

# Gold Won by Our Ships

## Prosperity of Merchant Marine Due to the War

Washington.—The present golden era for American shipping, resulting from great demand for ocean tonnage, and the extraordinary profits that have been made in our carrying trade by sea, have been shown by research to be a recurrence of similar conditions that have prevailed three times before in the history of the American merchant marine.

Whenever there has been any extraordinary condition to change political or economic balances in this or other great countries, prosperity for shipping has followed, say experts of the United States shipping board.

In proof of this they point to the great expansion of our foreign trade following both the Revolutionary war and the War of 1812, by which the merchants of New York and New England were enriched, and also the fortunes made by American ship owners following the Mexican war, with its resulting great rush of pioneers to the new gold state of California.

None of the stories of fabulous earnings of vessels in the merchant marine in the first three years of the present war—before the shipping board began regulating freight charges at sea—are more interesting than those of the wealth won by ships owned in old Salem, Mass., in the period in which their owners were developing American trade with distant parts of the earth, following both peace treaties with England.

In 1759 the ship Mt. Vernon of Salem made a profit of \$100,000, four times her original cost, on a single round trip to China, going out with sugar, and returning via the Mediterranean, where she took on silks and wines for the American market.

The owner of the Mt. Vernon, Elias Hasket Derby, died while she was on this voyage and left an estate valued at \$1,000,000, the largest American fortune to that time.

Salem captains were ever on the alert for new ventures in those days of rich profits. When in 1795 Capt. Jonathan Carnes of Salem heard by way of gossip when ashore at Barcelona, Spain, that pepper grew wild on the coasts of Sumatra, he noted the information carefully. On his arrival home he imparted it to Jonathan Pelee, a Salem merchant, who forthwith fitted out the schooner Rajah, and dispatched her to Sumatra.

The Rajah brought back the first full cargo of pepper to be landed in America, and her owner reaped the tidy profit from its sale of 700 per cent on his investment.

Certain ships, known for their lucky voyages, made fortunes for their owners. One famous in the annals of that period was the ship George—known as the "Salem frigate"—which made regular voyages to the East Indies for 22 years, accomplishing 21 voyages in all, and earned a fortune for George Peabody, afterward famous as a millionaire philanthropist.

The value of her cargoes may be judged in that in her 22 years of active existence there was paid on them at the Salem customhouse, in import duties, not less than \$600,000.

The George was a tiny ship, as vessels go nowadays, being only 114 feet long, yet she proved a shining example in other ways of the glories of the early American merchant marine. She had the reputation of carrying the most intelligent crews to be found anywhere—except possibly on certain other American ships—and was famed for the number of men who graduated from her fore-castle to the quarter deck.

When she sailed on her first voyage to India, in 1815, hardly a man in her crew was twenty-one years old, yet each was an experienced seaman, and nearly every one was a navigator.

Of the sailors who served on her in her long and prosperous career, 45 became captains, 20 chief mates, and six second mates. Thomas M. Saunders, who served on her as a boy, passed through every grade—of ordinary and able seaman, third, second and chief mate—and ultimately became her captain.

The case of the George has been cited as an example of the beneficial effect of continued prosperity on a nation's merchant marine.

Not less than 7,000 men signed articles in the counting room of Joseph Peabody to man his fleet, the various craft which made 38 voyages to Calcutta, 17 to Canton, 32 to Sumatra, 47 to St. Petersburg and 30 to other European ports.

In the later period of the so-called clipper ship era of the merchant marine, great profits were made by American ships at a time when the vessels of other nations were grubbing for charters. This was due to the superior speed of the American vessels.

The Rainbow, the first distinctly clipper ship built anywhere, cleared

200 per cent profit on her first voyage to China, in 1846.

The Oriental, an American clipper built in New York in 1849, to compete with the English tea ships, earned \$48,000 in freight money on her first cargo of tea from Hong-Kong to London. Her cost was \$70,000.

In the gold rush to California, in 1849 and 1850, many ships earned more than their value in a single voyage. Demand for space regulated the charge for carrying freight, as it does now, and the top price reached was \$69 a ton.

At this rate the ship Samuel Russell earned \$72,000 in freight money on one voyage—more than her cost.

Some of the charters made in the earlier period of the war for American vessels were on such a liberal basis that the freight money for a single voyage to Archangel, for example, paid for the ship making the voyage, a condition to be looked for, say the experts, in times of abnormal demand for cargo space.

