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GIVES REASON FOR DEPRESSION

Rail Chief Declares Freight Charges Not the Cause of Stagnation.

FARM PRODUCTS ARE CITED

Business Depression and Lack of Demand the Real Trouble.

Washington, D. C.—In testifying before the senate committee on interstate commerce, which is conducting an inquiry into the railroad situation, Julius Kruttschnitt, chairman of the board of the Southern Pacific Company, went into great detail as to the effect of freight rates on produce shipments, foreign and domestic. The main points he made in this part of his testimony were: First—That business depression is not the result of high freight rates. Second—That the real cause of stagnation in produce shipments is lack of market or profiteering. He said, in part:

A widespread propaganda is being carried on to arouse public sentiment against existing freight rates, whereas the fact is that even since the rates have been advanced the cost of transporting commodities is far less than the toll taken by the commission merchant and the retailer for buying and selling them.

People Misled As to Situation.

People are misled and conclude that high rates have stopped the movement of a large amount of freight and that the railroads would make more money if they would reduce the rates and thereby revive the traffic. There is the strongest reason to believe that the very great reduction in traffic has been due almost entirely to general business conditions that are worldwide in their effect, and that would have come if there had been no advance in freight rates.

Prices of commodities reached their maximum in the first half of the year 1920 and thereafter fell with great rapidity in France, the United States and the United Kingdom. The fall in the United States began in May, and was rapidly on its way down grade in September, when the advanced rates took effect. Nevertheless traffic did not drop for at least four months.

Slump Not Caused by Higher Rates.

It was a general deflation and fall in prices from the heights to which they had been driven by war conditions that has caused a stagnation of business throughout the world. That it is not caused by the cost of transportation is convincingly shown by the fact that stoppage of buying has caused an oversupply of ships, hence ocean tonnage rates have been recently at the lowest points in their history. Notwithstanding these low rates, ocean traffic shows as great stagnation as rail traffic, and millions of tons of shipping here and abroad are rusting away in idleness. Many commodities would not move even if the freight charges on them were abolished entirely, because producers can find no market.

That the decline in business is not due to prohibitive freight rates is shown by the following examples:

In January of this year the total tonnage of lines west of El Paso and Ogden operated by the Southern Pacific Company fell off 41 percent. The combined interstate freight tonnage in Arizona and Nevada declined 50 percent although increase in the interstate freight rates in those states has been as yet authorized or made effective. This decrease embraced grain, hay and live stock, as well as ores and other commodities.

Cotton Unshipped for Lack of Market.

Of a Texas cotton crop of over four million bales, 40 percent remains unmarketed. The average cost of rail and water shipment from producing point to Liverpool has been reduced about 11.25% per 100 pounds. In the face of which about one-half million bales of cotton less than normal have been exported to Liverpool. Obviously the freight rate is not responsible for the restricted movement. During September, October and November, 1920, 45 percent less rice, 50 percent less canned salmon and 77 percent less dried fruit were exported than during the same months of the previous year. Although the reduction in ocean rates was substantially more than the increase in inland rail rates, so that the material decline in the exports of these commodities was in the face of a less aggregate cost of transportation.

The Cause of the Fruit Growers.

The troubles of the California lemon growers have attracted much attention. He claims he is unable to ship his product because of the increased freight rates. A removal of all the recent increase of the rate on lemons would not help him. He has a route by sea through the Panama canal of less than half—45 percent—of the rail rate, yet his lemons are not marketed. The average price of a cantaloupe laid down in New York in the season of 1920 was not quite 11 cents. As they were retailed at about 25 cents, there is a further profit to somebody of 14 cents per cantaloupe.

The managers of the propaganda for a general reduction of freight rates have lost sight of the fact that in October, 1920, 1,195,321 carloads of coal were moved, being the maximum moved in any month in the preceding two years, although it was handled at the advanced freight rates, and we have heard nothing as to coal being produced at a loss or of the coal mine owners going out of business because of existing freight rates. The percentage of freight charges to value in the early part of 1921 is almost exactly the same as it was in 1914.

