

Question Arises As to Just What Makes a Farm

There is need for a new term to designate small places and homes in the country that are not operated as "farms" but are nevertheless so designated by the Census, OSC agricultural economists and farm management authorities say. To back up their view they point out that the Census of 1939 indicates that over 40 percent of the "farms" produced only 6 percent of the total value of all farm products and that most of the 6 percent was used on these "farms."

Stated in another way, less than 60 percent of the farms produced 94 percent of the total output and practically all of the products marketed. Obviously, the economists say, the Census definition of a "farm" is outmoded.

The data indicate that the number of "farms" that are really country residences and small part time farms has increased and become large in some areas. There is no way to determine exactly from the data, however, how many there are and how many real farms large enough to provide work and income for a family.

Thus, the economists say, the value of the data is reduced. For examples they point out that 1.37 percent of the "farms" were reported to be on hard surfaced roads in 1940. Likewise, the Census reported about 60 percent of the "farms" had electricity, that about 40 percent had telephones, and that about 51 percent had running water. But, the economists ask, how many of the real farms were so situated? And how many of the "farms" with these advantages were country residences of people who work in cities and towns?

The Census shows an increase of about 44,000 in the rural farm population of Oregon from 1920 to 1940, compared with about 120,000 in rural nonfarm and 140,000 urban. But that comparison is not indicative of the real population trend on the real farms, the economists say, as the increase in other country places was perhaps more than enough to account for the increase in the "rural farm population."

Food Outlook Is Greatly Improved

The food outlook for 1946 has improved greatly in recent weeks, however, the supply of inedible fats and oils necessary for the manufacture of many personal and household items is lower than at any time during pre-war years.

Reminding local housewives of this critical shortage, Ernest E. Schrenk, chairman of the county AAA committee, pointed out that fat saving must be practiced every day, if existing shortages of laundry soap, paints, textiles, wall paper and other commodities are to disappear. Mr. Schrenk's statement is based on word from the USDA Production and Marketing Administration.

During the war years housewives accounted for 10 per cent of the inedible production, and collection must continue at this rate if the supply is to be built up to prewar levels.

Mr. Schrenk explained that world export supplies and net imports of fats and oils into the United States are not expected in volume until later this year, perhaps in 1947. For this reason the American kitchen must continue to contribute to the backlog of fats and oils from which the na-

tion must draw for essential personal and household items.

The end of rationing has made available more cooking fats, lard, and shortening. With larger supplies now moving from grocery stores into homes, housewives will have a great opportunity to save more used fats than they did when rationing curtailed supplies, Schrenk said.

Edible fats and oils which have become rancid or too highly flavored for further cooking use, should be salvaged and drained into the fat salvage containers and returned to neighborhood dealers.

These fats and oils, in turn, will come back to housewives in soaps, soap powders, and many other items now in short supply, Schrenk said.

The Airplane Of Tomorrow

One of the war's greatest paradoxes is that its urgent need for developing the world's most destructive force at the very same time advanced that same instrument as a peacetime agency faster and further than any period in history. That instrument is, of course, the airplane. The growth of air transport since Pearl Harbor is a modern miracle which holds so much in store that there seems to be no limit to the forecasts of the post-war future of this industry which has become full grown practically over night.

The airlines of the United States, under contract for the Army and Navy, flew more than 308,000,000 miles during the first three years of the war, carrying vital personnel and cargo to the far corners of the earth. They racked up the almost incomprehensible figure of 2,600,000,000 passenger miles and 707,000,000 ton miles. New developments in design, power plant and instruments, rushed to fruition in ten times the speed of normal civilian development, were responsible to a large degree. Credit goes also to the pioneering skill and courage of the airlines for companies which had never before flown outside the U. S. pioneered routes over all the oceans where man had never ventured before.

During this same period the airlines demonstrated in another way that they have come of age, depending no longer on any benevolence from Uncle Sam. For the first time the revenues which they turned into the postoffice department from the carriage of air mail so far exceeded the fees paid to the carriers that all the deficit of the early years has been wiped out. Last year the airlines far from receiving a subsidy made a substantial profit for the government.

