

Told by the Bank Book
Industry plus Thrift
Equals Prosperity

THAT is the secret of success for both a community—and the individuals in the community. Industry produces earnings; earnings produce bank accounts, and bank accounts produce working capital for practical and profitable enterprise.

The Farmers State Bank should be
Your Financial Headquarters

C. W. IRVINE, President.
J. B. PARKER, Vice President.
C. G. IRVINE, Cashier.
Glen C. Smith Asst. Cashier.



The
**FARMERS
STATE BANK**
Independence
Oregon

"It's Like Finding Money"
says the Good Judge



When you take a little
chew of this real quality
tobacco, and the good
tobacco taste begins to
come.

You'll find it *keeps coming*, too. The rich tobacco taste lasts and lasts. You don't have to take a fresh chew so often. Any man who uses the Real Tobacco Chew will tell you that.

Put Up In Two Styles

RIGHT CUT is a short-cut tobacco
W-B CUT is a long fine-cut tobacco

Weyman-Bruton Company, 1107 Broadway, New York City

YOU WILL FIND IN YOUR

CITY
MEAT MARKET

A line of meats equal to any market in a large city,
Consisting of the Finest Meats Obtainable.

MILLER & SMITH

The Independence National Bank

Established 1889

AN ACCOUNT in a commercial bank is the most convenient aid to modern business. It systematizes payments, is a check on all expenditures and shows you just where you stand each month. Open one with us today. It will pay you to do so.

Member Federal Reserve System

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H. Hirschberg, Pres. C. A. McLaughlin, V. P.
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THE POST PUBLISHES MORE
SOUTH POLK COUNTY NEWS
THAN ANY OTHER PAPER

GREAT BRITAIN PLANS TO SALVAGE 1,000 SHIPS SUNK DURING WAR

Work Will Be Confined at First to Waters Surrounding the British Isles—Believed 1,000 Ships Lie at Depths Regarded as Workable—90 Craft, Including Lusitania, Regarded as Beyond Possibility of Rescue.

Official plans have been announced for the greatest feat of salvage ever undertaken, whereby, with the support of the British admiralty, attempts will be made to rescue from the sea 1,000 craft sunk by submarine or other destructive agencies in the war. Operations will be confined for the time to the sea area surrounding the British islands. The work will be extended to the salvage of cargo as well as craft, and thus the money value of what may be saved can hardly be calculated, but it promises to be vast.

Modern methods are said to be equal to the task of raising any craft resting on bottom in not more than twenty fathoms (120 feet) of water. The admiralty figures that at least 1,000 vessels ranging in tonnage from 200 to 10,000 tons lie in waters of workable depth. Cargo can be recovered in still deeper water. Until within a few years divers did useful work at a depth of 182 feet, and that depth was long considered a maximum for their effective operations. Americans set a new record in Hawaiian waters after the war began by lifting a submarine from a bed more than 200 feet deep. If English divers can work at that depth their field of activities will be correspondingly enlarged.

Locations Charted.
The British admiralty has prepared a chart showing with close approximation the position of every sunken vessel between Duncegeness, a headland at the southern extremity of Kent projecting into the English channel, and the mouth of the Tyne, at the North sea. It is said that as soon as the season for diving arrives it will proceed on such a scale that visitors to all the coast resorts will be able to get a glimpse of it and it will be one of the attractions of the season.
Small black dots on the chart indicate the positions of the sunken craft. The dots lie in strings and clusters. There are patches of them off Deal, and along the Suffolk coast, especially near Aldeburgh, the dots are grouped so closely that they look almost like a single blotch. It was in this stretch of water that the British navy destroyed or captured submarines, and the assaults often went down with their victims.

There is a close-linked chain of dots off the mouth of the Thames. Between Flamberough Head and Whitby, which is on the Yorkshire coast, the Germans for a time reaped a rich harvest, talling off in a line running north-east into the North sea.

An indication of the rewards for salvage is instanced in the case of the steamship *Tours*, which was lifted off the Gower rocks, on the Glamorganshire coast, after the ship had been exposed to wind and weather for six months. The salvage men towed her into Swansea and got \$400,000 for the feat.

No Present Hope for Lusitania.

Experts in salvage have never permitted themselves to count on bringing the *Lusitania* again to the surface, or even reaching any of her cargo, for she went down in forty-nine fathoms (294 feet) of water off the Old Head of Kinsale, on the southern coast of Ireland, and there has been no sign of her since she sank there early in May, 1915. The ship was worth \$10,000,000, and she carried more than \$800,000 worth of cargo, and those values have served to fire the imagination of the adventurous and the optimistic. The fact that she is not represented by a dot in the Admiralty list has not extinguished hope that improvements in modern methods may be stimulated by the prospect of the wealth that would reward such a recovery, or that perhaps the sea might carry her shoreward into workable depths.

