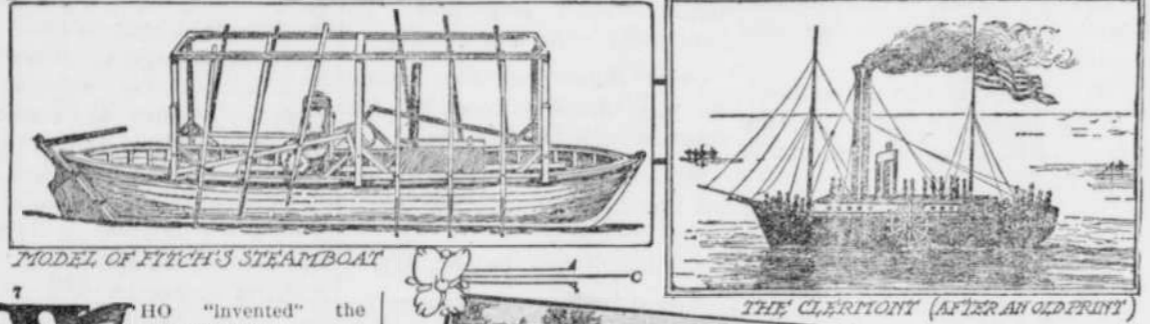


Who "Invented" the Steamboat?



WHO "invented" the steamboat? Ask ten Americans that question and the chances are that nine out of the ten, remembering a few outstanding names in their school histories, will answer "Robert Fulton," thereby proving once more what a strange jumble of fact and fiction is the average American's conception of the history of his country. For the question of who deserves credit for "inventing" the steamboat has recently started another of those controversies over historical matters, which sometimes results in clearing up certain disputed points in the annals of our nation. More often it does not, principally because the partisans never seem able to agree upon a strict definition of terms, without which it is virtually impossible to settle such disputes conclusively.

In this particular case the word "inventor" is the crux of the situation. While popular opinion accords that distinction to Robert Fulton, and in 1900 he was elected to the Hall of Fame at New York university as "the inventor of the steamboat," being the first inventor and the ninth American chosen to membership among "America's Immortals," his right to that title has been challenged on behalf of no less than eight other Americans. Outstanding among these claimants is that of Lieut. John Fitch, who, it is asserted, made a successful trip on the Delaware river in a steamboat which he had designed more than 20 years before Fulton's historic voyage up the Hudson in the Clermont.

Fitch's right to the title of "inventor" is supported by his descendants who are members of the Fitch Family association. They have nominated his name for inclusion in the Hall of Fame at New York university with the demand that either the name and bust of Fulton be removed or that those of Fitch be added. They are planning a nation-wide celebration in 1935 to mark the one hundredth and fiftieth anniversary of "the invention of the steamboat by Fitch in 1785," and they ask that this celebration be given recognition by the government and that public agencies and national patriotic societies co-operate in it as they did in the Hudson-Fulton celebration of 1907.

They base their contention that Fitch rather than Fulton was the "inventor" of the steamboat upon certain official acts of the government, the chief one being that both houses of congress by a unanimous vote, approved on February 12, 1926, an appropriation of \$15,000 for a suitable monument to Fitch as "the first in the world's history to successfully apply steam propulsion of vessels through water." This memorial was unveiled May 27, 1927, in the public square in Bardonia, N. Y., where Fitch died July 2, 1793, in poverty and despair of proving to an unbelieving world the practical value of a steamboat.

They point out, too, that the labels on the models of steamboats in the Smithsonian institution bears out their contention that he was the "inventor." These labels read as follows: "JOHN FITCH'S STEAMBOAT—Designed by John Fitch, built in Philadelphia in 1780, and first tested on the Delaware river July 27 of that year, when a successful public trial was made. Equipped with a steam engine which connected by geared machinery, sprocket wheel and chain, operated six oars placed vertically in a frame on each side of the boat."

"In 1788 Fitch completed his first commercial boat for carrying passengers, and it was driven in a similar manner. This boat was 60 feet long and 8 feet wide. She made a trip from Philadelphia to Burlington, about 20 miles, in July, 1788, the longest ever made by any steamboat up to that date. October 12, 1788, the boat took 30 passengers from Philadelphia to Burlington in 3 hours and 10 minutes, a speed of over six miles an hour. In 1790 Fitch built another boat which attained a speed of eight miles an hour and continued to run on the Delaware river, carrying passengers and freight, for three or four months."

RUMSEY'S STEAMBOAT—"Propelled by jets of water forced out through the stern. Tested on the Potomac river at Shepherdstown, Va., 1787."

