Reflections of an Oregon Tourist En Route to the Old World

Party of Oregon tourists in Egypt. Back row, from left to right—Dr. J. E. Horn, Baker City; Dr. J. R. N. Bell, Corvallis; Dr. H. Charles Dunsmore, Independence; Mrs. J. B. Horner, Corvallis, and Professor J. B. Horner. Front row—Mrs. J. E. Horn, Miss Vera Horner, Roseburg; Miss Pearl Horner, Parkplace, and Miss Fern Horn.

Written for The Journal by J. B. Horner

Alexandria, Egypt, July 18.—A number of pilgrims somewhat prim in appearance with a supply of new suit cases recently left three Oregon railway stations ready for a trip to look at the ancient world through an Oregon telescope. In autumn these pilgrims like a bevy of students after a term of hard work will return home somewhat worn with study and travel; and their suit cases will appear as so many bolognies extravagantly stuffed, with this difference, that each suit case will be labeled with the tags of all the hotels where it has been.

Let us start at the beginning and accompany these pilgrims on their journey: As the hour of departure grew near the great temperance clock of the Corvallis court house, designating the time to take the train, and the vacant jail beneath that looks lonelier than a jilted widower, seemed to indicate that Corvallis needs no saloon.

The train of 17 cars loaded with O. A. C. cadets crossed the Willamette river at Albany on the longest railroad draw bridge of wood in the world—the draw being 240 feet in length. A few minutes on the railway and the spire of Willamette University—the oldest institution of higher learning in the northwest—came into view. Alma maters are common in these days, but this school is the alma mater of all the other alma maters of the Pacific northwest. And it has done much to make Chemeketa the present city of peace as expressed in the word Salem.

On through Portland they went and eastward through the Grand Ronde valley which is a funnel, a thousand feet deep in the Blue mountains. Here and there are healthful sulphur springs rarifying the atmosphere with heat, thus producing a vacuum below, while from the snowy summits of the Powder River mountains rushes down a bountiful supply of cool mountain air surcharged with balsam and other restoratives of nature to fill the vacuum. Thus it constantly goes on, for air like humanity must be ever on the move in order to be pure. I have been told that no matter from whatever locality in the United States a breeze may start, it never stops until it takes a whirl in this funnel.

Looking Backward.

Forty years ago and more I plowed land, in this valley, that was not considered worth fencing. When under cultivation it was not infrequently known as squirrel ranch land; and when sold it usually went for the mere value of the improvements. But the alkali has since been washed out of the soil; the crickets like the Indian tribes have disappeared before the approach of the white man; and scientists have learned to bless the squirrel that tilled the soil in nature's own way before the advent of the modern scientific methods of aerating the soil; so that marshes that abounded in camas, dug by Indian matrons, now are rich meadows where may be heard the busy jingle of the mower and the fragrance of the new mown hay falls like alabaster on the air.

Also the Sand Ridge, then regarded as only fit for grazing purposes, is now a great checker board of fine farms. The whole system is gotted with cities interlaced with railroads and telephone lines, giving the appearance of what the ancients chose to call "a garden of the gods." Oh, if more of the early settlers could have only understood their possibilities in time! How well I remember that in the most trying hours, these people prospered enough to support and educate their families, and at the same time contributed dray loads of grain and other supplies to the relief of the starving settlers of Kansas and Nebraska who were despairing in their efforts to turn a so-called desert into a populous state of thrift and opulence.

Upon visiting Powder river at a point near the present site of Baker in the spring of 1862, I met a party of Indians dining on locusts. Locusts is the name used in Palestine, but grasshoppers and crickets are names better known in eastern Oregon.

Later the valley prospered, while the Indian tribes gradually disappeared from history and towns sprung up and grew rapidly. Among these towns was Wingville, of which Uncle Hiram Osborn was the founder. Upon his arrival at that place, he was asked where his train hailed from; and he promptly replied that Pap Price's army had recently disbanded in Missouri and the left wing had come to locate in Oregon. With the idea that the settlement was composed of the left wing of the southern general's army, the place was called Wingville.

Powder river valley, like all eastern Oregon, is dotted with prosperous towns filled with energetic people. William Hanley, who manages many thousand acres of eastern Oregon land and who knows every foot of Oregon, once told me that eastern Oregon produces as a rule a very sturdy, strong class of young men. He said in substance, "These young bunchgrassers are great fellows. They are as strong and active as any bunch you will find. Roosevelt could make no mistake in filling his quota of rough riders from the Oregon bunchgrassers. It is true they may appear a little rough and even raw sometimes; but as a rule you can depend on them. In the rough they are fit to be rough riders; educated, they are fit to sit in a president's cabinet.

Odd Statutes Noted by Tourists.

There are numerous odd laws in various states of the union which come to the traveler's notice. The common drinking cup is by law not in evidence on the train in Idaho, inasmuch as it is regarded as unsanitary. In Nebraska, ladies and gentlemen traveling on the train are not permitted to play a social game of cards on Sunday. In Iowa, a brakesman reported two of the passengers to the authorities for using language that was violently intemperate. "SPITTING PROHIBITED" appears in capital letters in all the cars of Indiana. As the trains sweep into Ohio the conductor serves notice on the passengers that it is a violation of the laws of that state to drink alcoholic beverages on the train.

