

FINES FOR DRUNKENNESS

RANGE FROM FIFTY CENTS IN SOME STATES TO \$100 IN OTHERS.

Imprisonment Runs From Two Days to Five Years—Oregon Has No Law Punishing Intoxication.

The popular interest which is manifested in the proposed legislation in Connecticut for the control of habitual drunkards and "roadsters" has directed attention to the numerous judicial methods of dealing with drunkenness in the United States, says the New York Times.

A cursory review of the laws relating to the punishment of drunkards in both variety and inequality in the matter of penalties. Fines range from 50 cents in some states to \$100 in other states.

Imprisonment runs from a minimum term of two days in some commonwealths to a maximum term of five years in others.

In the States of Maine and New Hampshire drunkenness is punishable by imprisonment without fine. Both of these states have a general prohibition law concerning the sale of liquor.

The laws of three states—Ohio, South Dakota, and Virginia—specifically fix the amount of fine to be levied on the delinquent in regard to imprisonment. In Ohio the fine is \$5, and in South Dakota it is \$10. In Virginia the fine is \$10, which is precisely the same as the fine in the majority.

Arkansas, West Virginia and Indian Territory do not fix the amount of fine or imprisonment, but exact security for the good behavior of the drunkard. If the offender fails to provide the prescribed security he may be imprisoned.

In 18 states the penalty for intoxication is fine or imprisonment. Those states are Alabama, Connecticut, Delaware, Florida, Iowa, Kansas, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, (three counties), Pennsylvania, Rhode Island and Virginia.

In Alabama, the pecuniary penalty for drunkenness ranges from \$5 to \$100, and a common drunkard for the second offense committed with a previous conviction may be sentenced to jail or to hard labor for a maximum period of six months.

In Illinois the fine ranges from \$20 to \$100, and the term of imprisonment from 10 days to six months. Iowa authorizes a fine of from \$25 to \$100 and a maximum term of 30 days, but provides that the offender may obtain his discharge by disclosing information where the liquor was obtained and by giving bail to appear as a witness and to testify in the trial.

Michigan prescribes a fine of \$20, or imprisonment for 30 days, or both, and if it is not paid, imprisonment for 30 days is prescribed. For the fourth case of intoxication within 90 days the fine is raised to \$50 plus costs, and in default of payment the offender is confined in jail three months in full for drunkenness is \$1 and costs, or, in default of payment, imprisonment for 30 days.

Minnesota prescribes a fine of \$20, or imprisonment for 30 days, or both, and if it is not paid, imprisonment for 30 days is prescribed.

GEISEMANN CENTRIFUGAL GUN

Filled the Surrounding Air With Cannon Balls.

New Orleans Times-Democrat.

"I saw an article in one of the technical journals, recently," said a New Orleans engineer, "describing a so-called centrifugal cannon, which some genius in Manchester, England, was supposed to have invented.

The mechanism was said to consist of a big wheel, which was rotated at a tremendous rate of speed, while projectiles, fed into grooves on its surface, were hurled through a barrel, on the same principle that a boy throws a stone from a sling. I could take a piece of paper and convince you in two minutes that the thing was not a possibility.

It recalled a very similar device which I saw years ago at Louisville, Ky. It was the invention of a German machinist named Geisemann, and I'll want to look at it at the office of a friend, who I imagined had struck a big thing. I found Geisemann at a little shop in the suburbs of the city, and he proved to be an extremely intelligent fellow, who, unfortunately, lacked technical education.

His gun was set up in the engine-room of the place, and I couldn't help smiling when I saw it. It consisted of a flywheel about five feet in diameter, with an attachment for a mechanism that drove cannon balls against the rim and releasing them at fixed intervals. The idea was to connect the wheel with a steam engine, and when it attained a certain velocity, to let loose the balls, which passed a given point in the revolution.

Geisemann had figured that they would fly off at a right angle, and hit a target at the other end of the shed, and he invited me to be present at the test he was going to give the following week. To please my friend I went around, and I shall never forget the ludicrous contortments that would up the experiment.

The machine was set up on a platform, and the wheel when the inventor slipped the engine belt and began to speed it up. I suppose it was making a couple of hundred revolutions a minute when he touched the spring connected with the release mechanism, and a big black cannon ball instantly soared off at a tangent and went crashing through the skylight. The next missile struck a huge pile of casting, bounced off and hit the boiler with a smash like 40 brass drums, all being broken to pieces.

At once, exactly where the other hand I can't say, for by that time I was beating a rapid retreat; but it seemed to me that it was raining cannon balls for at least five minutes. Several of the visitors were bowled over like ninepins, and everything in the engine-room was more or less damaged except the target. That escaped unscathed. Geisemann himself had crawled into an ash pit at the first fire, and never came back. He was a pitiable-looking object. He was sweeping bitterly, but stuck to it that he had simply made an error in his calculation of curves, and that the gun was all right.

"I never saw it again, and supposed it was consigned to the scrap heap. If I ever attend another centrifugal gun exhibition, I shall insist on a conning tower four feet thick as a coil of vantage."

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BIG YEAR FOR LIVESTOCK

ANNUAL REVIEW BY A CHICAGO EXPERT AUTHORITY.

Extraordinary Activity in Purchases on Western Ranges—Improvement in Food Animals.

CHICAGO, Dec. 25.—The Daily Livestock World, of this city, today prints its annual trade review. It shows that receipts for the year 1920, estimating the closing day of the year, amount to 2,734,000, making an increase of 239,000; 8,122,000; sheep, 3,554,600.

Largest receipts for the year were recorded since 1914, 1,575,000, arrived during the six years, 1919, 1,984, were the largest on record and about 600,000 less than the record year of 1912, when 2,571,700 cattle arrived.

