

in The MOVIES

ALTA TODAY

"Seeds of Vengeance," a Select Picture which will be presented at the Alta theatre beginning today, is an adaptation of a story by Margaret Prescott Durning. The cast is headed by Bernard Durning.

The story is laid in the mountains of West Virginia, where a semi-primitive people, more often than not, take the law into their own hands. Alderson Cree is of these people, but his fiery nature is tempered by great strength of character. Alderson Cree is shot from ambush. Dying, he exhorts his son David to avenge his death in the manner of the mountain folk.

While the boy runs for aid, Cree renews making his son a prospective murderer and tells Mrs. Ryerson, whose husband he suspects is the assassin, to have David take back his promise. Mrs. Ryerson, who hates her husband, keeps silent and that night Ryerson is forced to leave town to avoid a lynching.

Years pass and Judith Cree, David's mother, has turned into a bitterly vindictive woman whose one object in life

is to avenge her husband's death. The mountaineers, however, have told David that Ryerson is dead. Later Ryerson appears again in the village and in a most dramatic scene David starts to fulfill his vow of vengeance. What occurs, however, is terrifically dramatic and of a most surprising nature, the climax being one of the most unusual ever depicted.

VIRTUES VS. MODERN GIRL.
 BOSTON, July 8.—(U. S. S.)—The film of 1921 and her mode of dress have found another defender. He is Ralph Flanders, manager of the New England Conservatory of Music.

"Have a little patience with the girl of to-day," he says. "Just because her virtues are different from her grandmother's is no reason she hasn't got 'em. After all, there are styles, even in goodness, you know."

"For every silly modern girl I can show you a hundred self-dependent, self-supporting, eager, intelligent young women."

Flanders declared that hygiene had considerable to do with the evolution of feminine attire.

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CHILKAT OIL COMPANY SUFFERS LOSS BY FIRE

CORNOVA, Ala. July 8 (U. P.)—The Chilkat Oil company's tanker Margaret, their wharf and warehouse were destroyed by fire today. Three members of the Margaret's crew were severely burned.

BULLETIN
 For the first time in the history of Pendleton Chautauquas, the sessions this year will be held in the open-air amphitheatre of Happy Canyon. A stage is to be erected for the performance. The Chautauqua opens next Sunday at 5 p. m. and will continue for a week.

WISCONSIN FOLK MAKE FIRST VISIT TO ECHO

(East Oregonian Special.)
 ECHO, July 7.—George McDowell, owner and manager of the Westlawn Garage, underwent a serious operation for stomach trouble at the Hot Lake Sanitarium Tuesday morning. Mr. McDowell has been in poor health for some time.

Mr. and Mrs. S. P. Damp, of Fort Atkinson, Wisconsin, arrived in Echo Tuesday to visit at the home of W. W. Esselstyn. This is their first trip to the west and they are well pleased with this country so far. Mrs. Damp is a sister of Mrs. Esselstyn's.

Barney Daugherty, prominent stockman and farmer of Sand Hollow, was here on business Tuesday.

T. M. Johnson and family returned Tuesday from a motor trip to Portland and Eugene. They were accompanied on the trip by Miss Kathryn Palmer, who left them at Eugene for Seattle, where she will spend the summer.

George Roberts, of Rieth, is assisting his son Sherman Roberts with his harvesting which began Tuesday.

Joe Monese and family were transacting business here Tuesday.

Harold Krohn returned from Portland the first of the week, where he had been on a pleasure trip. Mr. Krohn is employed on the Boylen ranch on Butler Creek.

J. Frank Spinning, of the local drug store, J. P. Rethlefsen and Miss Emma Geisler drove to Pendleton Tuesday to attend the funeral of Mrs. Hendricks.

W. O. Wirtz, of Walla Walla, was here Tuesday in the interest of the Tum-A-Lum Lumber Co.

C. H. Esselstyn came over from Lexington Wednesday. His wife who was visiting in Lexington the first of the week came home with him.

Emma Geisler and Florence Mahood accompanied Mrs. Bell and children to Walla Walla to spend the fourth. The trip was made in Mrs. Bell's auto.

