

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 1799 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 his 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 Penbody, 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 \$900,000.

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 forecastle 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 Penbody 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 \$90 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.

STATE NEWS IN BRIEF.

Walter Brobeck was arrested Saturday at Medford, for failure to support his four children, ranging from 2 to 11 years old. On failure to supply \$500 bail he was given a room in the county jail.

The Corvallis fire department was presented with a service flag Wednesday. The flag contains 27 stars, one of them being of gold to represent the death of George Watts, of Company K, who died of pneumonia in France.

The county court at Pendleton will be required, under three suits filed against the Spokane Flouring Mills company, to determine the damages suffered by three Umatilla county farmers whose grain last year did not come up to expectations.

Edward D. Pierce, the 15-year-old son of Mr. and Mrs. Alfred D. Pierce, of Blind Slough, near Astoria, fell off a logging train on Larkin-Green road Tuesday evening and was run over and so badly crushed that he died before medical attention reached him.

The Humburg Manufacturing company, of Mount Angel, has shipped a car of 65,000 tent stakes which they made for the government. They are still working on an order of 120,000 to be delivered later. Up to this time they have shipped 475,000 stakes.

Insurance Commissioner Harvey Wells has advised the Ford Car Owners' Protective association, of Chicago, which is transacting business in Portland and other points of the state, to either comply with the insurance laws of Oregon or cease doing business.

Seven hundred Lane county farmers had returned agricultural survey blanks, in connection with the plan of the Federal government to obtain knowledge of food resources, Saturday night, according to a statement made by County Agricultural Agent N. S. Robb.

Out of 17 men examined last week by the Umatilla Medical Advisory board, only five were passed for service. The county examiners, on the other hand, have had a much better record, for, out of 20 examined Wednesday, only one was referred to the advisory board.

O. O. Calderhead, of the Washington Public Service commission, has been designated by the Oregon commission to represent it at a hearing to be held in Chicago within a few days by an Interstate Commerce commission examiner to reopen the question of rates on glass bottles from the east to the Pacific Coast.

In the foreclosure of delinquent tax certificates issued to counties, service can be obtained on delinquent taxpayers by publication alone, Attorney General Brown held Wednesday in an opinion to District Attorney Biggs, of Harney county. But the attorney general emphasizes the point that this opinion applies only to cases in which the counties themselves are bringing the foreclosure suits.

A drive has been started throughout the state to secure information about farm crops and farm-labor conditions, according to Labor Commissioner Hoff. Follow-up letters have been sent to all of the granges, farmers' unions and others interested throughout the state, to get this information in shape and forward it at the earliest possible moment so that it will be ready for compilation within the next two weeks if possible. The labor commissioner hopes by this census to have a complete and accurate estimate of all crops in the state upon which to base an estimate of the amount of farm labor needed to handle the crops for the 1918 season.

Information which has been received in Salem is to the effect that the great Horst Brothers' hop ranch near Independence, said to be one of the largest in the world, will be converted largely into a vegetable ranch and that the dryers will be used for evaporation of vegetables. It is stated that 400 acres of the ranch are to be leased for vegetable growing.

W. S. Brown, Oregon Agricultural college extension specialist, will open a pruning school in Dallas next Wednesday morning. This school is to illustrate the pruning of the Italian prune tree in the formative period in the young orchard and also the pruning for fruit in a bearing orchard. Rejuvenating of old orchards also will be given some attention.

Fire which apparently started from an overheated forge Thursday night damaged tools and machinery in the welding and machine shop belonging to H. R. Riley, of Bend. The building was saved.

Miss Eunice Ramsdell shipped on Monday's outgoing train the last two of the four boxes of ready-to-wear clothing contributed by citizens of Cove and vicinity for immediate relief of destitute Belgian children and women.

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.

Nut Loaf With Orange Sauce—1 c English walnuts (ground), 2 c bread crumbs, 1-3 c butter (melted in ½ c hot water), 1 egg, 1 tb melted butter (substitute) and ½ c hot water for baking. Add nuts to bread crumbs. Pour melted butter over well-beaten egg, and mix with nuts and bread. Form into a loaf, and bake on buttered pan for one-half hour. Baste with butter and water. Serve hot with sauce.

Orange Sauce—1 tb butter substitute, 1 tb flour, 2 tb ground nuts, 1 orange (diced pulp and ½ grated rind), 1 c water. Blend butter substitute and flour. Add ground nuts, orange, and water. Boil until well mixed, and do not strain.

Princeton Cheese—1 c canned tomatoes, ½ ts soda, 2 tb butter substitute, 1 ts made mustard, few drops onion juice, 2 tb cornstarch, 1 c milk, 1 lb. grated cheese, 1 egg beaten. Cook the tomatoes five minutes, add soda and strain. Cook butter substitute and cornstarch together. Add tomato. Remove from fire, add milk, cheese, mustard and onion juice. Add egg. Do not stir much. Serve on toasted graham bread for lunch.

Shrimps a la Creole—1 c shrimps (or salmon or tuna fish) 1 c, boiled rice, 1 heaping tb butter substitute, 1 c minced celery, 1 onion minced, 1 can pimento, 1 c milk, ½ c catsup (not too sweet). Boil all together for few minutes. Add ½ c catsup, and boil again. Serve hot in pattee shells or on toast.

Peanuts and Onions—2 qt cooked onions (steamed or boiled), ½ c peanuts, roasted and chopped, 2-3 qt white sauce, salt, pepper. Put one-half the peanuts into the white sauce and mix this with the onions. Sprinkle the remaining half of the peanuts on top. Quantity: 10 servings.

Boosts Meat Production.

Colfax, Wash. — B. E. Smead, the pig club specialist for Eastern Washington, is traveling through Whitman county, visiting schools and commercial clubs in the interest of general club work, especially live animal clubs.

NORTHWEST MARKET REPORT

Wheat—Bulk basis for No. 1 grade: Hard White—Bluestem, Early Bart, Allen, Galgalus, Martin Amber, \$2.95. 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, 25½@26c; springs, 24; broilers, 29@30c; geese, 16@18c; turkeys, live, 24@25c; dressed, choice, 30c.

Veal—Fancy, 20c per pound.

Pork—Fancy, 20c 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@5½c per pound.

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

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

February 20, 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.