INCREASED PRODUCTION OF NECESSITIES IS URGENT NEED AT THE PRESENT TIME

FAIR PROFIT IS ESSENTIAL FOR AGRICULTURISTS

President Pryor of American Livestock Association Declares Farmers Don't Ask Too Much.

CLASS DECLARED PATRIOTIC

Grangers Will Not Be Found Wanting When Real Test of Loyalty Comes, Is Assertion.

Increased production will follow if the farmer is given a reasonable profit, declares I. T. Pryor, president of the American Livestock association.

"The urgent need of the time," he said, "is increased production of the necessities of life. The impression is gaining ground among the population of our cities, especially the manufacturing centers, that the farmers and ranchers are making exorbitant profits from the operation of the farms and ranches of this country. I fear that men high up in authority are lending a willing ear to this idea.

"We are criticized as not being patriotic because in such times as these we want to produce livestock at a reasonable profit. In my opinion, the first and highest proof of patriotism is to give our sons to the cause for which we are fighting; the second test is giving one's time without compensation, which many patriotic men and women are doing; the third is subscriptions to the Red Cross, the army Y. M. C. A. and Y. W. C. A., and the last is the purchase of Liberty bonds. It would be an unfair test of patriotism to expect farmers and stockmen to produce at a loss that which our allies and our army must have. Give us a reasonable profit, and the test of our patriotism will come when we dispose of that profit, and I wager my existence that the farmer and stockman of this country will meet the issue in the right spirit.

"Farmers and stockmen are not lacking in patriotism; they loyally responded to the call for increased production. All that they ask is that the strong arm of our government protect them from the disasters which may flow from abnormal production, or other causes over which they have no control. Such protection is imperative in order to insure that increased production which the government seeks. Consumers seem to be of the opinion that farmers and stockmen should raise all the food products needed, regardless of the price. The food administration can readily ascertain the average reasonable cost of producing the different kinds of livestock and its plain duty is to exercise all the powers it possesses to see that such prices are paid as will cover the cost, with a reasonable profit."

New Zealand Clip Coming Into Market

The new wool clip is coming into the markets and is being graded and valued by the New Zealand government valuers or appraisers and found to measure up well with last year's clip.

Already some 6000 or 8000 bales of the new clip have been valued and placed in the warehouses for shipment to the British government, which has taken over the entire wool surplus of the country.

There are still large quantities of last year's clip in the warehouses of New Zealand that have not gone forward because of the shortage of shipping. However, it is expected that the stocks will be cleared in time for the new clip, which will not fully come forward until well into 1918.

DRAINAGE IN OREGON TO MAKE BIG STRIDES DURING THIS YEAR

Representative Gathering at Corvallis Taken to Be Indication of Interest.

That drainage development in Oregon is well under way and is to make great strides the coming year is evident from the representative gathering and lively interest shown as well as the constructive program outlined at the annual meeting of the State Drainage association at Corvallis.

President W. J. Kerr, in opening the joint session of the Oregon Irrigation congress and the State Drainage association, pointed out the growth and importance of land reclamation as follows:

"The area reclaimable by irrigation and drainage in this state is over five million acres, an area greater than the total acreage in improved farm lands at the time of the last census when 4,274,803 acres were reported in Oregon.

"The experiment station has conducted general soil surveys to determine the feasibility of possible irrigation or drainage districts. Nearly half a million acres of wet lands and over one and one half million acres of arid lands have been examined in this way during the past four years. This has helped to establish credit needed to develop feasible districts.

"The extension service has assisted in the organization of numerous drainage districts. About 100,000 acres have been organized into drainage districts during the past year. During the past seven years 134 farm drainage systems have been designed, embracing $1,039,000 feet or approximately 200 car loads of tile. These are nearly all in operation and serve 11,985 acres. The estimated increased productiveness due to drainage of the area is $10 an acre or a total of $119,850 annually. Drainage activities have about doubled during the past year."

FEDERAL GOVERNMENT EXPECTS TO PURCHASE $1,000,000 OF SEED

Farmers of Montana, North Dakota and Texas Will Be Allowed to Purchase for Cash.

The United States government will purchase, through money appropriated by congress, approximately $1,000,000 worth of seed to be held until spring, when it will be sold for cash to farmers in Montana, North Dakota and Texas, according to a statement made by Professor F. S. Cooley of Montana State college, who has returned from a conference at Washington of representatives of states affected by drouth last season. He said:

"The seed will be sold at cost, for cash, to those who require it. It will be seen that this government seed supply does not contemplate the financing of seed purchased by farmers. It will, however, save the profits charged by dealers, and the freight out and back on seed kept within the state. It should be understood that this seed is to be sold for cash and that purchasers will have to finance their seed buying without federal aid."

