

# "The Camels are Coming!"



ABOARD FOR AMERICA!

By ELMO SCOTT WATSON

HE camels are coming! No, it isn't the old circus call, nor a paraphrase on words of the old poem about the Siege of Lucknow, nor an announcement of a new prohibition enforcement drive.

The camels, the servants of man since prehistoric times, are coming to Canada, there to work on the lands of certain farmers in Saskatchewan who believe that these beasts of the desert may be superior to horses and mules as draft animals. And if the experiment across the international boundary line is successful, it is not at all unlikely that it may be tried in North Dakota, Montana and other states where climate and soil conditions are similar to those in the Dominion.

Over in Russia camels have been used for some time as farm animals and have proved their worth on the plow and the reaper. Several of these camels are already in service in Canada, and the Saskatchewan farmers have ordered 400 more from northern Russia. They are the Bactrian camels which are different from the Arabian camel in being smaller and sturdier, having longer wool and tougher feet, and they are remarkable for their ability to stand extremes of heat and cold. These camels thrive on the plateau of Tibet where the thermometer shoots up to 140 degrees in summer, only to fall far below zero in the winter.

The Canadian farmers who are going to make the experiment are doing so because they believe that the camels will live longer than horses, can walk faster, carry heavier loads and can work longer and under more adverse weather conditions. Bactrian camels are capable of carrying loads of 1,000 to 1,500 pounds and can walk in deep snow in which horses would founder helplessly. The pace of the camel is steady and uniform. How tireless they are is shown by the fact that the lighter type of desert camel has often traversed 100 miles a day. It is believed also that it will cost less to feed the camels than horses because these hump-backed animals will eat almost anything they can find—tough shrubbery and thorny plants.

At any rate, the experiment will be watched with interest by farmers in this country even though it probably will never be adopted on a large scale. It is interesting, also, to recall that the United States government once made a somewhat similar experiment, although for a different purpose. During the Mexican war, Jefferson Davis, later president of the Confederacy but then a colonel in Gen. Zachary Taylor's army, was struck by the fact that camels would be much better than horses or mules for transport service in the deserts of the great Southwest. So when he became secretary of war under President Franklin Pierce he determined to make the experiment, and after some effort succeeded in 1855 in getting an appropriation of \$30,000 from congress for that purpose.

Accordingly he detailed Maj. Henry C. Wayne to the task of going abroad and purchasing the camels, and the Navy department ordered Lieut. David Porter, commanding the storeship Supply, to take Wayne on his mission, aid him in getting the camels and return them to the United States. Wayne and Porter scoured the Levant



LASHED TO THE DECK

In their quest and soon found that theirs was a difficult task. They visited Tunis, Salonica, Constantinople, the Crimea, Alexandria and Smyrna. The Crimean war was then in progress and England had bought up all the camels available in that part of the country. In other places they found there were laws forbidding the export of camels and in several places they found that they needed the wit of a Yankee horse trader to deal with the wily sultans, pashas and beys and their grafting underlings.

Eventually, however, they got what they wanted, and on February 15, 1856, the Supply sailed from Smyrna with 12 male and 20 female camels and one calf. One adult camel died en route and two of the six calves born on board lived, so that 81 of the animals were landed at Indianola, now Port Lavaca, Texas, a month or so later. The camels had proved themselves good sailors, although their objections to going aboard had to be overcome by the use of block-and-tackle. A special harness had been designed to lash them to the deck as a safeguard against rough weather, but they gave very little trouble in some of the storms that were encountered.

The arrival of the camels in Texas caused something of a sensation and some of the natives were skeptical of their value as beasts of burden. This was soon overcome, however, when Major Wayne sent one of the animals to a force barn to carry four bales of hay which weighed 1,250 pounds. After the kneeling camel had been loaded with this burden, it calmly arose and walked away as though scarcely aware of the weight. The camels were next marched overland to their permanent quarters at Camp Verde, 60 miles northwest of San Antonio, and immediately put into transport service where they soon demonstrated their usefulness. In one case six camels, accompanied by two six-mule teams, were sent in to San Antonio to carry back oats. The camels immediately returned to Camp Verde in 54 hours with 3,648 pounds of grain. The mule teams however had to rest in San Antonio a day longer and returned in 90 1/2 hours.

