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HENRY CABOT LODGE

Though born to affluence, Henry Cabot Lodge chose to work throughout his life. He studied law and took his degree, although he never practiced. He studied history and became its teacher in Harvard. He studied languages and mastered them. He wrote a score of books. He served six years in the national house of representatives and 32 years in the senate. Twice he presided over republican national conventions. He was prominent through a long period of years in the moulding of the foreign policy of the United States. He was ever a leader in the local affairs of his home community.

The flaw in Lodge was his intense partisanship. He came to every question, however great, handicapped by an apparent inability to surmount party prejudice. It was his leadership, more than any other, that first made and then made permanent the breach between President Wilson and the senate on the treaty of Versailles and the league of nations—the stubborn and partisan Lodge against the equally stubborn and partisan Wilson.

A majority of the American electorate endorsed the Lodge policy of American aloofness from world affairs, but to one watching the progressive wonders which the league of nations has since performed—handicapped as it is by lack of American participation—there cannot but be question as to whether Lodge rendered his country a service by what he did. Time alone can give us the certainly correct perspective of it all. Whatever that perspective of the future shall reveal, it is undeniable that Henry Cabot Lodge has made his mark upon American history in degree equaled by but few senators of recent generations.

WHAT CONSTITUTES A COMMON CARRIER?

Press dispatches say a federal district court in Louisiana has ruled that an airplane "carrying passengers, and charging fare for so doing," is not a "common carrier." And, accordingly, that a life insurance company is not liable for double indemnity promised if death results to the insured when traveling on a common carrier as a paid passenger.

It is well established that merely to charge for carrying some person in a conveyance does not make the owner a "common carrier." Such a carrier is one who offers his services "in common;" that is, to the public in general.

There are numerous legal decisions to this effect. And when the complete decision of the Louisiana court appears, no departure from this rule need be exceeded.

Obviously, if the owner of an automobile for personal use were to take a passenger with him from Sacramento to another place, for a charge agreed upon, that would not make him a common carrier.

But unquestionably, so far as legal responsibility goes, a motor stage line, making regular trips for the service of the public, is a common carrier.

Hence any regular public passenger service for hire, by airplane or airship, would be that of a common carrier.

It is not the nature of the vehicle, or mode of conveyance, that makes the legal distinction.

AUTHORITY FOR BOXING APPEARS SENSIBLE COURSE

The voters of California have approved the measure to permit ten or twelve round boxing contests.

The army and the navy deliberately did all they could during the war to teach young Americans the art of boxing. The American Legion since then has been foremost in staging boxing contests.

With those two points firmly in mind, it will be realized that whatever evils surrounding boxing contests in California were incidental and not inherent.

And evils there certainly were. There was no more open lawbreaking in California than the constant violation of the statute which forbade anything more than the amateur contests of four rounds. The specific prohibition of purses were violated in practically every four-round contest held.

That was due to the absence of any regulatory body, for seldom did the police make a pretense of enforcing the law.

The boxing commission provided under the new law has full powers to bar any boxers or followers of the fist game who violate any of the rules of the commission, or even by general deportment prove themselves unfit to be in the public eye.

The commission should prove to be the means of permitting boxing contests under fair conditions and in a clean atmosphere.

SOMETHING TO THINK ABOUT

Tucked in among the patent medicine ads of seventy years ago, the Pennsylvania Railroad modestly announ-

ced in the Nashville Union and American of June 30, 1854, that it would haul first-class freight from Pittsburgh to Philadelphia or Baltimore, with all diligence and dispatch and without charge of cars, at the rate of 90 cents per hundred pounds.

The leading hotel of Nashville, in the same newspaper, advertised that its rate for "elegant board" was 75 cents per day, or \$1 for man and horse. Readers of a commercial turn of mind were advised that bacon was selling for 4 3/4 cents per pound at Cincinnati, that New Orleans cotton was from 4 to 7 cents a pound, Louisville tobacco from \$4.50 to \$6.50 a hoghead, and Cincinnati whiskey "22 cents." Whether the latter quotation was by the gallon, the quart or the drink does not appear. Fifty cents was the day's wage for labor then—and it wasn't an eight-hour day either.

