

LOOK HARD AT THE WATERS

St. Paul and Other Cities Bent Upon Exciting Government Interest in Waterways—Position of Railroad Companies.

(Staff Correspondence of The Journal.) St. Paul, Minn., July 4.—Here and in La Crosse, Dubuque and other river towns demand in strong for the creation of a six-foot channel in the Mississippi to St. Louis; farther east, particularly in New York, business men couldn't see the rationale of the plan to improve the Father of Waters—coincidentally, the deepening of the Mississippi will affect somewhat the commercial supremacy of New York and Boston. If there be logical connection between these facts, one must make his own connections.

People hereabouts long ago were converted to the doctrine of utilization of waterways inland, although they have been content with using the great Lakes and have permitted the Mississippi and Missouri to remain a mere system of waterways, valueless in late years to commerce.

Talking with a prominent wholesale man in St. Paul, and seeking light why there had not been more insistence on the deepening of the Mississippi, he said:

Control Appropriations. "I don't like to be negative and to kick; but the truth is that the railroads largely controlled the appropriation of money in Washington for these purposes, and it has been well-nigh impossible to force inland improvements through. That's one reason, and the other was that the money taken up through the use of waterways was too slow for these enterprising days, and we neglected betterment of the waterways until we awoke to two truths—that the roads were unable to transport freight in normal business times, but got so congested that goods laid piled up at terminals, and that water carrying is really as rapid as freight, on the average."

This last assertion has been made so often that it seemed worth investigation, so I went at it to get some facts. Here is what I found:

The steel trust, for instance, beats the railroads for speed in getting iron ore from the mines in northern Minnesota to Erie or Illinois points on the Great Lakes. Not only do the boats carry ore cheaper, but cheaper, but they get the ore over the course in less than a week, when freight cars have moved in late years only about 24 miles a day on the average, which would require something like 40 days for 1,000 miles by rail for the same distance.

Coming up the river, seeing the facilities installed by the steel trust for the expedient of freight, one realizes how much superior are the waterways proposed to be used to the rail transportation, and this side of the Gulf St. Marie, the steel trust built coal bunkers in the line of the steamers' course, so that they need not be taken to the shore towards land to the bunkers formerly used, and this expensive bit of work leaves the locks and steam eastward without stopping for supplies, and a few minutes might be saved, and a small supply steamer ran out from the dock, made fast alongside, unloaded supplies, and then, casting loose, returned to the dock to await another of the trust's ore boats.

Boats of Lakes. One hundred of these ore boats ply the waters of the Great Lakes and no expense is spared to save time and permit them to run steadily on their courses, carrying the rich Minnesota ores to the points of manufacture eastward. Furthermore, the transfer of other freight in terminals has reached what seems to be the limit of present inventive genius, and railroad men pause, doubting what next to do to relieve congestion, or what would be the congestion in normal times. In Chicago, there is the additional problem of more city built on piles offering difficulties to the builder of subways, which will be the reason for the abandonment of Chicago, being the greatest rail center in the world, must be taken into account in all rail problems.

But elsewhere the question of terminals bothers the railroad engineer and traffic manager and superintendent of operation, and none knows how to solve it.

I talked with railroad men down in the yards, both officials and operators, and this is what one experienced man said:

"A fast freight will leave Pittsburgh, run an average of 25 miles an hour to Chicago, make the same time between that city and St. Paul, and between St. Paul and some point to the westward, yet so long delay will be caused in transfer points that the average time of the train from origin to destination will be one mile an hour, during periods when trade is normal, which it is not now, by more than 25 per cent."

"It isn't additional profit and more engines we need, but it's terminals through which we can get freight quickly."

Personally, I see no relief excepting through improved waterways. Our superior officers in the railroads have sought at the feet of those who have wrought for improvement of the waterways, but those same railroad officials have failed miserably to provide adequate facilities for the transmission of freight.

"Let me call your attention to this—railroad officials claim that the congestion came on them suddenly, catching them unawares and that they are blameless for being unprepared. The truth is that the congestion came on them gradually, and they were never less than 30 days, notwithstanding through freight should require more than 40 days, or an average of 10 miles an hour."