STEAMBOAT CLERMONT, 1807—"Designed by Robert Fulton, built in the city of New York, and made its first trip from that city to Albany in August, 1807."

Of these labels, the one on Fitch's model is the only one which uses words "successful public trial." If, then, a "successful public trial" is proof of "invention," it would seem that there is no doubt as to the right of Fitch to be given the title of "inventor of the steamboat." However, there are those whose definition of "invention" is a vastly different one and they assert that no one person can claim the credit for the invention of the steamboat.

Of the other "inventors" of the steamboat, the volume "The March of Commerce" by Malcolm Keir in the Yale University Press, "Pageant of America," has this to say: "Samuel Morey of New Hampshire, who began experimenting with a steamboat in 1790, built a paddle-wheel steamer which in 1794 ran from Hartford to New York at a speed of about 15 miles an hour. This boat had the paddle wheel at the stern. A later boat of Morey's, built at Bordentown on the Delaware, was operated with two side paddle wheels. Others who were seized with the 'steam mania,' as it was derisively called at the time, were William Longstreet of New Jersey, whose boat made five miles an hour against the current of the Savannah river in 1790, and Elijah Ormsbee of Connecticut, who made paddles to imitate ducks' feet and operated them by steam in a boat that he nav-

igated from Cranston to Providence and Pawtucket and return. "Oliver Evans, who invented the high-pressure steam engine and tubular boiler, applied it to moving boats as well as highway wagons and mills. Steam dredges built by him, such as the Orukter Amphiboles, operated in 1804 through the water under their own power. Robert R. Livingston, afterward associated with Fulton, built a steamboat and ran it on the Hudson. John Evans of Hoboken, N. J., experimented with a half-dozen different steamboats after 1791, and eventually hit upon the idea of the screw propeller in place of the more usual setting poles, paddles, oars, or paddle wheels. Stevens himself, however, soon discarded the screw propeller in favor of paddle wheels, and it was not until years later—in 1839—that the screw propeller received further attention.

"Benjamin Franklin, who had a finger in nearly every pie that was cooking during his lifetime, was a member of an association headed by James Rumsey, a native of Maryland, that proposed to try Franklin's idea of propelling a boat by sucking in water at the bow and ejecting it at the stern. A boat was built and run on this principle by Rumsey in 1787, a steam pump being the means of ejecting the water. Rumsey had in 1784 exhibited a steamboat before General Washington at Bath, Va. In this earlier boat the power had been steam applied by cranks to a series of setting poles. Fitch, who had applied for state monopolies over steamboats, contested Rumsey's invention, so Rumsey took his ideas to London but died there in 1792, before they became practical."

In mentioning the men who contributed to the success of the steamboat there is one name which cannot justly be omitted. Fitch, Fulton and the others had built steamboats which would operate on gently-flowing bodies of water in the East, but it remained for another man to tame the swift waters of the West. Fulton and Livingston tried it and failed. But Henry M. Shreve, whose name is perpetuated in the city of Shreveport, La., succeeded. Shreve called his boat the Washington and in it he made two round trips between Louisville, Ky., and New Orleans, making the return trip in the then unbelievably fast time of 25 days or less than a fourth of the time it took the bargemen and keelboat pole men to make the same distance. From that time on steamboats went everywhere, no matter how swift the current they had to buck.

A water system is being installed on the peninsula north of Redmond where the Crooked and Deschutes rivers meet, to irrigate the dry land wheat ranch operated by John Swanson.

OREGON STATE NEWS OF GENERAL INTEREST

Principal Events of the Week Assembled for Information of Our Readers.

Bend's first intra-city bus line was put in operation recently on an hourly schedule from 7 A. M. to 11 P. M.

Steps have been taken at Pendleton for purchase of ground for an airport to be paid for by the city at the rate of \$1500 a year.

Canning a record bean crop of the Salem section will begin about August 11. About 275 acres of beans are nearly ready for picking.

The West Coast Telephone company has begun construction of a new telephone system for Lakeview. The new plant will cost \$12,000.

G. W. Kelsey of Pleasant Hill has brought into Eugene for exhibition oats that stood 7 feet 3 inches high. He claims the championship.

Elmer Bjornstrom, 10, was drowned in the Columbia river at Astoria when he fell from a fish boat in which he was playing with his brother.

J. E. Provencher, 41, of Portland, who was working 130 feet under the Owyhee dam, was crushed to death by timber falling down a shaft.

Fire believed to have started from a truck, burned about 150 acres of wheat and some hay on the Frank Stanton and U. S. Richardson farms near Helix.