Previous reports, Professor Cooley said, had been to the effect that the government would advance the money to purchase the seed to the farmers, who would repay it out of the returns from next season's crops.

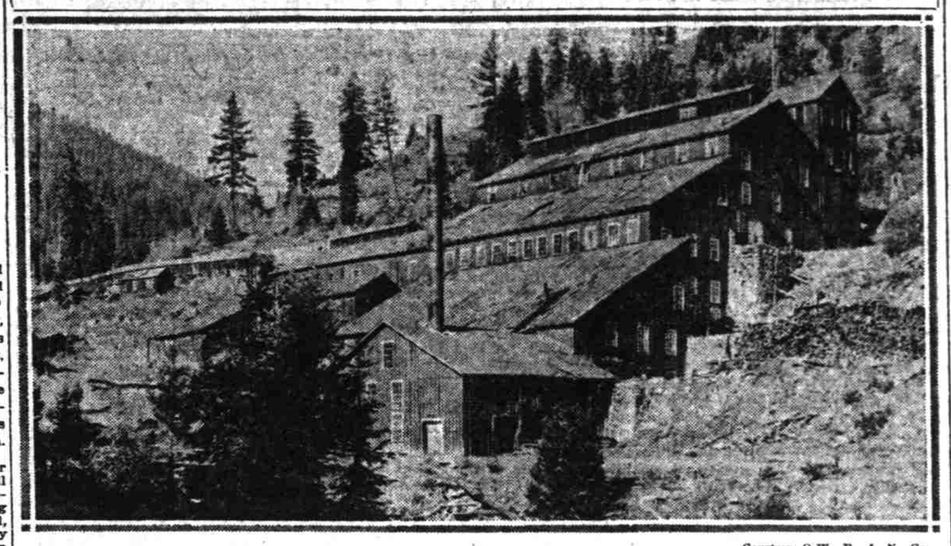
War Puts New Life In Lumber Business

Corvallis, Or., Jan. 26.—War demands are putting new life into the lumber and logging industries in this county. The Mary's River Logging company, operating on the river near Peek, has a force of 75 men working on contracts for railroad construction timber and 2,000,000 feet of fir logs are being put out monthly and the foreman states that 22,000,000 feet will be the output this year. The company has a nine mile tract of first class fir. The logs are taken down the rivers and delivered to Salem and Newberg.

New Zealand Flocks Are on Increase

The estimated percentage of lambing for the 1917 season in New Zealand is about 88 per cent, as compared with about 86 per cent for 1916. This means a good gain since there is an increase of between 200,000 and 300,000 ewes for the year. Notwithstanding the large number of sheep and lambs slaughtered during the past three years the flocks of New Zealand are on the increase, and the outlook seems promising.

OREGON MINES YIELD UP FORTUNES YEARLY



Courtesy O-W. R. & N. Co.

The E. and E. mill at Bourne

FOREST SERVICE IS ONE OF BEST FRIENDS WOOL GROWERS HAVE

Frank Hagenbarth, Head of National Association, Discusses Changes Sheepmen Desire.

"The forest service is one of the best friends the woolgrowers have at the present time," said Frank J. Hagenbarth, president of the National Woolgrowers' association, in referring to the regulations governing the use of the national reserves for the grazing of sheep and cattle. "The changes in present regulations desired by the sheepmen," he said, "could be brought about without material interference with the privileges enjoyed by the stockmen.

"A limit should be placed on the cutting down of the number of sheep allowed in the reserves in order to accommodate the demands of the cattlemen, and a maximum should be established for both. The sheepmen have been somewhat discouraged because of preference given to cattle, and at the present rate at which ranchers are going into the raising of cattle, within 20 years there will be practically no sheep in the forest reserves.

"It is an economic question as to which industry is the better for the country at large, and not one which should be considered from an individual or selfish standpoint. Cattle production in the United States shows an increase, while a decrease is noted in sheep. This condition exists in face of the fact that the sheep industry brings into the country two crops of outside money—that received for wool and that received for mutton.

"The country is today short on wool production at home, last year showing a production of only 275,000,000 pounds, while we consume twice that amount. The question is whether it is wise to further decrease the production of sheep from a wool production standpoint."