Some Slow Freight. "We have reports that freight from Cleveland to New York city lately took three months. Indian packers would have beat that time."

It's all on account of the terminals and cannot be relieved in any real relief, and look for a repetition of our parlousness we had up to last October, so soon as business resumes normality again.

On every hand, nowadays, one hears demands for the deepening of the waterways, and also the rapidity of expressions of preference for the expenditure of public money on such improvements, least of all the enlargement of the military establishment, by as much each year as would carry out the river and harbor improvement scheme of the National River & Harbor congress—\$50,000,000 a year for 10 years.

The six-foot channel from here to St. Louis would cost \$20,000,000, and to make it 14 feet from there to the sea would cost as much more. Then some healthful legislation and just court interpretation as to monopoly of share by the railroads and just court interpretation as to monopoly of share by the railroads have gobbled all the money in places from here to New Orleans—transformation so as to prevent future congestion of freight.

It is now well known that an issue will be raised between the two parties on the question as to expenditure of funds for military purposes and their use for waterway improvements. Many will hope that such an issue will be kept out from partisan politics, and that the forwarding of so important a movement should be unobscured by such friction.

MR. TAFT AND J. P. MORGAN AT NEW HAVEN.



This is a snapshot taken at New Haven of William H. Taft and J. Pierpont Morgan, in gown and cap as they marched to Woolsey hall, where the honorary degree of LL. D. was conferred upon Mr. Morgan.

HOW COLLEGIANS SPEND VACATIONS

An Interesting Analysis of Occupations Sought by College Graduates.

Statistics showing the various occupations chosen by the various college graduates of this year have been secured by the Times of New York.

Business claims the larger proportion of the Harvard graduates, 133 of whom have designated that as their chosen calling. Law comes next, 94 of the young men meaning to take up that profession; 62 will go in for engineering; 47 will qualify as teachers; 32 will study medicine; 16 will go into chemistry, and 14 into manufacturing industries. Forty-eight have selected miscellaneous occupations, and sixty-nine are undecided.

Vocations of Princeton Men. Princeton statistics show that the average age of graduation of members of the class of 1908 is 22 years, 7 months and 8 days. The class contains 142 Republicans, 61 Democrats, 6 Prohibitionists and 3 Independents. Religious preferences are as follows: Presbyterian 59, Episcopal 48, Methodist 22, Congregationalist 8, Catholic 5, Baptist 6, Unitarian 3, Jew 3, Mormon 1.

The average expenses for the course were as follows: Freshman year \$1,052; Sophomore year 1,133; Junior year 1,197; Senior year 1,233. Total \$4,615. Of the 317 members of the class, 78

2, Universalist 1, Christian 1, Lutheran 1, Agnostic 1, Christian Science 1, Spiritualist 1, no preference 4.

The vocations which the Princeton men will pursue are as follows: Business 56, law 51, civil engineering 23, manufacturing 17, ministry 10, electrical engineering 9, medicine 7, journalism 6, teaching 6, real estate 3, brokerage 3, banking 3, architect 3, mining 2, reporter 2, mining engineer 1, diplomat 1, publisher 1, Young Men's Christian Association secretary 1, politics 1, railroads 1, financier 1, astronomer 1, illustrator 1, lumber business 1, loafing 1, gentleman of leisure 1, second-story man 1.

History was the favorite study with the Princeton graduates. English was second, politics third and science fourth. Tenneyson is the favorite poet, with Kipling second, Byron third. Baseball is the favorite sport, 84 voting for it, tennis is second with 86 adherents, and football third with 37. Wellesley is the favorite woman's college.

Seven of the Princeton class supported themselves wholly while in college. 54 supported themselves in part. 87 won literary prizes and 62 athletic prizes.

Of the Yale graduates business claims 85, law 65, teaching 29, banking 23, medicine 16, engineering 17, ministry 14, architecture 6, railroading 6, forestry 6, and journalism 4.

