farm in 1882 and was the son of L. Mortimer Sloper. Prushia and Buzz lived on the Sloper Bros. Farm of approximately 197 acres in the American Bottom or Hopville area. Buzz and his brother Arch farmed their grandfather's farm until 1913 or 1914.

I always had fun when I visited them at the ranch and I liked to stay overnight, but I think my biggest thrill was when I went with Prushia and Buzz to Portland to buy their first car in the fall of 1910. We took one of Claud Skinner's (George Skinner's son) boats to Salem where we boarded the train to Portland. This was an all day trip. When we arrived in Portland we stayed at the Perkins Hotel.

I really wanted to see the shows in Portland, and Buzz and Prushia took me to one show after the other until we wound up the evenings at one or two o'clock in the morning. One night, we saw John L. Sullivan and Jake Kilrane box. They were the last of the bare fisted fighters.

There weren't many car dealers in Portland, and they bought the car after the demonstration. The car was an E.M.F. Flanders 20, soon nicknamed "every morning fix 'em." I don't remember the car dealer's name, but I recall when he filled out the bill of sale, he hesitated on the name Sloper. I was standing there watching, so I spelled the name for him. I don't know how well this went over, but Buzz sort of grinned and didn't say anything.

During the winter, it was impossible to drive a car from Portland to Independence. On the flat land by Barlow, mud was hub deep on a wagon. The road between Salem and Independence was a sea of mud during the rainy months. There were huge chuck holes from Spring Hill to Brunk's Corner. Even with constant graveling, the chuck holes were so large that the mud broke through. A horse and buggy or team and wagon were the only sure means of transportation unless one walked or rode horseback.

The car was shipped home on the steamboat, Gray Eagle. When the boat docked at Damon's Landing in Independence, a number of people gathered to see Buzz drive the car off the boat. Buzz drove the car to our place on the corner of Walnut and Butler Streets and we took some pictures before Prushia and Buzz drove the car to the ranch. The road from Independence to the ranch was graveled and fairly smooth.

Some of the first people to own cars in Independence were Dr. O.D. Butler, a 1907 Reo; E.E. Tripp, a 1909 Ford; and Mr. Jasperson. Mr. Jasperson's car had hard tires and was about the size of a buggy. The steering wheel was a lever which he pushed back and forth. The engine set crosswise in the middle of the chassis. With the engine in this position the transmission was driven directly off the crankshaft.

After 1915 cars were a common sight. When people drove these early cars, they carried a tire patching kit. Tires were practically irreplaceable; when a tire was damaged the car was stopped and the tire fixed. The spare tire was not used unless there was a blowout. The tire patching kit consisted of a tube of raw rubber which was squeezed on the tire. A gasoline torch was used to melt the rubber. Next a vulcanizing attachment which clamped over the casing, baked the raw rubber. It took about a half hour for the rubber to set.

In 1913 Dad sold his interests in the meat markets and we moved to Wellsdale, a community 10 miles south of Independence, where Dad bought a 25 acre hop farm.

In 1914, Buzz formed a partnership with his brother-in-law, W.H. Cockle, and his brother, Arch. They bought out Hannah Brother's Hardware and opened the Sloper Brothers and Cockle Hardware Store.

Prushia and Buzz; Arch and Alma Sloper and Bill and Orpha Cockle built homes on the west side of south Main Street.



This picture was taken in front of the Sloper Ranch house in 1912. Bill and Orpha Cockle in the car on the left. Next, Buzz and Prushia in the Flanders 20 , and third, Arch and Alma Sloper and children.



This was taken in Dad's meat market on "C" Street.
My oldest brother, Gid, is behind the counter. 1910.

EXCERPTS FROM ARCH SLOPER'S DIARY

When I was studying the Sloper family records, I found a diary which was written by Arch Sloper in the early 1900's:

Nov. 5th — Ma, Buzz and Howard started east of the Mountains. Saw Robinson. Commenced work for $1 per day plowing cheat in the back field. He got about four lands south of the gate.

Nov. 11th — Sold a ton of spring oat hay to D.S. Hedges.

Nov. 28th — Bought cuff buttons and fiddle-strings, 45¢. Also collected from Bob Taylor, for a calf, one dollar.

Nov. 29th — Surprise party came in. Danced and had oyster supper.

Nov. 30th — Sunday. Rained and blowed hard all day and still at it.

Dec. 1st — Had dinner and went out in field after geese.

Dec. 2nd — Went to town. Bought shirt, drawers, collars, socks and medicine. $3.80.

Dec. 3rd — Sat home all day---just rained like hell. Finished drawing plat five and arithmetic papers.

Dec. 9th — Went to town in forenoon. Went hunting with Clyde Hill in afternoon.

Dec. 11th — Bought rubber boots and socks $4.

Dec. 16th — Sent a calf to Portland. Weighed 143 pounds and got $9.04.

Dec. 17th — Killed 13 hogs. Bill and Ed Cockle and Jim Bridges helped. Caught 19 chickens and went to town. Came back and went goose hunting. Got home 11 p.m.

Dec. 28th — Went coon hunting. Killed one in a fir tree by Hartman's. Went again at night and killed another at Compton's.

Dec. 29th — Hauled timothy hay to dock. Going to shiveree P.R. Alexander. Cost for powder and shells 55¢.

Jan. 2nd — Hauled two loads of hay to town and drug Comwell's old dead mare off.

Jan 5th — Went to town. Stayed at grandma's. (Cooper) Sick for a week.

Feb. 4th — Brought sick goat home. Hauled hay and posts to town.

Feb. 9th — Made a water trough.

Feb. 13th — Had a bath, shave, underclothing. Mask and dance $2.35.

Feb. 14th — Hay went up to $10 per ton.

Feb. 16th — Bought a calf from Ilaf for $1.

Feb. 17th — Bought horse of J.S. Murphy. Weighed 1240 pounds. $110. Paid 15¢ for having it weighed.

Feb. 19th — Scattered manure and plowed garden.

Feb. 21st — Paid Dr. Butler $2.50.

Feb.28th — H.M. Cooper cheat hay by Gid Phillips.

March 9th — Went to Salem. Meal and horse feed 85¢.