Today hotel rooms, with three meals, can hardly be had for 75 cents a day, nor is bacon less than a nickel a pound. Wages are figured by the hour instead of the day and whiskey is no longer "22 cents" at Cincinnati or anywhere else.

But—in 1924, first-class freight moves from Pittsburgh to Baltimore for 77 cents a hundred pounds and to Philadelphia for 79 cents—a cut of 13 and 11 cents, respectively, in the rates of seventy years ago.

CARNIVOROUS SHIPPERS

Freight cars interest R. E. Cook, of Pittsburgh. Mr. Cook directs the shipping of the "57 Varieties" of Heinz products and watches the cars in which they travel when they leave the old home. He has marveled much at the rough treatment endured by the wandering chattels of the railroads. He cites Erie box car 95,576. He looked upon this car when it stood on a siding at the Heinz factory. Seemingly, it bore pathetic traces of outdoor newness, but its innards! Ah, they were not what they used to be. "Holes had been roughly cut in the galvanized inside roof of the car," he writes, "evidently as an anchoring place for bracing, presumably for automobiles."

Shippers might be a little more careful of facilities for common use, Mr. Cook believes. "By way of comparison, one might, when visiting his friend, take with him a hatchet with which to deface the hardwood floor in the library or drawing room." There's a thought of shame vandalism.

Small wonder now in car shortages, or in knowing that freight cars may be shy when shippers would have them nigh. What to do? A "Be Kind to Dumb Box Cars Week" holds promise of a seven-day truce, and a disarmament conference of shippers is worth considering. But if cars are to be kept in service and not in repair shops, carnivorous shippers and their freight cars must soon be parted.—The Nation's Business.

A leading Eastern authority tells us short skirts are coming back to match bobbed hair. Lord help us if they ever decide to shave their heads.

The Oklahoma constable who unanimously elected himself is, we venture to say, the highest type of practical politician.

Emma Goldman wants to come back. The election news probably has not been read by Emma.

Five precincts in Idaho failed to open the polls. All bachelor voters of course.

Pioneering in Southern Oregon by C. B. Watson

(Continued from November 12)

The Indians gathered large quantities of roots, berries, seeds of various weeds and grasses which were used for food. One of the principal roots is camas, which is collected in large quantities, or was so collected, but the few Indians remaining have to a large extent adopted the foods used by the whites. The camas root is much like an onion and is familiar to the whites. Its seeds are also collected for food.

There were other roots and a variety of berries, to wit; the huckle-berry, black-berry, salmon-berry, manzanita-berry, wild plums were gathered in abundance. Among the Klamath lakes grows a species of pond lily, known as Wocus among the Indians. This plant is prolific of seed resembling flax-seed in appearance, though larger. One of these plants will cover many square feet, even yards, their broad leaves spreading out over the water. In the center rises a stalk two or three feet high, sometimes higher, which bears at its top a large yellow flower, in the center of which is a pod in which the seed grows in a pulp. Many of these pods will produce a pint of seed, or more. The pods are gathered when ripe, then spread out on the ground to dry. When dried they are pounded with sticks which break up the dried pulp and then winnowed out leaving the clean seeds which are ground up in mortars and mixed with other seeds, or roots, or even with grass-hoppers and crickets are made into bread and pronounced "hi-u."

Like nearly all savage tribes, the women were the drudges and gathered and prepared the food. In fact these savages required the women to do all the hard or tedious work while they hunted, fished or went to war. Along the coast all kinds of sea-food was used. Dead whales and sea-lions being washed ashore were salvaged by them. Sea crabs, oysters, clams and muscels, constituted the larger part of their food, supplemented by a great variety of berries. These coast savages were an inferior class compared with the interior tribes. Their mentality was low and they were indescribably filthy. As has been shown by their murder of the Jedediah Smith people they seemed wholly devoid of any sentiment other than the vicious.