The harvest of the extraordinary efforts of the war years was ready to be reaped as soon as final victory came and it will be shared by millions of Americans whose war service has made them more air-minded than ever. Already the 19 domestic lines have concrete plans, with many orders already signed, to increase the size of their fleet to 1005 planes. Those ships will be capable of carrying nearly 37,000 passengers. They are not just the dreams of designers even though many of them will be able to cruise at speeds of close to 350 miles an hour and carry loads of 20 tons over distances of 3000 miles and up. Some of these planes have actually seen strenuous war service. From the chaos and destruction of war has come at least one benefit which will be of incalculable value in bringing mankind closer together—the airplane of tomorrow.

Plastic Coating
Domask linen tablecloths that can't be stained by gravy and brightly colored draperies that can be wiped clean with a damp cloth are among the postwar developments foreseen as the outgrowth of wartime research into plastic coating of fabrics.

Vitamin C Lack Serious Matter For Oregonians

Through experiment station research at Oregon State college and extension activities through the state, nutritional developments with vitamin C are being passed along to homemakers, reports Miss Lucy A. Case, extension nutritionist. Recently Miss Case carried out a demonstration called "Keeping Fit with Vitamin C" in the Olney grange hall near Astoria.

Miss Case prepared a meal high in vitamin C for the homemakers at Astoria, as she explained handling, storing and cooking methods which best preserve this food element. She named air, heat and water as the common enemies of vitamin C. Miss Jean Starker, emergency assistant in Clatsop county, assisted in the demonstration and will develop the vitamin

C project in 10 other communities.

After summarizing college research, Miss Case explained that the average person needed vitamin C daily to help prevent lowered resistance to bacterial toxins, build and maintain strong bones and teeth, prevent pain and soreness of joints and limbs, prevent hemorrhages and anemia, strengthen walls of blood vessels, aid in healing wounds, hold body cells together, prevent scurvy, prevent irritability and improve disposition.

A sample of blood taken from a vein in the arm can be tested chemically for the amount of ascorbic acid or vitamin C present, explains Miss Case. Such tests, she adds, were made this past year in the rural grade schools and high schools of Marion, Josephine, Tillamook, Malheur and Sherman counties by the Oregon State college experiment station. Results tabulated for Marion county indicated that 62 percent of the grade school children and 70 percent of the high school children studied were getting too

small amount of vitamin C.

She cited cases where a middle-aged woman was relieved of stiffness in the knee joints by eating citrus fruits and tomatoes; a school child's bleeding gums stopped bleeding in three days with the assistance of tomato and orange juice; and a farmer's soreness of shoulders and joints were alleviated by drinking his wife's home canned tomato juice.

Directions for vitamin C retention in canning, freezing and drying are included in bulletin HE 1855 available at extension offices.

Soy Oil Purposeful

Soybean oil is "ambidextrous, on one hand filling requirements for edible oils, and on the other having characteristics of drying oils. Its usage for edible purposes such as shortenings, margarine, and salad and cooking oils has increased markedly in recent years. It also is used in industry as a drying oil in paints and varnishes, and is employed in soap, linoleum, oilcloth and printing inks.

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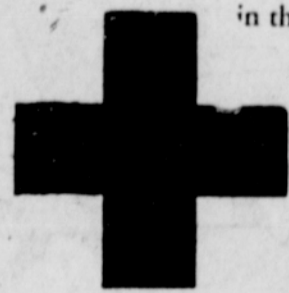
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V-DAY is history, but Victory over war's effects on our disabled service men is far in the future! And thousands of Red Cross women are still in active heart-warming service—abroad and at home—still helping to lift the burdens of worried—crippled—discouraged—homesick GIs.

This is the war that never ends—calling on the Red Cross for the services that must never fail our victorious troops—and calling on you for the contributions that are needed now—even more than they were in the years of battle!



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