THE IONE INDEPENDENT PUBLIC CONTROL OF **RAILWAYS FAILURE** Published Ev sy Friday by J. V. HEAD, Editor-Publisher

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Friday, Oct. 17, 1924

CHURCH DIRECTORY

FIRST BAPTIST CHURCH Rev. E. B. JO.INSON, 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 lone 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.

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 govern ment 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 govern ment 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 dur ing the war period. This was an ex periment in socialism and was a co lossal 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.

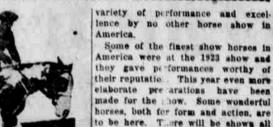
"Railroads of the country had been adding to their equipment at an aver age rate of 100,000 freight cars and 500 locomotives a year. The government operated the lines a little more than two years and turned them back to their owners with 204 fewer loco motives and only 1300 more freight cars than when 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. Fig ures show the lines carried 1.8 per cent more freight than under private operation, but to carry this heavier load, the number of employes was in creased 11 per cent and the operating expenses by over 40 per cent.

"Within six months after the gov ernment seized the roads, all passen ser rates were increased to a basis of cents per mile and mileage passen-er books were discontinued. All ger books were discontinued. All freight rates were increased 25 per cent. When the democratic adminis tration took over the roads, it guar anteed the owners, as compensation an annual income equal to the aver age 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 in crease in passenger rates, the rail roads 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 ear of rovers



"Going Over the Top" at the Exposition

the gaits, and all the feats possible within a horse show arena. Rapidly this show has come to the front and today it enjoys an astoniah-ing reputation. The blue ribbons it grants for conformation and performance are eagerly sought by the bost drivers and o uers of this country. It is assured already that the show this year will surpass in brilliance and thrilling quality and class all its prodecessors.

The spectacle of industrial exhibits will be one of surpassing beauty. In a blaze of light, every color of be blended to express the rainbow wi perfecting animal life for the benefit and emphasize the quality of the fruits and ver tables, the wares of every kind, to e exhibited. The best one may have a good time, it is so munic obtain: de will be supplied much the better. There is one unique every afterno a and evening. The of the Exposition which delights Manufacturers and Land, Products Show and Grain and Hay Show under the management of C. D. Minton, the

The Pacific International Livestock Last year it was asserted by visitors Exposition affords every man, woman

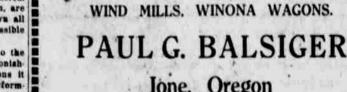
> lines were turned back to their own ers, there was a government guaran tee that was for the purpose of tiding the lines over the period of readjust ment and to allow the properties to recover somewhat from the blows dealt tham by government control.

"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 recov-ered from the immense burden of en pense 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.



Ione, Oregon

Farm Implements

VULCAN and OLIVER PLOWS, SUPERIOR

DRILLS, FAIRBANKS MORSE ENGINES,

MYERS PUMPS, STAR and AERMOTOR

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.



Wholesale and Retail Dealer in FRESH and CURED MEATS

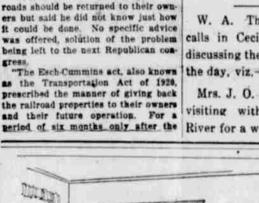
Your Patronage Solicited.



I have a good stock of Gloves and Harness Supplies.

Repairing at Reasonable Prices.

Rockbottom Price



and charms the public more than any other, and that is the horse show. It used to be the Night Horse Show, Dairy Product : Show in charge of L. but so popular did it prove and so B. Ziemer and other features deserve great were the crowds that came to more than bere mention but space see it that matinees were added in forbids. the afternoons of the last three days.

The Pacific International Livestock

Its exhibits are brought for

Exposition is an educational institu-

the purpose of teaching the public

something of the work done toward

But if, while learning this lesson,

turned oack to their owners, it was

realized that government operation

hefore known such poor service and

such high rates. Shippers were serv-

ed in miserable fashion and the situa-

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 bank-

rupting itself and yet the owners

would not receive the roads back in

the deplorable condition to which they

had been reduced by government con-

The public patience was ex-

"President Wilson told congress the

"The government was in dire straits

The public had never

tion.

of mankind.

was a fiasco.

trol.

hausted.

tion became intolerable.

who attended the great horse shows and child both education and enjoyof America every year, that the Pa- ment. It is hold at North Portland cific International was surpassed in November 1 to 8 inclusive. "Long before the railroads were

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

the deficit was \$360,000,000, and in the two months of the third year be fore the lines were turned back to private ownership, the deficit was \$103,000,000.

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,

RESOURCES

1.	Loans and discounts, including rediscounts shown in items 29 and 30, if any	\$179,831.5
2.	Overdrafts secured and unsecured	2,371.8
3,	U. S. government securities owned, including those shown	
4	in items 30 and 35, if any . Other bonds, warrants and securities, including foreign	9,000.0
	government, state, municipal, corporation, etc., including	
an)	those shown in items 30 and 35, if any	396.4
5.	Stocks, securities, claims, liens, judgments, etc	5,835.1
5.	Banking house, \$3,096,30; furniture and fixtures, \$3,500.26	6,596.5
9.		17,610.9
	and trust companies designated and approved reserve agents of this bank	52,755.1
		12,100.1
	Total	\$274,397.2

LIABILITIES

 (a) Undivides (b) Less curr DEMAND Dr 25. Individual de the State of (24. Demand certi 	posits si Posits si Pregon.	nses, i other ibject	nteres than I to che	t and i	sublect	aid #8	.445.32	1,317.4
 Individual de the State of 0 Demand certi 	posits su)regon, s	ibject	to che	nie Ino			OULAR:	
24. Demand certi	·	CAPITITE C	v. cith	or of	ther pi	depos	its due	165,718.00
to reserve	and depo a, items i	f depa mits, a 23, 24,	other 1 25, 26	tstand than bi \$166.06	ling ank dej 56,79	ousits,	subject	- 348.7
TIME AND S ble on der	AVINGS	DEPOS	ITH, 811	bject 2	o reser	ve and	paya-	•
27. Time certific Total of the or subjec	ates of c ne and s t to noti	leposi aving ce. its	t outs 8 dep 9ms 27	tandin osits p and 2	s \$19.7	01.55		19,704.5
30. Notes and bil curities sold	is redisc	ounte	d incl	uding	bonds	or of	tingent	
Habilities		•						52,308.3
Total -		÷÷,				× .		\$274,397.2

swear that the above statement is true to the best of my knowledge and belief. C. R. Ganzel, Cashier. Subscribed and sworn to before me this 15th day of October 1924. Victor G. Peterson, Notary Public. CORRECT-Attest: My commission expires 7-13, 1928. M. R. Morgan, C. R. Gunzel, A. M. Gunzel, Directors.



VOUR 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. Ras-mussen Paints and Varnishes are recommended and sold by us.

MASON BERT IONE. OREGON



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.