MORE THAN MERE BUSINESS

Modern Railroad Has Been Lifted to a Sphere Little Short of the Miraculous.

A cycle of railroad history has revolved before our very eyes. Three epochal golden spikes (at least) three have been hammered in by (at least) three gilded sledge-hammers—and all within the span of a little more than half a century.

What is probably to be the last great "trunk railroad" in North America is being built by the United States in Alaska. This "government railway" had its first spike, a gold one, sledged on April 29, 1917, by Martha White.

Another gold spike was driven on that momentous day, May 10, 1899, near Ogden, Utah, when the transcontinental Union Pacific line was completed, uniting beyond question of chance the fortunes of the Atlantic and Pacific sides of the republic.

The gold spike custom (or habit as it came to be with the irreplaceable builders of the continent) began in 1852 to assume significance. For upon Christmas eve, not only the nation's but the world's first "trunk line" was completed at a little forgotten hamlet near Wheeling, W. Va., Roseby's Rock.

The romance of railroads! Who that lies him down to slumber in New York intending and expecting to arise refreshed in Chicago, can dare affirm that railroading is a business, a commercial enterprise! It is, rather, a miracle an Aladdin phantasy—Christian Science Monitor.

LIKE PAGES FROM HISTORY

Deeds of Modern Greeks Similar to Those of Their Ancestors of Many Centuries Ago.

Greeks are reported to be costing over into Asia Minor to resist the forces of Mustafa Kemal's army and take possession of the territory given them by the treaty of Sevres, an expedition which recalls the memorable crossing of this people 3,000 years ago, the subsequent siege of Troy, and the story of the wanderings of Aeneas, the historic founder of the early Roman race.

About an hour from the sea, near the Dardanelles, the ruins of the ancient city of Troy stand upon an eminence looking out over the plains where her immortal sons fell in her defense. At its foot the Scamander winds to the sea, says a bulletin from the Washington headquarters of the National Geographic society.

Excavations on the site have revealed nine cities, built one upon the top of the other in times past. The sixth from the bottom of these is the Troy of which Homer and Virgil sang. Today there stands little to tell of the might of the former Priam and Paris and the splendor which the beautiful Helen caused to be tumbled into dust.

INDIA'S NEW CAPITAL

What the relatively young United States did in founding Washington as its capital, and what the still younger Australia has undertaken in creating its new capital city, Canberra, Great Britain is doing for age-old India by building a new seat of government near Delhi, says a bulletin issued by the National Geographic society.

In Australia the new city is being carved from a practically untouched wilderness; and in America Washington was laid down where a few freshly cleared farms were hemmed in by wooded hills. In India New Delhi is being built on ground where cities have risen and passed away through the centuries, and about which are situated beautiful and striking monuments of one of the world's most powerful empires.

SACCHARIN DISCOVERED BY ACCIDENT

Saccharin, 500 times as sweet as sugar, and much in demand during the war, was discovered, according to the Basler Nachrichten, by an instructor in Johns Hopkins university. The story runs as follows:

In the summer of 1878 the discoverer, O. Fahlberg by name, was trying to restore certain organic bodies. At the dinner table at the close of a busy day he noticed that a piece of bread tasted uncommonly sweet. It occurred to him at once that the sweetness came from his hands, though he had carefully washed them before sitting down to eat. He hurried back to his laboratory and tasted all the glasses he had used in his experiments. One of them he found exceptionally sweet. He analyzed the remaining drops and found that they were a derivative of benzol. In 1884 he set up an experimental factory for the manufacturing of saccharin in New York.

POLICE FILE BABY'S PICTURE

Kidnapers are going to have a hard time if they bother Paul Everett Collins, three years old, of Denver.

He climbed upon the stool in front of the camera at the central police station the other day and was photographed. Then he thrust his fingers into the recording ink and impressed his finger prints for the Bertillon records.