March 13th — Ticket to Castle Rock $1.45. Ma gave me 55¢.

March 15th — Lodging, breakfast and lunch at Castle Rock 60¢. Took a hike across the desert to Ione. Stopped at John Troedson at Ella 50¢.

March 16th — Took a hike to Ione. Got a dinner for 25¢. Took saddle horse and rode back on desert. Stopped overnight at the same place. Paid 50¢.

March 17th — Rode to Ione before breakfast. Got breakfast 25¢ and took train for Hepner Junction, 85¢. Walked from Hepner Junction to Arlington. Got shoes fixed 10¢.. Took train again to Grants for 90¢. Started to walk out to the ranch. Stopped at Mr. Titass'.

March 18th — Went out to the ranch. Made a fire, got breakfast and went to Happould's. Came back and Uncle Wilmer took me to Grant's. Got on the freight and rode to The Dalles, cost 70¢. Got supper for 25¢. Got bed at Umatilla for 25¢.

April 4th — Sold Mr. Wm. Campbell 195 pounds of oat hay for $1.20.

April 5th — White-faced cow died.

April 6th — Bought harness. $22.85. Sold produce to C.D. Calbreth $34.18 and bought provisions $34.18.

April 13th K.C. Eldridge hay for $13.50. Got a creamery check for $1.21.

April 14th Bought a plow share for 65¢.

April 16th Fanned oats. Bought a gopher-gun $2.

Arch Sloper's parents were L. Mortimer and Viola (Cooper) Sloper. He had one brother, Chester O. (Buzz), and four sisters, Orpha (Mrs W.H. Cockle), Luticia, Cassie Fay (Mrs. Taylor and later Mrs. Harry Lossinger), and Grace (Mrs. Homer Murphy).

In May 1908 when he was 29 years old, Arch married Miss Hattie Alma Miller. They had four children, Mildred, Dick, Willard and Pauline (Mrs. Art Clinton who lives in Independence).

VOLUNTEER FIREMEN

By 1916 the fire department added another hose cart and more hose. I remember one evening in early fall, the fire bell rang. The number of taps of the bell indicated what direction the fire was. This fire turned out to be the Ed Stringer home located on the west side of Main Street across the fill.

The fill across Ash Creek was not surfaced and it took a lot of muscle to pull the hose cart. Fortunately, we had about three volunteers who were exceptionally strong and were always willing to help pull. When we arrived at the fire it was my duty to grab the end of the hose while the cart was being pushed to unreel the hose as it went. I was to uncap the hydrant, attach the hose and turn the water on. We volunteers were supposed to have our timing worked out so that by the time I made the connection and turned on the water, the other firemen were ready at the nozzle end. This time, either I was faster or Harold Dickison and Jim Oberson, first and second nozzlemen, were slower, but somehow the water pressure reached the nozzle when Harold and Jim were halfway up the ladder. The ladder was standing almost straight up when the pressure hit. They were unable to hold the hose and both tipped over backwards. The spectators were drenched.

When Jim and Harold regained control of the nozzle, they set the ladder at a lesser angle, climbed to the roof, and chopped a hole around the flue. Gallons of water were poured on the fire and the blaze extinguished, but the entire contents of the house were destroyed by fire, smoke and gallons of water. We felt we did a good job though because we put the fire out in a short time and didn't allow it to spread.

LOG DRIVES

Great numbers of logs were rafted down the Willamette River by expert loggers maneuvering them in large log rafts, of 30,000 board feet of lumber, which were moved by the current alone. However, as I recall, the most outstanding operators throughout the years were the Prather family. Leland Prather has told me of drives his father started at the mouth of the Luckiamute River and of driving the rafts of logs down the Willamette River to the Independence sawmills. Leland said that his dad used to start the drive of logs down river with a crew of about sixteen men. Soon after the drive was underway he would put the bundle rack on the wagon, with a goodly amount of straw on it instead of the regular wagon-box. After the arrival of the loggers in Independence and an over-night stay and celebration, Mr. Prather found it necessary to start picking his men up--starting at John Bohannon's Sash & Door Factory (located where the parking lot is now next to the Masonic building). From there to the Main Street bridge leading to Old Town Independence the rest of the men were picked up and after a ride in the fresh air on the jolty wagon back to Buena Vista, the men were ready for another log-drive.



This picture would indicate that there was no lack of humor and fun as portrayed by these two local ladies.



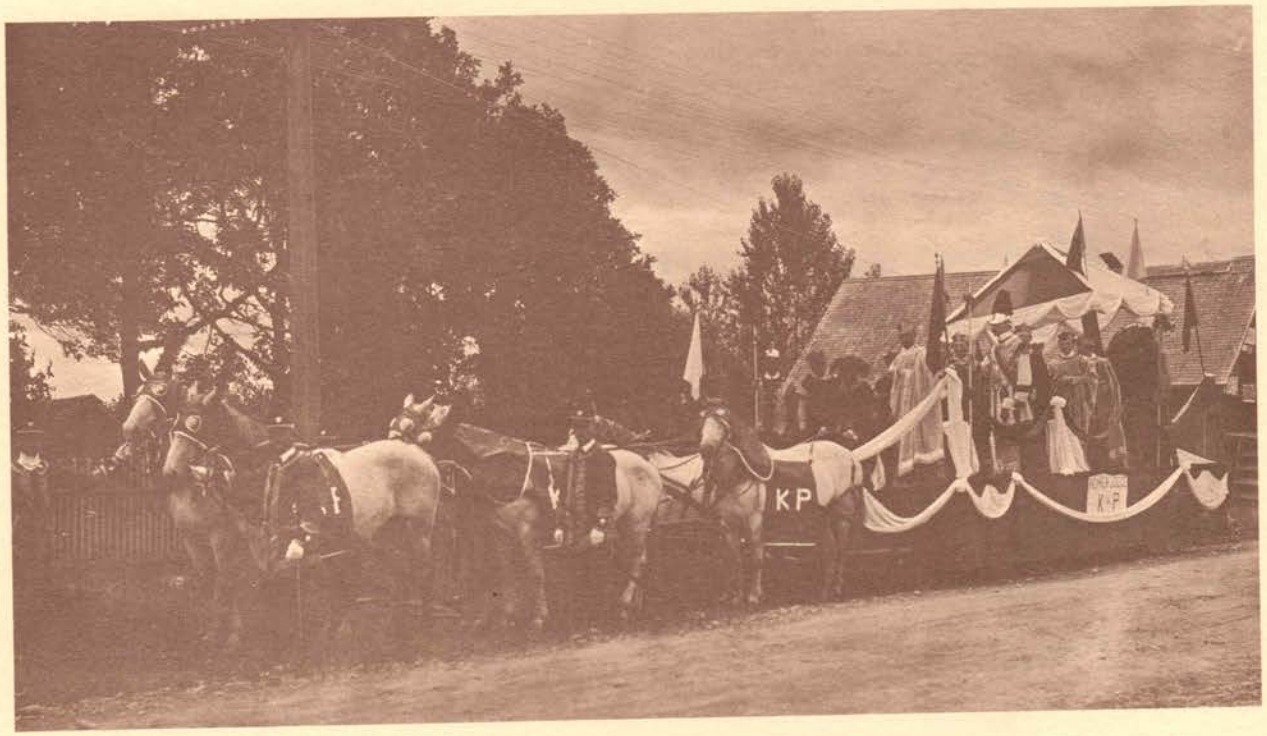
One of the Prather log drives. Leland Prather in the foreground.