## Food Problem

By Dr. Samuel G. Dixon  
Commissioner of Health of Pennsylvania

Most of our foodstuffs are made up of different constituents. A potato is largely composed of starch, whereas beefsteak is largely composed of nitrogen or protein. Starch represents so many heat-producing units, and beefsteak likewise produces its own quota.

This is so when you consider the matter from a laboratory standpoint, but if you made a test of the same values by feeding these foods to human beings you would find the values varied greatly because of the variations of the human or organic machinery which handled them. Starch, for instance, in the cases of some individuals, passes through the digestive system without the body assimilating it and obtaining the addition of its heat units. In the cases of other individuals, the same thing would happen with beefsteak.

For this reason we must remember, when advising foodstuff for a community, that what is one man's meat is another man's poison. Thus it behooves those who have the power to regulate foodstuffs for a community to be liberal enough in drawing up their lists to meet the demands of the different capabilities of the digestive system of the different individuals. In other words, one capable of making a rational selection must have a thorough knowledge of the physiology of foodstuffs.

The people of the state of Pennsylvania eat too much potato. The large proportion of starch in the composition of this vegetable produces a catarrhal condition of the digestive tract, which interferes with digestion and leaves the patient insufficiently nourished, eventually over a long series of years producing starvation.

Meat, as a rule, is also over-eaten by Pennsylvanians. Just now, however, during the tension of the war, we need more meat than usual.

It should also be kept in mind that meat will be more easily produced during the war than will vegetables, for our trouble will be the want of male help to carry out the continuous demands occasioned by the cultivation of vegetables during all stages from planting to gathering, whereas cattle can in great measure take care of themselves, and what human help is required need not be of the highest development, either physical or mental.

### To the Point.

A face that never wears a smile should be avoided.

He who praises men and flatters women has many fair-weather friends.

No, Robert, the starboard of a steamer is not reserved for the star boarders.

A man can't have his cake and eat it, too—especially on his first trip across the pond.

The bachelor is the prune of the human family and the splinter is the preserved peach.

It isn't necessary that a brilliant conversationalist should know what he is talking about.

## Americans Most Reckless Consumers of Candies and Sweet Drinks in the World

After all American talk about the sacrifices America is making for the allies, the figures produced by Mr. Hoover respecting American consumption of sugar are enough to make Americans feel uncomfortable and look hypocritical. The plain facts are that American consumption of sugar during a period of distressing shortage has at best slightly diminished. Each American consumes over twice as much as each Englishman and almost four times as much as each Frenchman. Surely it is time, says the New Republic, to deal more drastically with such anomalies—with such overwhelming indications of a refusal or inability on the part of the American to abandon under the shock of war the wasteful indulgence of his ordinary desires.

Americans are the most reckless consumers of candies and sweet drinks in the world, and it is this class of consumption which is least necessary and has the smallest food value. Something can be done to diminish the drain made by candy stores and soda water fountains on the sugar supply by an appeal to voluntary effort, but the appeal should be backed up by a power of coercion with which the food administration is not now possessed, but which should be granted to it some time in the near future.

## Our Army Camps

Where Your Soldier Boy Is—How to Get There.

Most of the army camps are prepared to receive visitors and there is a great demand on the part of relatives and friends to visit their soldiers and sailors. For those who are unacquainted with the locations of camps and how to reach them this list is published:

Camp Custer, National army, on Grand Trunk and Michigan Central roads near Battle Creek, Mich.; also reached by trolley. One-way fare from Battle Creek to Camp Custer via Michigan Central, 14 cents.

Camp Devens, National army, on Boston & Maine railway, about one-half mile from Ayer, Mass.; reached by electric line or auto.

Camp Dix, National army, on Pennsylvania road, 1.9 miles from Lewisburg, Pa. One-way fare from Philadelphia, 79 cents.

Camp Dodge, National army, on Interurban (electric) Railway company. Fare from Des Moines: intrastate, 20 cents; interurban state, 27 cents.

Camp Funston, National army, located at Funston, Kan., on main line of Union Pacific, 3.8 miles from Fort Riley, Kan. One-way fares from Junction City: interstate, 22 cents; intrastate, 15 cents.

Camp Gordon, National army, located at Chamblee, Ga., 13.5 miles from Atlanta, on Southern railway. One-way fare from Atlanta on Southern railway, 35 cents; via electric line, 20 cents.

Camp Grant, National army, on C. M. & G. railroad, 4.3 miles from Rockford, Ill.; also reached by trolley.

Camp Jackson, National army, 4.9 miles from Columbia, S. C., on Southern railway; also reached by trolley. One-way fares from Columbia via Southern railway, 20 cents; via electric line, 10 cents.