It would be a miracle if the sea could lift the ship from her resting place, for the ocean bed there shelves steeply. At ten miles from shore, where the messages from the *Lusitania* indicated she was struck, sinking in twenty minutes, the depth is 294 feet. In order to move the ship landward a distance of five and one-half miles would need to be traversed up an inclined shelf of rock, to a depth of 240 feet, which would still be too great for divers. The 180-foot line is distant more than eight and one-half miles from where the ship went down, the incline still continuing steep, and it would be necessary to move nine miles from shore, before a depth of twenty fathoms (120 feet) could be reached. Divers could go down there and rescue treasure, but they could hardly expect to move such a tremendous bulk as the ship to the surface from deeper

water; and the sea is not performing uphill feats with such bulk. The sea bed is sixty feet deep half a mile from shore, indicating the precipitous nature of that part of the coast. More lives might have been saved and there would have been a chance of salvage if the master of the ship could have contrived to head her for shore and keep her afloat long enough to travel about nine miles, but even so she could have been beached only on the rocks.

A "Marine Cemetery."
Many other craft also found a grave off Old Kinsale. It is estimated that more than ninety craft of various kinds were sunk there, converting it into a marine cemetery. All of them, like the *Lusitania*, seem to be beyond resurrection until or unless invention can find a way to enable divers to descend to much greater depths than has heretofore been possible. So the admiralty is letting Old Kinsale alone as beyond practicable range for effectual operations in salvage.

Loss of the *Lusitania* deprived the Cunard Line of a wonderful ship in respect to capacity and speed, but it involved the line in no loss of money for construction outlay or cargo value. The English government assumed most of the risk and paid it, and the remaining value was covered by insurance in various English companies. The potential loss fell, of course, on the company, for such a ship would have been a most serviceable and profitable carrier for the remainder of the war.

Another serious loss to be reckoned as final, along with the *Lusitania*, was that of the *Justicia* of the White Star Line, 32,000 tons burden, which maintained a flight of nearly twenty-four hours with German submarines before she went down in deep water off the north coast of Ireland. She had been built for the Holland-America Line, and was taken off the ways at Belfast at the outbreak of the war and assigned under charter to the White Star fleet. On one of her early trips she carried 30,000 bushels of grain to Europe, and after this country entered the war she made frequent trips as a transport, carrying 5,000 men at a time. When attacked, in July, 1918, she was on a westward course, carrying no passengers, but with a crew of more than 600 men. At the first blow her captain decided he could proceed to an Irish port under the ship's own steam. He emerged without serious damage from a running fire with the original submarine. Then he encountered another submarine. The ship stood the shock of nine torpedoes before going down out of sight of land.

Lusitania and Justicia.

Although it may not be possible to salvage such famous crafts as the *Lusitania* and the *Justicia* the tasks in workable water are sufficient to keep salvage men busy for a long time. Great Britain lost in the war by official figures computed to last March—four months after the armistice—9,043,744 gross tonnage. The ship values at \$200 a ton were estimated at \$1,808,748,800; the cargo values, at \$100 a ton, at \$904,374,400; the property, money and lives, insured at \$10 a ton, at \$90,437,440; the earning power, at \$7.65 a ton per month, \$1,340,331,217, making a total for ships sunk of \$4,143,891,857. Repairs for damages cost \$452,187,200 and earnings lost during repairs were \$69,184,641, making the loss in damages \$521,371,841, or a grand total of \$4,695,263,698. Probably at least half the loss for ships sunk occurred within workable distance of the coast. If the proportion were one-quarter the rewards for salvage would yield fortunes to successful salvage men.

The established companies are perfecting their equipment, and foreign companies will be as ready and eager to enter the field.

Other totals of losses for ships sunk and for repairs were distributed as follows: United States, \$469,276,245; other allies and neutrals, \$2,639,044,515—making the world's grand total \$7,773,584,458. Salvage work naturally will be undertaken wherever practicable.

Authentic records of salvage show that from a depth of 182 feet a Spanish diver, Angel Erostarbe, recovered \$45,000 in silver bars from the wreck of the steamer *Skyro*, sunk off Cape Finisterre; Alexander Lambert saved \$350,000 from the Spanish mail steamer *Alphonso XII*, sunk in 162 feet of water off Las Palmas, Grand Canary, and W. Ridyard recovered \$250,000 in silver from the *Hamilton Mitchell*, sunk off Leuconna reef, China, in 150 feet.

