

THERE ARE MANY WAYS OF STARTING IN THE RAISING OF GOOD POULTRY

Novice Can Begin With Hatching Eggs, Baby Chicks Or Full Grown Birds — Eggs the Cheapest Way — New Form of Carrier Assures Safety to Eggs By Parcel Post.

By J. HARRY WOLSIEFFER.

At this time of the year the beginner is deeply thinking which is the best way to obtain a good start with poultry—whether to purchase hatching eggs, chicks or grown birds. The question is not easy to answer. The right kind of stock, the quality kind, is the most expensive at the start, the day-old chick the next and the cheapest would be the eggs for hatching. In the past eggs for hatching had a great demand and many beginners raised good egg producers and prize winners from eggs obtained from the leading breeders. But the transaction was not wholly satisfactory, due to poor egg carriers and undue roughness in handling them in transit, and with the coming of the day-old chick the egg for hatching trade took a slump. Fortunately, within the past year a carrier has been invented that will really carry eggs without breakage, and is so constructed that much of the shock received during transit is eliminated. This being the case the poultry breeder can once again look forward to the hatching egg trade becoming larger, for when one of the poultry buyer is assured that high priced eggs will reach him in good shape, and with the assurance that the fertile ones will hatch, the demand will become stronger, because every beginner realizes that it is possibly one of the cheapest ways to get a good start.

eggs from these same pens can be purchased and the chances are good that the buyer will get specimens almost as good as the parents. In some cases these breeders will sell chicks, but here again, the price would go up, and so from an economical viewpoint the hatching egg is cheapest from a quality standpoint in the long run, especially now with an egg case that will stand ordinary express or post handling. The one great reason in all poultry transactions that has caused disappointment in the past is the fact that the beginner usually expects too much for the money invested and perhaps this is, in a measure, due to extravagant advertisements, a thing that in some cases has gone to the danger point.

There are all grades of breeders; room for all in their chosen field; but when breeders of good quality fowls overstep the limits by making claims that are exaggerated to keep pace with some more skillful breeder with official awards of merit to back their claims, it is time to call a halt on this practice. The majority of breeders send out full value for the money received, but due to wonderful records made by some breeders—and just ones—the purchaser of eggs, chicks or stock is disappointed when the fowls do not all look like prize winners, or make the average of 200 eggs per hen in the year. A little more truth about the poultry business and fewer rainbows would do a lot of good.

Let the beginner know that, properly conducted, the poultry business can be made to pay. But that the 200-egg yield per flock is yet far away; that all eggs are not fertile and that every fertile egg will not always produce a chick; that all chicks hatched do not live to reach maturity and those that do are not all 200 eggers or prize winners; but that they can expect the general law of averages in eggs, chicks and matured birds, and with safe and sane methods make a success.

One can purchase good chicks, but if chicks one selected from prize winning pens either exhibition or high-egg records, these chicks cannot be secured cheaply. If they purchased breeding stock, they must obtain the stock that they can afford—not always what they know they should obtain because of the high cost, but in eggs for hatching they can purchase and obtain eggs that come from record hens, and when hatched one specimen may be worth many times the cost of the entire lot of eggs—in fact beginners have raised birds from eggs they in their maiden effort could not afford to purchase—due to the unsatisfactory shipping of eggs many breeders prefer to sell day-old chicks and breeding stock, and in a great many cases the egg buyers have caused this feeling among the breeders due to their unreasonable demands. The breeder, when sending out hatching eggs, knows full well that the purchaser cannot obtain better results than he himself gets; that eggs do not or cannot do matter what breed or variety, run 100 percent fertile, nor will every fertile egg hatch a chick, or the chicks hatched and raised be better than the parent stock. Poor sitting hens, poor brooding and then followed by careless handling of the chicks in the raising have many times been laid at the door of the breeder who has sold his best hatching eggs. The replacement, even at half the cost, is expensive, and it is but natural that the leading breeders in this country welcomed a demand for breeding stock only. But this does not lessen the fact that sittings from \$5 up of quality stock is the cheapest if the beginner has success with the hen which is entrusted with the eggs, or when a large number are to be hatched the incubator is properly handled.

