

AMERICA AS EATING NATION

Partial Solution of Future
Food Problem in United
States May Be Read in the
Rice Fields—History of
Rice in America.

That the public library offers a career equal to that afforded by the so-called learned professions is a proposition that may be new to many persons. The inducements to take up the work of the librarian are well stated in Mr. Haskin's article on "Scientific Library Work." The conservation theory is being crystallized into practice in an increasing number of business activities. Soon, it is predicted, every considerable business house will have its skilled librarian, who shall be its historian and for many purposes its actuary. Mr. Haskin opens a most alluring prospect, and one fit to tempt the most ambitious American boy or girl.

By FREDERIC J. HASKIN.

(Copyright 1909 by Frederic J. Haskin.)
Washington, June 28.—The increase in the production and consumption of rice in this country has led some students of economics to believe that the United States is about to join the ranks of the rice eating nations, which at present include Japan, China, India and other important countries. Already the rice industry of America is enormous, and constantly increasing in extent. This plant, adopted from the old world, is doing even better in the United States than it does in its original habitat.

However, the department of agriculture is carrying on extensive experiments with a view to improving the crop. Recently it has been decided to establish a sub-experiment station at Crowley, Louisiana, where work will be conducted in cooperation with the state. The people of that section are so interested in the scheme that they have furnished land and buildings for the station, and Louisiana will pay all the expense of maintaining the plant. The federal department will lend the services of its experts and furnish advice and assistance.

The department has a rice farm in South Carolina, where breeding and selection work has been going on for some time. The efforts of the experts at that point are largely confined to fighting a fungous disease known as "rotten neck," which has attacked the Carolina rice crop for years, doing incalculable damage. Recently the government has obtained a number of new varieties of rice from Italy, which appear to be immune against disease. The department is cooperating in rice work with the state of Arkansas, and a government rice farm will soon be established in Texas.

Experiments in California.

The newest experiments in rice cultivation are being carried on in California. People in the Sacramento valley have become convinced that they can grow rice, and the government is working out, with several large irrigation concerns, the various problems involved. The indications are that the experiment will be successful, and that a supply of the cereal for the thousands of Chinese and Japanese on the Pacific coast thus will be obtained. The southern rice does not suit the taste of orientals, so those on the Pacific coast import their supply from Asia. The department has reported hundreds of varieties from the Philippines, India, Japan, China, Siam, Ceylon, Italy and other countries. Scores have been abandoned after trial, but some good varieties have been discovered and their cultivation has spread. There are 1400 varieties of rice.

History of Rice in America.
Rice was introduced into America before 1647. In that year Sir William Berkeley is said to have raised a small crop in the colony of Virginia. Madagascan rice was first planted in South Carolina in 1694, according to former Governor Alston of that state. It is



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said that a sea captain homeward bound from Madagascar was driven into Charleston harbor by stress of weather and called on Governor Thomas Smith and presented him with a small bag of rice seed. This the governor planted in a moist spot in his garden, and that was the beginning of the South Carolina rice industry which flourished for nearly two centuries. It is said that the exact spot where Governor Smith's first rice crop was harvested is still pointed out.

Until the outbreak of the Civil war rice culture was confined almost entirely to the Carolinas and Georgia, but the great conflict almost destroyed the industry in those states. Meanwhile it had been taken up in Louisiana and Texas. There were millions of acres of seemingly valueless land along the Gulf coast at that time, which somebody suggested might be used for growing rice.

To Dr. H. S. Knapp, now a venerable employe of the department of agriculture, but then an expert in the prime of life, fell the task of supervising the work of developing southwestern Louisiana and Texas. Farmers from the northwestern states were induced to settle on prospective rice farms, canals and irrigating ditches were dug, and then the problem of cultivation was tackled. It was determined to supersede the old hand methods with modern machine methods if possible.

Modern and Ancient Methods.
The agricultural machinery, which made the bonanza rice farms of the Dakotas possible, was tried. Most of it worked well, steam and horse power doing the work of men. Immense plows, seeders, harrows and reapers were used successfully, but the binders got stuck in the mud. This difficulty was overcome by widening their tires and adding cogs to them, so that they would not sink in the soil, and would grip the surface. In this way immense tracts were cultivated. When these improved methods are considered, it is no wonder that the industry in the South Atlantic states, which relied principally upon hand labor, should suffer.

