

Pathe Records

A Supply of the Latest
Musical and Vocal
Selections

For Victor owners we have
a special needle with which
they can play Pathe Records

Perkins' Pharmacy

If we haven't got it
we'll get it. Ask us.

Summons

In the Circuit Court of the State of Oregon for Polk County; No. 5334. Edwin C. Richardson, plaintiff,

Elizabeth Richardson, defendant. To Elizabeth Richardson, the defendant above named:

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 court and suit within six weeks from the date of the first publication of this Summons, to wit, on or before the 6th day of March, 1920; and if you fail so to answer the said complaint, for want thereof the plaintiff will apply to said court and take a decree for the relief prayed for in said complaint, viz., that the marriage contract now and heretofore existing between you and the plaintiff be dissolved and that plaintiff may have such other relief as may be just and equitable.

This Summons, by order of the Honorable H. H. Belt, Judge of the Circuit Court above named, dated the 20th day of January, 1920, is published once a week for six consecutive weeks in the Monmouth Herald, a weekly newspaper of general circulation published in said county. The date of the first publication of this Summons is January 23, 1920.

OSCAR HAYTER,

Attorney for plaintiff.

Residence and post office address: Dallas, Oregon.

R U Superstitious

Do You Believe In Signs

If you do you are a judicious advertiser and a good business man. Judicious advertising Always Pays and especially when you advertise in a paper that is read by everybody in its territory.

?

This newspaper reaches the eye of everybody who might be a possible buyer in this section.



Facts

We are specialists and experts in the science of examining eyes and the fitting of them with glasses (over 19 years experience).

We grind our own lenses and operate the only lens grinding plant in Salem.

We can duplicate any broken lens. Bring or mail us the pieces.

Satisfaction Guaranteed.

Henry E. Morris & Co.

Eye Sight Specialists
306 State Street, Salem, Oregon

Local News

Ira Williams and wife were week end visitors at Lewisville.

Henry Lewis of Dallas was a visitor in Monmouth Friday.

C. J. Lehman of Lewisville was a visitor in this city Friday.

Mrs. Conklin was under the weather a day or two this week.

Rev. V. P. Morris was laid up the past week with the influenza and his uncle Rev. David Husband of Eugene filled his dates at the local Christian church Sunday.

Mrs. Grant who has been living in T. W. Waller's house while attending Normal, has accepted a school position in Ferrydale and moved there this week.

Mr. and Mrs. J. D. Short of Kalamazoo, Wash., were visitors at N. S. Stewart's this past week.

To Succeed in this world you must not be handicapped. If you have imperfect vision and wear cheap, inferior glasses you cannot expect to compete with the man who wears the best. Dr. Thompson's Glasses possess the Quality and are made with Ability. Consult him about your eyes next visit, Wednesday, March 17, Local Hotel all day.

R. E. Derby was a business visitor in Portland yesterday.

Mrs. Ald and children who have been visiting at G. W. Chesebro's have returned to their home in Portland.

Samuel Conkey is out this week after four weeks of sickness.

Mrs. Boydston of Independence, mother of Mrs. Ridgeway who died in Dallas last week is reported to have wandered away from home and is missing. She has been sick and was in care of a nurse.

County Assessor Fred Holman was born in the E. E. Hewitt house which burned last week.

Daddy Hedges of Independence celebrated his 82nd birthday last week.

Swope & Swope of Independence now have an upstairs location their new quarters being over Calbreath & Jones' grocery.

Wilna Dobell was first prize winner in the army essay contest in Amity last week.

"Has any one seen a robin?" asks the Independence Post. In this section robins are practically all the year around residents. There have been robins in Monmouth, numbers of them, for the past six weeks at least.

T. R. Heffley has an option to purchase the B. F. Swope residence property in Independence.

Says the Amity Standard: "H. W. Jones of Suver, Oregon, was in town Saturday looking after business matters. Mr. Jones informs us that he has purchased about 2,000 acres of land near Suver and will make his home there for the future."

Monmouth Heights

A cattle buyer of Falls City was in these parts buying beef cattle one day last week.

L. D. Hamar and J. P. Walker assisted Dave Dove in sowing some grain on the Clark place last week.

H. R. Fishback was in Salem on business Friday.

Fred Welch was a business visitor to Independence on Thursday.

Lloyd Cody purchased a milk cow of Daniel Calbreath recently.

Dow Hamar was in Independence on business Friday.

Carl Pollan of Monmouth was seen on the Heights one day last week.

Mr. and Mrs. Pine Burbank from south of Monmouth were at the Mlit Bosley home on Friday afternoon.

Mrs. Fay Frink and children returned to Corvallis the first of the week, after a visit of several weeks with her brother A. J. Shipley.

Mr. and Mrs. Ed Wunder and

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 in return 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 return 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 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 or 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 5 1/2 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 5 1/2 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

family of Independence spent Sunday afternoon with Mr. and Mrs. Herman Wunder.

Miss Jennie Swearingen returned to Corvallis Sunday to do housework for Mrs. Frink.

George Heck was in Monmouth on business Monday.

R. M. Bosley is improving slowly at this writing.

Frank Lefever was a trader in Monmouth on Monday.

John Fuller of Monmouth was on the Heights the first of the week.

Delbert Skeen and Leonard Comstock of Monmouth were out here and got a load of wood last Monday.

Mrs. Bertha Welch and son Fred moved down to the Walker Brothers hop yard near Independence last Monday where they have employment.

Evangelical Church Notes

Sunday, March 7. The usual services of Preaching, Sunday School and Y. P. A., will be held. The Revival services have been put off until the 12th of April, when Rev. F. W. Lanner will come to conduct the meeting.

Automobile For Hire

with driver. Long or short distances. Trips made on brief notice. See me at Garage. J. S. Fuller.

Wood Sawing

Wood Sawing. Call on me for prompt service. Leave Phone orders with P. H. Johnson. A. L. Stimpson.

WANTED—Wood Choppers. \$3 a cord paid for cutting oak grubs. Phone Farm 1210. C. J. Lehman, Suver, Ore. 3t

Notice

On and after March 4, I will not be responsible for debts contracted by my wife, Mrs. W. E. Rasmussen. W. E. Rasmussen.

For Sale

3 Cows, fresh soon, one with record of 10,000 lbs. of milk and 600 lbs. of butter in year.

Large Sow with 9 pigs 2 months old.

Eggs for hatching, 15 for 75c. Setting hens.

Manure load delivered for \$1.00

J. M. McDonald Phone 2405 st

Notice! I will pay \$2 each for calves, delivered. Leslie Young 25

Wood Saw For Sale; with gasoline equipment. Inquire at Graham & Son's.

The Monmouth Cooperative Shipping Association will save farmer's money in the sale of live stock. Ship with us and cut out middleman's profit. If you have stock to ship notify W. J. Stockholm, Mgr. 1f



The New Hats for Men Are Coming in

Plenty of shapes and shades for progressives—plenty, too, for the conservative.

Extremely nobby and becoming styles. No better headware can be had than this.

Come tomorrow and choose your spring hat.

Prices: \$4.00, \$4.50, \$5.00, \$5.50, \$6.50, \$7.50.

All of the well known Conqueror Brand.

Miller Mercantile Company

Six popular Stores:

Monmouth, Newberg, Yamhill, McMinnville, Sheridan and Dayton