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OREGON JERSEYS WANTED ON CANADIAN FARMS

Unlimited Demand for Purebred Stock Raised in This State Seen by O. A. C. Man.

Canadian demand for purebred and high grade Jersey cattle may prove a new outlet for Oregon Jerseys, writes W. Elmo Ashton, field representative of the Canadian Jersey Cattle club, to P. M. Brandt, chief of dairy husbandry. It costs the province farmer 86 cents to market a dollar's worth of oats in London and only 11 cents to market the dollar's worth of butter and leave the plant food on the farm.

The day is here for Jersey breeders to show these men what Oregon Jerseys are like, says Mr. Ashton. "I think your men could do nothing better to advertise Oregon than make a showing of Oregon Jerseys at the Western Canada circuit."

A good deal has been done with the Jersey in the eastern and British Columbia districts, and last year more Jerseys were imported from the United States and the Jersey islands than all other kinds together, he writes. There seems no limit to the Jersey business if properly gone after there, so much does the demand exceed the supply.

The great central prairie and the western Canada fields are still awaiting development, the letter says. The farmers there are "going from oats to dairying" as their finances will permit. Mr. Ashton thinks the Jersey well adapted to conditions there as everything is on a butterfat basis. Even fresh milk brings a dollar more when rich than the 3 per cent milk.

Valuable publicity as well as prize money is held out as inducement for Oregon Jersey exhibits at four or five leading shows.

MOTORISTS IN LEAGUE FOR COUNTRYSIDE PRESERVATION

"Clean up as you go." President Harding gives hearty endorsement to the Motorists' League for Countryside Preservation which has started its summer campaign to correct the abuse of the highway and picnic sites by the unthinking motorist who leaves behind him a trail of boxes, papers and cans.

In volunteering to serve on the national committee, President Harding writes:

I have received the invitation to serve on the national committee of the Motorists' League for Countryside Preservation, and have noted what you say concerning its purposes. I have to confess myself in the fullest accord with your aims and hopes, and I will be glad to have my name used, if it is your wish, as a member of the executive committee.

Most sincerely yours, WARREN G. HARDING.

Following is a pledge which every motorist is asked to sign:

I, as a member of the Motorists' League for Countryside Preservation, pledge myself to do what I can to preserve the countryside so that all may share the enjoyment of it. To this end I will leave a resting place or camp site clean; free from papers or litter of any sort. I will be careful of trees and shrubbery, of brooks and streams. I will be careful in the making of camps and fires. I will make every effort to leave the roadside in such condition that the pleasure to be derived from it by others is not lessened through any act of mine.

Membership in the organization carries with it no dues or obligations other than to accept personal responsibility to "clean up as you go." Thousands of motorists have written the league endorsing its program and local chapters are being formed by automobile clubs, chambers of commerce and other civic bodies.

The league has attained the endorsement of governors of the various states and city officials. Before the tourist season is in full swing motorists in every corner of the country will be urged to help preserve the natural beauties of the highways and leave them in order. Copies of the league's booklet, outlining its aims and purposes, may be obtained by writing the National Secretary, 119 West 40th street, New York.

The national committee feels that publicity and public opinion can correct the unsightly conditions caused by the unthinking motorist.

RULES GIVEN MOTORISTS FOR PASSING LIVESTOCK

City motorists driving in the country often have difficulty in passing livestock because of unfamiliarity with the psychology of domestic animals. Percy E. Towne, general counsel of the California State Automobile association, offers the following suggestions:

When meeting livestock, drive to one side of the road, stop and shut off the engine. Stay quietly in the car. Do not blow the horn, permit dogs to bark; make no unusual noise or unnecessary motions. In overtaking livestock, slow down, drive to one side of the main group and ask the man in charge to lead the way through and proceed as quietly as possible.

U. OF O. GRADUATING CLASS OF 367 LARGEST YET

With a total of 367 members, the largest class in the history of the University of Oregon was graduated Monday at Eugene. The commencement address was given by Dr. Henry B. Ward, head of the zoology department of the University of Illinois. Governor Pierce, who occupied a place of honor on the platform, gave words of encouragement and congratulations to the outgoing class.

Lithograph work. The Sentinel.

What the World Is Doing
(Popular Mechanics Magazine.)