Within a few months the "camel corps" experiment was considered such a success that Lieutenants Porter and Heaps were sent back to the Levant to get another lot of the animals. They returned with 41, and the scope of the "camel corps" activity widened. Lieut. Edward F. Beale used 20 of them to carry supplies while building a wagon road from New Mexico to California in 1857, and during the next four years he continued to use them in exploring trips through remote parts of New Mexico and Arizona.

Despite the apparent success of the experiment, however, an element of discord arose that was due to the temperamental incompatibility of the camels and the men who had charge of them, the American mule skinner. Almost from the start the mule skinner disliked the foreign beasts and as they became better acquainted

with the "general cussedness of their ornery brutes," the mule skinner came to love them less and less. So the reports that some of the camels had "become unmanageable and escaped into the desert" became frequent, albeit the camels were frequently aided in their "escape" by the men themselves.

Then the approach of the Civil war caused the attention of the War department to be turned to affairs of greater importance and the "camel corps" suffered from neglect. In 1861 the War department had 28 camels at various posts 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 in the Southwest. But his proposal was rejected, as was the plan he offered for using them in carrying mail between Fort Mojave, N. M., and New San Pedro, Calif. Eventually the herd was sold to Samuel McLaughlin. Some of them were sold to circusmen, others to other parties, and soon they were scattered far and wide.

In the meantime the herd at Camp Verde in Texas had passed into the hands of the Confederate government which paid little attention to them, and some of them were allowed to wander away into the desert. The remainder, 44 in number, again came into the hands of the United States government at the close of the Civil war, but they were sold at public auction, for by this time Uncle Sam had definitely given up his camel experiment.

The camels who had wandered away into the desert at various times during the existence of the "camel corps" have an interesting history. They lived half-wild, half-free and were seen from time to time in various parts of Texas, Arizona and New Mexico. The Apache Indians, who were at first terrified at the sight of these strange beasts, soon overcame their fear and developed a fondness for camel steak. So many of the animals fell prey to Indian hunters. Others made such a nuisance of themselves by scaring and stampeding the horses and mules of the overland stage lines and freight outfits that war was declared upon them, and white hunters killed many of them. However, as late as the eighties there still were camels in the Southwest and the tradition of "wild camels," reported from time to time by prospectors and cattle men, was a favorite one in that section of the country for many years. The last mention of the survivors of Uncle Sam's "camel corps" was in 1903 when a story about a camel in a midway show bearing the "U. S. A." brand as well as the counterbrand of a later purchaser.

Similar experiments with camels were tried at one time or another in other states besides those of the Southwest. In 1866 they were used for a time for freighting between the gold camps of that state and in the same year a man named L. S. Musgrave appeared in Denver with two camels. He had an ambitious scheme for a system of camel transport from Omaha to San Francisco via Denver and Salt Lake City, but got little encouragement in the Colorado town. So he departed for Omaha, but there he found that everyone was more interested in the plans for the transcontinental railroad which, three years later, linked the two coasts and his camel scheme was dropped.

J. P. Dillon and Tim Sullivan, Coos county logging operators, have contracted to cut 10,000,000 feet of white cedar timber in the vicinity of Empire, where the Empire Development company recently bought 1600 acres of land. Discovery of a rich vein of tin ore 32 miles east of Klamath Falls was reported by C. A. Hendricks, Worden, and C. L. Spencer, Klamath Falls, who returned to that city after two weeks spent in prospecting and staking out claims.

Plans are on foot to establish an American Legion post on the Umatilla Indian reservation to be composed solely of warriors of that tribe who were in the national service during the world war. If this post is formed, it is said it will be the only American Legion post composed solely of Indians to be found.