Game Warden W. B. Fellows has just released 360 two-thirds to full grown Chinese pheasants in the Baker and Sumpter valleys and in the Durkee district.

Magnus Jellico of Portland, powderman on the road construction project between Corvallis and Newport, was killed when he tripped and fell under the steam shovel bucket.

J. F. Fuller has finished a map of Redmond. It gives all the late additions, all sidewalks, water pipe lines, water hydrants, etc. There also is a separate map of all 25-foot lots.

Tentative plans for a Southern Pacific bridge to be constructed across the Link river have been made at Klamath Falls by the company. Plans call for an expenditure of \$50,000.

Swan Berquist, 50, and Nels Swanson, 45, both of Portland, were instantly killed at the Jack Manary rock quarry near Silverton when a dynamite charge exploded unexpectedly.

Berry growers of the Sandy section will wind up raspberry shipments soon, and then will sow oats and vetch for a cover crop. The yield of both raspberries and strawberries was only fair.

A water system is being installed on the peninsula north of Redmond where the Crooked and Deschutes rivers meet, to irrigate the dry land wheat ranch operated by John Swanson.

Lane county road oiling crews are now working near Wendling in the Mohawk valley. When the Mohawk roads are finished the outfit will be shipped to Junction City, it is announced.

Fifty carloads of canned cherries have been shipped by the Eugene Fruit Growers' association this season, this being a new record for the plant there, according to J. O. Holt, manager.

The Oregon, California & Eastern railway discontinued its passenger service between Klamath Falls and Bly on August 1, according to notice filed with the Oregon public service commission.

During July 1625 lots of contraband fruit, vegetables and plants have been confiscated at the quarantine station on the Pacific highway just south of the Oregon line, according to F. G. Perry, in charge of the station.

THE MARKETS
Portland

Wheat—Big Bend bluestem, \$1.02; soft white, western white, 88c; hard winter, northern spring, western red, 86c.

Hay—Alfalfa, new crop, \$17.50; valley timothy, new crop, \$18; eastern Oregon timothy, \$22.50@23; clover, new crop, \$14; oat hay, new crop, \$14; oats and vetch, new crop, \$13.50.

Butterfat—29@33c.
Eggs—Ranch, 19@24c.
Cattle—Steers, good, \$8@8.50.
Hogs—Good to choice, \$10@11.
Lamb—Good to choice, \$6@7.

Seattle
Wheat—Soft white, western white, hard winter, and northern spring, 87c; western red, 86c; Big Bend bluestem, \$1.01.
Eggs—Ranch, 20@25c.
Butterfat—35c.
Cattle—Choice steers, \$7@8.
Hogs—Prime light, \$12@12.15.
Lamb—Choice, \$6.50@7.50.

Spokane
Cattle—Steers, good, \$7@7.50.
Hogs—Good to choice, \$10.75@11.
Lamb—Medium to good, \$5@5.50.

The state land department turned over to the state treasurer during the month of July a total of \$134,030.19. Jefferson county ranchers are harvesting a good crop of wheat and the yield is estimated at 400,000 to 600,000 bushels.

Farmers living in the Miller Hill section of Klamath county have appealed to the state veterinarian for assistance in running down three wild hogs that are reported destroying the crops and causing other damage.

The rim drive which completely circles Crater Lake has been opened for summer travel, according to announcement of E. C. Solinsky, park superintendent. Considerable work has been done on the road this season getting it into shape for motor travel.

Joe Tyler, 49, and his son Joe Jr., 17, were drowned in a gravel pit near Halfway while swimming. The boy got beyond his depth and both were lost when his father tried to save him. The bodies were found locked in a death grip in 15 feet of water two hours later.

Two of the largest rattlesnakes killed in Klamath county for some time were slain near the Algoma Lumber company mill last week. One of the snakes measured 41 inches and had 10 rattles and a button. The other was 43 inches long with eight rattles and a button.

A bronze plaque, made from discarded fire hose couplings contributed by fire chiefs of Oregon, will be dedicated at Lebanon, August 18, in commemoration of R. L. Gilson, for many years chief of the Lebanon fire department and one of the organizers of the Oregon State Fire Chiefs' association.

The Oregon state fair will be bigger, better and longer this year than ever before in the 69 years' history of the exposition, according to plans made by the state fair board. The fair will be held this year from September 22 to 28, continuing throughout Sunday for the first time instead of only until Saturday evening as in the past.

The blackberry crop in Benton county is almost ready to be harvested, Corvallis cannermen report. The raspberry and loganberry crops in that county have been heavier than was expected at the first of the season. It is estimated that 40 tons of loganberries were canned, 20 tons of red raspberries and 30 tons of black raspberries.