But he is not a criminal. Mr. and Mrs. P. E. Collins, who recently adopted him, were with him, and they asked that these records be made to insure him against kidnaping. Both said they feared some one might attempt at some time to take him away from them. The records will be filed with the police at the county recorder's office, they said.—Rocky Mountain News.

INCREASE IN ELK HERD

A good increase from the survivors of the southern Yellowstone or Jackson Hole elk herd is looked for this year by officials of the bureau of biological survey of the United States Department of Agriculture, in view of the unusually favorable winter just past. Last year's rains, it is said, produced a plentiful growth of feed on the ranges, and as a result the elk are reported to be in excellent condition, with the prospect of only a normal death rate instead of a repetition of the mortality of the winter of 1919-20, due to lack of forage and a severe winter.

RECORD FOR BROWN UNIVERSITY

Charles E. Hughes is the fourth graduate of Brown university to become secretary of state of the United States. His predecessors, who were Brown men, were William L. Marcy, Richard Olney and John Hay.

PURITANS IN FOOLISH FIGHT

Stern Old Men of Long Ago Had Silly Idea They Could Prevail Against Dame Fashion.

Dress reformers of the present day, who deplore the abbreviated skirt and peek-a-boo waist, may be astounded to learn that even in the good old puritan times the lure of Dame Fashion had a bewitching effect on the young men and maidens.

Researches into the ancient laws of the Massachusetts Bay colony have revealed that the fathers had their own troubles with their offspring, who recognized a snappy style when they saw it.

In 1634, just four years after the arrival of Governor Winthrop's ships, the apparel question had become so pressing that the lawmakers tried their hands as fashion molders.

Here is the statute placed on the books in its original wording:

"The Court, taking into consideration the greates, superfluous and unnecessary expences occasioned by reason of some newe and immodest fashions, as also the ordinary wearing of silver, golde and silke laces, girdles, hat bands, etc., hath therefore ordered that no person, either man or woman, shall hereafter make or buy apparell, either woollen, silke or linnen, with any lace on it, silver, golde silke or threed, under the penalty of the forfeiture of such clothes.

"Provided, and it is the meaning of this court that men and women shall have liberty to weare out such apparell as they are nowa provided of, except the immoderate greates sleeves, slashed apparell, immoderate greates rayers, long wings, etc.

"This order to take place a fortnight after the publishing thereof."

STUDIOS ON WALLS OF ROME

Practical Plan to Provide Housing for Artists in the Confinement of the Eternal City.

An attempt is being made by the commune of Rome to remedy the studio shortage—which is only one phase of the general housing crisis—by the original plan of allotting some of the more habitable towers and turrets in the ancient city walls to various artists.

Many of these old towers can be made perfectly habitable, and when fitted with electric light and comfortable furniture will provide large and picturesque studios for a number of painters. The "master of the walls," Signor Francesco Rondone, has instituted a school of educative art for children in the tower of Bellisaria.

The new artist tenants of the turrets and towers will have to assume the nominal duty of keepers or custodians in addition to their responsibility as tenants, but this duty will be only a formal one. Some of the new studios, though they have the disadvantage of being a little distant from the center of the city, will have fine views over the Campagna and will form extremely picturesque abodes. A kind of summer house in the Villa Borghese (the Hyde park of Rome) has been offered to a widely known artist without a studio.—Living Age.

OREGON RELIEF WORKERS HOME

Mr. and Mrs. Rambo Return on Furlough From the Near East.

Oregon's pioneer missionaries, Mr. and Mrs. W. E. Rambo, formerly of Baker, and for many years engaged in missionary work in India and the Near East countries, have returned to the United States on furlough. News of their return has been received by State Manager J. J. Handsaker, in charge of the combined China-Near East relief campaigns for the state, in a telegram from New York, where the Rambos landed a few days ago.

