

## Oregon Dairymen Meet in January

The fifty-first annual session of the Oregon Dairymen's association has been called for January 16, 17 and 18 at Oregon State college in Corvallis, according to Lee Holiday, Klamath Falls, president. The first day as usual will be devoted to committee meetings, with a full-schedule program for Tuesday and Wednesday.

Although the complete program is not yet out, many matters of unusual importance will be before the dairymen this year in connection with state legislative matters, improved production methods, and national programs affecting the dairy industry, says Roger Morse, extension dairyman at O. S. C. and secretary of the association.

This is one of the oldest agricultural organizations in the state, the annual convention of which never fails to draw a large attendance.

## Farm and Garden

Hillsboro, Oregon, Thursday, December 21, 1944 Page 7

### Artificial Light Helps Production

Early egg production from turkey breeder hens can be stimulated by the use of artificial light, reports Palmer S. Torvend, county agent.

Artificial light will not only stimulate early egg production, but also early fertility. Toms respond to the light rays much slower than the hens so they should be lighted three to four weeks earlier. The hens should be lighted at least 30 days before hatching eggs are desired, according to a summary of reports from turkey growers' experience as summarized by N. L. Benning, extension poultryman. One 100-watt light equipped with a reflector should be provided for each 200 square feet of roosting space. The lights should be placed over the roosts 8 to 10 feet above the birds and turned on so as to provide a 14-hour day. One practical procedure that has been used is to have an electric alarm clock to turn the lights on between 3 and 4 a. m. When the lights are turned on the birds usually remain on the roosts until daybreak, which is a planned reading on the occurrence of disease, if any, may be made either in the latter part of January or early February, and well ahead of the planting season in most of the areas where Oregon seed is sold.

Included in the potatoes to be planted are 140 samples, including 11 counties. Although there is nothing to present certification rules to require the submission of these samples, later procedure if disease is found, the Oregon growers are cooperating wholeheartedly, according to Ols, and will doubtless dispose of any stock for commercial use if dangerous percentages of disease show up.

Oregon will be one of six states carrying on similar planting tests at Oceanside. Others are California, Washington, Idaho, North Dakota, and Colorado. A smaller and later planting in western Oregon will be made at Corvallis next March as a check.

### Sample Seed Lots Of Oregon Spuds Tested in South

Representative samples of by far the bulk of Oregon's 1944 production of certified seed will be included in potatoes to be planted in southern California this winter to get an accurate check on disease before planting time next spring.

These southern test plantings have been arranged by the farm crops department at Oregon State college, which is in charge of the certification program. This new step is a further development in the general certification program which has resulted in greatly increasing the yields of Oregon potatoes, says Chester Otis, assistant farm crops extension specialist.

Otis will go to Oceanside, Cal., about 60 miles south of Los Angeles, early in November, where he expects to plant a four-acre plot starting the middle of the month. The seed samples will be treated with gas to break their dormancy and encourage early sprouting. If the schedule works out as planned, readings on the occurrence of disease, if any, may be made either in the latter part of January or early February, and well ahead of the planting season in most of the areas where Oregon seed is sold.

### Railroad Grade Fatalities Gain

Railroad grade crossing fatalities during the first 10 months of 1944 totaled 22, which is an increase of 265 per cent over the toll for the entire year of 1943, according to Robert S. Farrell, secretary of state.

Of the 22 deaths at grade crossings, 17, or 77 per cent, occurred at crossings in urban areas. Only one such death was reported in this state for the same period of 1943.

The locations of the train-vehicle deaths follow: Portland 3, Salem 3, Albany 3, Grants Pass 2, Pendleton 1, Milwaukie 2, Junction City 2, Woodburn 1. Rural locations were: Klamath county 1, Lane county 1, Marion county 3.

The 22 deaths resulted from 14 accidents, Farrell said. Of these 14 accidents, 11 occurred on clear days during daylight. The period 11 a. m. to 1 p. m. saw the highest number of accidents. These facts, Farrell said, indicated that restricted visibility is not a major factor in the grade crossing accidents.

Unsafe actions on the part of drivers were reported in all fatal accidents. Disregarding stop signs or signals, disregarding excessive speed and failure to look for an approaching train were the chief contributing actions in these accidents.

"These facts indicate that safety at grade crossings, in the last analysis, is up to the individual driver," Farrell said. "Our grade crossing toll can be cut down by the exercise of a few simple safe practices. Observe stop signs and warning signals. Always watch for approaching trains and when one is coming, stop and let it pass before proceeding across the tracks."

Farrell emphasized the last point because, he said, in nearly all cases, cars are struck as the drivers attempt to cross the tracks in front of an approaching train. This apparently indicates the drivers misjudge the speed of the train, thinking they have time to clear the crossing ahead of the locomotive. The fact that trains move faster today, due to wartime conditions, is not given due consideration by these drivers.

### Too Late to Classify

Classified Page Deadline Tuesday Night, "Too Late to Classify" Deadline 1 p. m. Wednesday

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### Advice on Keeping Citrus Fruits Given

For best keeping of citrus fruits at home the housewife, especially if she buys them in quantity, can take some tips from what is known about commercial storage requirements.