Camp Lee, National army, 7 miles from Petersburg, Va., on Norfolk & Western railway; also reached by trolley. One-way fare from Petersburg via N. & W. railway, 20 cents.

Camp Lewis, National army, located directly at American Lake station on Northern Pacific railway.

Camp Meade, National army, on Washington, Baltimore & Annapolis electric railway, 1.6 miles from Odenton, Md. Fare from Odenton, 5 cents.

Camp Pike, National army, on Missouri Pacific, 5 miles from Military Junction and on C. R. & P., about 1 1/2 miles from Argenta, Ark. One-way fares as follows: From Argenta, 18 cents; from Little Rock, 24 cents; from Military Junction, 15 cents.

Camp Sherman, National army 2 1/2 miles from Chillicothe, O., on B. & O. railroad. One-way fare from Chillicothe by taxi, 25 cents.

Camp Zachary Taylor, National army, located at Dunesville, Ky., on Southern railway, 11.6 miles from Louisville; also reached by Louisville street car line. One-way fare from Louisville; via Southern railway, 20 cents; via electric line, 5 cents.

Camp Travis, National army (Fort Sam Houston), on G. H. & S. A. and M. K. & T. railways, 4.25 miles from San Antonio, Tex.

Camp Upton, National army, on Long Island railroad, 64.5 miles from New York city. Fares from New York: one-way, \$1.93; round trip, \$3.54.

## War Recipes

Cut out the following recipes and paste them in your cook book to help you Hooverize. They have been thoroughly tested by instructors and special lecturers in the department of home economics at the University of Washington.

Washington Shrimp Salad—1 lb granulated gelatine, 1/2 c cold water 1 1/2 c vegetable broth (water from cooking celery or peas, etc.) or meat broth, 1 c shrimps, 2 tb lemon juice, 1 c cooked peas. Soak gelatine in cold water. Dissolve in hot broth and cool. Add shrimps, lemon juice and peas. When set turn out on lettuce leaf, and serve with mayonnaise. The meat broth is improved if cooked with bay leaf, 2 or 3 peppercorns and slice of onion, and strained before being used for the jelly. Chopped celery may be molded with shrimp in place of peas.

Risotto—1 c rice, 2 ts fat, 3 c canned tomato or 3 c broth, 1 ts salt, 1/2 ts pepper, 1/2 c chopped meat may be added. Turn the rice into a pan which contains the hot melted fat. Stir the rice until it assumes a golden tinge. If the rice is stirred with a fork the grains will not be broken. Add the broth or the tomato, which has been pressed through a sieve. Add the salt and pepper. Cover the pan. Cook the rice for twenty minutes. When well cooked it will be tender and all the liquid will be absorbed.

Italian Polenta—2 c corn meal mush, 1 c grated cheese, 1 ts salt, 1/2 ts pepper. Make the corn meal mush in a double boiler. Add the salt and pepper. Add the grated cheese. Cook it until it melts. Pour the mixture into a greased pan. When it is cold cut it into two-inch squares. Fry the squares in a small amount of fat.

Another method: Arrange a layer of the seasoned mush in a greased baking dish. Cover this layer with one-half of the cheese. Arrange a second layer of mush and cheese. Cover this layer with bread crumbs. Brown in a hot oven.

Cheese Fondue—1 c grated cheese, 1 c bread crumbs, 1 c milk, 1 egg, 1 tb fat, 1/2 ts salt, 1/2 ts mustard, 1/2 ts paprika. Mix the cheese, bread crumbs and milk in a double boiler. Cook this mixture until the cheese is melted. Add the beaten egg, the salt, mustard, and paprika. Cook till thick and perfectly smooth.

## NORTHWEST MARKET REPORT

Wheat—Bulk basis for No. 1 grade: Hard White—Bluestem, Early Bart, Allen, Galgalus, Martin Amber, \$2.05. Soft White—Palouse bluestem, forty-fold, white valley, Gold Coin, White Russian, \$2.03. White club—Little club, Jenkins club, white hybrids, Sonora, \$2.01. Red Walla—Red Russian, red hybrids, Jones five, Coppel, \$1.98. No. 2 grade, 3c less. No. 3 grade 6c less. Other grades handled by sample.

Flour—Patents, \$10. Millfeed—Net mill prices, car lots: Bran, \$30 per ton; shorts, \$32 per ton; middlings, \$39; mixed cars and less than carloads, 50c more; rolled barley, \$66@68; rolled oats, \$66.

Butter—Cubes, extras, 48c; prime firsts, 47c. Jobbing prices: Prints, extras, 52c; cartons, 1c extra; butterfat, No. 1, 55c delivered.

