

THE PATHWAY OF THE SEAS

(By John S. McGroarty in West Coast Magazine, Los Angeles.)

Old was the pathway of the seas
When, from the land-worn trail,
The swart Phoenician to the breeze
First flung his magic sail;
Old was the moon-drawn tide's desire
With lure of harbors won,
Before the ships were sped from Tyre,
With spoils of Babylon.

Old are the seas, the sails and all,
The stars and singing tide,
The siren's song and gray gull's call
On waters stretching wide;
Old are the ships as the first strong tree
The primal forests grew,
But tides and stars and running seas
Are yet forever new.

Gray was the pathway of the seas
Before a keel was laid—
Long 'ere the dauntless Genoese
Clove sea and sky for Spain;
'Twas bright with joy and dark with wrath
'Ere Egypt haled a sail,
And none know when the seaward path
First leaped the land-worn trail.

'Tis many a harbor they have found,
The sun-browned sailors all,
Since first the ships went outward bound,
Lured of the wanderer call,
Around the swinging world they sped,
And with the winds they fared
Past tropic isles and lee-locked head,
Till all the seas were dared.

And there was one who, wandering far,
Sailed long with sturdy keel,
And flew to sea and beckoning star
The banner of Castille;
Beyond the gleam of hilled Azores
He fared with sails flung free,
To win, at last, the golden shores
That guard the Sunset Sea.

Brave old Cabrillo of the ships!
From dreams of long ago
His name leaps to a million lips
Where sunlit harbors glow,
Here sleeps he where his galleon,
With winds that never tire,
First sailed the pathway of the lawn
To Lands of Heart's Desire.

Gone are the dust-deep centuries,
In Time's dim shadows lost,
But here are still the path-strewn seas
The Spanish sailor crossed;
Here where his ships at anchor lay,
Lone in the misted past,
The long, white road is thronged to-day
With many a swaying mast.

Down to the old sea, ever new,
Still bends the land-worn trail
O'er hill and vale, in sun and dew,
To seek the waiting sail;
Though here, where land and waters meet,
Cabrillo steers no more,
A new-born race has come to greet
The ships that crowd the shore.

Fair is the past with gloried dreams,
Its wraths of fight and play,
But fairer still the light that gleams
On land and sea today—
Dreams of peace on sunlit hill,
On plain and golden fields;
The devil's ring in vales that thrill
With blows that labor wields.

Dawn of today atrob with hope,
Serene with dreams come true,
It signals, from the mountain slope,
The waters vast and blue;
It calls the ships in sunset's fire,
And countless argosies
Shall sail to Ports o' Heart's Desire
The pathway of the seas.

A Costly Italian Railroad.
Genoa and Milan, Italy, are to be connected by a marvelous electric railroad 85 miles in length, which is to cost \$47,000,000," says Popular Electricity (New York). "The excessive cost of it is owing to the nature of the country through which the line will pass. It will require 13 tunnels, one of which will be 12 miles long. There will be 572 bridges and the road will be six years in the course of construction. The cost of the line construction alone will be \$500,000 per mile. The line will be double-tracked and there will be no grade crossings. Trains will consist of three cars, each accommodating 50 passengers. A very complete schedule has been arranged to take care of the express and local traffic, as well as the freight of that section of the country. The power will be derived from a 24,000-horsepower hydraulic generating plant."

Roosevelt, at the naval conference at Newport, R. I., yesterday emphasized the need of a big navy, which he said was the only way of maintaining peace.

Low Wages of Hand Workers.

Consul-General Richard Gunther reports that the "Exposition of Hand-Made Home Manufactures," now being held at Frankfurt, indicates very low wages for the persons working at their homes on many articles made for the German trade. His details follow:

Women earn 1.6 marks (38 cents) for knitting a dozen pairs of gloves, which absorbs four days' work of ten hours each, thus netting less than 1 cent per hour.

Some of the peasants (small farmers) in the German mountain districts busy themselves during the winter by weaving on hand looms bed ticking and goods for aprons and table use. These weavers earn on an average 5 to 17 1/2 pfennigs (1 1/5 to 4 1/6 cents) per hour's work. In Mainz and Worms (ports along the river Rhine) women are employed in darning old bags, their pay being 2 1/2 to 6 pfennigs (3/5 to 1 2/5 cents) per sack. The highest wages a woman can earn in one day is 28 1/2 cents. In consequence of the deleterious dust inhaled when mending these old coal, flour, color and other bags this occupation is dangerous to health.

Woodenware (rakes, spades, ladies, spoons, clothespins, shoes, etc.) made by home labor in the German mountain districts are on view in the exposition hall. The persons making these articles earn 10 to 11 pfennigs (2 2/5 to 2 3/5 cents) per hour's work. Wooden animals and other ornamental carvings (pipes, clock cases, penholders, etc.), showing artistic talent and deftness on the part of the worker are on exhibition. The artists producing them earn 10 to 13 pfennigs (2 2/5 to 3 1/10 cents) per hour's work.

In one district where high grade pipes are manufactured the superior skill of the workers, who are graduates of the wood-carving school at Empfershausen, is much in evidence. These skilled carvers earn 12 to 26 pfennigs (2 7/8 to 7 cents) per hour's work.

Raphael Semmes' Ruffled Shirt.