A Gauge for Clipping Hedges

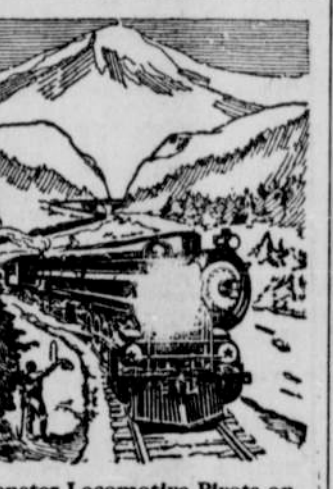
A little time spent in making the drawing will go far to improve the appearance of hedge fences by making it possible to clip the hedge uniformly.

The perpendicular member of the gauge is made from a piece of 2 by 4-in. material, but the horizontal parts may be of lighter stuff, the dimensions to which such gauge is made depending upon individual requirements. In use, the trimming is begun at one end of the hedge, the gauge being held in an upright position by standing upon the bottom member. Clip as much of the hedge as projects above the top of the gauge.

Keeping Out the Rain

The drawing shows a good method of keeping rain out of the open window of a sleeping room, where it is essential to have fresh air at all times, even during rainy weather.

A wooden box is made to fit between the window jambs and rest on the sill. It is held in place by means of thumb screws on the sides, and also by the weight of the window on top. The opening is made on the underside of the box, so that rain cannot enter.



Monster Locomotive Pivots on Front Truck

"Double headers," "helpers" and "pushers"—the first named of which, in a railroader's language, means two locomotives at the front end of a train, and the last two designating the locomotives coupled on the rear end, to move trains up steep grades—probably will become only memories, if monster locomotives like the one illustrated are to be generally used.

When this big Mallet-type locomotive takes a curve in the track, it cannot make the turn as its smaller brothers do, as it is 108 feet long—one of the longest ever built. Its boilers swing on pivots independently of the wheels. It has 12 driving wheels, weighs 850,000 pounds—435 tons and carries 12,000 gallons of water and 4,000 gallons of oil. Its use has largely been confined to freight hauling on a western road, and it easily handles a hundred cars through the Rocky Mountains.

Impressed by the fact that 60 to 70 per cent of school children are to some extent physically defective—a portion having curvature of the spine or other less obvious deformities, while fully two per cent suffer from diseases of the heart—physicians of Minneapolis have introduced a new system of physical examination. Chief among the new devices for this purpose is an X-ray camera for taking pictures of a child's heart while he is engaged in pedaling a stationary bicycle.

By means of a metal framework the body of the child is made to support the picture-taking apparatus, so arranged that the box containing the X-ray tube hangs on his back, whereas the film holder is suspended in front of the heart region. The child is then directed to "ride" the bicycle as fast and hard as he can, and the picture of the heart is taken while he is in action. Changes in size and shape, which help to tell the story of health or disease, are thus easily recorded. The bicycle is also used to measure the child's capacity for physical work, and to determine the effect of exercise on rate and blood pressure.

An exchange strikes a popular chord when it says: "The world wants things that are genuine. It wants people who seem to be what they are. It is tired of pretension, of can't or feigning. It is sick of the goody goody. It yearns for a little common sense. It needs more warm hearted, broad minded, sincere goodness—the real thing and not the counterfeit."

U. S. PATENT SYSTEM MOST SUCCESSFUL IN THE WORLD

Washington, June 18.—(Special correspondence.)—The United States patent system is the best in the world. In fact, the system was devised here and has been copied by most of the leading nations of other continents. The United States has done more than any other nation to encourage inventive genius, and as a result, this country has taken the lead in useful inventions, particularly in mechanics. The United States has granted more patents than any other nation, and it might be said that it has granted more patents than all other nations combined.

The distinctive feature of the American patent system is that it provides for examination before issuance of a patent, so that a patent will not be issued unless the device is actually new, and a patent thus secured constitutes prima facie evidence of the prior rights of the inventor. The burden of proof is upon a contestant. Under previous systems there was no examination prior to issuance of a patent, and a patent had little actual value.