INDEPENDENCE CREAMERY

In 1910, K.C. Eldridge opened a creamery on Main Street near the intersection of Monmouth and Main Streets. For over twenty years this creamery was one of the best on the Pacific Coast. Cream was shipped in from Northern California, British Columbia and Idaho. In 1915, Mr. Eldridge won first prize for his butter at the World's Fair in San Francisco, California. Mr. Eldridge's payout for cream was well into the thousands of dollars per month.

I worked at the creamery when I was 14 and 15 years old dumping cream and washing cream cans. Mr. Eldridge always gave generous samples of all the flavors of ice cream to his employees to eat whenever they wished.

The Eldridge home still stands on the corner of 7th and Monmouth Streets. Doctor Orange is the present owner.



An annual 4th of July celebration and the "K P" float. A 6-horse hitch was used to pull the float.

Independence Creamery, Independence, Oregon.



The K.C. Eldridge Creamery

INTRODUCTION OF JERSEY COWS

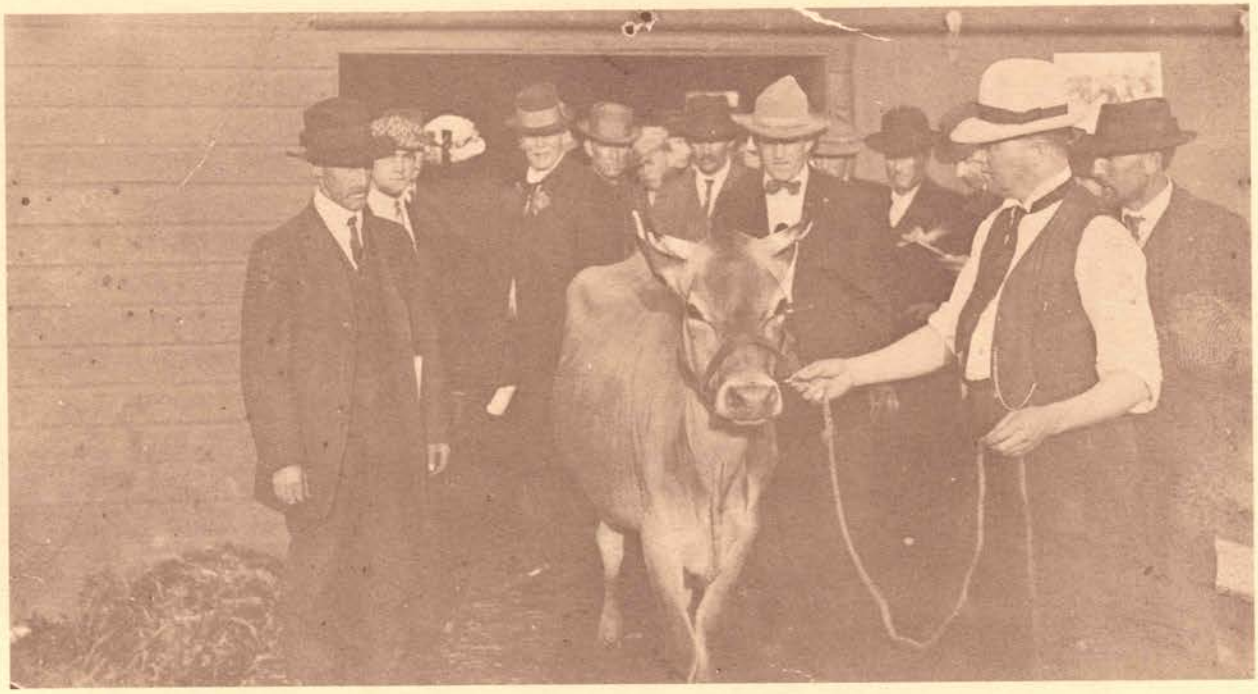
Ross Nelson and John Stump (Jack Stump's father) introduced and helped advance the Jersey breed of milk cows in this area. In 1915, they made several trips to the Jersey Island and purchased Jersey stock which they brought back to Independence and sold at auction. People came from far and near to buy foundation stock.

Their first sale was quite successful; however, they lost money on the second shipment because the market was flooded.

Part of the Nelson Jersey herd was used for breeding and kept by Mr. Nelson. The farm was located where the shingle mill is now.



It was a common practice for many citizens to spend week-ends hunting and fishing and having cook-outs along the Willamette River.



The Polk County Jersey sale at the old cannery building in 1915. Ross Nelson is holding the Jersey cow. Chet Hinkle is fourth from left. Bill Block is eighth from left and ninth is Homer Hill.



This is the Nelson's Jersey herd.

THE FIRST HOSPITAL

In 1921, Doctor George C. and Mrs. (Martha Fratzke) Knott came to Independence and opened the first hospital. It was located in a large house just north of Wilbur Cooper's house on Log Cabin Street in Thorp's Town. Mrs. Knott was the surgical nurse. She had two assistants, Mrs. Davis and her daughter Billie. Dr. F.G. Hewett assisted Doctor Knott. One of the first Caesarian operations in Polk County was performed at this hoapital.

