

# THE IONE INDEPENDENT

Published Every Friday by  
J. V. HEAD, Editor-Publisher

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Friday, Oct. 17, 1924

## CHURCH DIRECTORY

### FIRST BAPTIST CHURCH

Rev. E. B. JOHNSON, Pastor  
Services every alternate Sunday  
at 11:00 A. M. and 8:00 P. M.

### CONGREGATIONAL CHURCH

Rev. W. W. HEAD, Pastor  
Services  
11:00 A. M. and 8:00 P. M.

### FIRST CHRISTIAN CHURCH

PAUL D. MORTIMORE, Pastor  
Services  
10:00 A. M. and 8:00 P. M.

## Church Notes

A class in bible study has been organized in the Ione high school with Rev. Paul Mortimore as instructor.

For the present the class meets immediately at the close of the regular afternoon session of the high school on Mondays only.

Credit is given for this work which is presented in accordance with an outline of study arranged by the State Supt. of Public Instruction.

The convention of Endeavorers at Stanfield announced in our last issue has been postponed on account of an epidemic of infantile paralysis.

The birthday social given last week by the Dorcas Society of the Congregational church was a decided social and financial success. The net receipts were \$40.

The Tuesday evening meeting of Sunday school teachers for bible study has been consolidated with the Union prayer meeting, held alternately at the Christian and Baptist churches.

The Camp Fire girls have resumed their activities under the leadership of Miss Tilson.

# PUBLIC CONTROL OF RAILWAYS FAILURE

## Chairman Patterson Recalls Costly Venture During World War.

Portland, Or.—(Special.)—That the people of the United States have been twice hurt by experiments in government ownership of transportation means, once with the shipping board and again during government control of railroads and that these expensive adventures should not be repeated was the gist of a statement issued here by I. L. Patterson, chairman of the Republican State Central committee. Mr. Patterson said:

"LaFollette proponents for government ownership of railroads forget, no doubt, the shipping board's prolonged and costly attempt to operate the nation's vessels at a profit. The experiment cost the country many millions.

"They must have forgotten, too, government operation of railroads during the war period. This was an experiment in socialism and was a colossal and extravagant failure.

"Government operation lasted 26 months. It gave the public the poorest freight and passenger service it had ever known and the most expensive. Although cost was increased, nothing was given the public in return, either in upbuilding the railroads or in service.

"Railroads of the country had been adding to their equipment at an average rate of 100,000 freight cars and 500 locomotives a year. The government operated the lines a little more than two years and turned them back to their owners with 294 fewer locomotives and only 1300 more freight cars than when it took control, while more engines and cars were out of order than at any time in railroad history.

"It might be said that the railroads went through an emergency period, the war period, and that is true. Figures show the lines carried 1.5 per cent more freight than under private operation, but to carry this heavier load, the number of employees was increased 11 per cent and the operating expenses by over 40 per cent.

"Within six months after the government seized the roads, all passenger rates were increased to a basis of 3 cents per mile and mileage passenger books were discontinued. All freight rates were increased 25 per cent. When the democratic administration took over the roads, it guaranteed the owners, as compensation, an annual income equal to the average of their annual operating income during the three years ending June 30, 1917.

"Despite the 25 per cent increase in freight rates and a 20 per cent increase in passenger rates, the railroads the first year of government operation failed by \$240,000,000 to earn the amount of this guarantee. That is to say, they failed by that sum to earn as much as they were accustomed to earn under private ownership.

"The difference had to be paid out of the public treasury. During the second year of government operation the deficit was \$340,000,000, and in the two months of the third year before the lines were turned back to private ownership, the deficit was \$195,000,000.

## "Going Over the Top" at the Exposition



The Pacific International Livestock Exposition is an educational institution. Its exhibits are brought for the purpose of teaching the public something of the work done toward perfecting animal life for the benefit of mankind.

But if, while learning this lesson, one may have a good time, it is so much the better. There is one unique part of the Exposition which delights and charms the public more than any other, and that is the horse show.

It used to be the Night Horse Show, but so popular did it prove and so great were the crowds that came to see it that matinees were added in the afternoons of the last three days. Last year it was asserted by visitors who attended the great horse shows of America every year, that the Pacific International was surpassed in

variety of performance and excellence by no other horse show in America.

Some of the finest show horses in America were at the 1923 show and they gave performances worthy of their reputation. This year even more elaborate preparations have been made for the show. Some wonderful horses, both for form and action, are to be here. There will be shown all the gait, and all the feats possible within a horse show arena.

Rapidly this show has come to the front and today it enjoys an astonishing reputation. The blue ribbons it grants for conformation and performance are eagerly sought by the best drivers and owners of this country. It is assured already that the show this year will surpass in brilliance and thrilling quality and class all its predecessors.

The spectacle of industrial exhibits will be one of surpassing beauty. In a blaze of light, every color of the rainbow will be blended to express and emphasize the quality of the fruits and vegetables, the wares of every kind, to be exhibited. The best music obtainable will be supplied every afternoon and evening. The Manufacturers and Land Products Show and Grain and Hay Show under the management of C. D. Minton, the Dairy Products Show in charge of L. B. Ziemer and other features deserve more than mere mention but space forbids.

The Pacific International Livestock Exposition affords every man, woman and child both education and enjoyment. It is held at North Portland November 1 to 8 inclusive.

"Long before the railroads were turned back to their owners, it was realized that government operation was a fiasco. The public had never before known such poor service and such high rates. Shippers were served in miserable fashion and the situation became intolerable.