Throughout the Near East, the message states, everything is "generally amuck," with little prospect of improvement until definite action is taken by the Allies in regard to the Turk-riden nations. Conditions in Greece and the Caucasus are touched upon, with details of the appalling situation at Batoum, where the veteran missionaries have spent several months among the 16,000 Greek refugees surviving from the thriving Caucasus colony located there before the war. The Rambos were on their way home last fall and had reached Constantinople, when the call came for them to go to Batoum and aid the refugees there until the latter could be brought back to Salonika, where the Greek government is endeavoring to make some sort of provision for returning Grecian refugees.

In letters written from Batoum, recently received by Mr. Handsaker, the Rambos tell of thousands of families being huddled together in rain-soaked tents and abandoned barracks, beset with typhus and other diseases, half-naked and starving. "And 10,000 more refugees are on their way here from Kara," the letter concludes. "These are now in the snow-covered mountains, and as many as can pull through will soon be here. What we shall do then we do not know. Everything here is unsettled and disturbing. It is considered certain that the Nationalists or the Bolsheviks, or both, will soon take the city and no one knows what will result." In a later letter they speak of the arrival of a ship to take back a load of refugees for repatriation and the joy it brought to the camp, although the Salonika camp to which they were bound could offer little additional in the way of food, clothing or other relief.

Previous letters, written from the Near East, tell of the enforced flight "at the whim of a Turkish official," of the Rambos and 200 little orphans in their charge. They had to leave at a moment's notice and in the dark, traveling all night on foot and carrying their own blankets, clothing and everything else they possessed. They were allowed no lights and were told not to speak above a whisper, as murderous Turks were running riot all along the way. After stumbling along through water and over rocks for hours, they reached the railroad station at day-break, exhausted but without the loss of one of the 200 children, but none too soon, for with the coming of light the Turks discovered what was afoot and began firing upon them from the hill-sides, the little caravan of exhausted children and missionaries making the last hundred yards through a hail of bullets.

The Rambos conducted their 200 charges, with many adventures and hardships, to safety within the walls of a British Relief station, and turned homeward, stopping over for a day for rest at Adana. While they slept, exhausted, the Turks tore up the railroads leading to and from Adana, and left them marooned in the hot, dusty, besieged city. They awoke to find bullets breaking through their walls and whistling all around them. With Miss Grane, a young American relief worker, they finally started from Adana in a Near East Ford, joining a refugee caravan and fleeing southward. They were shot at repeatedly and at a dangerous pass waited three hours before daring to attempt the run across an open space. At last with Mrs. Rambo and Miss Grane lashed to the running board of the Ford, behind a barricade of baggage on the opposite side from the heaviest firing, and Rambo piloted high all around him to ward off the bullets, they made the rush, "driving like Jehu for two miles," until beyond the aim of the bandits. "After many other strenuous experiences they made their way to Constantinople, going from there to Batoum for several months, thence home to the United States.

THE SPORT OF KINGS

Tennis was ever a distinguished sport. It has been favored by the nobility. In the recent tournament at Cannes the king of Sweden and the ex-king of Portugal handled their rackets with skill and dexterity in mixed doubles with Mlle. Lengien and Mrs. Bemish for partners. Mlle. Lengien and King Manuel won the first set from Mrs. Bemish and the king of Sweden; in the second King Manuel and Mrs. Bemish were defeated by Mlle. Lengien and the king of Sweden. Thus honors were even in that each king had a victory, though Mrs. Bemish was twice defeated.—Petit Parisien.

SHIPS LONG IN SERVICE

The vessels of past centuries had a career which seems to us moderns like the longevity of the patriarchs. The Princess Mary, which brought William of Orange to England, was in active service for more than 200 years. She was seventy-two years old when she arrived with the Dutch troops in Torbay. Under the name of Betsy Cairns she continued her labors after her two hundredth birthday in the transport trade between Britain and the West Indies, foundering at last off the English coast at the venerable age of two hundred and fifty years.

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