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to have our customers congratulate us upon the quality of our meats. Of course, we know we buy but the best, but it's mighty gratifying to know that our customers know it also. Phone us, come yourself or send the children—it's all same. We carry but one grade—the best.

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The good, rich, real tobacco taste lasts so long you don't need a fresh chew nearly as often. So it costs you less.

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W-B CUT is a long fine-cut tobacco  
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### CAMELS OPENED MILITARY ROAD TO CALIFORNIA

Washington—The skeleton of a camel, which stands in a case at the national museum here, constitutes the sole relic of two shiploads of camels brought from the Far East in the '50s, while Jefferson Davis was secretary of war, in an effort to solve the problem of transporting military supplies between the Mississippi river and the posts scattered across the Western desert.

Hostility of native mule drivers to the "ships of the desert" and the beginning of the Civil war are assigned by government authorities as the reasons for the failure of the effort to utilize camels as burden carriers over the Western plains.

Dr. Charles C. Carroll, of the department of agriculture, has written an official history of the importation of camels. He says the idea of transplanting the beasts to America originated with the Spanish after the conquest of South America and toward the end of the sixteenth century they were introduced into Peru. The camels were not looked upon with favor by the ruling officials, however, and they dwindled away. Some camels also were transported to Virginia from Guinea in 1701, but there is no authentic record of the enterprise except that it failed.

Transportation troubles during the stubborn Indian war in Florida caused Major George H. Crossman to advocate the use of the desert beasts for military purposes, but nothing came of the plan.

Some years later Major Henry C. Wayne suggested to the war department and to members of congress a plan for government importation. His ideas were indorsed by Jefferson Davis, then chairman of the senate military committee, and after Mr. Davis became secretary of war under President Pierce he pressed the subject. Finally in December, 1854, congress approved an amendment by Senator Shiel of Illinois, to the annual army appropriation bill providing \$30,000 "to be expended under the direction of the war department in the purchase of camels and dromedaries to be employed for military purposes."

Secretary Davis at once sent Major Wayne to the Levant to round up the camels, the secretary of the navy placing at the disposal of Mr. Davis the storeship Supply, with her crew under the command of Lieutenant David Porter (afterward Admiral Porter). It was ordered that the ship land at a Texas port, as it was supposed the climate there would more resemble that of the Far East.

Major Wayne and Lieutenant Porter brought their first animal in Tunis in August and upon applying for a permit to bring the camel away the bey of Tunis presented to the United States two other camels, one of which finally became the veteran of the American herd.

The ship then went to Constantinople, where the officers declined an offer of the sultan of Turkey to present four camels to the United States, because it was found the animals would have to be brought from Asia and the officers did not want to wait for them. The Supply went from Constantinople to Alexandria, Egypt,

where it was proposed to purchase ten dromedaries and thirty camels but "red tape" so disgusted the Americans that they loaded three dromedaries and made ready to sail. Before leaving however, they secured six fairly good beasts. The ship sailed with nine dromedaries and a camel presented by the bey of Tunis, two others obtained in Tunis having been sold to a Turkish butcher for \$44 after they were found to have signs of itch.

Gwyn H. Heap was sent on ahead to Smyrna, and when the Supply arrived at that port the remaining camels were found assembled. Mr. Heap had purchased them at prices ranging from \$100 to \$400.

The voyage home was begun on February 15, 1856, with thirty-three camels, nine dromedaries, or runners, twenty-three camels of burden and one calf. Six Arabs were engaged to go along with the animals as it was thought they would prove useful in their management. A Turk was employed as a "camel M. D.," but his medical services were disposed of after it was found that his cure for a cold was a piece of cheese, for swelled legs, tea mixed with gun powder, and for trifling complaints, tickling the animals nose with a chameleon's tail.

The cargo was landed at Indianola, Texas, May 14, 1856, and the beasts were taken by easy stages to San Antonio, 120 miles away, where Major Wayne planned to establish a camel ranch and to attempt the breeding of the animals, but Secretary Davis instructed him to find out whether the animals were adapted to military uses.