Compare a Louisiana or Texas rice plantation of several thousand acres cultivated thus, and irrigated by canals 25 to 50 miles long, the water in which is pumped from the Gulf of Mexico by steam, with the antiquated system prevailing in the orient. There the rice farm covers only a few square rods. In one district of Japan 400 separate fields can be counted in an area of 35 acres. The soil is usually spaded by hand, although a slight improvement is noticed in the Philippines, where the water buffalo draws a primitive plow. When harvest time comes in the orient, men, women and children wade into the rice paddies and cut the grain with sickles. Later they pull the grain by pounding it in a mortar.

Rice Grows in Lakes.

In the southern states rice lands are fertilized by rotting under other crops or by plowing under the rice straw and hulls or covering with manure. The seed is sown by machinery and when the plants are about six inches high water is let into the field to a depth of several inches, being controlled by a dike or levee about a foot in height. The water must be kept covering the plants, and the rice is like a great sponge, 15,000 gallons of water being absorbed by every acre during a day. Before harvest the grain is turned off and the land dries out considerably. After harvest the grain is shocked, and the straw is great being taken to prevent fermentation.

How Rice Is Made White.

Having been threshed, the grain is taken to the mill, where the outer husk is removed by machinery. The chaff blown away and the grain polished. This last process the rice is brown in color and is so consumed by rice-eating peoples, who thus get the full benefit of the nitrogenous, fatty outside, which adds wonderfully to the nutrition and flavor of the grain. Fashions in America and Europe, however, demand a pearly white grain, and it is made so by friction in a revolving cylindrical apparatus which is covered with sheep or goat skins tanned to a wonderful degree of softness. The palatable brown powder is sold for stock feed and fertilizer at three-quarters of a cent a pound.

Whole grain is most popular in the American market, and for that reason the whole and broken grains are separated before leaving the mill; the latter selling for considerably less. To meet the demand for whole grain 10 tons of the celebrated Kushi rice was imported from Japan by the department of agriculture in 1899. This variety produces 90 per cent of whole grain, the yield is heavier, while growing it withstands the wind better, and the stalk is excellent cattle feed. The American rice crop is about equally divided between the Kushi and Honduras varieties.

Feeds Three-Fourths the Race.
Rice is depended upon by more people than any other single crop, constituting as it does the chief food of half the world's population. A diet of three-fourths rice and one-fourth beans or other common food is said to be ideal for maintaining the human machine. The world's rice crop aggregates about 197,000,000,000 pounds annually.

Last year the United States produced nearly 22,000,000 bushels of rice, having a farm value of almost \$18,000,000, upon 655,000 acres. Besides this America imported \$10,000,000 worth of rice. There are said to be 10,000,000 acres along the Gulf coast alone adapted to rice culture. With economy and efficiency in cultivation, the American rice grower, employing the highest priced labor, can market his crop at the least cost and the rice grower of the East can soon control the markets of the world.

Superstitions About Rice.

From the Japanese make sake, or rice beer, and the Chinese make wine. Rice figured in the religious customs and superstitions of many countries. In Borneo this grain is regarded as a living spirit and feasts are held in honor of the genius which pervades it. Madagascan rice is a belief that if rice is thrown or a flute is played before the grain is harvested, a destructive hail storm will follow. The inhabitants of the island of Celebes never entirely empty a bowl of rice, as they are certain the rice is the guest of the moon. The Arab places rice on his roof to keep misfortune away. Among some oriental peoples, rice is thrown over the head of a guest at a festival in order to detain his soul, which, being too happy, might be lured away by demons. The throwing of rice at weddings has its origin in very early times, the idea being to give good luck to the newly married couple. One of the oldest authorities says, "because their souls are like birds, apt to fly away, and rice has the power of keeping them."

SURVEYS COMPLETED
ON MALHEUR PROJECT

(Special Dispatch to The Journal.)

Ontario, Or., June 28.—Whenever two or three are gathered together within 15 miles north, south or west of Ontario these days, it is almost certain they are discussing irrigation. The community is completely absorbed in the probable building of the Malheur project, embracing 200,000 acres of the finest ground in the Snake river valley. This land surrounds Ontario, Vale and Nyssa, in Malheur county, and Weller and Payette, in Idaho. It lies along the valleys of the Snake, Malheur, Owyhee and Willow rivers and Bully creek. It closely adjoins the tract embraced in the Boise-Payette project now being completed, comprising 372,000 acres, the largest irrigation project ever undertaken. Preliminary surveys and estimates for the Malheur project are very nearly completed. Secretary of the Interior Ballinger is on his way west and will make Ontario one of his objective points. It is regarded as practically certain the secretary will order the building of the Malheur project, and that work will be under way within short time. Money available for the reclamation fund, amounting to more than \$10,000,000, all be allocated from the United States treasury. The coming month and it is believed that a large sum will be set aside for the Malheur project among others. A meeting of the supervising engineers of the service and Chief Engineer Newell has been held for August in Portland to decide the proportion to be allowed each project for the coming year.