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## OREGON STATE NEWS OF GENERAL INTEREST

### Brief Resume of Happenings of the Week Collected for Our Readers.

Construction of a modern and attractive summer hotel will be started this summer at Lake Odell.

Forest Grove will expend \$8500, which will increase by three times the productive capacity of the municipal lighting system.

Approximately 200 plumbers gathered in Salem last week for the annual convention of the Oregon Association of Master Plumbers.

Washington county is now on a cash basis, the last of the outstanding warrants having been redeemed by County Treasurer Sappington.

Eight Salem canneries will start operations about June 1, according to owners. They start on gooseberries; the strawberry crop will follow.

A. R. Shumway of Milton was appointed a member of the Oregon state fair board to succeed J. E. Reynolds of La Grande, whose term has expired.

The opening day of the commercial fishing season at Gold Beach for salmon in the Rogue river brought the smallest catches recorded in many years.

James Alger Fee of Pendleton was appointed circuit judge for Umatilla and Morrow counties to succeed the late Gilbert W. Phelps, who died recently.

The first national forest closing order for the season has been issued on the Cascade forest east of Eugene, the district headquarters at Eugene has announced.

Retail food prices in Portland are 37 per cent above 1913, the bureau of labor statistics has reported, lower than any other city except Salt Lake, among 51 cities.

Two artesian wells recently drilled by the city have increased the water supply of La Grande until the amount available every 24 hours is nearly 4,000,000 gallons.

Edwin Anderson MacDonald, Medford youth, will be admitted to the United States naval academy at Annapolis, Md., at the beginning of the autumn semester.

Approximately 2000 delegates attended the 72nd annual convention of the state grand lodge of Odd Fellows and the Rebekah assembly held in Astoria last week.

The first car of road oil for the road between Mill City and Mehama arrived at Lyons last week and will be applied as quickly as weather conditions will permit.

The American Nature association's national cartoon contest on "outdoor good manners," has been won by Mrs. Florence McCabe, of Gfants Pass. The award was \$100.

Canby city council has passed a resolution for a special election to be held in July to pass on the sale of the light and power plant to Portland Electric Power company.

The Clackamas County Bankers' association has again endorsed the Boys and Girls' club work by offering ten scholarships in the 1927 county fair for prizes in club work.

Marion, the 8-year-old son of Mr. and Mrs. William Reed of Talent, may lose the sight of both eyes as the result of the explosion of some dynamite caps with which he was playing.

Robert N. McKamey, 21, of Percy, Ark., was killed by a falling piece of bark from a spar tree at a logging camp of the Eastern & Western Lumber Co., on the Lewis & Clark river near Astoria.

The Curry County Sportsmen's association has been organized at Gold Beach for the purpose of co-ordinating the work of several local organizations in the county working for game conservation.

Construction on the Oregon Trunk railroad south of Bend—halted abruptly 17 years ago—will be resumed on a preliminary scale soon. Two carloads of contractors' equipment arrived last week.

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Sixteen persons were killed and 321 injured in 1925 motor vehicle accidents in Oregon during April, according to a report prepared by T. A. Raffety, chief inspector for the state automobile department.

J. Ward Evans, a rancher in the Corbett vicinity, called a community meeting last week at the Corbett high school to form a squadron of ranchers who may be called upon to aid forest rangers in getting quick action on small forest fires and thus prevent their spread.

Salem voters will pass on proposed bond issues aggregating \$390,000 at the special election June 28, the council decided last week. Of the total \$500,000 is asked for sewers and a sewage disposal plant, \$350,000 for permanent bridges and \$40,000 for an incinerator plant.

The heavy snowfall of the past winter will result in the heaviest crop of wild blackberries and huckleberries of years, according to old-timers of Mill City, and persons that have been around the patches. One of the large huckleberry patches of the state is located near there.

The first road maintenance work in the Umatilla national forest will start the first of the week, when a crew will be put on in the Ukiah section. The late spring has delayed the work in the forests there and larger crews will be necessary to complete the program for this year.

