

COMMUNICATIONS

Ed. Journal: Standford, New York, is situated in the western Catskills at the base of Mt. Utsyantha, and is an ideal summer resort. Its elevation is 1800 feet and that of Mt. Utsyantha about 150 feet higher. Its wide streets are bordered with handsome lawns and overarched with large maples. The rippling mountain brooks and pretty wooded glens make the place ideal. From the observatory 20,000 square miles of mountain territory including 30 prominent peaks, for this section, and portions of four states can be seen. The drives in Standford and vicinity are particularly beautiful and interesting, over good roads. There are miles of bluestone sidewalks. Five churches (Presbyterian, Methodist, Baptist, Episcopal and Roman Catholic) are represented. A general neatness of the town is noted. The true spirit of hospitality prevails in this lovely village. Everything that thrift and industry can produce is at the service of the visitor.

Among those sojourning here for the summer are Major William Hancock Clark and wife, known to Oregon people. Major Clark is the oldest living descendant of Captain Clark of Lewis and Clark fame. They take pride in showing every courtesy to people from the Oregon country. ALBERT TOZIER.

Salem, Or., Aug. 20, 1908.—(Ed. Journal:—)For some time there has been a controversy between the Oregon Electric Railway company and our city council about the grade established by the city as to whether it was a proper grade, and I am sorry to say that the interviews published in the Oregonian, coming from Mr. Talbot, have not always been consistent with the facts, and have lead some of our citizens with some of our neighboring cities to get a wrong impression as to just what was being done by the council.

But their entire argument failed before the city council last night, when there was a special meeting held to give the Oregon Electric an opportunity for about the fourth time to come before the council and make a showing wherein the established grade, known as the Tillman grade, was incorrect. When

the special engineer selected by the Oregon Electric company came before the council and stated that if they wished to make permanent improvements the grade established by the city was correct, but that it was not necessary to make permanent improvements at this time; that by hauling in about 2500 yards of gravel as temporary work was all that was needed at this time, but later when permanent work was to be done the railway could be brought to grade.

The people of north Salem as soon as they came into the city, organized an improvement league. Knowing the difficulty that old Salem had with her grades the league has worked to have a common grade established that would be permanent and as fast as we improved make our improvements permanent, and it looks, to the writer, at least, that it is a good deal of gall for a resident of another city to come before a council of intelligent men and tell them that they have established a correct grade but that they do not want permanent improvements at this time; that any old temporary makeshift is good enough for Salem. The grade established by the city is not a grade for Broadway alone, but for all of North Salem, and has cost the city more than one thousand dollars.

Now shall the city lose all this work and establish a temporary grade for the railway or shall they look after the interest of the city?

Mr. Talbot is trying to make capital out of the fact that the former mayor gave them the present grade, if he did it should not be taken seriously by the people of Salem for Mr. Waters was on the payroll of the company at the time, if I am correctly informed, as right-of-way man. I am not blaming Mr. Waters for what he did as the railway company only asked a temporary grade and agreed in their franchise that as soon as the city established a grade that they would raise or lower the track to conform to the grade. The street committee was completely vindicated by Mr. Brown, the engineer that Mr. Talbot brought to Salem to examine the Tillman grade, when he stated to the council that it was correct for permanent improvement, while the company's contention has been that it was not a correct grade; and all the people want and what the council should demand is that they

carry out the conditions of their franchise as agreed by them. Respectfully, E. C. MINTON.

Some Facts About Sugar.

The free use of sugar as we know it is a modern phenomenon. Apparently the ancients were unfamiliar with it in the form in which we use it, and later it was merely an expensive luxury. Some interesting data about the manufacture, use and cost of sugar are given in Cosmos (Paris, May 2d), as follows:

"Cane sugar was made by the Chinese at a very remote epoch. In the west it was known much later. Pliny, Varro and Lucan, among the Romans, at the beginning of our era, just make mention of it, and it was then known under the names of 'Indian salt,' 'Asian honey,' and 'Arabian' or 'Indian juice.' In 1099 the Crusaders, on their arrival in Syria, found cane sugar there for the first time, and it became part of the soldiers' ration. In the following centuries sugar cane was introduced into the island of Cyprus into the Nile Delta, on the north shore of Africa as far as Gibraltar, into Sicily, and into the kingdom of Naples; then into Spain in the fifteenth century and thence into Madelra and the Canaries. In 1644 the French took it to Guadeloupe and shortly afterward to Martinique and Louisiana. The Portuguese introduced it into Brazil, and the English into Jamaica."

According to the Revista Scientifica-Industriale, as quoted in the note from which we have been translating, the cost of sugar at London and Paris from the middle of the 13th century to the end of the 19th was as follows, the figures in the table being altered to dollars and cents per pound:

Years—	London	Paris.
1280.....	\$1.87	.....
1300.....	2.27	.....
1350.....	1.51	.....
1372.....	.....	\$5.17
1400.....	2.10	.....
1426.....	2.62	.....
1450.....	2.72	.....
1482.....	2.50	.....
1500.....	0.48	.....
1542.....	0.62	.....
1550.....	0.83	.....
1598.....	0.97	.....
1600.....	0.72	.....
1650.....	0.73	.....
1700.....	0.48	.....
1750.....	0.19	.....
1800.....	0.34	.....

"As regards the price of transportation, in 1550 it cost 10 francs (2) to send 250 kilograms (550 pounds) of ordinary sugar from Antwerp to London, while the transportation of 50 kilograms (110 pounds) by sea from Venice to Antwerp cost 24 francs (\$4.80).