Turkeys with fence staples in their gizzards have been dissected at the Sam Stoller farm southwest of Scio, where a half dozen of the birds recently have succumbed. After several of the turkeys had died Stoller decided on a post mortem and discovered that the staples had passed the crop and lodged in the gizzard, puncturing that organ and causing death.

Elizabeth Leona Fredericksen, the day-old daughter of Mr. and Mrs. J. E. Fredericksen of Mapleton, is a lucky girl. She was born July 29, with a silver spoon in her mouth, figuratively speaking. Since she is the 2000th baby born at Pacific Christian hospital, at Eugene, Elizabeth Leona will be presented with a sterling silver spoon before she leaves the hospital.

Farmers in the alfalfa community east of Bend have been warned by W. T. McDonald, Deschutes county agriculturist, to be prepared to battle a mass of destructive army worms now moving through fields to alfalfa and potatoes, causing great damage. The worms are from an inch to two inches long. Klamath farmers were fighting the worms for some time before they appeared in Deschutes county.

Gasoline sales in Oregon for June, totaling 16,123,131 gallons, show an increase of \$65,257 gallons over sales for June, 1929, according to reports filed with Hal E. Hoss, secretary of state. The state tax on the June sales this year amounted to \$655,316.62, compared with \$469,490.58 for the same month last year. Increase of one cent a gallon in the state tax during the year accounts largely for this increase in revenue.

Fifty-two of the 229 banks operating in Oregon June 30, 1930, had deposits in excess of \$500,000 each, according to a statement issued by A. Schramm, state superintendent of banks. Portland, with 24 banks in operation, had total deposits of \$164,715,363.53, with Salem in second place with deposits of \$11,889,027.74. Eugene was third with \$7,560,719.71. Total deposits of the 52 banks was \$272,104,765.63, with banks in 91 other cities and towns having deposits of \$18,426,856.20.

The paving crew of the highway commission which will put a surface on the highway from Lakeview to the state line has arrived at Lakeview. Twelve blocks of paving will be laid in Lakeview during the next three weeks.

The state of Oregon is not responsible for motor vehicles abandoned on the streets and highways and later placed in garages for safe-keeping by state traffic officers, according to an opinion rendered by Attorney General Van Winkle.

BRITISH DIRIGIBLE CROSSES IN 76 HRS.

Arrives at Montreal With Damaged Stabilizer Fin.

St. Hubert Airport, Montreal.—The British dirigible R-100, the largest craft of the kind in the world, with one of her stabilizer fins damaged, arrived at this airport after a battle with squalls which swept the St. Lawrence river valley.

The R-100 actually covered the 3,228 miles between Cardington, England, her point of embarkation, and her destination in 18 minutes less than 76 hours, which sets a new record for east-west flights across the Atlantic. For nearly two hours while less than 180 miles from her destination after her flight across the Atlantic, the great dirigible drifted at the mercy of the wind above the plains of Abraham in historic old Quebec.

The fabric covering one of her stabilizer fins had been torn, she reported, and her motors were shut off to permit temporary repairs to be made. When the fin was patched she continued her slow and labored progress toward this air field while thunderstorms swept down the valley in her path.

By an odd freak of fate the accident which befell the British aircraft was similar to the one which occurred to the Graf Zeppelin when she was near Bermuda on her maiden trip in October, 1928. The difference was that the German ship was over the sea while the R-100 was far inland and so near a metropolis that thousands watched the fight to stave off possible disaster.

The message telling of the trouble aboard the airship when her arrival was thought to be only a matter of an hour or two away came dramatically and unexpectedly almost on the heels of a bulletin telling of the craft's progress through weather that was generally fair.

Washington.—The R-100 has been invited to visit the United States before her return to England. It is expected the invitation will be accepted.

Rear Admiral William A. Moffett, chief of the United States naval air service, who flew to Montreal to greet the British flyers, extended the invitation on behalf of the government.

It is understood the ship will cross into the United States, touch first at Chicago, fly over the larger cities en route to New York and Washington, and then moor at Lakehurst, N. J.

\$1,500,000 Raid Is Made by New York Dry Force

New York.—Federal prohibition agents are taking inventory of a brewery and cafe, valued at \$1,500,000, which was seized in what they described as the "biggest raid in the history of prohibition."

The property seized consisted of the North American brewery and the Palm Garden cafe at Wilson and Greene avenues, Brooklyn. William C. Nolan, assistant administrator in charge in Brooklyn, led 15 agents in the raid. They said that large quantities of beer in thousands of kegs in the cafe tested 4.96 per cent alcohol.