During the 1920's, and of course before, the roads between Independence and Salem were deep-rutted and bad, so all surgical and medical patients were cared for here. However, as soon as the roads between the two towns were improved, Dr. Knott applied for appointment as a member of the staff of the Salem General and the Salem Memorial (then the Deaconess) Hospitals. When these appointments were confirmed, the hospital in North Independence was closed and all major surgery was performed at the Salem hospitals. This practice is still in effect today.

Since Dr. Boyle, who came to Independence in 1846, the town has been fortunate to have good doctors. Other doctors who came after Doctor Boyle were Davidson, T.J. Lee, Ketchum, O.D. Butler, Ross McIntire (he later became President Roosevelt's physician), Dr. Knott, Doctor L.L. Hewett, Dr. F.G. Hewett (no relation) and Doctor Fratzke.

Today, 1970, Dr. Paul Young, Doctor Searing and Doctor Richard D. Brust practice in Independence.

Of course the ruggedness of some of the early settlers must have helped a doctor's odds to save a patient as is illustrated in the following article from the Westside in 1884:

> About sixteen years ago, our marshall Mr. Wayne Williams was wounded in the head by a ball from a pistol which remained where it lodged during all this time. Since receiving the wound he has suffered no little inconvenience, at intervals considerable pain. His recent attack of congestion of the brain, from which he had just recovered and was chiefly attributed to the influence of the missle that has been in a particular position occupied near the brain. On Monday, last, he was determined upon having it removed and Doctors Davidson and Lee performed the operation by making an incision in the scalp and removing it. The operation was quite a painful one and when we consider the frail condition of the patient to endure it, we can only say that he exercised more than ordinary pluck. Mr. Williams is now feeling better and the opinion of his physicians that he is relieved from what would have eventually resulted in a prematurely early death.



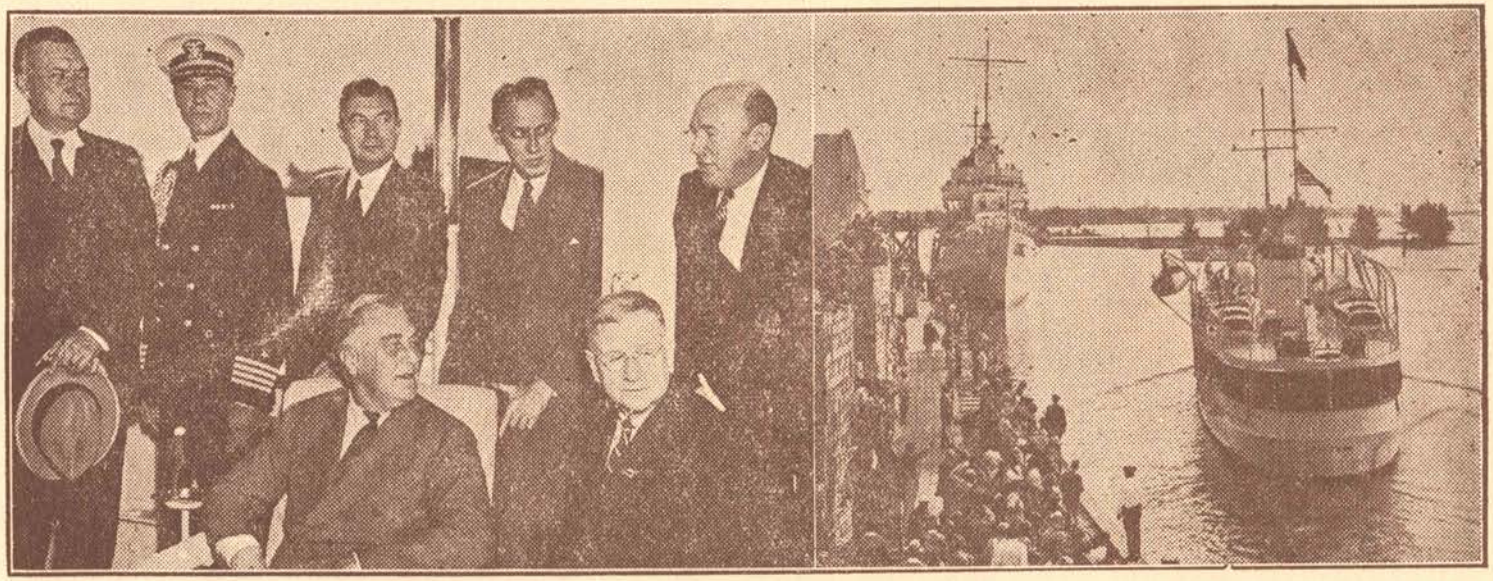
Doctor Butler in his specially built buggy.
Doctor Butler had a single seat buggy custom built for his comfort and convenience. His fine horse and buggy were wll known throughout the Independence area.



Doctor and Mrs. O.D. Butler and Joe Hershberger on the Shriner's Excursion to Los Angeles, California, May 1907.

INDEPENDENCE ENTERPRISE Independence, Oregon, Friday, December 10, 1937

The President Departs For Fishing Trip in Southern Waters



Members of the President's fishing party on the deck of the Presidential yacht "Potomac" as it departs from Miami, Florida. Left to right: Col. Watson, military aide; Capt. Woodson, naval aide; Robert Jackson, head of anti-trust division, department of justice; Harry Hopkins; Dr. Ross McIntire, the White House physician; President Roosevelt, and Secretary of the Interior Harold Iskes. Right: The "Potomac" drawing away from Miami pier with coast guard consort ready to follow.

This picture shows Doctor McIntire on the deck of the Presidential yacht "Potomac" with President Roosevelt.

HORSE RACING

The first race track built in the late 1880's was located just south of Talmadge. It was a one mile track. Later, a half-mile track built by Mr. W.B. Huntley was located on Hill's property just south of the Henry Hill School. By 1900 racing had reached a fever pitch. Week long race meets were held each year and many match races (where my horse can beat your horse for so much money) were held throughout the year. Race horses were stabled at the track during the winter.