"It is known that the merit of pointing out a sweet sugary principle in beet root belongs to Oliver de Serras (1695), gardener to Henry IV. The first beet-sugar factory was established in 1795 in the environs of Berlin by the chemist Achard. In France during the Continental blockade, the increase of the price of sugar, which then cost 6 francs (\$1.20) a pound, was a strong incentive to the establishment of sugar factories; on January 2, 1812, Benjamin Delessert, a sugar refiner of Paris, offered for the first time samples of native sugar, with the assertion that the beet-sugar industry was then under way at Passy."—Translation made for the Literary Digest.

Applies to Politics as Well as Meat. The following was probably written for the benefit of dealers in meat. It would seem equally good advice for those who deal in politics:

If you wish to advertise your competitor speak slightly of him. The human being is a queer animal, and has some queer ideas. Most of them will take privileges themselves that they will not accord unto others. For instance, your customer can come into your store and tell you all kinds of mean tricks your competitor has been playing, also all kinds of prices he has been making, and you know that at least half of

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what he tells you is not true, but at the same time if you say something to that same customer about that same competitor the customer will begin to feel resentment because you tell him things about a man behind his back, and nine chances out of ten he will think to himself that the other fellow would not say that about you, even if it was true.

If this customer, who is himself willing to talk about your competitor, resents your saying anything about him, think how the customer who never says anything about your competitor is likely to feel if you tried to tell him something about that business rival which did not happen to be creditable. The best way of showing up the bad points of a competitor, if he has any, is to let his customers do all the talking, even though you may be told that some competitor has made uncomplimentary remarks about you.—National Provisioner.

IRRIGATING DITCHES

KILL MANY FISH

(Baker Democrat.)

More fish are probably destroyed in irrigation ditches than are caught by hook and line. This is the opinion of fishermen who have investigated the subject and given it intelligent thought.

In Baker county instances are cited where water has been shut off from a ditch and thousands of trout have been left high and dry to rot on top of the ground. The larger the ditch the greater has been the slaughter.

Moreover, if the ditches are never allowed to go dry, fish that once enter them from the river never get back again. There is a law requiring the heads of irrigation ditches to be covered with a screen, and this law should be enforced. If it is enforced then the stocking of our inland streams with fish will be doubly effective.

That irrigation ditches in other states destroy multitudes of fish is a well known fact. For instance the following item from a recent issue of the Seattle Post-Intelligencer is only one case among many:

"Game Warden Thomas Mullen of Yakima county has called the sportsmen of this district together to devise some way to protect the game fish which are now being slaughtered by the thousands by being dumped on the orchards and alfalfa fields from the irrigation ditches.

"The trout and salmon enter the irrigation ditches and then turn off into the laterals, finally ending their life in the grass where the water has played out and left them. Attorney Edward Parker a few days ago caught a six-pound rainbow trout in his pear orchard. Clinton Shannon found several trout in his orchard and numerous others have reported similar finds.

"Small boys catch long strings of small trout simply by scooping them from the pools with their hands. Game Warden Mullen says there are some sections of the valley the ranchers of which when they want fish angle in the ditches for them in preference to the streams, the ditches being more accessible and the water slower and therefore better."

Some concerted action should be taken by the sportsmen of Baker county to prevent the destruction of fish and, too, to re-stock the streams. Unless this is done and that soon, fishing will be a thing of the past.

Be as proud to exhibit fine specimens of grains, grasses and vegetables at your fair as fine specimens of livestock.

Granulated Sore Eyes Cured. "For 20 years I suffered from a bad case of granulated sore eyes," says Martin Boyd of Henrietta, Ky. "In February, 1902, a gentleman asked me to try Chamberlain's Salve. I bought one box and used about two-thirds of it and my eyes have not given me any trouble since." This salve is for sale by Dr. Stone's drug store.

Road dust is an excellent purifier of foul and stenchy things and places. Lay in a stock while the supply is abundant.

DeWitt's Little Early Risers, safe, easy, pleasant, sure, little liver pills. Sold by all druggists.

This "feed" is "chopped" on a very hot day, and the chopper is grieved to thing of suffering livestock in shadeless pastures.

Active at 87. This would be unusual news if men and women would keep themselves free from rheumatism and all aches and pains as well as keeping their muscles and joints limber with Ballard's Snow Liniment. Sold by all dealers.

Has the farm been named and the letter paper and envelopes been adorned with the name of the farm and owner?

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Is sending tons of Oregon literature to the East for distribution through every available agency. Will you not help the good work of building Oregon by sending us the names and addresses of your friends who are likely to be interested in this state? We will be glad to bear the expense of sending them complete information about OREGON and its opportunities.

COLONISTS TICKETS will be on sale during SEPTEMBER AND OCTOBER from the East to all points in Oregon. The fares from a few principal cities are

From Denver	\$30.00	From Louisville	\$41.70
" Omaha	30.00	" Cincinnati	42.20
" Kansas City	30.00	" Cleveland	44.75
" St. Louis	35.50	" New York	55.00
" Chicago	38.00		

TICKETS CAN BE PREPAID.

If you want to bring a friend or relative to Oregon deposit the proper amount with any of our agents. The ticket will then be furnished by telegraph.

Local agent, Salem.

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You would open a registered letter or a telegram, of course! But are you not, just the same, somewhat careless about other things that should have almost equal personal interest to you?

Perhaps once a week—perhaps once a day—a classified ad. is printed that touches your personal interest as surely and as keenly as the letter or telegram would—but, are you SURE to see it, to answer it, to profit by it?

OF COURSE THE WANT AD IS DELIVERED TO YOU AS ONE OF A BUNCH—AND YOU HAVE TO PICK OUT THE ONE THAT IS "FOR YOU."

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