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	A. M.	P. M.	P. M.		A. M.	M. P. M.	P. M.	(A)
Portland	10:00	2:00	6:20	Lv. Estacada	8:00	12:00	4:30	8:30
Clackamas	10:30	2:30	6:50	Eagle Creek	8:15	12:15	4:45	8:45
Carver	10:40	2:40	7:00	Barton	8:25	12:25	4:55	8:55
Barton	11:05	3:05	7:25	Carver	8:45	12:45	5:15	9:15
Eagle Creek	11:15	3:15	7:35	Clackamas	8:55	12:55	5:25	9:25
Ar. Estacada	11:30	3:30	7:50	Ar. Portland	9:30	1:30	6:00	10:00

* Daily except Sunday (A) Saturday only.

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RETAIN SHIPPING BOARD, ADVICE OF SOLOIN FLETCHER.

Ranking Democrat From Florida Says Present Wrangle Over Policy One of Personalities.

Washington, Nov. 28.—(Universal Service)—A great battle to defeat President Coolidge's merchant marine policies at the coming session of congress was forecast today when Senator Duncan U. Fletcher of Florida announced that the shipping board must be permitted to carry out the present law.

The president has stated that he favors reducing the shipping board to three members whose functions shall be judicial rather than administrative. He would place administration of the government merchant fleet in the hands of the emergency fleet corporation.

By Duncan U. Fletcher. Efforts will be made in the forthcoming congress to break down the merchant marine act, but I see no reason for changing the present law. If the shipping board and emergency fleet corporation follow the directions of the law and disregard outside influences, the country will have no reason to complain.

The great danger confronting the country on the merchant marine is that if the present tendency of those in charge continues, in five years America will be without a merchant marine, or at least incapable of holding her own against foreign competition.

The policy seems to be to get rid of the government-owned ships as fast as possible, regardless of loss to the government and regardless of whether they are to be continued permanently in operation under the American flag.

A clause is being put into the contracts of sale, requiring the buyers to operate the ships for five years under the American flag, but after five years are passed, we will see the ships transferred to foreign flags, so that they can be operated on the low cost basis and standards of foreign nations.

Sees America Helpless. Then America will be helpless as a shipping power and our people will be forced to pay extortionate rates, which the foreign-controlled shipping lines will exact.

The present agitation over the shipping board and government merchant marine is purely one of personalities. One thing congress should do and that is reinforce the existing law, with conditions that will prevent recurrences of present friction between the board members and the president of the emergency fleet corporation.

Responsibility for carrying out the policy of congress for the government-owned fleet rests with the shipping board. Let the shipping board go ahead and carry out these instructions.

The plain intention of congress as expressed in the law is that the first consideration is to maintain an American merchant marine. It seems that the policy of the administration is to dispose of the ships without consideration of whether they are to continue permanently under the American flag.

I am in favor of a privately-operated merchant marine, but until and unless private capital is ready to operate the lines, the government should do the job thoroughly itself.—Journal.

Historic Christ Church in Philadelphia.

Old Christ Church, on Second street below Arch street, Philadelphia, has heard the prayers of America's first patriots beseeching freedom from tyranny. Visitors to the Sesquicentennial International Exposition next year will scarcely find a landmark of more historical significance.

Construction of the ancient sanctuary, which is of pure Colonial architecture, was begun in 1727. Dissension regarding an environment conducive to worship must have abounded, for many alterations were made, and it was only after the pulpit was moved twice, the gallery enlarged, the seats altered, and the 24 branch chandelier hung, that the body of the church was completed in 1744. The pillars alone seem to have been made of adamant.

Funds for a steeple and bells were raised by means of a lottery. The latter would indicate a more broad-minded attitude on the part of our forefathers toward funding expenses than is the custom of the 20th century vestryman. There can be no doubt that it was oversubscribed since Benjamin Franklin was one of its managers. The tower and steeple were completed in 1759-54, and a chime of eight bells, costing five hundred pounds, was imported.

The old pulpit of 1770, the prayer desks made from the original high desk, and the old communion table below the altar, remain to this day. The font, at which Bishop White, Francis Hopkinson, and a long list of worthies were baptized, was replaced in 1879 by one which was the gift of Jonathan Gostelowe. The beautiful silver bowl, weighing over 63 ounces, presented by Colonel Robert Quarry of the British Army in 1712, is still used.

It is the general impression that Washington, during his sojourn in Philadelphia, was a regular attendant at Christ church. However, it appears from the correspondence of Bishop White with Colonel Mercer that the General was at one time a worshipper at St. Peter's. Says Bishop White: "He was an antipode to those who are

in the habit of changing the places of their attendance."