The average of the class is 22 years 8 months and 24 days (on graduation day). The average weight is 147½ pounds. (This is the lightest Yale class in four years, the average weight of Yale classes being 150 pounds.) Harold Sherman of Newtontown, Mass., is the heaviest, weighing 210 pounds. Clifton Adams of Hill, N. H., is the lightest, weighing 112 pounds. He is also the shortest, standing 5 feet 3 inches in height. Of the class 61 are over 6 feet in height. The class is the tallest which has graduated from Yale in many years. Raymond Lives of New York is the tallest, standing 6 feet 8½

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OREGON HOGS ATTRACT THE PEN OF FORREST CRISSEY

Chicago's Tremendous Growth Following Directly Upon the Development of the Great Packing Industry Suggests What the Plant on the Peninsula—The Union Meat Co.—Is to Mean to Portland.

(Extracts from "Wanted—Two Million Hogs," by Forrest Crissey. An article that every Oregonian will want to read.)

Here before me was a man in the vigor of life who was about to tell me, from his own recollection, of the days when this immense industrial structure (Chicago Packing Town) did not even exist as a dream in the mind of man. Here was a huge industrial entity reaching its tentacles of trade literally to the "utmost parts of the earth"—a single creature of material activity, which, more than any other thing, has lifted Chicago from a sprawling village of 20,000 inhabitants to the second city of the continent.

"Yes," reflectively observed Mr. Ward, as he wheeled his chair about, "it's hard to believe that all this great thing outside here has sprung up since I began to earn my way in the world. But it's a fact. All you have to do is to see it and hear it to know that it's one of the biggest and 'livest things on earth. . . . They (Chicagoans) don't realize that the plain truth of the matter is that the yards and the packing-houses are what have made Chicago, and done a mighty quick job of the making! It's only by grasping what the animal industry has accomplished in a few years for Chicago that any other city can possibly realize what the establishment of great packing plants and selling yards are bound to mean to it. Can you name a single place where a practical packing outfit has ever started up a plant on a modern line and on a modern scale that the business hasn't grown beyond all calculation and the city expanded like dried apples in hot water? Look at Omaha, Kansas City, Fort Worth, St. Joe, and all the rest of 'em! Packing plants are the sure city-builders, and no mistakes!"

"And still you can recall the time when the packing industry was unheard of and the cattle business was—"

"On a hand-to-mouth basis." Interrupted the commission men. "Certainly I can recall it. Fact is, it seems only yesterday when I sat in the old home schoolhouse, back on the Federal road, in Ohio, and watched drove after drove of cattle and hogs and sheep being driven past to Philadelphia and the other eastern markets. And they came from Illinois and away west, too! Generations walked ahead and led a steer by a halter and the rest followed."

"At the rear would ride two or three men, depending on the size of the drove."

"This sort of thing was going on all over the country, and much of the stock was literally fattened on the way. I recall one rich section of pasture not so very far from my boyhood home where thousands of animals from the west were halted over the whole season and put into condition for the 'homestretch' on to the final market."

"But there wasn't any market in the sense in which there is today. The drover who had brought his stock 100, 200, 300 or even 1,000 miles was just as likely to find the market where he had expected to sell so glutted that he could only dispose of his animals at a ruinous price. Of course the expedient was open to him of moving on to the next nearest big market or taking his animals a little back to the country, to good pasture, and keeping them there until he could peddle them out at something like a living price. If this was done once it was done 1,000 times! Those were the days when the livestock business was about as uncertain as playing the races. Today it's the most certain and even business I know of—and what has made the difference? The packing plants! A free and open market every day in the year for cash."

"Again, there was the question of getting your money after sale was made. It was all a question of individual credit then—and the seller had to make the credit for himself and take his chances. Oh! the world has moved on several paces since then, and now cattle, hogs and sheep are as good as cash. And all the credit is due to the packers. That's what took the meat trade from a perishable, block-to-mouth basis and made it a storage business, a keeping business, a surplus-carrying business."

"The community that can attract the activities of any of the big packers and get a modern plant located in its territory is doing more for itself than it can well realize."

When this veteran of the stockyards had finished, I turned to the man who enjoys the distinction, at the yards, of having been closer to the late Gustavus F. Swift than any other man now living, and said:

Neither drink nor smoke. One hundred and twenty-three worn glasses, 30 being doctored during their course. No specific information regarding the political and religious affiliations of the class were obtainable.

