THE POLK COUNTY POST

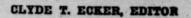
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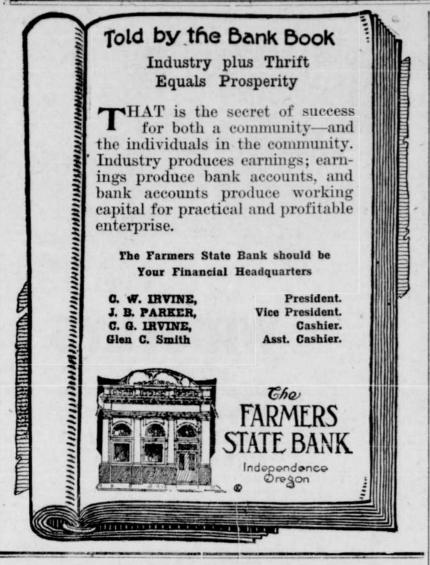
INDEPENDENT IN ALL THINGS

a start and the second person

INDEPENDENCE, OREGON, FEBRUARY 13, 1920.



SECOND



"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.

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.

bians have been announced

for the greatest feats of salvage ever

undertaken, whereby, with the support

of the British admiralty, attempts will

craft sunk by submarine or other de-

structive agencies in the war. Opera-

tions 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 calculat-

Modern methods are said to be equal

to the task of raising any craft rest-

ing on bottom in not more than twen-

ty 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 work-

able 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

after the war began by lifting a sub-

marine from a bed more than 200 feet

deep. If English divers can work at

that depth their field of activities will

Locations Charted.

a chart showing with close' approxi-

mation the position of every sunken

vessel between Dungeness, a headland

at the southern extremity of Kent

projecting into the English channel.

and the month of the Tyne, at the

North sea. It is said that as soon its

the season for diving arrives it will.

proceed on such a scale that visitors

to all the coast resorts will be able to

Smell black dots on the chart indi-

cate 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

get a glimpse of it and it will be one

of the attractions of the season.

The British admiralty has prepared

be correspondingly enlarged.

set a new record in Hawaiian waters

ed, but it promises to be vast.

() die 1

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 na ture of that part of the coast. More lives might have been saved and there be made to-rescue from the sea 1,000 would have been it chance of salvage If the master of the ship could have contrived to head her for shore and keen her affoat 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 -rave 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 insusance 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 fight 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 transport, carrying 5,000 men at a time. When attacked, in July, 1918, ing 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 Marchfour 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 \$4,665,263,698. 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.

Correcting Children's Sight ...

My one-third of a century's continuous practical experience in correcting children's eves 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. MENDELSOHN FITS GLASSES CORRECTLY

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REVIVAL MEETINGS AT PENTECOSTAL MISSION

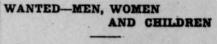
Beginning Wednesday, February Gospel. Jesus is coming soon.

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.

zation in 1920 at Geneva of a fair of tries require a more effective co-or- to date. A hearty welcome awaits dination between the workers and you to all our services the producers; that it must be expected that considerable efforts will be made by foreign competition to mental and the mental and the mental 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 artistical 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.



To come to the Baptist church 11, an old-time revival meeting, next Sunday and hear the Rev. H. Come out and hear the old time 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 The "Federation Horlogere Suis- Wednesday nights at 7.30. The pas-

se" (Federation of the Swiss Watch for will lecture on great Bible Industry) is welcoming the organi-that i.e will take up some are: "Where did we get our Bible?" the watch and jewel and kindred in- "Is the Bible the Word of God is dustries. Mr. Rudhardt, director its message true?" "Can we proof industry of Geneva, took the in- duce the original manuscript; if itiative in the institution of the fair. not how do we know the Bible/is He considers that the new conditions true?" You ought to come and get made by the war for these indus- wised up on these things and be up

Put Up In Two Styles

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

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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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> THE POST PUBLISHES MORE SOUTH POLK COUNTY NEWS THAN ANY OTHER PAPER

a single blotch. It was in this stretch of water that the British navy destroyed or captured submarines, and the assailants often went down with | she was on a westward course, carrytheir victims.

There is a close-linked chain of dots off the mouth of the Thames. Between Flamborough Head and Whitby, which is on the Yorkshire coast, the Germans for a time reaped a rich harvest, tailing off in a line running northeast 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 heen 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 201 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 the sinking point, or one mile 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

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,

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

BROWNED RYE "COFFEE."

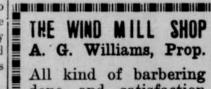
The high price of coffee at the present time has caused many people in the United States, especially in the rural districts, to adopt a substitute that was popular during the Civil war. It is that of using browned rye for the "beverage that cheers but does not inebriate." The grains of rye are roasted 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.

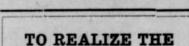
"The doctor said Jones was suffering from too much obesity."

"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 CONTRIBUTED.



done and satisfaction guaranteed. Ladies' shampooing and massaging given special attention. Shine in connection.



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 Campe 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