Major Wayne found the animals highly satisfactory for the purposes for which they were secured and as something over \$20,000 of the original appropriation remained. Lieutenant Porter was sent for another ship load. The sultan of Turkey gave six dromedaries which were included in the lot of forty-one animals landed at Indianola February 10, 1857. The camels were taken to Camp Verde, which had been established as the camel station. Five of the first herd had died, one it was said from blows received from a mule driver.

The senate in February, 1857, directed the secretary of war to make a report on the camel experiment which was done and John B. Floyd, who became secretary of war under President Buchanan continued to urge buying more camels. Secretary Floyd recommended that congress authorize an appropriation for the purchase of 1000 camels, but the lawmakers did not agree with him and no further expenditures were authorized.

During the summer of 1857, the camels were used in carrying water and for scout duty. That fall Lieutenant Edward Fitzgerald Beale opened a wagon road from Fort Defiance, New Mexico, to the eastern frontier of California, using part of a herd of camel. The journey took forty-eight days through unexplored wilderness, plains and desert. The camels carried water for the mules on the desert, traversed stretches of country covered with the sharpest of volcanic rocks and swam rivers without hesitation.

When Lincoln's administration began in 1861 the war department had twenty-eight camels in California. These with several others brought on from Texas were held in various forts and military reservations in California without being put to any use. In 1862 Lieutenant Beale wrote Secretary Stanton of their idle condition and proposed to use them for further exploration and in packing supplies across the Great Basin, but his proposal was rejected as was one a year later to use the camels in carrying mail between Fort Mohave, N. M., and New San Pedro, Cal.

The herd finally was sold by the government to Samuel McLaughlin, in whose care the herds had been for some time. Some of the camels found their way into circuses and hands of other parties.

### LOUVAIN IS BEING REBUILT WITH RAPIDITY

Louvain, Belgium—From the ruins of Louvain, to which the Germans applied the torch on August 25, 1914, are springing dozens of modern buildings. They lack the historic interest of the destroyed structures, but no city in Belgium will be able to boast of a more up-to-date appearance than Louvain when the work of reconstruction is finished. The city presents to the stranger an unusual appearance—masses of ruins here, new five-story buildings there, with the old undestroyed buildings in sharp contrast.

No efforts have yet been made to rebuild the famous library. The Belgian government, however, is gradually finding in Germany trace of many of the priceless manuscripts and other books looted from the library by the Germans.

The Enterprise is still \$1.50 per year.

### AMERICAN COLLEGES NEED MONEY FOR EXPANSION

New York—American youths entering college have increased in numbers at a record rate during the past six years and if the proportionate growth is continued to 1950 there will be 1,138,000 students in 210 institutions where 294,000 were enrolled last year. These figures compiled by the institute for public service have raised the question of where the money needed to educate these larger groups will come from.

Julius H. Barnes, chairman of the institute, found in a study of the figures compiled that this year's increase each year, a report of the institute states. But if they grow at the average per centage rate of the last six years, they will have 659,000 students in 1930 and 1,138,000 20 years later.

Taking the lower estimates for 1950, it "means finding facilities for more than three times the total for 1920 at six or seven times the salary cost," said the report. "It means adding 644,000 students, or 200 colleges the size of Yale last year."

The institute asks, "Will the money to provide education for the increased number of students come from taxation, endowment, private gifts and larger fees? Must present universities grow or more universities be built?"

In numbers, the largest increase in six years is credited to the college of the city of New York with a growth of 6,800, followed by the University of California with 6200

increase and Boston university 4700. Yale was one of four institutions which had fewer students than six years ago, its decrease being the institute reported.

Concluding his observations, Barnes said there is "reason to believe that in any future democraticing of opportunities for higher education, afternoon and night colleges and extension classes from colleges will be needed to give elasticity which the demand requires."

The virgin forests of the United States, which formerly covered 400 million acres, have shrunk to six of that area.

All classes of forest land, including culled, burned and cut-over areas, the United States now aggregate 100 million acres, or a little more than one-half of our original forests.

About one-half of the remaining 2,215 billion board feet of standing timber in the United States is the three Pacific coast states.

The United States consumes 60 billion board feet of material of saw-timber size.

The per capita consumption of lumber in the United States for the year 1918 was about 300 board feet.

Recent discovery of large deposits of high grade iron ore in Columbia county is attracting attention mining men throughout the United States.

Roseburg—New Umpqua bridge to be built.

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