John H. Carlin of Medford was elected district governor and H. T. Hubbard of Medford district secretary at the second annual convention of division 34, the state of Oregon, of the Lions order, held in Medford last week, and Salem was selected as the place for next year's convention.

The harvest of strawberries around Hood River this season will be the latest for many years. A recurrence of cold weather has retarded the development of blooms and young fruit. The Apple Growers' association does not anticipate shipments of berries until about June 1. It will be some time after this before carlots are moving out.

The year-old child of Mr. and Mrs. O. Skurdal, living near Deadwood, was shot fatally by a ten-year-old brother. The mother had left the boy with the baby while she was preparing the evening meal. The boy, the mother said, took a revolver out of a book case and shot the baby through the head.

Professor Henry Hartmann, associate professor of pomology at Oregon Agricultural college, addressing members of the Apple Growers' association in Hood River last week, declared wiping apples to remove spray residue a makeshift. Eventually, he said, all apple and pear growers will use equipment that permits passing the fruit through a hydrochloric acid bath.

The law enacted at the last legislative session authorizing the state board of control to borrow \$600,000 from the state industrial accident fund for the erection of a new state office building in Salem is unconstitutional, according to an opinion handed down by Judge L. H. McMahan of the Marion county circuit court. The state will appeal from the decision to the supreme court.

Higher tariffs on agricultural products grown in the Willamette valley were favored by the Oregon Farmers union convention in the closing day of its session at Albany last week. Increased tariffs favored include unhacked flax fibre and vetch. The convention recommended that the tariff on fibre be increased from 1 to 6 cents a pound in view of the newness of the flax industry in the United States.

Clifford La Mere, engineer on the logging railroad of the Silver Falls Timber company, near Silverton, gave his life to save three women who were accompanying him on the engine, when he tossed the women from the cab while a train of 19 cars loaded with logs, appearing suddenly upon them, a sharp turn, bore down upon them. The log cars collided with the engine head-on and La Mere was buried under a huge mass of logs.

Oregon last year regained ground in export trade which had been lost in 1925 and surpassed even the previous high mark of 1924 with aggregate shipments of merchandise destined for foreign consumption valued at \$83,532,449, according to the department of commerce. The 1925 total indicated a remarkable climb in Oregon exports during the year, as the aggregate value of merchandise sent to other lands in 1925 was \$48,637,915, or \$34,894,534 less than last year.

The last step in the improvement of the Flora-Enterprise highway, in Wallowa county, was the opening of bids last week by C. H. Purcell, district engineer of the United States bureau of public roads, for surfacing the Flora section, 9.7 miles.

Mrs. P. C. Kemesies of Los Angeles died in a hospital at Albany as the result of an automobile accident near Sheild. In attempting to pass a wagon Mrs. Kemesies' automobile skidded and overturned and she was thrown into a ditch filled with mud and water.

Made No Difference  
Mother (to son across her knee)—  
I'll teach you to tie saucers to dog's tail.  
Son—But, mother, it isn't our dog.  
Mother—No, I know it isn't our dog, but it's my saucerpan.

The Gates of Eden  
Little Town Girl (who has spent day in country for first time, having hitherto only played in the parks)—  
Daddy, what time do they shut the country up?—Pole Mole (Paris).

# Through Belgium



How Milk Is Delivered in Belgium.

(Prepared by the National Geographic Society, Washington, D. C.)

AS YOU enter Belgium along the Paris-to-Bruges line no custom-house is needed to inform you that you have crossed the border. Though war's lightning still reverberate amidst nature's cemeteries of blasted tree-trunks, underfoot lies the Low Countries' infinitude of green fitness, where flying miles of sugar beetroots, plotted as neatly as squares in a cross-word puzzle, spell intensive cultivation in seven letters—Belgium.

Industry, alike in field and factory, is the keynote of this amazingly compact little country. One-third larger than Massachusetts and with nearly twice the population, Belgium, with its 7,500,000 people, is the most densely settled state in Europe.