G. A. R. HONORS ITS FOUNDER

Monument to Dr. B. F. Stephenson—Planned Organization in 1864.

Washington, June 28.—The ceremony of unveiling and dedicating the granite memorial erected here in honor of Dr. B. F. Stephenson, founder of the Grand Army of the Republic, will take place Saturday afternoon and President Taft and Representative J. H. Moore of Pennsylvania will be the orators of the occasion.

All the regular troops of the city will participate in the parade. The dedication ceremonies and Brigadier General W. W. Wetherston will be grand marshal. General Wood, commanding the department of the east, has ordered the following troops to take part: Headquarters band and three troops, Fifteenth cavalry and the second battalion of the Third field artillery at Fort Myer, the engineer band and Companies A and B First battalion of engineers, Washington, D. C. The two companies of the coast artillery corps of Fort Washington, Maryland. Major F. S. Politz, Fifteenth cavalry, will have command of the regular troops.

Triangular Shaft of Granite.

The memorial is on the circular park on the east side of Seventh street at the intersection of Louisiana and Pennsylvania avenues. It was designed by J. Massey Rhind, a New York sculptor, and consists of a tall triangular shaft of gray granite with bronze reliefs on the three sides, representing fraternity, charity and loyalty, the principles of the Grand Army of the Republic. The erection of this monument is the first and rather belated attempt to honor the memory of the man who founded the Grand Army of the Republic. The movement for the erection of a memorial to him was first suggested a few years ago by Colonel John McElroy, who had joined the army when he was a boy and had served in the Sixteenth Illinois cavalry. Colonel McElroy labored indefatigably to interest the Grand Army and other patriotic organizations for his plan and it was principally due to his efforts that the Grand Army and the Woman's Relief Corps contributed the necessary funds for the purpose.

Planned G. A. R. in 1864.

Benjamin Franklin Stephenson was born in Wayne county, Illinois, October 30, 1822. In 1825 his parents moved to Quincy, Ill., where he was educated in the common schools and at Rush Medical college in 1850, and began to practice at Petersburg, Ill. In 1851 he was elected surgeon of the Sixteenth Illinois infantry and he served with his regiment until June 24, 1864, when he was mustered out. At the close of the war he returned to his practice and established himself at Springfield, Ill. During Sherman's expedition to Meridian in February, 1864, Stephenson and his regiment were ordered to the front of the Fourteenth Illinois infantry, discussed the plan of forming an association among those who had served in the army or navy during the civil war, that would preserve the friendships formed among comrades and keep alive the memory of their common hardships and dangers. In March, 1866, the two met by appointment in Springfield and further discussed the matter. The first post was organized at Decatur, Ill., April 6, 1866. The first national encampment was held in Indianapolis, Ind., beginning on November 20, 1868.

Honors Given to Others.

It was a serious disappointment to Dr. Stephenson when representatives of the Grand Army, assembled at Springfield, Ill., to form a department organization, selected another for the highest honors of the order he had founded. A similar disappointment awaited him at Indianapolis, when the national organization selected another for the highest honors of the order he had founded. Dr. Stephenson then accepted a subordinate position, as adjutant general, he felt until his death that he had been slighted by his comrades. Dr. Stephenson died in Menard county, Illinois, August 30, 1871.

MODERN MARINE SHARPS TURN UP NOSES AT NOAH

(United Press Leased Wire.)

Detroit, Mich., June 28.—Holding that Noah was the skipper of an animal transport and not primarily a designer of water craft, the Society of Naval Architects and Marine Engineers refuse to enroll the navigator of the ark as an honorary member. Another objection to Noah was made on the ground that the ark would have to be taken into the society, as he was the first submarine operator. Professor H. S. Sadler of the University of Michigan was Noah's only friend and he did not give up his fight for the proposed honorary member until he made a strong argument.