Hog receipts about 51,000 less than 1919, about 66,000 less than the banner year of 1918, when 3,817,114 arrived. The past was one of five years to exceed the 3,000,000 mark on hog receipts and only four years 1918, 1919, 1920, or exceeded the receipts of 1919.

Receipts of cars of livestock for 1920 were about 700 larger than the year previous and some 150 larger than in 1919. The record run of cars was 21,157, in 1916. A curious and interesting fact is that while receipts by carloads were 35,000 less than in 1919, the aggregate number of cattle, hogs and sheep was 1,000,000 larger than 1919.

The reason for this is partly due to the largely increased size and capacity of cars, but, of course, mainly to the fact that small stock, hogs and sheep and lambs made up a much larger proportion of the past year's receipts.

Native Cattle.

Men who had good ripe heavy cattle on the market the other part of 1920 fared so very well that naturally enough many were misled into thinking that the prime heavy would command profitable premiums in 1921.

When prices during the spring months were 10 to 15 cents higher than 1919, buyers were willing to pay more for 100 to 140-pound cattle than for heavier weight, not a few owners of cattle alluded to the fact that the market was not so good as it was in 1919.

The average price of good 1200 to 1500-pound beef cattle was 10 to 15 cents lower than in 1919. The highest average was during August and September, but it was 30 to 40 cents below the corresponding month of the previous year, and there was a marked drop in the prices indicated, because the cattle this year were so much riper and fatter.

The lowest top price for a month was \$5.50 in April, May and July. The top in January approached the general level of November reached \$6.50. The December top was \$7.50, outside of the fancy pedigree cattle at \$8.75.

Export cattle averaged about 25 to 25 cents less than in 1919, while prices in England averaged about 1/2 cent per pound higher. This made a more favorable condition for exporters, who, however, were hampered by the fact that the market was not so good as it was in 1919.

The high prices for beef cattle during the close of 1919, and the handsome profits made by maturing of good beef led to extravagant prices being paid for young cattle to put into feed lots. This led to extravagant prices of beef cattle during 1920, however, had the reverse tendency, and, barring a brief period during the late summer, the feeding of calves and lambs sent out during the early fall was very great.

Downing, Hopkins & Co. WHEAT AND STOCK BROKERS

Room 4, Ground Floor Chamber of Commerce BOTH TELEPHONES

an unusually large share of them went to Canada. The Western range cattle season opened July 15, or about three weeks earlier than in 1919. A train of Matador and Western Ranches Dakota-Texas, about 1000 head, country came to hand August 7, belonging to Lake, Tomb & Co., and selling as follows:

Nineteen steers, 1464 pounds, \$5 25; 185, 1185 pounds, \$4 50. The quality of the cattle was generally much poorer, and that fact was due to the severe drought that prevailed in a good share of the northern range region.

The top range cattle sold for the four years 1918, 1919, 1920, or exceeded the receipts of 1919. Sheep and lamb receipts were about 15,000 less than in 1919, which was the banner year. The year's receipts were equalled or exceeded in 1918, 1917, 1919 and 1915.

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Hogs.

In view of the fact that hog receipts were nearly the same as in 1919, it is quite significant that the average price for the year was the same as the top price of the preceding year—\$5. During nearly the entire year the prices for provisions were out in line, that is, there was no profit in killing hogs according to the old basis of Board of Trade quotations for pork, lard and ribs.

The average price of hogs, \$5, was 56c higher than in 1919; \$1 15 higher than in 1918; \$1 50 higher than in 1916; the highest since the 1914 average, \$5 25, but \$1 50 lower than in 1912.

Hogs sold highest in April, when \$5 50 was the average and \$5 85 the top, and lowest in January, when \$4 57 1/2 was the average and \$4 75 the top.

The packers talked a great deal about how high hogs were during the year and they were high enough to give a nice profit to feeders, the average price being about \$5 50, but the top was \$5 85.

Following were the monthly top prices for heavy and light hogs and the average prices for all grades of hogs:

Table with columns: Months, Heavy, Light, All grades. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Year.

TRAVELERS' GUIDE.

O.R.&N. Union Depot, Sixth and J Streets. THREE TRAINS DAILY FOR ALL POINTS EAST

"CHICAGO-PORTLAND SPECIAL" Leaves for the East, via Huntington, at 9:00 A. M.; arrives at 9:40 P. M.

For Spokane, Eastern Washington, and Great Northern points, leaves at 9 P. M.; arrives at 7 A. M.

ATLANTIC EXPRESS. Leaves for the East, via Huntington, at 9:00 P. M.; arrives at 9:40 A. M.

WILLAMETTE RIVER DIVISION. STEAMER HAZARD leaves Portland daily, except Sunday, at 8:30 P. M.; on Saturday at 10:30 P. M.

PORTLAND AND ASTORIA. STEAMER HAZARD leaves Portland daily, except Sunday, at 8:30 P. M.; on Saturday at 10:30 P. M.

Snake River Route. RIVERIA, WASH., AND LEWISTON, IDAHO. STEAMER Spokane or steamer Lewiston leaves Riparian daily at 8:40 A. M.

YAMHILL RIVER DIVISION. STEAMER Elmora, for Oregon City, Butteville, Champeau, Dayton and way landings, leaves Portland, Tuesday, Thursday and Saturday at 10:30 P. M.

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NORTHERN PACIFIC UNION DEPT. SIXTH AND J STREETS

The Yellowstone Park and Pioneer Dining-Car Route

Table with columns: Leave, Union Depot, 6th and J Sts, Arrive. Rows: No. 12, No. 11.

For Spokane, Eastern Washington, and Great Northern points, leaves at 9 P. M.; arrives at 7 A. M.

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