Journal Value Over Oregonian Ad Shown

The Old Fashion Milling company, 241 Holladay avenue, manufactures all kinds of whole grain products—corn meal, oat meal, whole wheat flour, etc. Desiring to work up a mail order business the Wilson brothers, owners, contracted with The Semi-Weekly Journal for a four-inch double column space to be used once a week in this country edition of the paper. They made a like contract with the Weekly Oregonian, and an advertising agency prepared the copy for both, one a duplicate of the other. Replies to the advertisements have been indexed, and in counting those which mentioned The Journal the number was found to be 60, and those which stated they had read the ad. in the Oregonian were 17. The story is its own interpreter. It demonstrates the strength of The Semi-Weekly Journal and its broad circulation in this territory.

FARMERS OF OREGON MUST HANDLE GRAIN IN BULK, ASSERTION

Government Official Says That Sixty Million Sacks Have Been Commandeered for Army.

"Oregon farmers must turn to the bulk method of handling grain," said J. C. Hawkins of the United States department of agriculture, cooperating with the Oregon Agricultural college, who in company with a co-worker, W. B. Oldham, is spending two weeks in and near Heppner.

"The United States government has commandeered 60,000,000 sacks for army purposes," continued Mr. Hawkins, "and last year there were shipped into this county from Calcutta only 39,000,000 sacks. I predict that grain bags will be selling for 25 cents a piece and I doubt if they can be had at that price on account of the shortage."

Mr. Hawkins advises every farmer to hold on to all the sacks he has whether first or second hand, and ship out all his grain in bulk.

With government encouragement, extensive experiments will be made with a view to reviving the growing of flax in Scotland.

Some of 1918 Wheat Must Go Into Sacks

At a recent meeting of the Whitman County Farmers' union at Palouse, plans for handling the 1918 grain crop were discussed. It was agreed by all speakers that, while a portion of the crop could be bulked, the lack of facilities would make it necessary to have a considerable quantity of sacks to handle the crop in the county.

A resolution was adopted in which it was urged that farmers, in so far as possible, bulk their grain. The resolution also pledged the farmers' union to cooperate with the farmers in this and other northwestern states in an effort to bring the price of sacks down to a more reasonable figure, urging the United States government to put into use vessels which are now said to be available at the Philippine islands to transport sacks from Calcutta, in the belief that the competition in bottoms thus afforded would result in lowering the price of charters, which is given as the chief reason for the exorbitant price of sacks.

HIGH PRICE OF FISH IN WASHINGTON TO BE INQUIRED INTO

State Commission Will Endeavor to Ascertain Where Trouble Started; Men Make $40.

In connection with the high price of fish the Washington state fish commission is trying to determine just where the trouble started and in a formal statement shows that the fisherman are now getting as high as 14 cents a pound for their catch. The proposition has been taken up with National Food Director Herbert Hoover and his department is now busy on the subject. The statement of the commission follows:

"Investigations tend to show that the fishermen who take the fish from the water are the ones who receive the lion's share of the profits. Last month (December) the price paid for fall or chum salmon varied from 85 cents to $1 each, or about 10½ to 12½ cents a pound. Steelheads brought around 14½ cents per pound. The fishermen were paid 14 cents a pound at Ketchikan for Alaska Chinooks; adding transportation and handling charges brings this up to 17 cents a pound, f. o. b. Seattle. This condition can not be completely remedied without cooperation with the Canadian government.

"A fish boat gone from Prince Rupert eight days brought in 17,000 pounds of halibut for which $2139 was paid. The expenses of the crew of four men were $309, including extra gear and share of vessel $435. Each man received net $348.60, or $43.57 per day."

Every investor in War Savings Certificates is driving another nail in Germany's coffin.

TALK OF AMENDING WHEAT PRICE ACT HAS NOT TAKEN SHAPE YET

Much Doubt Still Exists as to Meaning of "Interior" Primary Maretks.

So far the talk of amending the wheat price act has taken no definite shape. Senator McNary has been studying the question, and has been conferring with Food Administrator Hoover. There is still much doubt as to the construction to be placed upon the food control act if it remains unamended.

That act fixes for the coming year a government guarantee of $2 a bushel at the "principal interior primary markets." Is there any "such animal" on the Pacific coast? Portland and Seattle are not "interior" markets. Pendleton and Spokane are not "principal" markets. At least, that is likely to be the verdict.

One idea is that if the word "interior" were stricken out, Portland and Seattle might be designated, if the food administration were willing. Another suggestion is that the words "and terminals" might be added after markets.

Others believe that nothing congress may provide will be effective in securing a primary market in the Northwest except by designation of the city or cities in the act, and there are manifest difficulties in the way of that. The food administration believes in naming only one basic market, as was done last year, and is likely to ask that the word "markets" be changed to "market," so it will be left with a free hand to name differentials at other points as it did in 1917.