Bill Percival bred race horses along with his stock business, and Ross Staats, son of Stephen Staats, owned, trained and raced harness horses, trotters and pacers. One horse, Camsac, owned by Cap Dickinson was a Kentucky Derby entry. My brother, Gid Newton, owned a speedy colt named Doc Fryer.

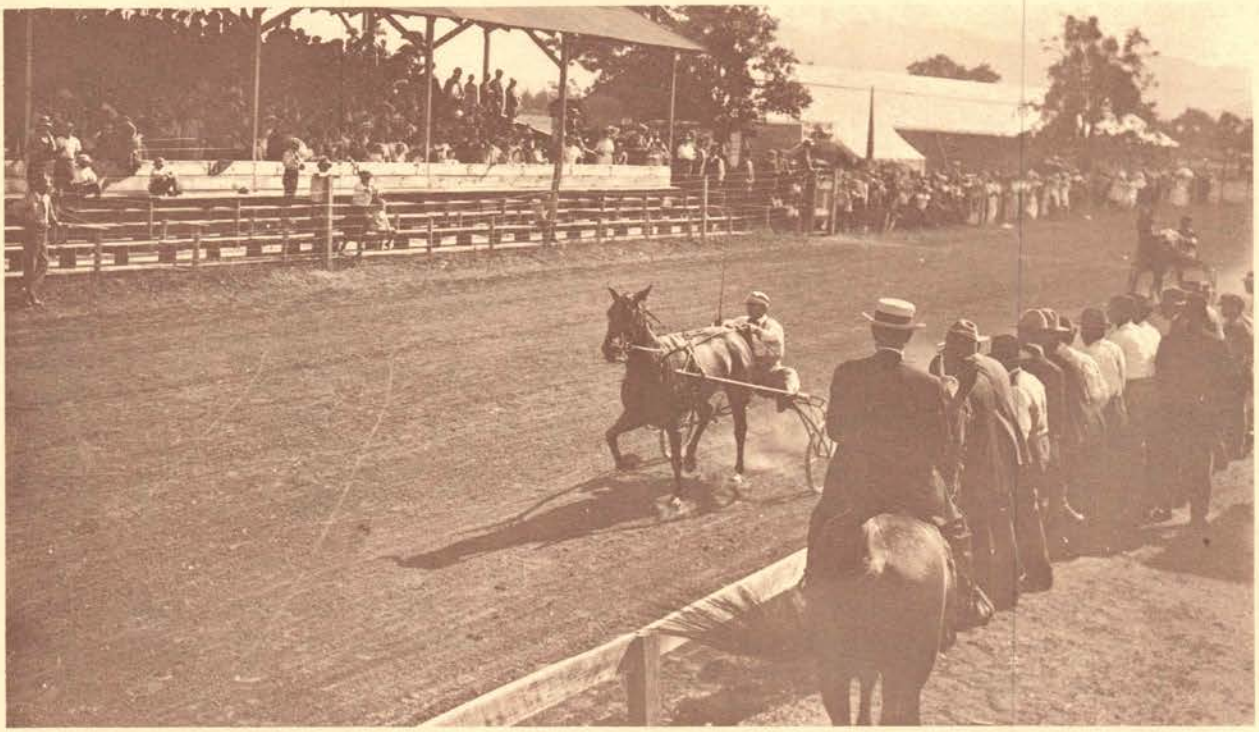
Between the events at these horse races, bicycle, foot races and exhibitions were held. In the foot race competition during the early 1900's, E.E. Tripp, who is now in his 90's, was the town's star. Mr. Tripp was stout and most people didn't believe he was a ten seconds runner in the 100 yard dash. There was always money wagered on his races. Ross Nelson and Chet Hinkle and others usually put their money on Tripp and took their chances against all comers. When Mr. Tripp raced he often put a pillow under his vest to increase the betting odds. People would look at him, decide he couldn't out run a fat duck and place their money on the opposition.

At one of these foot races at the race tract on Hill's property, Mr. Tripp raced against Dr. McIntire a noted track man and graduate of Willamette University. As the two men readied for the start in front of the

grand stand, Tripp kicked off his shoes. He always ran barefoot. They ran abreast half the course or 50 yards when "E.E." began to pull away to cross the finish line an easy winner. When Mr. Tripp told me about this race, he said he didn't feel up to racing that day and didn't really want to run, but pressured by those betting, he reluctantly went to the starting line.



This sign appeared at "C" and 2nd Streets during a 4th of July delebration.



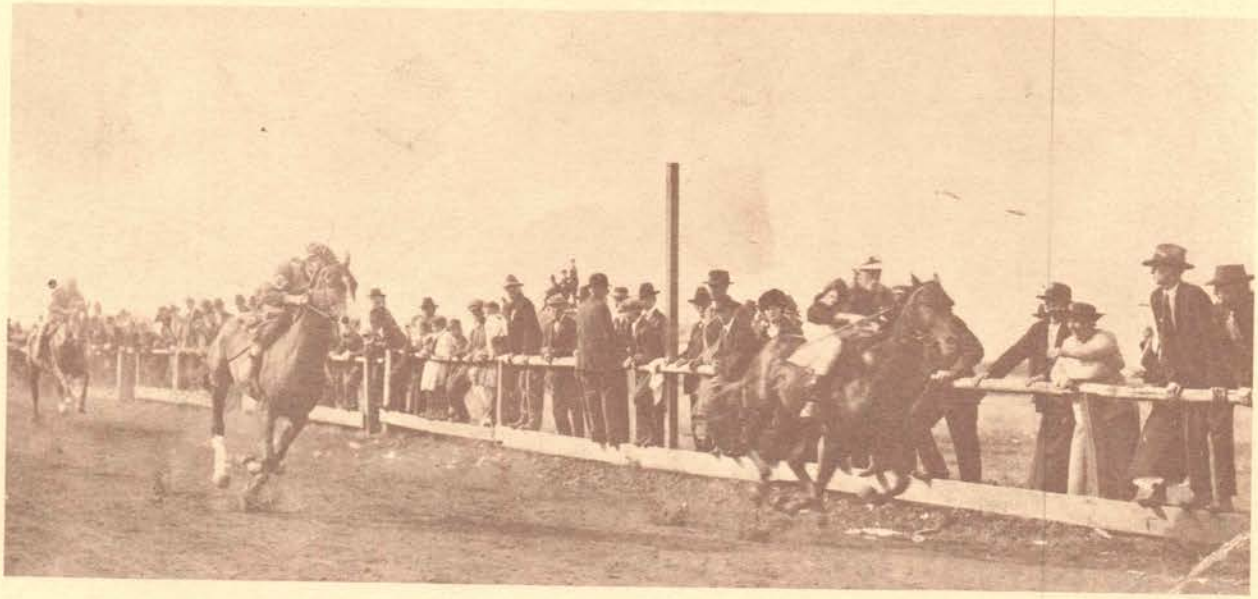
Roscoe Staats of Independence and his standard bred pacing horse "Iola." This shows him winning the three-heat pacing race.