For an example: a breeder of known reputation has from five to ten wonderful pens mated up. Pens that contain all high quality fowls, which have excelled the rest of the flock. Does the beginner imagine that the buyer of poultry could get one of these birds without paying what they were worth? And in many cases they could not be bought. But



George E. Shaw, President of Willamette Poultry Association, recently organized with headquarters in Salem. Mr. Shaw is one of the live wire poultrymen of the Willamette valley and a well known breeder of blue ribbon White Rocks.

she hesitated oddly—"I was uneasy—and—from another source I learned that from the moment he heard the report of the disappearance of Dicky and Harry he moved heaven and earth to get a chance to go into Germany."

Troubled Eyes.

The word "uneasy" seemed to linger in my ears. I, too, had a feeling of uneasiness, over this queer expedition of Robert Savarin's, for there came to me again—as it had come many times before—the vision of Robert Savarin as I once had seen him, tense, whitelipped, vowing never to forget the indignities which Harry Underwood had made Lillian endure.

I wondered if Lillian suspected the fanatical intensity of this feeling toward her erstwhile husband which the devoted artist possessed. And then, as I remembered the tortured eyes I had seen beneath her voluble mask of the afternoon I realized not only that she must suspect, but that she in all probability had far more knowledge of the artist's mental processes than I.

With troubled eyes I watched her as she paced up and down, her arms hanging loosely at her sides, but her fingers clenched in her palms. I knew that she was consumed with emotions that would have beaten to the ground a weaker woman, but I also knew that the rapid, sinuous pacing was my friend's invariable method of getting herself under control, and I waited silently, patiently, until she should of her own volition turn to me.

The Answer.

"Read that, Madge," she said tensely, "and you'll understand why I sometimes feel that I cannot bear this suspense which constantly hangs over me." She seated herself in a chair near me, and I saw her lay her hands upon the arms, press her finger-tips fiercely against the polished wood. With my own fingers trembling I opened the sheet of letter paper, a page from the cheap tablets furnished to the soldiers, and read the few words it contained.

"My Dear:

There is, of course, no appeal from your decision. I bow my head to it, realizing that either you must have been mistaken in what you told me better to come over, or that I misunderstood your meaning. If you had ever really experienced the feeling you professed at that time you could not, even for the sake of your fetic duty, so deny yourself and me now. There is only one service I can render you. From what I have learned the world is not safe for you at present. It never will be safe as long as one condition prevails. To make the world safe for you, my dear, is my one purpose now, but in carrying out that purpose I shall lose my chance of ever seeing you again. Faithfully,

ROBERT."

I read the letter twice, laid it in my lap and stared at Lillian. "What do you make of it?" she asked.

"I think his reason has given way again," I returned promptly. "This isn't the letter of a sane man."

"I know," she said wearily. "But he is sane enough to be respectable. Oh, Madge, she put her hands to her forehead despairingly. "I don't know what to do—where to turn. It is months since I have heard. And with that obsession in Robert's brain—that he must rid me of Harry—how do I know what terrible thing may not have happened out there?"

Betty's knock sounded upon the door. Lillian motioned me to open it. As I obeyed her I realized that the doorbell had rung a minute or two before, but that we had paid no attention to it. The door opened at my touch, revealing Betty's smiling black face, and behind her, almost as white as if he were his own ghost summoned by our conversation, stood Robert Savarin.

(To be continued)

SCOTT'S MILLS PERSONALS.

SCOTT'S MILLS, Or., March 19.—Mrs. Nellie McConnell and daughter Norma, and Mrs. C. D. Hartman are attending the annual state convention of the Royal Neighbors of America in Astoria.

Mrs. Clara Harper of Salem visited friends in this vicinity the first of the week.

Mr. and Mrs. Oliver Brougher and Mr. and Mrs. Ivan Smith visited relatives near Monitor on Thursday.