There is no industry in the country not affected by the patent system. Whole industries are often initiated and founded on the grant of a patent. Instances of this may be seen in the tremendous amount of capital employed in the manufacture of the sewing machine, as well as the army of employees engaged in selling them; in the manufacture of agricultural implements, the modern newspaper presses, the linotype machine, shoe machinery, air brakes for railway cars; the telephone system, the result of one basic patent upon which one company alone now has about \$1,000,000,000 of invested capital and employs more than 200,000 men and women; the phonograph industry, with selling agencies in every town in the country; the electrical industry, with all its ramifications, and numerous others whose original start depended entirely upon the patent monopoly.

TELEPHONE COMPANY PLANS RECONSTRUCTION OF LINE

The Pacific Telephone and Telegraph company contemplates, at an early date, complete reconstruction of the main San Francisco toll lead between Cottage Grove and Oakland, a distance of 33 miles, according to J. L. Blund, district manager for the company. The pole line in this section is badly deteriorated and inadequate to provide the grade of service required for the very important long haul circuits carried thereon. Included in this work is the famous London mountain section which, owing to the topography of the route traversed, presents a difficult problem in construction engineering. This work will be done under four sections at a cost of approximately \$104,000.

PUBLIC PROTECTED BY LAW IN CASE OF ACTIVE OIL BOOM

Protection of the public in the event of an active oil boom in Oregon was assured by the last legislature. A law passed February 23 provides for the appointment by county courts of inspectors, whose duties include the inspection of oil properties and the keeping of such records and data as may be required to control and safeguard the public interests. No inspector has yet been appointed in Lane county.

MOSAIC DISEASE ATTACKS BERRY VINES IN VALLEY

A mosaic disease is killing the loganberry and raspberry vines in the valley, according to C. E. Stewart, county fruit inspector, although the disease has not increased sufficiently to cause general alarm in this county. Mr. Stewart, in company with Dr. S. M. Zeller, plant pathologist of O. A. C., has gathered some specimens of the diseased berry vines as well as other plants that have been attacked. The disease is carried by the aphid and certain other insects and seems to affect the whole vine and the root. Evergreen blackberries have been attacked by the pest this year for the first time.

DANGEROUS TO MEET

Motorists, particularly the newer members of the clan, show a rather warped sense of responsibility. This is especially true in cases where the party who drives is neither the owner of the car nor an employee of the owner.

Such drivers are invariably wives of car owners or sons and daughters who are old enough to be legally entitled to drive, but not old enough to have a very keen appreciation of the responsibilities which are placed upon anyone who pilots an automobile. The reason is that such drivers feel they can depend upon the owner of the car in event of trouble, and if he is fully insured "everything will be all right."

This attitude is directly responsible for many of the serious automobile accidents that mar motorizing. The owner of the car is usually involved technically, and must always pay the bill for damages, but he is not held criminally responsible for what happens. He isn't the one who pays the real penalty for carelessness or recklessness.

The most fortunate driver is the one who has no one he thinks he can pass the buck to in event of a mishap with the car, for he then operates the car with a better knowledge of why he should avoid those unthinking acts which result in collisions and fatalities.

If more families would have a heart-to-heart talk over the points of responsibility in the driving of a car, more operators would appreciate the importance of caution—and there would be fewer accidents.

NOTICE OF FINAL SETTLEMENT

In the matter of the estate of Winfield S. Chrisman, deceased. Notice is hereby given that the undersigned has filed his final account as administrator of the estate of Winfield S. Chrisman, deceased, with the County Clerk of Lane County, Oregon, and an order has been made and entered of record directing this notice and setting the 14th day of July, 1923, at the hour of 10 o'clock in the forenoon for the hearing of objections, if any, to said final account and for the final settlement of said estate. Dated this 6th day of June, 1923.

W. W. CHRISMAN, Administrator of the estate of Winfield S. Chrisman, deceased. Herbert W. Lombard, Attorney for estate. jne15jy13

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Oregon, June 19, 1923.

Notice is hereby given that Wilson B. Stinnett, of Cottage Grove, Oregon, who on June 6, 1921, made homestead entry serial No. 013227 for E 1/2 NE 1/4, SW 1/4 NE 1/4, and NE 1/4 SE 1/4, section 17, township 21 south, range 2 west, Willamette meridian, has filed notice of intention to make final three-year proof, to establish claim to the land above described, before Register and Receiver of the United States Land Office at Roseburg, Oregon, on the 26th day of July, 1923.