The pacing harness is put on the horse to keep it from breaking gait. The que-stick is attached to the back-band and extended through the cheek of the bridle to break the horse of turning its head sideways.



Clair Irvine with a prize rainbow trout taken from the little Luckiamute River. Clair was responsible for many of the early pioneer pictures.



Dock Fryer, Gid Newton's colt, left foreground was winner of the half-mile race at the Clackamas County Fair about 1918. Rhodie Deerfield was the jockey.



This float was pulled by a 4-horse hitch. In the background can be seen the Pitch & Hilliard's building. They were the manufacturers of carriages, wagons and hacks.



Finishing heat of the two-fifteen trotting race.



Independence's baseball team of 1908.
Back row starting at left--Elmer Addison; ---?; Tom Smith; Ed Mills; Al Lockridge; Ira Mix; ---?; Vic Seeley.
Seated ---?; Jim Oberson; "Toughy" Fenton, bat-boy; Willard Reeves; L. Purvine and my brother, Glen Newton.

THE FILL ACROSS ASH CREEK

To find out about when and how the fill across Ash Creek was completed, I went to see Chet Hinkle who is in his 90's and now lives in Dallas. Chet Hinkle came to Independence when he was about nine years old from Benton County and lived with the Will Walkers. Mrs. Walker was his aunt. He finished high school here and later graduated from Willamette University. I asked him one day what he majored in at the University and he said "football." Chet was one of the main owners of the Independence Bank and just recently sold his interest to the Citizens Valley Bank. Chet and Ross Nelson built and operated the Isis Theater in 1913 located on the east side of Main Street at the end of Monmouth Street.

Mr. Hinkle was instrumental in petitioning the Polk County Court to build the fill and new bridge across Ash Creek in 1909. Before construction could start, the City had to acquire title to the land in the gulley, blocks 1, 2 and 3. Chet discovered the Independence Bank had the title to the land so Chet purchased the land from the bank for $500 and turned the title over to the city.

With the fill and bridge completed, the jog was taken out of Main Street.

DESCENDANTS OF THE EARLY PIONEERS

Following is a list of descendants known to the author who live in or near Independence today:

Art Baker lives in Old Town in a house where the first Independence Post Office was located. Mr. Baker is in his 90's and is called "mayor of Old Town" by his many friends.

After Virgil Bewley retired from the Caterpillar Tractor Company, he and his wife returned to Independence. They live in the new mobile home court in the west part of town on Monmouth Street. Virgil's father was the engineer on the Independence-Monmouth Railroad and Virgil, in 1915, had the priviledge of bringing the engine on its last run and put it in the round-house which was located where the MICO Plant is on S. 3rd Street. Mrs. Bewley is the daughter of George Lyons. Mr. Lyons was a meat cutter and at one time cut meat for my dad in the "C" Street market.

Hazel and Grant Byers live on a 15 acre cherry farm about one mile north of Independence. Grant is related to the Brunks of Brunk's Corner.

George Cooper, related to the Coopers who owned businesses in Independence, is a municipal judge for the city of Monmouth and owns a motel there.

Mrs. Bob (Naomi Hagensen) Craven and her daughter, Mrs. Melvin E. (Craven) Stuwe are Independence residents. Naomi is retired from teaching and lives in a house between 2nd and 3rd on Monmouth Street. Bob and Naomi owned and operated a confectionery and book store on Main Street for many years.

Dean Girard is retired and lives beyond the city limits south of town. As a boy, he helped his father run a grist-mill on the little Luckiamute River. Later, the family moved to Independence where his father worked in

a grist-mill for many years. Dean's son, Thomas, is employed by the Bell Telephone Company.

My sister, Prushia (Sloper) Groth lives on South Main Street and Mrs. Alma (Miller) Sloper lives a bit south of the city limits. One of Arch and Alma Sloper's children, Mrs. Art Clinton, lives south of town.

Mrs. Dave (Ida Hartman) Haley is the daughter of Mr. and Mrs. Hartman who came to Independence in 1886. Ida has two sons living near and her daughter, Alice Layton, works in the Medical Center in Independence.

Ida's brother, Roy Hartman and his wife, live on the original Hartman place south of town, known as Hartman's Corner.

Mrs. Wayne Henderson, Henry Hill's grand daughter, lives south of town.

Lovell Hewett recently moved back to Independence and bought the Dr. O.D. Butler place. Lovell's father was Dr. L.L. Hewett who came to Independence in the early 1900's and was our family physician for a time.

Mrs. Robert Iliff, her two daughters and Robert's mother, Mrs. Harry D. (Ethel McKee) Iliff live on the Iliff farm south of town. Ethel McKee graduated from O.C.E. in 1902 and taught school in this area for many years.

Mrs. Ira (Marie A. Powell) Mix lives on south 3rd Street. The late Mr. Mix was born in Independence in 1894 and started to work in the First National Bank of Independence in 1918 as cashier. He was promoted to bank president in 1945 where he served for 22 years until his retirement.

Mrs. Morgan whose father was John Hill, was the mother of Verd Morgan and grandmother of Vera, Vincent (Pug) Johnson and Fay (Johnson) Girard.