Mrs. Alex Thompson of Stanfield was an Echo shopper on Tuesday.

J. Kimmery was a Pendleton visitor Wednesday.

Sloan Thomson and family of Butler Creek, were shopping in Echo Tuesday.

Arthur Ayers and brothers Clayton and Harvey were Echo visitors Tuesday.

Mrs. Harry Durg of Stanfield was visiting in Echo Tuesday.

Gaylord Madison and mother Mrs. L. Mathers, went to Pendleton Tuesday to attend the funeral of Mrs. Freeman Hendricks. Mr. Madison was one of the pall bearers for the deceased.

M. E. Meyers and family, I. N. Boggs and family, Mr. and Mrs. H. Myers, Mr. and Mrs. E. P. Sommers, and Mr. Francher picnicked at Irrigon Monday.

Joe Monese left on train No. 18 Wednesday for La Grande to transact business affairs concerning his sheep camp.

J. Frank Waller, who is now stationed at Pilot Rock working on the highway spent Sunday here on business.

Earl Silling spent the Fourth in Milton at the home of his sister, Mrs. Joe Dykes.

Among those who spent the Fourth at Ukiah and at Hiway Springs were Mr. and Mrs. Maurice Coe and little daughter Jay, Mrs. O. T. Thomson, Mr. and Mrs. Sloan Thomson and children, Harry Andrews, Joe Andrews, O. Baumgardner, Charles Thornton, Bill

General Business Conditions

By GEORGE E. ROBERTS
(From the Monthly Letter Issued by The National City Bank of New York, Distributed in Pendleton by The First National Bank of Pendleton.)

THE present situation of the railroads of this country is so intimately related to current business conditions that it should be thoroughly and generally understood, because only with the help of constructive public opinion can the railroads hope to regain the ground they have lost.

Contrary to the charge that is frequently made, we do not believe that current freight rates are responsible for the present low trend of business throughout the country. The causes of commercial depression are world-wide and are not to be found in domestic transportation charges. When business was good last Fall the largest tonnage in the history of the country was offered to the railroads, despite the advanced rates which became effective August 26th. To-day ocean tonnage rates are at the lowest levels in a great many years, but ocean traffic is suffering perhaps even greater stagnation than rail traffic. There are many commodities that would not move even if the roads offered to carry them free, for the simple reason that no market exists for them.

One simple case illustrates the point: Texas farmers in April received \$5 a ton for spinach. The freight rate to Chicago was \$30.36 a ton. The retail price at that time was \$300 a ton, or \$264.64 more than the railroad and the grower together received. Whether the farmer would be benefited in the slightest by a reduction of freight rates under those conditions is hardly debatable.

Regardless of the present level of rates, it must be borne in mind that this country has been built up by the means of the cheapest transportation in the world. So we believe that ultimately a general reduction in rates is essential, but that cannot come until railway operating costs have been substantially reduced. Until then no reduction is defensible. Railway rates are on a war level because railway costs are on a war level. Business would be poorly served by a slashing of rates that would produce a series of railway bankruptcies.

Nevertheless, we cannot expect prosperous conditions until the cycle of deflation has been completed. In this cycle must be included railway wages and railway supplies. When operating expenses have been deflated, railway rates can be deflated, but we cannot expect to go back to the pre-war level of rates, as those rates were unfairly low.

An examination of the railroads' operating expenses during the eight months following expiration of the Government guaranty, shows actual net operating income of the carriers over that period was only \$277,942,000. A 6 per cent return for that period amounts to \$728,901,000.

SOME IMPORTANT FACTORS IN THE BUSINESS SITUATION

INTERNATIONAL RELATIONS—Payments under reparations agreement have strengthened economic position of allied powers, but have worked no improvement in the exchanges. Sterling, Continental and South American currencies continue weak.

FOREIGN TRADE—Reports for May, 1921, indicate new low level for year in both imports and exports, showing decline of 32.4% and 55.9% respectively from May, 1920.

INDUSTRIAL SITUATION—Continues to mark time, awaiting proper adjustment between prices of agricultural products and manufacture's articles.

FINANCIAL CONDITIONS—Federal Reserve Bank of New York reduces rate to 5%, indicating easier money market. Call loans touched 5% during June—lowest point since October, 1919.