"The ark was constructed along perfect lines, involving the greatest amount of carrying space in proportion to its size of any ship ever floated," argued the professor. "Noah was the father of our profession and the greatest designer of us all. Moreover, his ship performed greater service for mankind than any vessel or fleet of vessels that ever floated, not excepting Dewey's at Manila."

Despite the professor's pleading, the naval architects voted to lay the matter on the table. The fact that the designer of the ark had a hurry contract and was compelled to work in the face of the jeers of a lot of chaps who later begged for a ride, was not taken into consideration.

COUNCIL PUTS ONE OVER ON MAYOR HENRY

(United Press Leased Wire.)

Tucson, Ariz., June 28.—While Mayor Henry, brother of the San Francisco graft prosecutor, was away from this city the city council declared a brown ledger incumbent of the office of water superintendent and today is preparing to support the appointment by seeking legal advice. The council practically "put one over" on the mayor by passing a resolution Saturday that no bill can lawfully be audited in that department except by the water superintendent, the council, or the council's water committee. Then Mayor Henry's candidate, J. Lebaume.

Monmouth Battle Anniversary.

Spring Lake, N. J., June 28.—Interesting exercises in celebration of the anniversary of the battle of Monmouth were held at the New Monmouth hotel today under the auspices of the New Jersey Society of Sons of the American Revolution. Governor Fort of New Jersey, former Governor Warfield of Maryland and Rev. Dr. William Foxe Whitaker of Elizabeth were the principal speakers.

Don't Fail to Watch Page 4 of This Paper Tuesday Evening, Tomorrow It Means Dollars to You

CHINESE BOYCOTT ON PACIFIC MAIL COLUMBIAHARBOR

Hongkong Merchants Allege Injustice to Chinese Passengers.

(United Press Leased Wire.)

Hongkong, June 28.—The boycott declared against the Pacific Mail Steamship company by Chinese merchants connected with the American trade went into effect today. Harshly alleged to have been imposed upon Chinese passengers by the company, the boycott, which was decided on by a mass meeting held by 200 local merchants. Charges that the steamship company put off passengers at Kobe on the ground that they had trachoma, despite the fact that they had been regularly passed by the medical examiners here, are being looked into. Numerous incidents of this kind are alleged to have taken place recently and the merchants are determined to maintain a boycott until conditions are remedied.

IS 77 YEARS OLD; 7TH WIFE TOMORROW

(United Press Leased Wire.)

Fresno, Cal., June 28.—When Sylvester B. Breece is married tomorrow to Mrs. Lucinda Goodie of Santa Rosa he will have established the unique record of one marriage for every 11 years of his life. Breece's first wife died in 1850. The next five were lost to him by divorces which he secured on the grounds of desertion. Mrs. Goodie has been married twice.

MINE PLANTER IN COLUMBIAHARBOR

(Special Dispatch to The Journal.)

Fort Stevens, Or., June 28.—The mine planter Ringgold arrived at Fort Stevens yesterday from San Francisco and proceeded up the river this morning. After an overhauling it will be used to plant the harbor with mines and will then go to the sound. The Ringgold came originally from New York.

FIGHTERS OF WHITE PLAGUE INCREASE

(United Press Leased Wire.)

New York, June 28.—Figures illustrating the increased activity and growth of the Society for the Study and Prevention of Tuberculosis were made public today. According to the report, 8,000,000 persons are enrolled in the fight against the white plague, an increase of 300 per cent in the last four years. A significant fact is that 45 per cent of those enrolled are laymen.

FOES IN CIVIL WAR FRATERNIZE TODAY

(United Press Leased Wire.)

Burlington, N. J., June 28.—The surviving "Tanks" and "Johnnies" who took part in the suburban and memorable battle of Salem church, Va., May 3, 1864, were the guests of General Edward Burd Grubb at Grasmere, his Edgewater Park home, today. A number of mem-

bers of the Daughters of the Confederacy assisted Mrs. Grubb in receiving the northern and southern veterans and their wives and daughters, all of whom were invited to this memorable reunion. All the survivors of the famous Eighth Alabama regiment that could be mustered joined their commanding officer in that battle, Colonel Hilary Herbert, who was secretary of the navy under Cleveland, to meet at this reunion with their old time foes, General Grubb and the survivors of the Twenty-third New Jersey Infantry, who fought so valiantly at Salem church. General Grubb, Colonel Thomas Mulford and Colonel Hilary Herbert were the principal orators in that battle, Colonel Hilary Herbert of the reunion.