So inconsiderable are distances in Belgium that you cannot take a longer straightaway jaunt than 175 miles without spilling over into Holland or falling into the English channel. Yet the little kingdom's four-acre farms produce per year a total products value of 3,000,000 francs, while the annual value of its manufactures exceeds the billion-franc mark.

The canal-reflected dream of gabled roofs, carved cornices, fortress-like city gates, and little quay-to-quay bridges which in Bruges, welcomes one from the Grand Place with an air of a thinging succession of early Flemish tunes, flung abroad by 40 bronze tongues in the old, brown bellry.

Again and again in journeying about Belgium one will encounter these beautiful bells.

At Malines (Mechlin) you may listen to the bells of St. Rombold's Fifteenth-century tower, once intended to be the highest belfry in Christendom, while recalling that, "From Mechlin church-sleepers we heard the half-chime." And an unheaping sun, against which "the cattle stood black every one," is a characteristic sight which you may encounter anywhere in flat Flanders.

Another symbol of Belgium is the age of its buildings. In bustling, up-to-date Ghent it is especially difficult to realize the great age of some of the buildings which are still used for official business, trade, and pleasure. Dancers and beer quaffers congregate nightly in the cellar of the Fourteenth-century belfry; along the quay is the medieval Skippers' house or House of the Free Boatmen, still used as offices; while every housewife buys her chops and steaks at the Groot Vleeschhuis (i. e., Great Meat Market house), which has been carrying on since 1417.

Ghent's roll of famous men would be a long one, ranging from the Van Eyck brothers, whose gigantic altar painting of the Adoration hangs in St. Bavo's cathedral, to Jacob van Artevelde, the "brewer of Ghent," the city's fourteenth-century political boss, and hobbnobber with neighboring kings. One might also nominate Olie Minjaun and his wife, who, as the tablet in St. Nicholas' church, "had together one-and-thirty children." It is said that when a phalanx of 21 of the Minjaun boys marched in a civic procession past Charles V, and he was informed that they represented only two-thirds of the family, the royal attention was "arrested," and one can quite believe it.

Archery in Flanders.  
The heart of Ghent is its great bell, Roland, whose vibrations are the pulse of centuries. It was cast in 1314, recast in 1650, and was known successively as the hand-axe (proclamation bell), the sturm-cloche (storm-of-war bell), and later named for Charlemagne's famous paladin, with allusion to Roland's horn, whose call struck terror to his foemen's hearts. Weekly archery tournaments are

common throughout Flanders. Brussels is the siege or seat of the Fourteenth-century Longbow guild. And the tall, wooden towers which one sees in the countryside around Mons are indoor ranges in which the targets consist of stuffed birds dangling from the ceiling. By canal one can twist in and out of many-towered Ghent to the great double locks which hold back the tidal Scheldt. Here lie numbers of steam barges, awaiting the ebb hour, when they lock through.

As one floats towards Antwerp along the Scheldt, periodically some red-roofed village, with its tall stacks, lifts above the green plain. For, no matter how sparsely settled may be the countryside, a Belgian hamlet almost invariably shows its factory chimney. Indeed, it characterizes the landscape of this highly industrialized people.

Shipping and art, throughout the vicissitudes of the centuries, have been the twin keystones of Antwerp, the great port on the Scheldt. Declimated by Spanish oppression, ruined afresh by 1830's revolutions, lamed hampered by trade rivals levying navigation dues, and crippled once more between 1914-1918, Antwerp, nevertheless, always rises anew from commercial disaster.

At present she has "come back" after the losses of the World War, and ranks third among the ports of the world in total entrances and clearances combined.

Antwerp's tradition of wealth is evidenced by her patronage of Rubens, Van Dyck, Jordans, and half a dozen other great painters—not forgetting Matsys, who quit blacksmithing for the palette, as the legend goes, in order to win a wife—whose native or adopted city still teems with their rich canvases.

Antwerp was the patron, too, of typography. A stroll through Christophe Plantin's ivy-clad establishment—his home and printing office, the scene of his firm's activities for 800 years—charms you with its vast display of early editions, its antique presses, type fonts and foundries, as you pass through oak-paneled vistas where Sixteenth-century printers' devils once responded to cries of "copy!" and readers corrected galley proofs, using symbols closely resembling those of today.