Claimant names as witnesses: C. F. White, of Cottage Grove, Oregon; Tom Patton, of Cottage Grove, Oregon; Albert Rizzo, of Cottage Grove, Oregon; Percy Moody, of Cottage Grove, Oregon. W. H. CANON, Register. jne23jy20

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Oregon, June 13, 1923.

Notice is hereby given that Rufus Vernon Garoutte, of Cottage Grove, Oregon, who, on July 9, 1920, made Homestead Application, Serial No. 013073, for W 1/2 SE 1/4, SE 1/4 SE 1/4 and SE 1/4 SW 1/4, Section 5, Township 21 South, Range 2 West, Willamette Meridian, has filed notice of intention to make three-year proof, to establish claim to the land above described, before Register and Receiver of United States Land Office at Roseburg, Oregon, on the 26th day of July, 1923.

Claimant names as witnesses: Warren Kelly, of Cottage Grove, Oregon; Irvin Yancy, of Cottage Grove, Oregon; Fred Kelly, of Cottage Grove, Oregon; Wilbur Kelly, of Cottage Grove, Oregon. J. E. J. Y. 20 W. H. CANON, Register.

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Oregon, May 26, 1923.

Notice is hereby given that Murray Trunnell, of Cottage Grove, Oregon, who on May 10, 1920, made homestead entry serial No. 012275 for Lot 5, N 1/4 of SE 1/4, Section 17, Township 21 S., Range 3 West, Willamette Meridian, has filed notice of intention to make three-year proof to establish claim to the land above described, before Register and Receiver of the United States Land Office at Roseburg, Oregon, on the 10th day of July, 1923.

Claimant names as witnesses: Walter Garoutte, of Cottage Grove, Oregon; Oliver Nichols, of Cottage Grove, Oregon; W. S. Koyes, of Cottage Grove, Oregon; Leo Williams, of Cottage Grove, Oregon. W. H. CANON, Register. jne1-29p

NOTICE OF FINAL SETTLEMENT

Estate of Netta A. Webber, deceased. Notice is hereby given that the undersigned administrator of the estate of Netta A. Webber, deceased, has filed his final account with the County Court of Lane County, Oregon, in the matter of said estate, and an order has been made and entered of record directing this notice and setting Tuesday, the 31st day of July, 1923, at the hour of eleven o'clock a. m. at the County Court Room in Eugene, Lane County, Oregon, as the time and place for the hearing of objections, if any, to said account and for the final settlement thereof.

W. A. HEMENWAY, Administrator of the estate of Netta A. Webber, deceased. H. J. SHINN, Attorney for estate. jne29jy27

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Ore., June 28, 1923.

Notice is hereby given that Irvin Washington Yancy, of Cottage Grove, Oregon, who, on July 9, 1920, made Homestead Application, Serial No. 013074, for Lots 1, 2, 3, Section 5, Township 21 South, Range 2 West, Willamette Meridian, has filed notice of intention to make three-year proof, to establish claim to the land above described, before the Register and Receiver of the United States Land Office, at Roseburg, Oregon, on the 6th day of August, 1923.

Claimant names as witnesses: Fred Kelly, of Cottage Grove, Oregon; Wilbur Kelly, of Cottage Grove, Oregon; Barney Kelly, of Cottage Grove, Oregon; Vern Garoutte, of Cottage Grove, Oregon. W. H. CANON, Register. jne29-jy27

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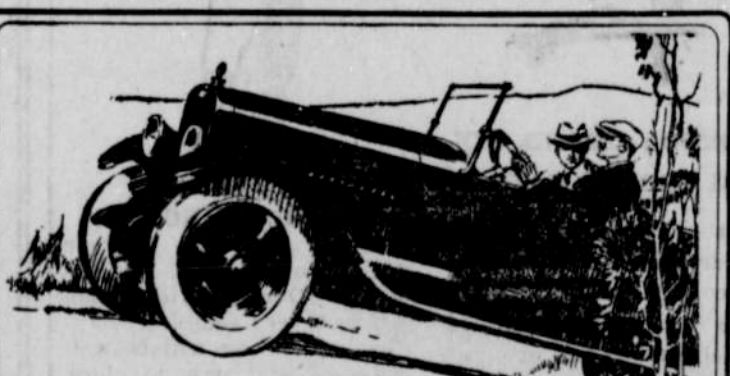
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