Mr. and Mrs. Dole (Babe Owens) Pomeroy live on the corner of 5th and "D" Streets. Dole is the oldest native living in Independence. The

Pomeroys have been very active in civic life suring past years. Their daughter, Mrs. Paul Worthington, and one of their sons, Ed, live here with their families.

Mrs. Grover Mattison is a sister to Babe. Grover's father was Hank Mattison.

Mrs. Marie (Jones) Reuf is the daughter of "Newt" Jones. She lives on "C" Street. Mrs. Reuf's daughter, Barbara, married Dean Smith who owned the I.G.A. Food Market from 1940-1970. Marie has a small great-grand daughter.

Otis Scott lives south of town on the Gail Alexander place and is employed by the Mountain Fir Lumber Company. Otis' uncles, on his mother's side, were Gail and George Alexander. Otis' great grandmother, Mrs. Mc Elmurry, came to Independence via Cape Horn and brought the family's belongings and money with her. I was told by a friend of the family that Mrs. McElmurry sewed the money into her underskirts. The money made her skirts so heavy that when the ship landed at San Francisco, she had to be helped down the gang-plank.

Claud and Bill South came to Independence about the time we did in 1904. Mrs. Claud (Wells) South lives on "E" Street. The son, Roy South, works with his uncle, Perry Wells. Perry still owns and farms the Wells' original donation land claim.

Joseph Staats who is related to Stephen Staats recently bought a place in Monmouth. He had been living in Independence for many years.

Dick, whose father was Dave Stapleton, lives in town. Dick is a mail clerk at the Post Office. His cousin, George Stapleton is retired and lives here too. George's father was Lou Stapleton.

Jack Stump and his wife, Ruth live west of Monmouth on part of Jack's grandfather, "Uncle David Stump's" original farm. Jack is retired and his son David manages the farm.

Mr. and Mrs. Cecil Swope live near Talmadge School. Cecil is the son of B.F. Swope, an early city attorney.

Mr. and Mrs. A.E. (Ivy Burton Robinson) Thomas owned the Thomas Hardware store on Main Street for many years and he was president of the Independence First National Bank for some time. Ivy's family came to Independence in 1852. She is one of the outstanding civic leaders and is well acquainted in this area. She was a favorite teacher for thirty years or more.

Mr. E.E. Tripp in his 90's is our oldest resident and lives on 2nd between "C" and "B" Streets. He moved to Independence in the 1890's.

Mrs. Velna (Bush) Versteeg resides at 364 4th Street. Her family's farm was located about one-half mile south of Independence on Bush Road or 13th Street. Humphrey's dairy is located there today.

Dean Walker's son, Gordon, lives in West Salem. Dean served as a senator in the Oregon Legislature for many years and lived in Independence on the corner of "C" and 3rd Streets.

Art Ward's grandparents came in 1852 by ox-team and covered wagon. Art is retired and lives on Walnut Street. He is a zealous rock-hound and finishes beautiful knick-knacks as a hobby.

The M. Clyde Williams operated the Williams' Drug Store. Mr. Williams and Clara O'Kelly were married in Independence and held their wedding reception at the Belt House. Mrs. Williams lives in their original home on "C" Street with her daughter, Mrs. Thelma Talent. Thelma is a retired school teacher.

Mrs. Laura (Craven Butler) Wade lives in Independence. Doctor Maurice and Mrs. Butler had one son who lives in Portland.

AUTHOR'S COMMENT

I realize that this book does not completely cover the early history of the town. The material for this era was very brief and scattered. However, I have told of happenings that were, I thought, of paramount importance.

Even though the town suffered two major floods, a collapsed hop industry and bank failure, Independence developed into a prosperous, wealthy and liveable community.

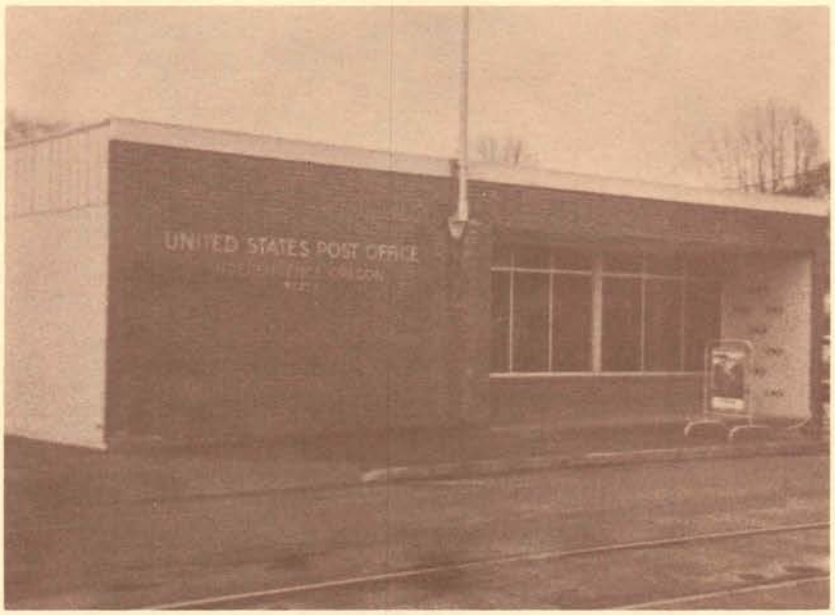
Highest tribute should be paid the settlers who worked together and laid a foundation their descendants and citizens of Independence can take advantage of and enjoy today.



POST OFFICE HISTORY
of
INDEPENDENCE, OREGON

by Sidney W. Newton

An addendum to the Early History of Independence, Oregon by Sidney W. Newton.
Drawings by Dolores Newton White



The mail during the early 1800s was extremely important to all of the inhabitants in the area as it was the most reliable contact available with relatives, friends and business associates left at their former homes.