The brewery is one of the largest in the country and covers an entire city block. The cafe is adjacent to it.

Seminole Boys to Lose Their Ears for Theft

Miami, Fla.—Two Seminole Indian boys, one twelve, the other fourteen, the past week began their journey to the seat of Seminole justice in the big cypress swamp of Florida.

A few days ago the boys stole articles valued at \$7 from a filling station. The theft was discovered by other members of the tribe. In accordance with Seminole tribal law the boys will have their ears lopped off close to the head by the chief medicine man of the Seminoles at Big Cypress.

U. S. Begins Suit to Obtain N. P. Land

Spokane, Wash.—The federal government has filed suit against the Northern Pacific railroad which probably will involve \$100,000,000. The action seeks removal of certain indemnity lands from operation of the federal land grant act of 1864 as modified in 1870 to quiet title of those lands, to secure an accounting and "for other purposes."

The suit was authorized by congress June 25, 1929, and was filed in federal court here.

Two Held for Burning Baby

El Paso, Texas.—Josefina Aguarré, twenty-four, and Rosilisa Roja, twenty-three, were arrested in connection with the burning to death of Mrs. Roja's eighteen-month-old baby.

Increases Force Fifty Per Cent

Millwaukee, Wis.—The International Harvester company will increase the operation of its local plants by 50 per cent within the next 30 days due to the receipt of a large Russian order for tractors.

Secretary to Gen. Grant Dead
Cumberland, Md.—Gen. C. U. Sniffen of Washington, who was secretary to President U. S. Grant, died suddenly at a hotel on Town Hill Monday. He was eighty-six.

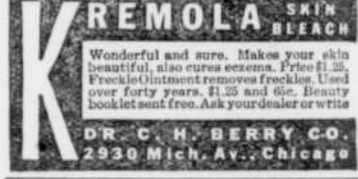
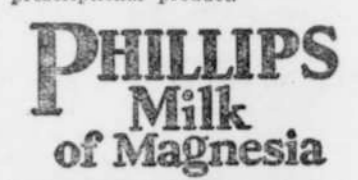


Acidity

The common cause of digestive difficulties is excess acid. Soda cannot alter this condition, and it burns the stomach. Something that will neutralize the acidity is the sensible thing to take. That is why physicians tell the public to use Phillips Milk of Magnesia.

One spoonful of this delightful preparation can neutralize many times its volume in acid. It acts instantly; relief is quick, and very apparent. All gas is dispelled; all sourness is soon gone; the whole system is sweetened. Do try this perfect anti-acid, and remember it is just as good for children, too, and pleasant for them to take.

Any drug store has the genuine, prescriptive product.



Whale Leather Gloves Out

Women of Europe are again finding the whale an aid to their wardrobe. Whale "leather" is being used in making fashionable gloves, and style leaders have approved the new material composed of the intestines of the huge swimmers. The new gloves are delicately soft, but so tough that it is almost impossible to wear them out. The whale has not contributed to women's styles since the days of the whalebone for corsets.

Summer COLDS

Almost everybody knows how Bayer Aspirin breaks up a cold—but why not prevent it? Take a tablet or two when you first feel the cold coming on. Spare yourself the discomfort of a summer cold. Read the proven directions in every package for headaches, pain, etc.



Foot Arches

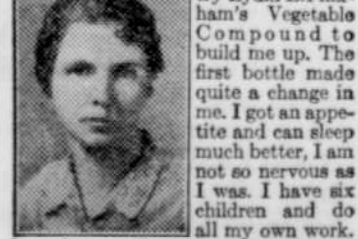
There are four arches in the foot—the long arch at the inside of the foot from heel to great toe, the front arch across the ball of the foot, the arch at the outside of the foot from the heel to the base of the small toe, and the arch across the middle of the foot under the instep.

Designating It
Dentist—Which tooth do you want extracted?
Pullman Porter—Lowth seben.

TOOK IT TO BUILD HER UP

Strengthened by Lydia E. Pinkham's Vegetable Compound

La Junta, Colo.—"After my little daughter was born, one of my neighbors persuaded me to try Lydia E. Pinkham's Vegetable Compound to build me up. The first bottle made quite a change in me. I got an appetite and can sleep much better. I am not so nervous as I was. I have six children and do all my own work."



I can do so much more now than I could when I began taking the Vegetable Compound and I shall certainly recommend your medicine whenever I have an opportunity.—Mrs. John Osborn, R. 2, Box 216, La Junta, Colorado.

W. N. U., Portland, No. 32-1930.