Eggs—Ranch, current receipts, 48c; candled, 50c; selects, 52c per dozen.

Poultry—Hens, 25 1/2@26c; springs, 24; broilers, 29@30c; geese, 16@18c; turkeys, live, 24@25c; dressed, choice, 30c.

Veal—Fancy, 20c per pound. Pork—Fancy, 20 1/2c per pound. Sack vegetables—Carrots, \$1.50 per sack; beets, \$1.50@2.00; turnips, \$1.50; parsnips, \$1.50@2.00.

Potatoes—Oregon Burbanks, \$1@1.25 per hundred; Yakimas, \$1.50; sweet potatoes, 5@5 1/2c per pound.

Onions—Oregon, buying price, \$1.75 per hundred.

Green Fruits—Apples, \$1@2.25; pears, \$2.25; cranberries, Eastern, \$17.50 per barrel.

February 18, 1918.

Cattle—Med. to choice steers, \$10.35@11.50. Good to med. steers, 9.35@10.35. Com. to good steers, 8.00@10.00. Choice cows and heifers, 8.00@9.50. Com. to good cows and hf, 6.75@8.15. Canners, 4.25@6.25. Bulls, 5.00@8.00. Calves, 7.50@12.00. Stockers and feeders, 6.50@9.50.

Hogs—Prime light hogs, \$16.50@16.60. Prime heavy hogs, 16.40@16.50. Pigs, 14.00@15.00. Bulk, 16.00@16.50.

Sheep—Western lambs, \$15.00@15.50. Valley lambs, 14.50@15.00. Yearlings, 13.00@13.50. Wethers, 12.50@13.00. Ewes, 9.00@12.00.

# PUBLIC ROADS

## OPERATION OF A ROAD DRAG

Mistake for Operator to Think That All He Has to Do is to Drive Team—Get Best Angle.

Whenever the road drag has been tried and pronounced a failure it is safe to say that it was not used often enough or else it was used at the wrong time or in the wrong way. Some operators seem to think that all they have to do is to drive the team and the drag will automatically do the work, but this is a sad mistake.

In the first place the manner of hitching the team to the drag greatly



Operating a Road Drag.

affects its operation. If a short hitch is used the tendency is to raise the front edge of the drag, while a longer hitch makes it cut deeper and move more material. The correct length of hitch to use depends upon the height of the team, arrangement of harness, etc., and must be determined by trial.

The amount of skew or angle which the drag makes with the center line of the road also affects the results. The greater the skew (i. e., the smaller the angle between the drag and the center line of the road) the more earth will be moved toward the center. Usually this skew angle should be about 45 degrees, but here again the judgment and experience of the operator must be brought into play.

The driver can control the operation to a large extent by shifting his position upon the drag. When he approaches a high spot in the road he can step toward the front, thus making the blade cut deeper, while at a depression he can step toward the rear, in this way raising the cutting edge and dumping the earth which is being pushed ahead of the drag. By stepping toward the end of the drag nearest the center of the road he can increase the skew and so move more earth toward the center line, while stepping to the other end of the drag has the opposite effect. In road dragging it is especially true that "practice makes perfect" provided that common sense is used along with the practice.

## HOW TO PREVENT ROAD DUST

Breaking Up of Ridges Formed When Roadbed is Wet From Standing Water Causes Trouble.

Dust in the road is largely caused by the breaking up of the ridges formed when the road bed is wet from standing water. If the roadbed is kept well crowned and smooth water will run off. The surface will soften up some in case of a long rain, but it will not be nearly so bad as when there are ruts which hold the water. The wheels of each passing vehicle make the rut a little deeper. The best way to keep the roadbed smooth is to run over it with the road drag. This should be done soon after it rains. The soil is then soft so it can be easily scraped off and dropped into any depressions. The harrow also lays the soil down in layers. It sort of plasters it down, which makes a harder surface than when the soil is dumped onto the roadbed. The road drag is the most effective dust preventer except oiling the roads.

## ATTENTION TO SIDE DITCHES

Provision Should Be Made to Remove All Surface Water Rapidly—Guard Against Erosion.

Special attention should be paid to providing side ditches which will remove all surface water rapidly. Side ditches on long, steep grades should be protected against serious erosion by riprap, transverse timbers or other beams. Culverts and bridges should be of ample size and be built as permanent structures. Drain tile should be laid to carry off underground water. Side ditches which are kept clean and have sufficient slope to lead the water away are usually preferable to tile drainage, but the latter is necessary in some places.