One of the great eastern railroads passes the Armour Packing plant just outside of Chicago, where thousands of employes—young and old—are cared for physically, intellectually and spiritually, so far as they will avail themselves of their opportunities. This circumstance reminds the traveler that one evening Dr. Gunsaulus induced Mr. Armour to attend a prayer meeting, where the doctor spoke of the need of industrial education for the poorer classes in Chicago. On the way home, Mr. Armour inquired how much it would cost to install such an institution. The doctor stated approximately the amount that would be required, whereupon the wealthy meat packer told him promptly that the doctor might have sufficient money for that purpose. This was the beginning of the great Armour institute.

This calls to mind one of Emerson's statements that it is no longer a question of how much money a financier accumulates from the labors of others, but how much he has improved the condition of his employes, while he has amassed a fortune for himself.

FATHER DROWNS IN EFFORT TO PLEASE

New York, Aug. 12.—John J. Conroy, of 568 Eagle avenue, the Bronx, yesterday afternoon went swimming off Barretto Point, the Bronx, with two of his six children. After he had amused them with exhibitions of high diving and swimming the children asked their father to do the "torpedo dive," which meant a long swim under water.

"Papa, make out you are a dead man when you come up," shouted the two boys, John and James, as Conroy essayed the dive.

A moment after the father plunged into the water. His sons and several small boys who accompanied them, waited several minutes, but Conroy did not come up. Finally the boys became frightened and swam to the point where the man had made the dive. Conroy's sons came upon their father's body. With the aid of their friends they dragged it to the beach, refusing to believe that he was dead.

"This is no fun, papa. Stop playing dead man and show us how to do the torpedo dive," the boys called. Then they shook him, but he made no response.

Members of the Melrose Yacht club who saw the boys working over the man sent to the Lebanon hospital for an ambulance and themselves made every effort of resuscitation. The ambulance surgeon said Conroy had died of heart failure.

Commuters Make a Truce.

Seattle, Wash., Aug. 12.—The Rainier Valley citizens who have been fighting the Seattle, Renton and Southern suburban traction line for the past three days, today agreed to a truce of hostilities until next Tuesday. By that time General Manager Crawford will have learned whether the owners of his line will permit him to use transfers temporarily until the United States supreme court decides upon the merits of the transfer issue. The Seattle Electric company, operating the cars in the city, has agreed to exchange transfers with the Crawford line. Mayor Dilling brought about the temporary cessation of warfare.

RAILROAD CLOSED; TOWN DESERTED

Inhabitants Quit Grand Marais, Mich., Once Flourishing Town.

Seney, Mich., Aug. 12.—It is now more than nine months since the Manistique railway, the connecting link between Grand Marais, Lake Superior, and the line of the Duluth, South Shore & Atlantic railroad at Seney, was sold under mortgage to the Manistique Lumber company of Detroit, followed by the announcement that service would be discontinued and the equipment sold.

The announcement caused consternation among the business men and residents of the community. Mass meetings were held and the state railroad commission was appealed to, but without avail. Regular service was discontinued early last fall, although occasional trains were run again this spring. Mills and factories whose timber supply was distant and dependent upon the railway were forced to suspend operations, many men were thrown out of employment, and during the fall and spring a large number of families moved away from the once prosperous village.

The contract for carrying the mail between Grand Marais and Seney was awarded to a stage line, which came into being with the suspension of the railway, and with much difficulty and with much hardship to passengers, drivers and horses a stage service was maintained during the winter months. The last legislature was appealed to for an appropriation with which to build a highway and thus aid in relieving the situation, but without result.

Since last fall several options on the road have been taken, all of which have expired, and rumors have been afloat from time to time that different interests would acquire the property and reestablish railway service. In the meantime the Manistique Lumber company has disposed of the southern end of the road, from Seney to Wilman, to the Escanaba Lumber company, together with the shops and a portion of the rolling stock. All the rest of the equipment, with the exception of one locomotive, a caboose and a few box and flat cars, has been disposed of to other parties, the latter being reserved for the purpose of taking up the 32 miles of track remaining between Grand Marais and Seney, which work is now in progress.

The steel is being loaded on cars and hauled to Seney for sale and shipment. Thus, from now on, a locomotive bell or whistle will be unheard in Grand Marais. With its excellent harbor, fine town site and various other natural advantages, it is believed that some day Grand Marais will "come back" and enjoy greater prosperity than ever. Meanwhile the town is practically dead and is steadily losing its remaining inhabitants.

FLIES' EGGS LATEST DELICACY FOR TABLE

Tionesta, Fa., Aug. 12.—Instead of following the new fad of swatting flies, Flaubert Marcy, a farmer of Tidioute township, is swarming them in coops and raising them for their eggs, for which he expects to find large sale as a luxury in food. The eggs contain a high percentage of oil and albumen. He serves them at his own table in three forms—as toasties, as flour cakes and in the form of cornstarch pudding—and says he finds them both palatable and nutritious.

The coops are of woven wire and cover a space 50 feet by 40 and are 10 feet high. In the center of each coop is a tank of water into which the little workers drop their eggs, which the farmer gathers up once a day. There are thousands of them in every setting.

When dried the eggs have a sort of hull, which may easily be removed by friction, having a product that looks like rice. It may be served in that form or ground into flour and baked.

For field service the French army has adopted uniforms the color of mignonette, believing it to be the least conspicuous shade under a majority of conditions.

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