Walling says, speaking of the Southern Oregon Indians generally: "The men were not in any degree an exception to the general rule of laziness and worthlessness. There only active days were when in pursuit of game or their enemies. Wars among these Indians were of frequent occurrence, but were hardly ever long or bloody. The causus belli was usually lovely women. Wicked sorceries inflicted by one people on another were also causes of war. If one tribe obstructed a stream so as to prevent their neighbors above obtaining a supply of food, the act often provoked war. No scalps were taken but the dead foeman was decapitated,—a fate meted out

to all male prisoners, while the women and children were spared and became the property of the conquerors.

Their bows were usually about three feet long, made of yew or some other tough wood; the back was an inch and a half in width and was covered with the sinews of the deer. The arrows were generally about two feet long and occasionally thirty inches. They were made of reeds, were feathered and had a tip of obsidian, glass or iron. They often made their arrows in two sections, the front one containing the tip, being short and feathered by a socket so contrived as to leave the tip in a wounded animal, while the longer and more valuable feathered section dropped to the ground and could be found in the fleeing animals trail. Poisoned arrows seem to have been in use, principally among the Modocs, who used the venom of the rattle-snake for that purpose. They massacred the serpents head in a deers liver, which, putrefying, absorbed the poison and assumed the virulent character itself.

MICKEY WALKER IS KEEN TO GRAB TITLE FROM GREB

NEW YORK, Nov. 11.—Mickey Walker's recent victory over Jack Malone, the shifty St. Paul middle weight, reveals, without any semblance of concealment the fact that Mickey is going after the middleweight championship while he retains his welterweight crown. Following that battle, Walker left for the West, where he was carded to meet several persons of poundage around the middleweight limit, and he left with considerable confidence that he would emerge victor.

Walker was a persistent mitt wielder in the Malone go. His vicious attack to Malone's body, and the success with which he pounded, left small doubt in the minds of his audience that he would be able to give Harry Greb, the Pittsburgh gent who holds the middleweight crown, a convincing argument. Malone is a strong fellow and considered the best defensive boxer among the middleweights. That probably accounts for the fact that he was able to stave off a finishing blow, but it also gave the impression that Mr. Greb undoubtedly would be considerably entertained should he ever hop into the same ring with the welter king. Greb's offense as is well known,

also constitutes his defense. His tireless energy carries his hands in windmill style, constantly and rapidly, from every angle, straight into his opponent. To weather a storm of such intensity most boxers have found themselves covering and running, with little opportunity to do else. In Walker, however, Greb would find a young man quite content to let him swing his arms in harmless fashion while waiting for the opportunity to sink in a crushing blow to the midriff.

As a matter of fact, boxing followers and promoters will admit Walker's greatness in no uncertain terms and really credit him with being the saviour of the rapidly shrinking public interest in boxing. Unless a few heavyweights come along to stir things up the entire Winter program is about to center around the little welter champion.

The much talked-of bout between Benny Leonard, the light-

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weight champion, and Walker may possibly spring into the middle of the stage along with talk of the meeting with Greb. These two battles alone would pack practically any building which could be engaged, and promoters are not asleep.

WOULD STOP NAVY ON TARGET RANGE

WASHINGTON, Nov. 12.—Secretary of the Navy Wilbur was today served with an order from the District of Columbia supreme court, requiring him to show cause by Friday why he should not be restrained from destroying the battleship Washington, one of the vessels scheduled for scrapping under the naval limitation treaty. The Washington is now enroute to the Virginia Capes to serve as a target for the naval gunners.

EMMA GOLDMAN IS PERMANENTLY OUT

WASHINGTON, Nov. 12.—Emma Goldman, famous anarchist, who was deported from the United States to Russia in 1920, as an undesirable alien, following attacks up on the government, has been permanently barred from the United States, the Department

of Labor announced today. Miss Goldman recently declared she was through with the Bolsheviks, and wished to return to the United States.

Madras—Postoffice re-equipped with lock boxes to replace those lost in recent fire.

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