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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 railways 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 world-wide 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 downward 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 Oregon operated by the Southern Pacific Company fell off 41 percent. The combined interstate freight tonnage in Arizona and Nevada declined 48 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, 46 percent remains unmarketed. The average cost of rail and water shipment from producing point to Liverpool has been reduced about 11.25 percent 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, 46 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 Case 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 rate by sea through the Panama canal of less than half—48 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.

Memorial to an Apple.

There is a monument of stone with a bronze tablet which marks the spot where the York Imperial apple was developed from a seedling 100 years ago. The monument is erected on a farm along the Baltimore pike, two miles from York, Pa., and was dedicated a few days ago.

Practice System.

Be systematic—the thought, the plan, the energy, the success of your day is measured in value by your application of each—of system.—George Matthew Adams.

SECRETARY FALL



Albert B. Fall of New Mexico, who is secretary of the interior in President Harding's cabinet.

ASIA MINOR PROVINCE

Smyrna, Blessed With a Fertile Soil and Temperate Climate, is Pleasant Dwelling Place.

The modern province of Smyrna is the most favored of all the provinces of Asia Minor. It contains three of the most considerable rivers of the country, including the Meander, whose serpentine course has given the English language an expressive verb. Fertile soil and temperate climate have added to the region's attractions, while the possession of a port and city—the city of Smyrna—unequaled by any other in Asia Minor has contributed another immeasurably important asset. Though imperfectly tilled during its control by Turkey, the province of Smyrna has nevertheless been noted for its fine fruits. For a long time it has furnished the best figs and raisins which reach the markets of Europe.

Poets and travelers have sung and told of the beauties of the city of Smyrna throughout the ages. The nucleus nestles in the lowlands about its harbor, and behind, the city rises tier above tier against the neighboring highlands. Unlike many cities that have survived for long ages, Smyrna has retained the same name from the dawn of history. This city should be dear to the heart of the modern feminist, for it took its name from an Amazon who is reputed to have played an important part in its early life.—National Geographic Society Bulletin.

Floats for Boats.

S. E. Van Horn of Manhasset, N. Y., is the inventor of a scheme for making boats unsinkable. The safety boat is provided with a couple of umbrellas of rubberized fabric, one on the port and the other on the starboard side, attached to the gunwale by a sort of outrigger.

When not in use the umbrellas are collapsed and take up little room, the outriggers being swung alongside of the craft, out of the way. But in case of danger the outriggers are hastily swung outward into position, the umbrellas spreading automatically.

Harrowing Experience.

"What's the trouble?" asked the second assistant sporting editor. "I've just had a call from a woman who had written some 'free verse,'" said the Sunday editor, who was shaking all over.

"That ought not to upset you."

"Ah!" groaned the Sunday editor. "But she read it to me and threw in a lot of gestures."—Birmingham Age-Herald.

Little Amenities.

A noiseless gun has just been invented. It will now be possible to wage war without the enemy complaining of headache.—From Punch, London.

INTERVIEWER OF GREAT MEN

Opening Night Lecturer at Chautauqua Has Had Notable Life Experience in Interviewing Celebrities of England and Europe.



As a correspondent for the New York Journal, Dr. Robert Parker Miles once crossed the Atlantic to interview the great men of England and Europe. His syndicated articles on Gladstone, Balfour, Bismarck, President Carnot, King Edward, the German Emperor and Pope Leo XIII attracted national attention. Later his articles on New York courts and prisons caused a great wave of reform legislation which occupies a prominent place on the statute books of the Empire State today.

In the past twenty years more than five thousand audiences have heard his great lecture, "Tallow Dips." It is one of the classics of the platform.

WORLD'S CROPS IN PROMISING CONDITION

Washington, D. C.—The condition of cereal crops in the northern hemisphere was described as "generally favorable" by the department of agriculture's bureau of crops in a summary of foreign crop prospects. The mild winter in almost all the reporting countries was held to have been an important factor in the crop situation. The bureau said that nothing reliable had come through as to Russian crops.

Due to mild weather, seeding was reported to have started in Saskatchewan and Alberta, Canada, a month earlier than usual. Winter rains improved the autumn-sown cereals in France. Spring cultivation was reported unusually advanced in the United Kingdom. Crops in Finland were said to be in a "promising condition" and Belgium late wheat was reported somewhat irregular.