GREAT Fireworks Sale!

Owing to the restriction of the city ordinance which prohibits certain class of dealers from selling fireworks in their stores, we have prepared our large room with well selected stock to meet the great demand, and everybody will enjoy the National Independence day with a display of fireworks. We carry the largest stock in the city and sell retail at wholesale prices. Come early and make your selection so as to avoid the great rush of the last day. We also carry a complete line of both public and private display goods, including the large exhibition pieces, night shells, fancy rockets of great height, latest novelties, best and loudest dynamite crackers, flags, and all kinds of pyrotechnical goods. Also special sale of Japanese and Chinese curios, matting, etc.

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BULLETIN NO. 17

(Adapted from an article by Frederick W. Coburn in "Public Service.")

Out of each nickel which the Portland Railway company collected in 1908, nearly two cents went for labor; more than .14 of a cent was required for power; .54 of a cent took care of repairs and renewals, rolling stock, and other equipment; interest on bonds took up 1.16 cents; rentals and purchase of real estate, etc., .15 of a cent; damages and legal expense, .16 of a cent; taxes to city and state, .19 of a cent. Sixty-six one hundredths of a cent remained for extraordinary renewals, depreciation and dividends; five years ago there remained 1.28 cents for this purpose, and it looks as if it is quite time for the stockholder to bestir himself to see at least whether anything is necessary to protect his interest.

Aside from the regular charges against each nickel mentioned above, there was expended in 1908, \$90,500.00 for street improvements, as an indirect tax upon the earnings, from which no additional revenue was derived.

The average fare per passenger has dropped from 3.92 cents in 1905, to 3.77 cents in 1908, due to the increased use of the transfer privilege.

The upshot of any serious discussion of the crisis in street railway operation would be likely to be to the effect that it devolves very largely upon the public, including, of course, the large class of stockholders, to determine what they wish to have happen. Present tendencies are clearly beyond engineering and financing skill to alter, without the cooperation of the consumer. Transportation is a commodity which has become one of the necessities of life in urban communities. The everyday man who uses the cars is more vitally affected than anybody else in the satisfactory settlement of street railway problems. The capitalist who has his money invested in urban transportation properties is not obliged to keep his money there. There are numerous other opportunities for investment. The operating officials have less to lose, since the competent expert is always reasonably certain of a job either in the same business or in some allied business. The people who suffer most severely from interruption or impairment of the street car service are those who have no financial interest in the securities of the company, but who are vitally concerned in getting to and from their work expeditiously, comfortably and inexpensively.

The futility of imposing anything that approaches inordinate taxation upon the street railway company should be imparted to the public, in the interest of preserving a proper type of relationship between the community and the public service corporation. It is remarkable how few citizens of average intelligence and ability appreciate that in levying taxes upon a transportation company they are simply appointing the corporation to serve as tax collector; the money thus collected comes from the public and returns to the public treasury.

The same loose thinking which makes many people conceive of the state as an entity separate from the individuals composing it, leads them to think of the corporation as a creature—perhaps as an octopus—which can in some way be injured or punished by being compelled to pay fines and special taxes; but in all such cases the traveling public indirectly pays the bill.

Some Portlanders may tell you that our street railway service might in their opinion be improved in certain particulars. A majority who have visited other cities will tell you that on the whole Portland has the best streetcar service of any city of like size in the United States, and the efforts of the management to still further improve the service should not be handicapped by useless, pernicious and often vindictive legislation. All fair minded or thinking people who give the matter consideration, will not lend their efforts to make the work of the company more trying than the ordinary run of business requires; but will join hands with them in cooperative effort, not only for the welfare of the corporation, but for the best interests of their rapidly growing city.

Aids Nature

The great success of Dr. Pierce's Golden Medical Discovery in curing weak stomachs, wasted bodies, weak lungs, and obstinate and lingering coughs, is based on the recognition of the fundamental truth that "Golden Medical Discovery" supplies Nature with body-building, tissue-repairing, muscle-making materials, in condensed and concentrated form. With this help Nature supplies the necessary strength to the stomach to digest food, build up the body and thereby throw off lingering obstinate coughs. The "Discovery" re-establishes the digestive and nutritive organs in sound health, purifies and enriches the blood, and nourishes the nerves—in short establishes sound vigorous health.

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