Born, to Mr. and Mrs. Harry

Kellis, Sunday, March 13, at the Silverton hospital, a daughter.

Little Ray McKillop is in the Silverton hospital being treated for throat trouble.

Allan Bellinger and mother, Mrs. Lena Bellinger, were Portland visitor Monday.

Mr. and Mrs. E. Giger were in Mt. Angel Monday on business.

Mr. and Mrs. L. S. Rice and family were Woodburn visitors Monday.

Ray Telfer of Portland is visiting his sister, Mrs. John Waibel.

Glenn Haynes is visiting his uncle and aunt, Mr. and Mrs. M. Haynes at Silverton.

Miss Emma Larson visited her parents at Silverton over the week-end.

JAPAN TRADE IS AT STANDSTILL

No Remarkable Increase In Imports Expected Is Report

TOKIO, Feb. 22.—(Correspondence of The Associated Press)—That Japan's foreign trade would show no remarkable increase of imports in the future and that consequently there would be no marked decrease in the amount of Japan's specie holdings, was the opinion voiced by Governor Inouye of the Bank of Japan addressing the Tokyo bankers.

Governor Inouye was referring to existing adverse conditions in Japanese commercial and industrial life.

"The best measure for tiding over the present depressed situation," said Governor Inouye, "are in the first place, to reduce the cost of production to the lowest possible point. The cost of production of various merchandise in this country is disproportionately high, compared with the level of other countries. With a high cost of production, Japanese merchandise cannot possibly compete with manufacturers of other countries, and this forms a great obstacle to the development of the export trade of Japan."

"Reduction of the cost of production is, accordingly, not only a matter of imperative necessity of the moment, but is also good for the permanent interests of the country. It may bring about a fall in wages and diminish the buying power of the lower and middle classes for a time, but this must be tolerated for the purpose of attaining the fundamental consolidation of the financial world."

"Secondly, our manufacturers, traders, bankers, insurance and shipping circles are required to make concerted efforts for maintaining the market which was developed abroad for Japanese merchandise during the war period. The loss of the commercial field acquired by the efforts of our traders and manufacturers since the great war would be tan-

amounting to the loss of Japan's national dignity and prestige."

by the mistakes of others?" the stranger, who yet seemed vaguely familiar, asked earnestly.

"Why, no, certainly not," the minister responded.

"Well, then," the stranger suggested, "perhaps you'd like to return me the \$10 I gave you for marrying me."—Country Gentleman.

Read The Classified Ads.

"Do you think it right to profit from the mistakes of others?" the stranger, who yet seemed vaguely familiar, asked earnestly.

"Why, no, certainly not," the minister responded.

"Well, then," the stranger suggested, "perhaps you'd like to return me the \$10 I gave you for marrying me."—Country Gentleman.

Read The Classified Ads.

Your Pleasure Shared Is Your Pleasure Doubled

How often when you have happened upon a particularly beautiful bit of rural scenery or noticed an unusually brilliant sunset you have yearned for someone to enjoy it with you—someone with whom to discuss the wonder of it.

With a comfortable

HARLEY-DAVIDSON SIDECAR

you can carry a pal with you to share your pleasures, and thus double those of travel and sight-seeing. We invite you to visit our showrooms and see the latest type of Harley-Davidson Motorcycles and Sidecars. You will put yourself under no obligations whatsoever.

The new speedster model is here—don't fail to see it.

HARRY W. SCOTT

147 South Commercial Street



Service

Yours is a Willard Threaded Rubber Battery?

Fine! Then you're free from separator expense and trouble, because Threaded Rubber Insulation outlasts the plates.

But you need Willard Service just the same.

Our service is here for you to use, and when you do make full use of it you'll find your battery not only lasts longer but serves better.

Drop in. Ask about Willard Threaded Rubber Insulation, and why it means so much to car users.

Degge & Burrell

Auto Electricians

238 North High St. Phone 203

Willard Batteries

Real Bargain Days For the Man Who Builds

Rents are high as ever, yet lumber and building materials have come down down with a crash.