Oranges, grapefruit, lemons and limes all need a moist atmosphere in storage to prevent drying out, but the temperatures for best keeping are different, according to scientists of the U. S. Department of Agriculture. For oranges, the best storage temperature is just above freezing—32 to 34 F. At this temperature they may be held in commercial storage 8 or 10 weeks. Limes keep best at slightly warmer temperature—42 to 48 F—and may keep 6 to 8 weeks. Lemons like it even warmer—53 to 58 F—and may keep 1 to 4 months. The temperature for grapefruit depends on its source and condition. Sound fruit, not overmature and not likely to suffer from stem rot, can be held at 45 to 55 F. for 6 weeks in commercial storage. If there is danger of stem rot, 32 to 34 F. is best.

From these facts the housewife can conclude that the ordinary kitchen is too warm for keeping citrus fruit more than a few days or a week; that oranges, lemons and some grapefruit will keep well in the refrigerator but not lemons; that fruit should be covered in the refrigerator to keep from drying out; and that no citrus fruit should be exposed to freezing temperature.

### Officers Elected

At the election of officers at the Ladies' Aid of Blooming, the following were elected: President, Lydia Demmin; vice president, Elsie Neukirch; secretary, Anita Muly; treasurer, Hermine Rueckert.

Mrs. Rebecca Perry of Hillsboro spent several weeks with her sister, Mrs. Henry Haase. She is planning on spending some time at the home of her daughter and family, Mrs. Eva Gnos.

### Firdale-Iowa Hill

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We appreciate your kind patronage in 1944 and shall endeavor to give you our best services in 1945.

### FARM War News

Editor's Note—This is a weekly feature presented in co-operation with the Civilian Control Administration. It is designed to keep farmers informed on new developments in agriculture's wartime production program.

**Full Farm Output Wanted in '45**

The goal setters working out Oregon's 1945 farm production schedule at the state conference in December (December 16 and 17) will have for their guidance, War Food Administrator Marvin Jones' call for another all-out production year. In assuming the responsibility of the war in Europe until next summer or next fall, and consequent heavy military and lend-lease demands, Jones said:

"We must make certain that we have plenty for our armed forces, civilians, for our allies, and for relief needs. We cannot risk the responsibility of shortage."

The tentative national goals recommend about the same total crop acreage for the nation as this year, but with some change in individual crops. Goals for the main commodities can be divided into three groups. In the first group for which increases are sought are wheat, flax, hay and hay seeds, milk cows, pigs, cattle slaughtered, and milk. Held at about the 1944 level are barley, potatoes, dry beans, chickens and turkeys. The third group for which a decrease is suggested includes truck crops, vegetable seeds, dry edible peas, hens, pullets and eggs.

These goals are preliminary, and the final goals for the nation will be the sum of the state goals set at the meetings in all states like the one in Portland Friday and Saturday.

### Heavy Hogs Supported

WFA's \$12.50 support price again includes heavier hogs up to 270 pounds. On October 1 the top "support weight" was dropped to 240 pounds, but on November 16 the top limit was raised to 270 pounds. As it stands now, 200 to 270 pound hogs will be supported at \$12.50 Chicago basis, through June 30, 1945.

### Practice Work Zooms in '44

An extraordinary increase in conservation and soil building practices performed by Oregon farmers under the 1944 AAA program over that of previous years is indicated by county committees' preliminary estimates of payments earned. Reports from 19 counties show estimated total practice payments of \$2,200,000, including \$100,000 for harvesting hay and legume seeds, as compared with \$1,300,000 in practice payments earned by farmers in these same counties in 1943.

### Feed Wheat Up One Cent

An advance of one cent a bushel in feed wheat prices has been announced by commodity credit, making a price on December deliveries of \$1.33 a bushel in western Oregon. Because of the difficulty in obtaining railroad cars, deliveries are now running about a month behind orders.

During the five months since July 1, purchases of feed wheat by Oregon dealers and feeders amount to 1,800,000 bushels. The

### Beat Barbarians! Buy War Bonds!

**WHY JOHN RAY AND HIS CREW will not be home for Christmas**



John Ray is a foreman for Portland General Electric Co. Why he will not be home for Christmas is a story as real as today, as moving as anything could be. Because, you see, it was not his fault he will not be home.

It was the fault of a ship and the circumstances surrounding it. It all goes back to a day last November when a ship, maneuvering into position, snagged its anchor on the submarine cables coming from the St. John Substation, damaging them beyond repair. Obviously it would take weeks for replacement. The arteries which fed many vitally important war plants were severed, forcing the suspension of operations.

But PGE's "know-how," skill and manpower . . . backed by years of experience, found a way to start, once again, the humming wheels and machinery of the war plants—and all in a matter of not weeks or even days . . . but in a matter of a very few hours. By morning, man-made lightning was again flowing to the plants which are building for victory and peace, over a new circuit made possible by utilizing a newly-completed transmission line and substation. This new line was built to connect PGE's Station E in North Portland with the Bonneville Power Administration main transmission line.

Linemen, engineers . . . your neighbors and mine . . . had worked throughout the night making the emergency connections. But this was not to be the end—not for John Ray's crew of linemen. Because these vital plants must work 24 hours a day to keep up with the tempo of victory, they close but two days each year, Christmas and the Fourth of July.

On Christmas, then, this crew . . . the same boys who, with others, often go out into a snowy, freezing, wind-swept night to make repairs, while you are comfortable in your home . . . will work until the inadequate emergency repairs are replaced with permanent, lasting materials. At the very moment when weather is at its worst, PGE's faithful linemen are out in the storm making sure that you will have the power for heat and food and light. And they are proud they can help in this way . . . proud they can help their neighbors.

No . . . John Ray and his crew will not be home for Christmas. They will be working . . . to speed peace . . . when we can ALL be home for Christmas . . . together.

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