The average age of the graduates of the Massachusetts Institute of Technology was 22 years, 10 months, 4 days, the average height 5 feet 10½ inches, the average weight 140 pounds. The youngest man was just 20 years, the oldest 32; the tallest man 6 feet 4 inches, the shortest just a foot under; the heaviest man weighed 190 pounds, the lightest 118 pounds. Fifty per cent sometimes participate in the flowing bowl, 52.84 use tobacco, while 48.88 per cent wear glasses. The average shoe is 7.35, the average hat 7.04, while the average collar is 14.72.

CLOSING OUT SALE.

A Great Chance to Buy Good Goods at Wholesale Prices.

Women's and misses' ready-to-wear suits, coats, skirts, waists, rain coats, linen tourist coats, hosiery, corsets, muslin underwear, gloves, parasols, wash goods, table linens, dress goods, silks, etc., etc., at greatly reduced prices. McAllen & McDonnell, Third and Morrison streets.

Buying a Woman's Smile.

From the New York Sun.

"Can a woman's smile be bought? Well, yes," said Mr. Gwillinknos, "sometimes, and it may be for little money."

"Here is a woman who for weeks has been sitting on a downtown doorstep selling aboutings. This is a disused door and so she interferes with nobody and nobody interferes with her; and so she sits there, with her stock spread over the greater part of the step, while she sits at the other end, holding on to an old hat."

"And it always seemed to me that trade must be dull with her, because I never saw anybody buy of her; and finally I thought it was up to me to buy something and sort of help trade along a little. Because, you see, while the profit on aboutings is very large, still, you don't make anything at all unless

Combination Tool.

A recent invention of a Kansan is designed to save a carpenter the labor of carrying about with him a full kit of tools. It can be used for nail puller, bottle opener, screwdriver, pipe wrench, can opener, pliers, foot rule, hatchet and several other things.

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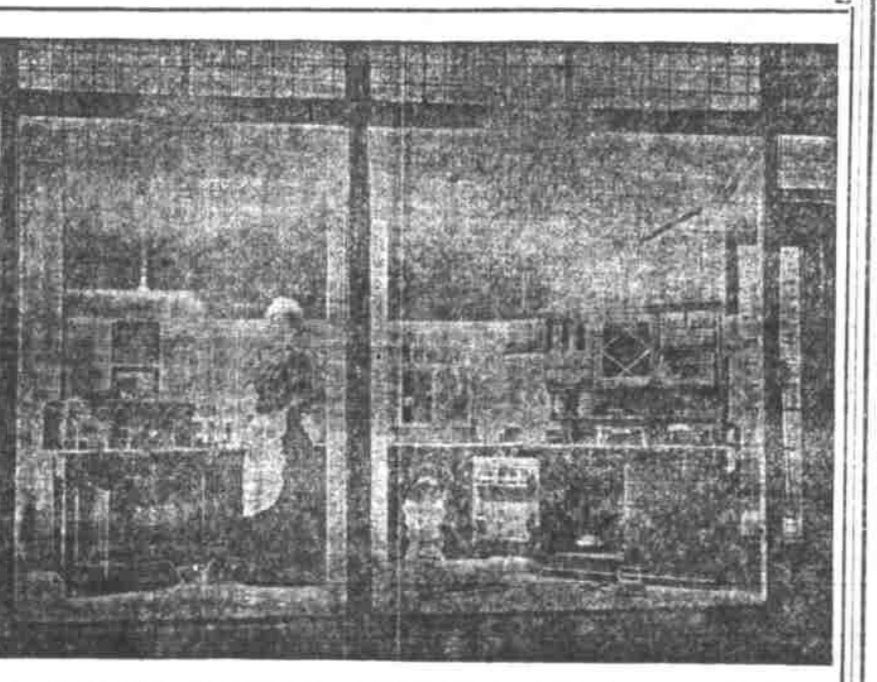
You know what "good shoe" means when you say it—comfortable fit, good looks, correct style and long service.