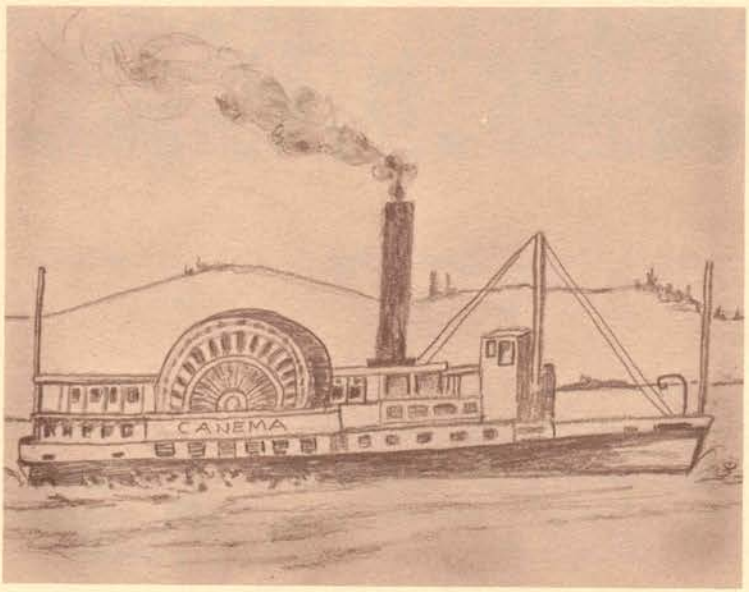
In searching for information regarding the establishment of the Post Office in Independence, Oregon, I was fortunate to find a hand written paper by Mrs. Cora Hubbard; a few records of the United States Post Office and notes from the files of the late Glenn C. Smith.

Mrs. Hubbard, a lifetime resident of Independence, from 1859 to 1955, was known to everyone as Grandma Hubbard. Mrs. Hubbard wrote the paper to be read at a Woman's Club meeting in 1918. The article contained information told her by early settlers.

Independence was a small settlement in the early 1800s and the mail was carried to Independence by horseback riders and left at a specified dwelling or store where people could come to pick up their mail. The first horseback rider was Mr. Lankester. Later, Ed Clark carried the mail. Mr. Clark was the uncle of Mrs. Sida B. Walker.



However, in 1851, Mr. A.F. Hedges contracted his sidewheeler, Canemah, to deliver the United States mail to Independence and the surrounding area along the Willamette River. The steamboat Canemah was built by Mr. Hedges.



The first Post Office in Independence was established in 1853 and was located in the log store of Henry Hill, Asa Birbank and Leonard Williams. The store was located Southeast of the Deming property of the Nelson place in North Independence. Leonard Williams was the acting postmaster. Later, James Hill had charge of the mail in the Winestine store, 169 North Main Street.

C.F. Cook replaced Mr. Hill as the next postmaster at the Winestine store post office.

It has been bandied about that City Delivery was established by a carrier walking out the front of the post office, turning left at each corner of the block to end back at the door of the post office.

The post office was moved from the Winestine store to the Jim Foster's store, which was one building north of Ephrim Cox's store on the corner of Boat Landing and Main Streets.

A postmaster by the name of Merwin bought the Lyon's building and had the post office there until 1868. The post office was then moved to the new location in South Independence. Mr. Merwin was the father of a later postmaster.

In 1868 the Stage Coach Line started and Henry Hill kept the extra stage horses to change for Albany at his place in South Independence. Jim Cooper had the contract for carrying the mail and George Boothby, of Monmouth, drove the stage.

In 1879, the mail contract went to the Southern Pacific.





Pap Hedgins was the first postmaster in the incorporated city of Independence and served from 1881 to 1885 during Garfield's administration. The post office was located in a wooden building on the west side of Main Street where the Western Auto Store now stands.

From 1885 to 1889, John T. Ford, later sheriff of Polk County, served as postmaster.

The post office was then moved from the Main Street location to a site on "C" Street between Main Street and 2nd Street. M.A.C. Robertson was postmaster from 1889 to 1893. Mr. Robertson died in office and his daughter, Essie Graves Robertson was the postmaster until the appointment by the Postmaster General of Mrs. Wayne Williams. Mrs. Williams served from 1893 to 1897.

S.J. Wheeler served as postmaster from 1897 to 1901 during President McKinley's administration.

From 1901 until 1913, Marsh Merwin served as postmaster under President Roosevelt and President Taft. At that time, the post office was located on the Southeast corner of Main and "C" Streets where the first bank in Independence was located. Mr. J.S. Cooper was the banker and owned the building.

In 1903 during the time Marsh Merwin was postmaster, Rural Free Delivery was established. The First Assistant Postmaster General authorized the Independence post office to establish a Rural Free Delivery to begin Wednesday, July 1st, 1903, with one carrier, at a salary of $600.00 per year, including horse hire. The carrier was to leave the post office for the delivery of his mail at 11:30 a.m. and to return with his collections by 5:30 p.m.

The length of the route was 24 and 5/8 miles covering an area of 16 and 7/8 square miles and serving a population of four hundred fourteen. The route extended north to Brunk's Corner.

Route #2, Independence, Oregon was established Friday, August 16, 1907. Another carrier at a salary of $900.00 per year, including horse hire was added. This route replaced Route #1 out of Parker and the carrier serving this route was transferred from Parker.

The carrier on Route #2 left the post office in Independence to deliver mail at 12:00 a.m. and returned not later than 6:30 p.m.

Mr. Wunder, father of Clyde Wunder, and Percy Dickenson were two carriers during the years between 1914 and 1945, whom I remember. They would, in addition to carrying the mail, bring medicine, groceries and emergency supplies to people on their route. And extra trips on the route at Christmas time were made to deliver late packages.

Homer Woods served as postmaster from 1913 to 1923 during President Wilson's administration.

During Gaylord G. Godfrey's term as postmaster from 1923 to 1933, the site was changed to the Fluke building on "C" Street.

In 1933, Glenn C. Smith started his tenure as postmaster. During his term in office, the post office was moved to 2nd and Monmouth Streets, at the location occupied, presently, by the Pacific Power & Light Company. From this location, the office was moved to its present site on the Southwest corner of 2nd and "C" Streets. Mr. Smith died while in office—1965.

James Cobine was postmaster from 1965 until he retired in 1968.

Sam Price was appointed in 1968 and served as postmaster for six years.

During 1974, Carole Clark (Davis) was appointed postmaster.

L.L. Brown, the present postmaster was appointed December 1979.



Mr. & Mrs.
Ed Wunder



Mr. & Mrs.
Percy Dickenson

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