Antwerp's Diamond Cutters.  
Or you may witness an interesting phase of Antwerp's modern wealth by visiting the diamond-cutting workshops. Here grayish, soapy pebbles of no apparent value are sawn in twain by a copper band smeared with oil and diamond dust, then cut and polished by a revolving disk, similarly smeared, into the faceted gems that glitter from show-case windows on Fifth Avenue and the Avenue de l'Opera. Thousands of hands are employed at Antwerp in this highly skilled trade, and it is said that since the World War the port of the Scheldt has become Europe's premier diamond center.

Stately boulevards, rich art galleries, tangled side streets watched over by gaudily painted madonnas, flowers everywhere—even boxes of them encircling the electric-light poles—and many a humble, war-recalling "Cafe Bligny" or "Allies Bar"—such are the impressions one carries away as he leaves Antwerp.

The significance of Belgium's canal system is best realized on the Maritime canal. With its steady stream of big barges, it floats some 60,000,000 metric tons—i. e., a unit of one-ton traveling one kilometer—per year, between Brussels and the sea. Motor boats give a daily fast-freight service between Belgium's capital and its important towns, and you may even load your goods at Brussels on sea-going vessels for delivery in London.

Petruchio. The actors were Hallam, Douglass, Wall, Morris, Mrs. Harman, Mrs. Douglass, Mrs. Wall and Miss Cheer.

Plenty of Time  
The nervous young suitor had stammered out his request for the hand of his lady love. It was her father's turn to speak.

"Well, young man," the old man began, clearing his throat, "I don't know whether you can support my daughter, but I am sure you can keep her up."

## Terrors of Television

With television in effect the only other problem we've got to face is to make a night club look like the bedside of a sick friend. . . . Be careful when calling up to say that you've been called away suddenly and will be out of town for a couple of days. The poker chips might give you away. . . . By television the husband's face can be cast hundreds of miles, say the experts. For some, that

## Weed Threatens Rice Crop

Ceylon is waging war on the water hyacinth, called the "lilac devil" by the natives, which is threatening the country's rice crop. The pestilential weed has already gained a firm foothold in Bengal, Burma, and Indo-China. Peasant rice cultivators in Bengal are suffering from its invasion and it has spread over waterways and

## Maxim American-Born

Sir Hiram Maxim was born in the state of Maine, in 1840, but the greater part of his life was spent in England, where he became a famous engineer and inventor. Among his many inventions the machine gun, called after him, the Maxim, is the best known.

## Foiled Old Gentleman

The lazy boy came in, mopping his face furiously.  
"There," said his father, proudly, "I always said you'd learn to work some time. Here's a dollar for you. Now tell your old dad what you've been doing."  
The boy grinned as he pocketed the dollar. "I ran all the way home from grandpa's because he said if he could catch me he was going to make me weed the garden."—The Outlook.

## Comparing Birth Rates

The difference between the rate of increase in the negro and white races in this country is not a tremendous one. The negro birth rate is higher than the white, but the death rate is also. In 1922 the white birth rate in the registration area was 22.2 per 1,000 of population, while the negro birth rate was 25.3. But the negro death rate was 16.3 as compared to 11.6 among the whites. The excess of

## Unearth Greek Towers

of 2,400 Years Ago  
Sebastopol.—Ruins of eight towers of the ancient Greek period have been discovered in the Heracleon peninsula, near Sebastopol. They are estimated to have been built 2,400 years ago. Unearthing of the ruins has increased interest in proposed research on the site of the ancient Greek colonies in the Crimea. The soviet government has created a special fund for this work and has invited French and German archeologists to take part in it.

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I'll teach you to tie saucers to dog's tail.  
Son—But, mother, it isn't our dog.  
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Little Town Girl (who has spent day in country for first time, having hitherto only played in the parks)—  
Daddy, what time do they shut the country up?—Pole Mole (Paris).