The Italian crops were reported as making normal progress and the wheat area in Roumania was estimated at 5.3 per cent over last year.

Fair and mild weather in Germany was declared to have been favorable to the cereal crops.

The total wheat acreage in India was estimated at 23,552,000 acres.

From the southern hemisphere, Argentina reported a continuation of favorable climatic conditions. Excessive rains were reported from Australia, but the latest figures indicated the output of wheat would reach 147,000,000 bushels.

The bureau noted an effort to encourage production of hemp in western Canada.

FORTUNE WAITS LUCKY ONES

Prospecting for Radium in Madagascar is Latest Lure Held Out to the Enterprising.

The exciting days of prospecting in Cripple Creek or Alaska may be over, but anyone who is looking for experience and is willing to suffer a few discomforts for the chance of gaining a fortune can do so in Madagascar, according to Secretary LaCroix of the French Academy of Science, who has completed an exhaustive study of radium-bearing deposits there.

M. LaCroix says that millions probably are there waiting to reward the patient searchers who are able to start out with the proverbial shoe string as far as finances are concerned, but it is recommended that intending prospectors take along a few camera dry plates, developing outfits and, if possible, a gold leaf electroscope, although the latter is not absolutely essential.

The principal radioactive mineral in Madagascar is known as betanite and is brownish-black in color with irregular radium content. But even if only one milligram is obtained from each ton of mineral examined, it will mean 200 francs to the prospector, while certain deposits are so rich as to assay as high as 15,000 francs a ton.

Patching the Caesar's Trousers.

In his recently published memoirs Count Witte, a member of the old Russian regime, relates that Alexander III's prudence in government expenditure was matched by his personal thrift: "Alexander III was extremely economical with his wearing apparel. I had a curious proof of this when I accompanied the emperor on one of his railway trips. Since I found it impossible, on account of my responsibility, to sleep of nights, I would often catch glimpses of his majesty's valise mending the emperor's trousers. On one occasion I asked him why he didn't give his master a new pair instead of mending the old to offer. 'Well, I would rather have it that way,' he answered, 'but his majesty won't let me. He insists on wearing his garments until they are threadbare. It is the same with his boots.'"

Smallest Hops.

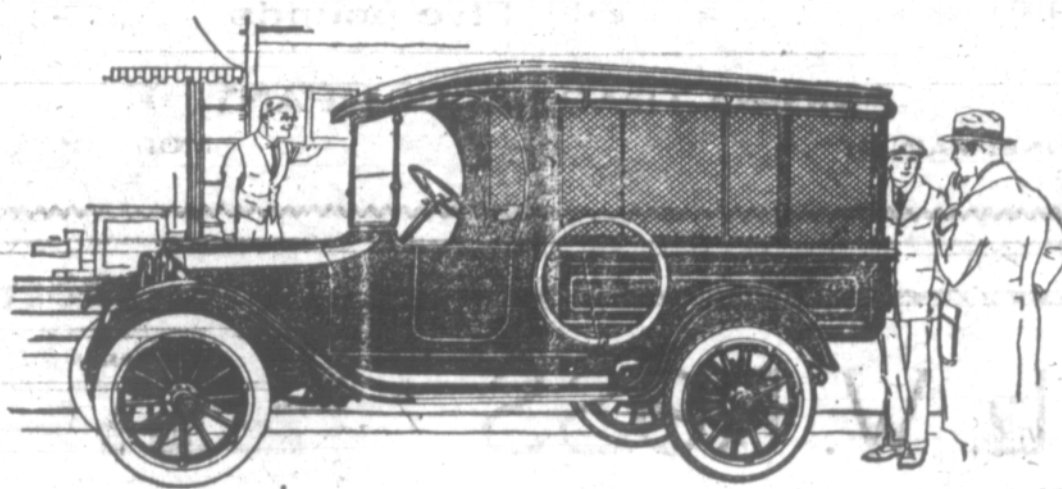
The smallest known species of hop are the pigmy hops of Australia. They are exactly like their larger brethren in every particular except size, being no larger than a good-sized house rat.—Brooklyn Eagle.

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