That's what we mean when we say it; and that's what our Selz shoes are—good shoes. You'll find it possible to get a more perfect fit than you're accustomed to in these good shoes—and they're made to last.

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All Sizes and Widths Marked in Plain English
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PORTLAND'S BEST SHOE STORE
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You have seen Mrs. A. N. Colby demonstrate that she can do it WITH THE AID OF ELECTRICITY. Everyone is invited to attend the daily demonstrations that she is making at the Supply Department of the Portland Railway, Light & Power Company, 147 Seventh street, between Morrison and Alder, and LEARN how entirely practical and extremely convenient it is to COOK WITH ELECTRICITY.

Regular demonstration at 10 a. m. and 2:30 p. m. daily.

Special CHAFING DISH demonstration at 2:30 p. m. Tuesday, the seventh.

Special MEAT-ROASTING demonstration at 2:30 p. m. Thursday, the ninth.

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Oregon is at present compelled to bring from the eastern states over 75 per cent of the pork products consumed by its people—while Oregon itself abounds in good farming, agricultural country. There is no reason in the world why, with a guarantee of the big open market and steady demand for pork products by the existence of the new packing plant, the farmers of Oregon should not raise all, and more than all, the hogs used in their state.

"And this leads me to place emphasis on an expression which I have just used, an open market. Arrangements have been made with the present owners of the Portland Union Stockyards to establish a public livestock market near the packing-house location. What is the result of this? Every farmer of that region who wishes to raise livestock can do so in the absolute certainty that he will find a cash market right at home for his stock any day he chooses to ship it. He can always get the full market value for his offerings, any and every day in the year. This opportunity has never before occurred in that territory.

"The meaning and possibilities of the Alaska trade are just beginning to be understood; and as for the Oriental trade—we have not yet begun to scratch the surface of it! So, I can see an immense future for this traffic which has marvelous capacities of expansion. It is one of those propositions where the possibilities are so great that it is difficult to say: 'It will go thus far and no farther.' Certainly we have every reason to believe that the trade of this gateway to the Orient and to Alaska is bound to be large and progressive. Enough is already known about it to demonstrate that the progressive packers can no longer afford to haul stuff from eastern plants; it must be handled on the Pacific coast to come within the lines of economy—and sound business practice."

The enterprise, on the ground, will be in charge of C. C. Colt, who is president of the Union Meat Company.

What the livestock, packing and allied industries have done for Chicago will never be told in specific figures. To attempt it would be like trying to figure out what sun and rain have done for the wheat crops of the Dakotas. But there are some figures which are certainly illuminating and intensely suggestive to those who read between the lines when the characters used are numerals. The sum paid by these allied Chicago industries in a year in wages and salaries is twenty-five millions of dollars. This helps some to see what the animal industries have done for Chicago, doesn't it?

And this is only a beginning! There is no way of estimating how vast a sum they expend every year for materials of every sort.

Take a view of the question from another angle; how about the trade, the money which a great livestock and packing center brings to the city? Well, fully 600,000 persons visit the Chicago stockyards every year. Probably the number is really greater than this, for it is a matter of record that 400,000 attend the great National Livestock Exposition. How much do these visitors spend while in Chicago? That isn't an easy question to answer in a positive way. But those who have come in contact with these visitors every year and know them "right down to the ground" are able to make a very shrewd and reasonable estimate of what that amount must be.

Such an estimate was figured out for me in the office of the president of the Union Stockyards & Transit Company—and the amount is twenty-five million dollars. At first this seems impossible.

"It's only 25¢ apiece," was the quiet suggestion. "Of course, many come in who do not spend more than 25¢—but there are comparatively few who go below that figure. On the other hand, it should be remembered that a very great number of these visitors are stockmen who come in with carloads and even trainloads of stock, for which they receive the cash."

"In many cases the stay in the city covers two or three weeks for the stockman and his family. All these considerations go to make an average expenditure of 50¢ a visitor look decidedly reasonable. However, you may cut the total of 25,000,000 down to 15,000,000 and still have about as big a sum as the average man can appreciate."

It certainly does look as if a big packing and livestock industry is a good thing for the city and the territory which is chosen as its location!

"For example, I dare say that the State of