

Told by the Bank Book

Why Raise Corn?

THERE'S two good answers to that question. First, the soil and climate here around Independence is adapted to it to a reasonable extent. Second, as a feed it is incomparable and is valuable there fore for home consumption if nothing else, and will encourage more hog raising.

The Farmers State Bank believes the Ultimate Dollar is sometimes bigger than the Immediate Dollar.

C. W. IRVINE,
J. B. PARKER,
C. G. IRVINE,
Glen C. Smith

President.
Vice President.
Cashier.
Asst. Cashier.



The
**FARMERS
STATE BANK**
Independence
Oregon

"I Don't Need to Tell You" says the Good Judge



Why so many men are going to the *small chew* of this good tobacco.

You get real tobacco satisfaction out of this small chew. The rich taste lasts and lasts. You don't need 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

Officers and Directors

H. Hirschberg, Pres. C. A. McLaughlin, V. P.
Ira D. Mix, Cashier
W. H. Walker D. W. Sears O. D. Butler

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

To the Public:

On Monday, March 1st, the railroad lines of the Southern Pacific Company were returned to their owners for operation. As a war measure they have been in charge of the government during the last two years and two months. The stockholders in that period had nothing to do with the management.

In taking over the management of this property, the policy of the owners will be to give as satisfactory service as lies in their power for the patronage given us; to seek the co-operation of shippers and passengers and of the whole people in having our service reasonably responsive to the public needs.

We have to ask the patient forbearance of the public during the readjustment period of the next six months. It is true during these six months the Government continues the standard allowed the lines while under its control, based on the pre-war earnings. But this return is subject to certain legislative directions by congress that will affect operations during this period which ends August 31st next. We expect, however, within this six months to mature plans for the future. These plans had to be held in abeyance thus far because of uncertainty as to the legislative conditions to accompany the return of the roads to their owners for operation, and these conditions have been determined by congress only within the last few days. We now have to study what is before us in law and in fact and get our bearings anew.

The Operating organization as it existed under Southern Pacific management has been to some extent disarranged during the period of federal control and operating practices have been changed, but the benefit of any new practices that may have proved efficient in the public service during the government control period, will, of course, be retained.

We could not purchase equipment after we entered the war because the government took control and war financing occupied the field, while during the rest of the time the question of adequate credit had to wait for answer in congressional action. On the other hand, the locomotives and cars in service have been subjected to the most active use and new rolling stock has not been renewed throughout the country in normal numbers for the increase of normal traffic. The burden of extraordinary war movements fell heavily upon all kinds of rolling stock, making it impossible to shop the equipment at the proper time, and repair work was further delayed by shortage during the larger part of the war period in both men and material.

The problem before us at once, therefore, is how to put to the best use the passenger train cars and the freight cars that are in service, and how to put into good condition for service every piece of equipment to be had. This problem is before every railroad. Abreast of this is the larger question whether the earnings under the new law, the "Transportation Act of 1920," will be enough to establish the credit of the railroads at a point where they can provide themselves with the facilities of all kinds that they need to give the public proper service. We have the will if only we can find the ways and means. These are not easy to find, for an assumed earning of even 6 per cent, and no assurance of that, is not attractive to anyone having money to invest when money is worth 7 to 8 per cent in the open market.

Hence, the effect of the new act of congress upon earnings and upon the credit of the railroads cannot be immediately determined. This act provides for a rate-making structure, under which, during the next two years the railroads will be permitted to earn up to 5½ per cent annually on the value of the railroads as may be determined by the Interstate Commerce Commission. The Commission has power at its discretion to increase these possible earnings to 6 per cent, the added one-half of 1 per cent to be used only for improvements to the property.

No guarantee of any kind is given to any railroad, but half of any earnings over 6 per cent are to be taken by the government to make loans to railroads that may need them for improvements or to care for obligations falling due, or to obtain and lease equipment to the carriers that cannot afford to buy it.

Obviously these elements in the situation will have to be considered in making our plans. The Interstate Commerce Commission is the deciding body with respect to value of the properties, as well as the rates which are to yield the 5½ per cent return thereon, and much will depend upon the vision and promptness of action with which that body accepts its great responsibilities.