Funds to Re-Seed Lands Not Available

Secretary Houston of the department of agriculture has informed Representative Hawley that funds cannot be supplied to furnish grass seed for reseeding lands in the vicinity of Cottage Grove, under a proposition recently made by citizens of that place.

No funds are available for buying seed, says the secretary, and further, more the forest service, after over 600 trials, has concluded that the cost of reseeding burned over lands is out of proportion to the results. If left alone under proper regulations and with protection against fire, such lands will in due time restore their own mantle of green, it has been found.

Deliveries Difficult

The mines in the section tributary to Baker have found it extremely difficult and in numerous cases impossible to deliver their product to the railroads for shipment to the smelters during the present winter, lack of snow and heavy rains in the higher altitudes making the wagon roads almost impassable.

SUGGESTION IS MADE THAT CONCRETE BOATYARD BE ESTABLISHED AT OSWEGO

MANUFACTURERS' DIRECTORY
(Continued)

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PORTLAND IS GOING AHEAD DESPITE SOME CHRONIC 'KNOCKERS'

New Manfuacturing Plant to Go Up Notwithstanding Efforts Made to Block It.

By H. S. Harcourt

Portland is rapidly recovering from a period of depression which enveloped its business area for a time subsequent to the declaration of war.

In fact, it may be truthfully said that the disease has been almost entirely eradicated, and that the patient would be now entirely recovered except for the activities of the Ancient and Disreputable Knockers' association which, in its last agonies of dissolution, continues to wag its decadent jaw in pro-German fashion, doing what little it can to stay the progress of the city.

At present one or two of its members find occasion for agitation of mind over the fact that a new factory is about to be established in Portland, and that the enterprise will erect its own building and be free from the burden of rent. And, coincidently, it will manufacture an article already sold in Portland in great quantities, but which comes here from eastern factories, and these gasping members of the Knockers happen to be selling this product.

How They Knock

It is therefore to their selfish interests to stay the hands of the builders of the contemplated factory.

Their first efforts were attempts to persuade the promoters of the new enterprise that "it wouldn't pay to build a factory of that kind here!" This failing they are now wobbling their jaws in disparagement of the article to be manufactured. "It is not up to the standard of the eastern product," they declare, but, peculiarly, this is met with actual orders from New York city, Detroit, Michigan, Illinois and other points where the Portland made article has been in use, and where its superiority is known, the buyers asserting that "You have the best thing of its kind on earth!"

The bill for one of these orders, when filled, will amount to more than $160,000! It came from New York, and a smaller one of over $25,000 from the same city, was received only a week ago.

Work Is Assured

Notwithstanding the jawsmiths committee of the association, still on the job, the factory will be erected in Portland. Work will be started within 90 days, and the factory will be running full blast before midsummer. It will start with probably 100 men, with 500 as likely, prior to the close of the first year of its existence.

So the jawsmith committee of the Ancient and Disreputable Knockers' association may as well retire to its basement, mop its fevered brow and let flow its odiferous and briny tears!

Factory Produces Various Articles

The Portland Basket & Handle company is now manufacturing everything in the line of wood baskets, clothes hampers, laundry baskets, bassinets, market baskets, etc. The wood baskets are among the exceedingly useful of the company's productions. In handling pithy fir firewood, they protect not only the hands, but the clothes from the sticky substance and prevent the gum and litter from soiling the floor. They are a real convenience, and those who use them once never will go back to the antiquated and filthy habit of carrying wood in their arms.

Clever

From the Detroit Free Press

"Is that young man you are going with clever?"

"Clever, I should say he is. The other night when I was out riding with him he jollied three traffic policemen out of making complaints against him for speeding."

COOPEY SAYS:

Figuratively speaking, Senator Chamberlain claims that the Nation is getting a large per cent of shoddy palmed off on it through the administration, under the name of "all wool." Well, investigation should bring out the truth. Why not the buyers of clothes demand this investigation and learn the amount of shoddy made from old rags that is sold them as fleece wool? Lots of the yarn that is sold the Red Cross is of the same character. Why not have an investigation on that? You have the right to know what you are paying your money for. Or does that condition only apply to politics? Why not get our George to introduce a measure giving you this right? It will not hurt anyone that is telling the truth.

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CEMENT PLANT AND IRON WORKS CLOSE AT HAND FOR WORK

Concrete Is Used in Norway and in California as Very Economical Material for Ships.