Speaking of the builders' model of the Confederate privateer "Alabama," referred to in Shipping Illustrated recently, the Liverpool Journal of Commerce notes the following interesting fact: "It is not, however, generally known that there is in Liverpool a link with the famous ship, which for a time practically destroyed the American mercantile marine fleet. We refer to Henry Adams, manager of the Star Steam Tug Co. This gentleman in his youth was the second mate of the yacht "Deerhound," owned by Mr. Lancaster, which rescued the commander and some of the crew of the Alabama when she was sunk off Cherbourg in 1864 by a Federal war ship. The yacht was near to the Alabama when she was foundering, and at Lancaster's instructions a boat was put out from the yacht, the rescuing party being under the command of H. Adams. The latter gentleman helped to haul into his boat the celebrated commander of the Alabama, Captain R. Semmes, who it is said was really a lawyer by profession. One of the most prized possessions of Adams is the white ruffled shirt which belonged to Captain Semmes, and which he left on board the Deerhound."

While a shirt once worn by such a distinguished gentleman as Commander Semmes is not practically an inspiration to reverence, even by the warmest friends of the "Lost Cause," no doubt many of our Southern citizens would be glad to see it on this side of the Atlantic. As to whether Semmes had "malice in his mind," owners of Northern shipping 40 years ago were perhaps of the one opinion, but it is not altogether disquieting to know that the Confederate commander had "ruffles on his shirt." Were the late P. T. Barnum alive, the famous shirt would doubtless long ago have been exhibited to the public with a hole in its after part "made by a cannon ball from the Kearsarge." The shirt, however, belongs on this side of the water, but it is to be hoped that W. W. Astor, British by choice to the great relief of his native land, will purchase it and present it to the Daughters of the Confederacy, or some like organization in this country.—Shipping Illustrated.

A WATER CODE NEEDED

As the need of irrigation in western as well as in eastern Oregon, notwithstanding the difference of rainfall, becomes more apparent, the greater becomes the need of a clear, complete, concise water code for this state. Attempts have been made at the two last legislatures to pass a water code, but without success. The law proposed in either case may not have been just what is needed—



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to draft such a law is not an easy task—but even if perfect it stood no chance of passage because of the influence of certain "interests," corporations and individuals who seek to control the water power of various streams, or that have other selfish objects in view. Efforts should be renewed at the next session of the legislature to get such a law passed, by members who will work not for themselves or their friends or clients or some corporation, but for the whole people; and it is none too early for any such members to be working on or studying this subject.

The state grange, at its recent session in Eugene, adopted certain preambles and resolutions that are worthy the careful consideration of all members of the legislature. The preamble recites that titles to water are as important as those to land and should be as clearly defined and as easily ascertained; that water users are now burdened with costly litigation, irrigation is impracticable and development is retarded; and that the only law is varied and uncertain decisions of the courts, on which nobody can agree, therefore it was resolved:

That it is the duty of the state of Oregon, at the earliest possible time, to codify and enact a complete, concise and definite water law, leaving to the courts only the mere interpretation of this law on such occasion as it might be brought into dispute;

That such water law should be

based upon the best experience of other states and countries, such as Wyoming, Idaho and Canada, and should include the following fundamental principles:

1. That no water right should become vested except by direct grant from the state.
2. To provide a system whereby the priority and limitations of every existing right to the use of water can eventually be ascertained.
3. To provide for a reliable record in some central office of all water rights as determined, and of new right as initiated.
4. That actual measurements of ditches and streams be made as a basis for the adjudication of existing rights and the initiation of new rights to the surplus water, if any.
5. To provide a definite procedure whereby rights to such surplus water may be acquired.
6. That beneficial use should be the basis of all rights to the use of water, and that water for irrigation purposes should be made appurtenant to the land irrigated.
7. All rights to the use of water for power development should be limited to a period of 25 years, subject to renewal under certain restrictions.
8. To provide an efficient administrative system, with proper officers, for the distribution of the water supply among those entitled to its use.

These suggestions may well serve as a basis, at least, for such a law

as is needed. Oregon is behind its neighbor states in this respect, and certainly can profit by their experiences. What is needed is careful, conscientious work on the part of able members before the legislature meets. For if that body does not enact an irrigation code calculated to be beneficial to the people, it is pretty certain that they will pass some sort of a law on the subject themselves.

Extension of British Mail Facilities.
The British Board of Trade Journal makes the following official announcement of the inauguration of a "collect on delivery" system for the shipment of packages by parcels post from the United Kingdom:

"To increase the facilities for trade in small articles within the empire, the postmaster-general has been in negotiation with certain of the colonies and dependencies for the establishment of a mutual cash-on-delivery system. Under this system goods can be posted from this country and the money collected for the vendor by the postoffice at their destination, and vice versa.

"The first of these services was brought into operation on June 1, 1908, and is available between the United Kingdom and Egypt, Malta, Cyprus and the British postoffices at Constantinople, Smyrna, Beyrout, Salonica and Tangier. In outline the procedure is as follows: The vendor takes his packet to a postoffice, fills in a form and pays a special fee of

2 pence (4 cents). He is given a certificate of posting, which he ultimately restores to the postoffice when receiving the cash.

"The postoffice collects from the addressee the value as stated by the vendor in the form, and remits it by money order or postal order to the vendor, after deducting whatever may be the commissions on the money order or postal order itself, in addition to the delivery fee.

"The chief restrictions are that the sum to be collected (the trade charge) must not exceed \$25 (97.33), that the system is confined to goods sent in fulfillment of an order, and that the goods must be sent by parcel post unless they are registered or insured.

"Detailed information concerning this cash-on-delivery service may be obtained at any postoffice. It will also be given in the July number of the Postoffice Guide."

NEWS FROM HERE, THERE AND EVERYWHERE
Eugene W. Chaffin, Prohibitionist nominee for President, stated he elected, he will call out the army navy and the law, if necessary, to enforce prohibition.

The Northern Pacific at Tacoma has restored the old lumber tariff ordered by the interstate commerce commission.

One hundred and forty-six are enrolled in the summer school at Mouth.