Tripp sells real estate.

Correcting Children's Sight...

My one-third of a century's continuous practical experience in correcting children's eyes qualifies me to do this work thoroughly and well.

Nine Years' Practice in Salem

During the nine years I have practiced my profession in Salem, I have successfully fitted glasses for over 1500 children from 5 to 16 years of age from Polk and Marion counties.

Bring your children to me and I will tell you frankly whether they need glasses or not. Don't let them be retarded in school or handicapped in their work by poor eyesight. Eye defects can be corrected much more readily during childhood than later in life. My prices are very reasonable.

I guarantee my work to give perfect satisfaction in every respect.

DR. M. P. MENDELSON
FITS GLASSES CORRECTLY

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REVIVAL MEETINGS AT PENTECOSTAL MISSION

Beginning Wednesday, February 11, an old-time revival meeting. Come out and hear the old time Gospel. Jesus is coming soon.
EVANGELIST J. T. WINDER
of St. Louis, Mo., in charge.

SWISS TO HOLD UNIQUE FAIR

Display of Watch, Jewel and Kindred Industries at Geneva in the Year 1920.

The "Federation Horlogere Suisse" (Federation of the Swiss Watch Industry) is welcoming the organization in 1920 at Geneva of a fair of the watch and jewel and kindred industries. Mr. Rudhardt, director of industry of Geneva, took the initiative in the institution of the fair. He considers that the new conditions made by the war for these industries require a more effective co-ordination between the workers and the producers; that it must be expected that considerable efforts will be made by foreign competition to take from Swiss manufacturers the unquestioned supremacy which they have hitherto enjoyed in the world market; or at least to diminish its importance.

It may safely be said that nothing will be omitted in order to give this fair, the first of its kind in Switzerland, a strictly business character, while not neglecting the artistic side. The "Palais Electoral" has been chosen for the fair. The participants will have at their disposition 132 boxes of various sizes. The smallness of entrance fees will allow the participation of firms of modest importance.

The sale to individuals will not be authorized.—Journal de Geneve.

BROWNE RYE "COFFEE."

The high price of coffee at the present time has caused many people in the United States, especially in the rural districts, to adopt a substitute that was popular during the Civil war. It is that of using browned rye for the "beverage that cheers but does not inebriate." The grains of rye are roasted to a light brown color, ground and then used in the same way as coffee. Those who have used the rye say that it makes a palatable drink at only a fraction of the cost of coffee.

THE REAL TROUBLE.

"The doctor said Jones was suffering from too much obesity."
"Nothing of the kind; all that is the matter with him is that he's too fat."

SWOPE & SWOPE LAWYERS

I. O. O. F. Building

Independence, Oregon

WANTED—MEN, WOMEN AND CHILDREN

To come to the Baptist church next Sunday and hear the Rev. H. L. Proppe preach both morning and evening. Rev. Proppe will preach in the morning on the subject of "Regeneration or Reformation." In the evening he will preach on "What It Cost Christ to Make Us Christians." The Sunday school is still growing and increasing in attendance. If you don't go elsewhere, you come to the Baptist church. The regular prayer meeting of the church will be held on Wednesday nights at 7.30. The pastor will lecture on great Bible themes. Among other questions that he will take up some are: "Where did we get our Bible?" "Is the Bible the Word of God is its message true?" "Can we produce the original manuscript; if not how do we know the Bible is true?" You ought to come and get wised up on these things and be up to date. A hearty welcome awaits you to all our services.
CONTRIBUTED.

THE WIND MILL SHOP A. G. Williams, Prop.

All kind of barbering done and satisfaction guaranteed. Ladies' shampooing and massaging given special attention. Shine in connection.

TO REALIZE THE MOST MONEY

We buy everything you want to sell and sell everything you want to buy. Cash or trade.

Bring in everything you want to sell and I will sell it for you on a commission.

MAX GOLDMAN

VALLEY & SILETZ TIME TABLE

Effective April 1, trains will run as follows:
No. 2 arrives from Hoskins 9:15 A. M. daily
No. 4 arrives from Camps 4:00 P. M. daily except Sunday
No. 1 departs for Camps 10:50 A. M. daily except Sunday
No. 3 departs for Hoskins 4:15 P. M. daily
Freight service 2:30 P. M. on Tuesdays and Saturdays