FARM PRODUCTS—This year's wheat crop now estimated at 829 million bushels, as compared with 728 million bushels pre-war normal. Recent price declines despite large exports. Corn prospects splendid. Cotton acreage reduced 25%, and market conditions still unfavorable.

IRON AND STEEL—Industry operating at from 20 to 30 per cent capacity, which is lowest ebb in many years. Production is below consumption, indicating storing up of future demand. Stocks are depleted.

FUEL—Soft coal prices depressed. Price recession under way. Little demand for steam coal. Anthracite production practically normal.

BUILDING CONSTRUCTION—Distinct improvement noted during past two months. Reductions in wages and prices of materials afford basis for greatly needed operations.

secondary cause of the railway difficulties. The primary cause is the high cost of labor and materials, and these costs are almost wholly beyond the control of the railway manager. As Mr. Julius Kruttschnitt, Chairman of the Southern Pacific, points out in a very illuminating letter just sent to stockholders, 64 cents out of every dollar of operating expenses were paid to labor at prices fixed by the Government; 15 cents additional went for materials and supplies at prices fixed by the Government, and 3 1/2 cents were paid for expenses incurred by the Government in the first two months of 1920 when the carriers were still under Federal control. Therefore a total of 82 1/2 cents out of each dollar of expenses in 1920 was paid out at prices practically fixed by the Government itself.

With all of this, there have been some recent favorable developments. The Labor Board has authorized a 12 per cent reduction in wages which took effect July 1, which will result in savings estimated at \$375,000,000 a year, and the wasteful national agreements are abrogated as of the same date. Everyone wishes to see those who are abrogated work in transportation service fairly remunerated, but there is no possible justification for many of the abuses that crept into wage schedules during Federal control. The public should demand the speedy abolition of law-made jobs.

The second step would follow when increased net earnings prompt the railroads to begin buying again. The amount of work that should be done to place the rolling stock and other property of the carriers in shape to handle a normal flow of traffic is stupendous. Far-sighted business men have recognized that if the railroads enter the markets as buyers in periods of depression, not only would they procure their supplies more cheaply, but the period of depression would unquestionably be shortened.

The shrinkage in traffic which is now apparent has been only a

- Macaroni, 3 pkgs. 25c
- Noodles, 3 pkgs. 25c
- Spaghetti, 3 pkgs. 25c
- Rex Lye, can 15c
- Citrus Powder, pkg. 25c
- 1 pkg. Matches, 6 boxes 35c
- 12 cans Campbell's Soup \$1.40
- 12 cans Milk 1.40
- Creamery Butter 1.00
- Salmon, can 1.00
- Salmon, can 1.25

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ALTA Today
 Children 10c Adults 40c

VAUDEVILLE

Carl Roberts Trio

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 MELODY, MIRTH & MOTION

Glenn & Walsh
 BITS OF VARIOUS VAUDEVILLE

SELECT PICTURES

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BERNARD DURNING

"SEEDS OF VENGEANCE"
 From the novel "THE SOWING OF ALDERSON CREE"

Burdened for life with the promise to avenge his father's murder, fate steps in and removes the obstacle to a happy mountain romance.

Comedy
FATTY ARBUCKLE in "FATTY AT CONEY ISLAND"

Stockings



Blushing beige is the very newest effect in silk hosiery. No wonder the stockings blush, you say, the way they are exposed to the public gaze. But be that as it may, the very latest thing is beige with the faint blush which gives the stocking, when in action, the effect of flesh. Every woman knows that she cannot be well dressed unless her feet are properly shod and stockinged. The black satin sandal pumps and thin black silk hose in the picture are always good form, for afternoon and evening wear.

TONIGHT TONIGHT

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ACTION Battle Scenes Depicted in all their reality—nothing nearer the truth. **ACTION**

You had friends or relatives in either the 1st, 2nd, 3rd, 4th, 42nd or 91st divisions. You will enjoy these pictures from this standpoint alone.

Arcade Theatre
 Friday, July 8 Saturday, July 9
 Admission: Children 25c; Adults 55c, Tax Included.