In the meantime, it is particularly desirable, in view of the shortage of equipment, that every effort be made by shippers and the railway forces to continue heavy car loading and train loading, and to lose no time in loading and unloading cars.

Believing that we will have the full co-operation of the people served by our lines in dealing with the problems presented, it is due them that in thus aiding us they should know what problems we have to meet. You can rest assured we are not idle with respect to them.

Wm. Sproule, President

BUENA VISTA

R. Petterson returned from Portland and McMinnville Friday.

Guy Hewitt and family of Elkins visited Sunday with G. E. Harmon and wife.

Mr. and Mrs. Ed Prather left Sunday for Latell to attend the funeral of Mrs. Prather's sister's husband, Granvil Porter, who died of the flu.

There will be a basket dinner Sunday at the M. E. church

Dr. Moore, district superintendent of the M. E. church, will hold quarterly services here Sunday.

Guy Prather returned to school Sunday after being out three weeks.

Mr and Mrs. M. J. Conger were Sunday guests of Mr. and Mrs. N. C. Anderson

Mr. W. Allen of Newport was a Buena caller last week.

N. C. Anderson and Jess Tann took a load of hogs to Albany Tuesday.

The rain was welcomed by all as the grain was beginning to look bad on account of the continued cold weather.

Alma Wells spent the week-end with her parents, Mr. and Mrs. G.

A. Wells.

Those who attended the Ralph Davidson sale at Parker Saturday were: M. V. Prather and wife, Ed Prather, N. C. Anderson, Wayne Moe, J. K. Tann and Marvin Wells.

A. J. Hall and wife attended the funeral of his sister-in-law, Mrs. Lark Hall, at Independence Tuesday.

Marvin Wells bought a horse at the Davidson sale Saturday.

W. J. Reynolds, wife and daughter of Portland spent the week-end with their daughter at Lebanon.

Mr. and Mrs. G. E. Harmon and daughter, Blanche, were Albany visitors Saturday where the latter was having some dental work done.

WHY NOT KEEP A WAR GOING ALL THE TIME

It appears that not only does Senator Chamberlain favor military training in time of peace but he wants the Council of National Defense maintained permanently.

In discussing an appropriation for the maintenance of the Council of National Defense in the U. S. Senate on Feb. 18, Senator Chamberlain said:

"The Council of National Defense proved itself of great use during the war in getting together statistics

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H. G. HOGAN

that were availed of by all of the bureaus of the War Department. I do not think it ought to be abolished; I think it ought to be retained as a permanent institution." (Congressional Record page 3240.)

How About It Independence? Are You Proud of It?

This beautiful city of ours has a population of about 2000 inhabitants. It has paved streets, fine resources, splendid capital invested, is situated in the center of a great farming country, two railroads running into it. There is one large hotel, two pool halls, four or five grocery stores, two papers, garages, creamery, and many other fine inducements for the boosting of this fine city. But Independence—there are six church buildings here and all are closed except two who hold regular services, Baptist and Methodist. The average attendance is small when compared to the attendance at the pool halls and show.

Here are the figures: Methodist in Sunday school have an average of about 80 with church attendance about the same. The Baptist has for an average attendance about 55 with 75 to 100 in the church services. Out of the 2000 that we claim there are not 300 people who attend church services on Sunday. There are at least 500 children who live within a radius of five miles of the center of the city and only 150 are in Sunday school on Sunday. Mothers, fathers, parents, are you proud of the fact? We love our city and are proud of it but how about this? Where do you spend your Sundays? Next Sunday there will be services at both Methodist and Baptist churches. The pastor of the Baptist church will preach in the morning on "The Covenant We Take" and in the evening on "The World's Greatest Question and Its Answer." There will be the celebration of the Lord's Supper in the morning and thirteen members will receive the right hand of fellowship. If you don't go any where else to church, you are invited to come. Sunday School at 10 a. m. Mrs. Grace Swope, Supt. Preaching at 11 a. m. and at 7:30 p. m. by Rev. H. L. Proppe. Prayer meeting every Wednesday at 7:30 p. m. All welcome.

CONTRIBUTED.