In many cases our prices are 35 per cent lower than those of a year ago.

For the man who plans to build, repair, or remodel this is certainly a favorable time.

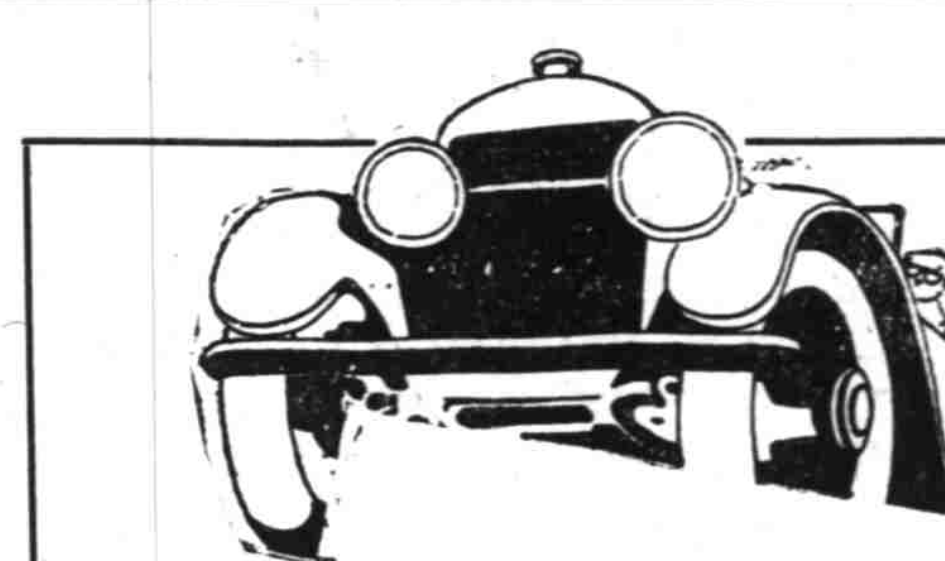
The country as a whole is four years behind in its building program. Our own city needs 1000 homes to bring conditions back to normal.

People must build, soon, and increased building is sure to bring higher prices. The present situation is the result of forced selling by manufacturers who are overstocked.

These manufacturers were caught by the lull in buying and they must convert their stocks into ready money. In many cases they are selling at cost. When building begins again they will be quick to ask their legitimate profits once more.

We have a big stock of building materials, including all kinds of lumber, Vulcanite roofing and Beaver Board, paints, kalsomine and builders' hardware.

Falls City--Salem Lumber Co. C. B. KELSEY, Manager Phone 813 349 S. 12th Street



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No more need the motorist sacrifice the joy of his car for days and days.

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291 N. Commercial St. Phone 787

Ford

THE UNIVERSAL CAR

MARCH IS PROVING A RECORD BREAKER

We have delivered 37 Ford cars and 7 Fordson Tractors the first 15 days of March. We have unloaded 3 carloads this week and have two cars that should arrive the first of next week.

The wires were kept hot in our endeavor to get extra cars. The factory output is strained to its limit, which means from now on we cannot get any extra cars over our regular allotment.

Spring deliveries of FORD CARS have never been certain. They should not be depended upon. Demand has always been greater for FORD CARS than the supply or production. If you would be sure of having a FORD CAR PLACE YOUR ORDER TODAY.

Don't wait—even next month is an uncertainty. Only a limited, specified number of cars has been allotted to this territory. That allotment cannot be increased, because the demand all over the country is greater than the supply or production. PLACE YOUR ORDER TODAY and you will be one of those who is sure of a FORD CAR out of our allotment.

IT'S FIRST COME—FIRST SERVED. All orders are filled in rotation. So, if you would be forehanded, if you would be certain of having a Ford Car when you want it—BUY THAT CAR NOW.

PLACE YOUR ORDER TODAY

Insist on Genuine Ford Parts

Valley Motor Co.

Insist on Genuine Ford Parts