Surprising progress has been made in Norway in the construction of concrete ships for deep sea service. The first one launched was a 500 ton freighter propelled by an oil burning Diesel engine at a speed of about 11½ miles an hour. The ship made the trip from Christiana, Norway, to an English port and return without a mishap. There are now, in the same Norwegian yards, three other concrete steamships in process of construction, one of 1000, one of 1600 and one of 4000 tons. The interesting factor of this type of construction is the economical use of steel. The frame work is fashioned of two walls of metal lath placed parallel some two inches apart, supported in position by thin metal bars. Into this is poured the concrete mixture, some of which presses through the perforations of the lath. This soon hardens and constitutes a solid wall, true to any shape desired. Being poured in between the metal lath walls, the concrete, which is pressed through the perforations when hardened, forms rough knobs, and these act as anchors or supports for the finishing coat, which gives the ships its attractive and workmanlike appearance. The part of the hull below the water line is rubbed down to a marble polish finish, and this reduces the "skin" friction to a minimum.

Building in San Francisco

A 5000 ton ship of this material is now building in San Francisco. Its dimensions are: Length, 320 feet; beam, 45 feet, and draft, 24 feet. Its power equipment will be 1700 horsepower triple expansion engines.

The pronounced advantage of this type of vessel is the abundance of necessary material at low cost, its metal parts consisting of a cheap grade of steel, which does not enter into steel ship construction. And skilled labor is not necessary in its building except in a limited degree, machinery performing most of the work. It is claimed, likewise, that vessels constructed of this material will be immune from submarine destruction, for the reason that torpedo explosion will merely dent their sides and not shatter their hulls as in the case of wood or steel.

Build Rafts Here

A suggestion is now made that such vessels could be profitably built in Portland, and especially at Oswego, just south of the city limits. The Oregon Portland Cement Works being located at that place could furnish that material at low cost and the Ladd, so long dormant, iron and steel plant could be remodeled and made suitable for doing the steel and iron work. It is likewise suggested that, as a hurry up transportation proposition, scores of concrete barges adapted to ocean tow could be constructed there. These might be made cigar shaped and should be of a large number of concrete cylinders, ends sealed and water tight, with a hatchway opening on the top, likewise waterproof. The length of the raft could be as desired, by placing any number of these cylinders end-to-end, and its width by placing them side-by-side. To prevent the raft from pitching or rolling in a rough sea, each cylinder should be provided, a shipbuilder explains, with a thin keel or fin extending along the under side, and of sufficient depth to maintain stability.

Hudson Maxim, inventor of the rapid firearm, is now before the senate shipbuilding committee presenting his plans for an unsinkable ship and one which will withstand any torpedo attack. He asserts that the construction of such vessels is not a problem for ship architects' solution, but for an explosive expert. The central idea, he adds, is to minimize and nullify the effect of the torpedo explosion. He says that the concrete framework will readily lend itself to the absorption of the gases, thus nullifying and equalizing the effect of an explosion, rendering the expected destructive effect harmless. On this line he advocates a reinforced concrete covering for all ships below the water line. As to the rafts, the cheapness and rapidity of construction of the reinforced cylinders would allow those sent across the ocean to remain, as it would cost less to provide new ones than to tow those used back.

Privilege of Age

Little Sidney had reached the mature age of three and was about to discard petticoats for the more manly raiment of knickerbockers. The mother had determined to make the occasion a memorable one. The breakfast table was laden with good things when the newly-breeched infant was led into the dining-room.

"Ah!" exclaimed the proud mother; "now you are a little man!"

Sidney was in ecstacies. Displaying his garments to their full advantage he edged close to his mother and whispered, "Can I call pa Bill now?"

New York Places Big Tire Order Here

A few months ago J. C. and A. W. Coyle of New York, spent several weeks in Portland investigating the automobile tire invented here and manufactured by the Lambert Multiplus Tire company at 125 Grand avenue north. An echo of the visit was an order received a few days ago for $26,000 worth of the tires for the use of a concern with which Mr. Coyle is identified. The facilities of the factory is overtaxed with orders at this time, and arrangements are being perfected for the construction of a new and larger one, work on which, Mr. Lambert says, will begin within 90 days. In the meantime a vulcanizing kettle and caster has been added to the factory equipment, and a considerable amount of stretchless belting, a product developed in the process of tire manufacturing, is being turned out. In fact this department promises to be a lively rival of the tire end of the business.

Gossip Laid Low

From the Philadelphia Star.

A man who was visiting in a down-east town was charged with dragging his wife from a certain meeting and compelling her to return home with him. The man let the story travel until he had a fair opportunity to give it a broadside, and then he replied as follows:

"In the first place, I never attempted to influence my wife in her views nor her choice of a meeting.

"Second, my wife did not attend the meeting in question.

"In the third place, I did not attend the meeting myself.

"To conclude, neither my wife nor myself had any inclination to go to the meeting.

"Finally, I never had a wife."

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