Many distinguished men were buried under the floors of Christ church, including Bishop White and his brother-in-law, Robert Morris. In the burying ground at the southeast corner of Fifth and Arch streets were buried Franklin and his wife, Deborah; General James Irvine, Major William Jackson, the Rev. Bird Wilson, Peyton Randolph, president of the First Continental Congress, and Francis Hopkinson.

The Rev. Jacob Duche, a gentleman with Tory proclivities shepherded the illustrious Christ church flock during the stirring period of 1776. On the Fourth of July, after the reading of the Declaration, he permitted the bells of the church to chime merrily, becoming, for the moment, a patriot. Later he wrote his famous letter to Washington, in which he states that he insisted upon using the prayer for the royal family till the last moment, though threatened with violence; but that on the Declaration of Independence, not being able to consult his spiritual superior, he called his vestry together and solemnly put the question, whether they thought it best for the congregations to close the churches or to continue the services without using the petitions for the royal family. The vestry promptly decided: "The Honorable Continental Congress, having resolved to declare the American Colonies to be free and independent States; it will be proper to omit those petitions."

Verily, the clerical conscience was salved with opportunism.

Senator Wheeler Argues to Escape Another Trial.

Washington, Nov. 27.—(I. N. S.)—Another chapter in the government's effort to convict Senator Burton K. Wheeler (Dem., Mont.) of improperly using his senatorial influence was portrayed in the district supreme court today.

Counsel for Wheeler and counsel for the government argued before Justice Bailey the right of the government to hold Wheeler to trial in a criminal court.

A plea of formal acquittal was set up, it being contended that the charges on which the government seeks to try Wheeler in the district are identical with the charges which resulted in Wheeler's acquittal in Montana.—Journal.

NOTICE TO CREDITORS.

Notice is hereby given that the County Court of the State of Oregon, for the County of Clackamas, has appointed the undersigned administrator of the estate of S. M. Ramsby, deceased. All persons having claims against the said decedent or his estate are hereby given notice that they shall present them to the undersigned administrator at the office of Jos. E. Hedges, Bank of Commerce building, Oregon City, Oregon, within six months from the date of this notice, with proper vouchers duly verified.

C. E. RAMSBY, Administrator of the Estate of S. M. Ramsby, Deceased.

JOS. E. HEDGES, Attorney.
Date of first publication, Oct. 29, 1925. Date of last publication, Nov. 26, 1925.

NOTICE OF FILING FINAL ACCOUNT NO. 3156.

In the County Court of the State of Oregon, for the County of Clackamas.

In the Matter of the Estate of Mary Lawless, Deceased.

Notice is hereby given that Ellen P. Radford, as the executrix of the last will and testament and of the estate of Mary Lawless, deceased, has filed her final account as such executrix with the County Court of the State of Oregon, for the County of Clackamas, and that Monday, the 21st day of December, 1925, at the hour of 9:30 A.M., and the court room of said Court has been fixed as the time and place for the hearing of objections to said final account, and the settlement thereof.

ELLEN P. RADFORD, Executrix.

McGuirk & Schneider, Attorneys for Executrix.
Date of first publication, Nov. 26, 1925. Last publication, Dec. 17.

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office, at Portland, Oregon, Nov. 21, 1925.

Notice is hereby given that Elza Misenhimer, of Cherryville, Oregon, who, on September 16, 1921, made homestead entry No. 07171, for the W 1/2 of SE 1/4 of E 1/2 of SW 1/4, section 13, township 2 south, range 6 east, Willamette meridian, has filed notice of intention to make final proof, to establish claim to the land above described, before the Register of the U. S. Land Office, at Portland, Oregon, on the 29th day of December, 1925.

Claimant names as witnesses: John O'Dell of Cherryville, Oregon. Stewart Seely of Cherryville, Oregon. William Ault, Cherryville, Oregon. Richard Allen, of Cherryville, Oregon.

Clackamas County: 160 acres, Act 6-9-16.
WALTER L. TOOZE, SR., Register.

Publication will be made for five consecutive weeks in the Eastern Clackamas News, Estacada, Oregon. Date of first publication, Nov. 26, 1925; last, Dec. 24, 1925.

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Suppose automobiles stopped in the middle of the street or on one of the bridges during the rush hour while their drivers exchanged gossip. How long would it be until policemen ordered the gossip to the back fence again? Do pedestrians ever reflect that when they stop on crowded streets or stand blocking the intersections they are likewise creating confusion and delay?—Journal.