"The government was in dire straits in handling the problem. President Wilson dreaded to hold on to the railroads, yet, he could not let go. Government control could not continue without the nation well nigh bankrupting itself and yet the owners would not receive the roads back in the deplorable condition to which they had been reduced by government control. The public patience was exhausted.

"President Wilson told congress the roads should be returned to their owners but said he did not know just how it could be done. No specific advice was offered, solution of the problem being left to the next Republican congress.

"The Esch-Cummins act, also known as the Transportation Act of 1920, prescribed the manner of giving back the railroad properties to their owners and their future operation. For a period of six months only after the

lines were turned back to their owners, there was a government guarantee that was for the purpose of tiding the lines over the period of readjustment and to allow the properties to recover somewhat from the blows dealt them by government control.

"But this guarantee was only one-half what it was under government control and it ended in six months. This was about the best bargain that could be made to get out of an unfortunate situation.

"The railroads have never recovered from the immense burden of expense saddled upon them during the period of government control and the public has had a tremendous bill to pay as a result of the experiment. One trial of this plan should be enough. We had all we wanted at that time."

W. A. Thomas was making calls in Cecil on Sunday and discussing the leading topics of the day, viz.—politics.

Mrs. J. O. Neal of Ewing is visiting with friends in Hood River for a week or more.

## Farm Implements

VULCAN and OLIVER PLOWS, SUPERIOR DRILLS, FAIRBANKS MORSE ENGINES, MYERS PUMPS, STAR and AERMOTOR WIND MILLS, WINONA WAGONS.

## PAUL G. BALSIGER

Ione, Oregon

## Under New Management

# IONE HOTEL

Ione, Ore.

Refurnished and Strictly Up to Date. Commercial Table First Class. A home away from home, with best meals in Central Oregon.

SAM GANGER, Proprietor.

Nice Rooms. Good Service.

## Ione Market

GEO. W. RITCHIE, Prop.

Wholesale and Retail Dealer in

## FRESH and CURED MEATS

Your Patronage Solicited.

## IONE HARNESS SHOP

C. A. BECK, Proprietor

Drop In and look over my Line of Work Shoes.

I have a good stock of Gloves and Harness Supplies.

Repairing at Reasonable Prices.

## Rockbottom Prices

On John Deere Wagons and Van Brunt Drills

We have a Complete Line of Staple and Fancy Groceries.

Fresh Vegetables every Tuesday, Thursday and Saturday.

Bristow & Johnson

The INDEPENDENT, \$1.50 a Year.

## REPORT OF THE CONDITION OF THE BANK OF IONE

Charter No. 144.

Reserve District No. 12.

At Ione, in the State of Oregon at the close of business Oct. 10th, 1924.

### RESOURCES

1. Loans and discounts, including rediscounts shown in items 29 and 30, if any	\$179,831.26
2. Overdrafts secured and unsecured	2,371.80
3. U. S. government securities owned, including those shown in items 30 and 35, if any	9,900.00
4. Other bonds, warrants and securities, including foreign government, state, municipal, corporation, etc., including those shown in items 30 and 35, if any	399.41
5. Stocks, securities, claims, liens, judgments, etc.	5,835.14
6. Banking house, \$3,096.30; furniture and fixtures, \$1,509.26	6,596.56
7. Real estate owned other than banking house	17,619.93
9. (a) Cash on hand in vault and due from banks, bankers and trust companies designated and approved reserve agents of this bank	52,755.10
Total	\$274,397.20

### LIABILITIES

16. Capital stock paid in	\$25,000.00
17. Surplus fund	10,000.00
18. (a) Undivided profits 6,762.81	
(b) Less current expenses, interest and taxes paid 48,445.32	1,317.49
DEMAND DEPOSITS, other than banks, subject to reserve:	
23. Individual deposits subject to check, including deposits due the State of Oregon, county, cities or other public funds	165,718.05
24. Demand certificates of deposit outstanding	348.74
Total demand deposits, other than bank deposits, subject to reserve, items 23, 24, 25, 26 \$169,066.79	
TIME AND SAVINGS DEPOSITS, subject to reserve and payable on demand or subject to notice:	
27. Time certificates of deposit outstanding	19,704.58
Total of time and savings deposits payable on demand or subject to notice, items 27 and 28, \$19,704.58	
30. Notes and bills rediscounted including bonds or other securities sold under repurchase agreements with contingent liabilities	52,308.34
Total	\$274,397.20

State of Oregon, County of Morrow, ss.

I, C. R. Gunzel, cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Subscribed and sworn to before me this 15th day of October 1924.  
Victor G. Peterson, Notary Public.  
My commission expires 7-13, 1928.

CORRECT—Attest:

M. R. Morgan, C. R. Gunzel, A. M. Gunzel, Directors.



Right now—or during the winter—do your inside painting

YOUR woodwork, your walls, your floors and stairs, cupboards and furniture—all can conveniently be "freshened up" with a coat of paint, enamel, or varnish during the fall and winter months.

Make a list of your needs, then talk the matter over with us.

We will be glad to advise you in protecting and beautifying your home, inside and out. Rasmussen Paints and Varnishes are recommended and sold by us.

# BERT MASON

## IONE, OREGON

**Rasmussen**  
aves the surface  
**PURE PAINT**

Rasmussen Products

Barn and Roof Paint	Well-Dura Washable Wall Paint
Truck and Tractor Paint	Well Paint
Crescote Shingle Stain	Inside Floor Paint
Porch Floor Paint	Oil Stains, Varnishes
Recolite Enamel	Floor and Varnish Stains

There's a Rasmussen Product for Every Surface