

For Sale at Bargain.

One new Chevrolet touring car.
One Chevrolet touring car, run 2000 miles.
Mitchell Six, \$1200.
Grant Six touring.
Two Fords touring, 1916 model.
29 2t FORD GARAGE.

Three-Grain Seed Oats.

I have 500 bushels of 3-grain seed oats, well cleaned for 3 cents per pound. The oats are at home in the granary. F. T. Thayer, 28 2t

Duroc Jersey boars, weight about 150 pounds, for sale; also weaning pigs, both sexes. Chas. Chrz. Scio.

WHAT TIME IS IT?

We make a specialty of fine watches, including the Waltham, Elgin, Hamilton, Hampden and the famous "Gruen" wrist watches, the most beautiful little watch in America. Every watch guaranteed to give service and satisfaction. Our stock is most complete and reasonably priced. F. M. FRENCH & SONS Jewelers, Engravers, Opticians, Albany, Oregon.

Farm for Sale.

A farm near Scio of 86 acres is for sale. Has good 5-room house, barn and other necessary outbuildings, and good young orchard. 60 acres under cultivation, balance pasture and timber. Price \$85 per acre, terms if desired. Inquire at The Tribune office.

Eyes Examined and Tested.

Eyes scientifically examined and accurately fitted with glasses. Latest frames and lenses carried in stock. All kinds of broken lenses replaced. None too difficult. Particular attention given to mail orders on all kinds of optical work. F. M. FRENCH & SONS Jewelers, Engravers, Opticians, Albany, Oregon.

Delbert Long has two used Ford cars for sale; they are in good condition. Mr. Long is teaching school at Shelburn and may be seen there or at the home of his father, Norman Long. 29 2t

WANTED

Hay Grain Potatoes

HIGHEST MARKET PRICE

M. G. REED

Office—Albany State Bank
ALBANY, ORE.

RURAL CREDIT LOANS

Our twenty year rural credit plan of loaning money to farmers, helps you to get out of debt. Under our form of loan the total amount of interest paid during its entire period of twenty years is actually less than 54 per cent interest. Write us for booklet.

OWEN BEAM, Agent.

133 Lyon St

Albany, Oregon

Notice of Final Settlement.

Notice is hereby given that the undersigned, administrator of the estate of Charlotte C. Peery, deceased, has filed his final account in said matter with the county court of Linn County, Oregon, and said Court has fixed Saturday, the 3d day of April, 1920, at the hour of 1 o'clock P. M. of said day, at the court house in Albany, Linn county, Oregon, as the time and place for hearing objections to said final account, if any there be, and for the final settlement of said estate.

MARK M. PEERY,

Administrator.

Albany, Oregon, February 24, 1920.

Morrison & Lowe

UNDERTAKERS

Calls Attended to Promptly
Day or Night

SCIO OREGON

Dr. W. B. Richardson

OPTOMETRIST

Will be at Scio Hotel in Scio every Saturday of each week prepared to fit and furnish good glasses for all that want to improve their eyesight.

Glasses for reading, sewing or for distant use, all one lens and warranted to give satisfaction.

W. B. RICHARDSON

Eyesight Specialist

Jefferson Oregon

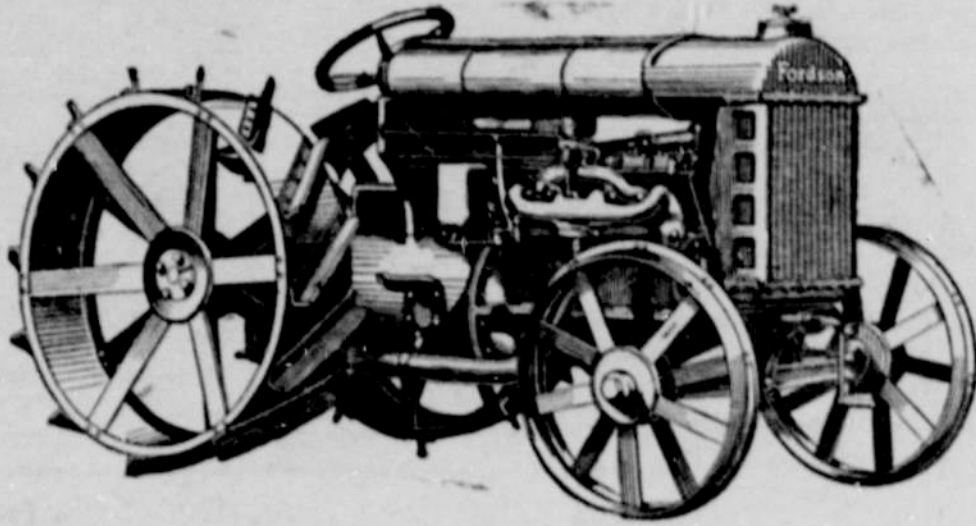
Startling values in platinum ore sent from Curry county has brought into the section around Langlois representatives of San Francisco mining concerns who are offering as high as \$5000 for individual claims located by various residents since the discovery was made a couple of months ago.

It is reported that a number of Portland people interested in the future of the state industrial school for girls will present a bill at the next session of the legislature asking for an appropriation for the erection and furnishing of a new building at that institution. The proposed building will cost in the neighborhood of \$50,000, according to those interested in the bill.

With the view to working out a plan whereby cattle rustling on the ranges of Central Oregon can be stopped, livestock men of Central Oregon met in Bend with Supervisor N. G. Jacobson, of the Deschutes National forest, to formulate a range policy for the coming year. It is conservatively estimated by livestock men that no less than 200 head of beef cattle have either been killed or stolen by cattle thieves in the last year.

For the purpose of determining the value of logged-off lands in Oregon either for agriculture or reforestation, the research department of the Portland forest service headquarters will make a study of this territory. The work will be directed by Forest Examiner J. F. Kummel and will include a survey of methods of logging and fire protection to insure a second crop of timber, possibilities of producing turpentine from native yellow pine and improved methods of handling grazing on the forest ranges.

THE FORDSON TRACTOR



Have you ordered your Fordson yet? If not, you should order yours today for immediate delivery.

\$935.00 at Scio

FRED T. BILYEU - - SCIO, OREGON
Authorized Dealer

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 past 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 have been changed, but the benefit of any new practices that may have proved efficient in the public service during the govern-

ment 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 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 what 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.