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MOVIE STARS ENJOY CYCLING

Mary Pickford and Douglas Fairbanks Still Ride Bicycles

Mary Pickford and Douglas Fairbanks paid a visit to Toronto on their way to Europe last month, Toronto being the birthplace of Mary. While in Toronto Mary roamed all through the neighborhood where she had spent her early days and she experienced more heart-tugs during the brief moments that she was there than she had ever experienced in all her career.

Asked her fondest recollection of her girlhood days, she promptly replied, "My bicycle! We couldn't really afford one, you know, but my mother saved up and bought one for me. I found the little gate on Orde street where I used to ride through on my bicycle, but I've lost a little pathway I used to know. I really

experienced several thrills here today. I used to think the world of my bicycle—it was a red one," she said, describing how she enjoyed riding around the paths in the vicinity of University Avenue. She remembered them all so well and the old chestnut trees, too. There was a bicycle right-of-way, a side path which used to run along in front of her old home.

Miss Pickford still takes keen enjoyment out of a ride on a bicycle. She has one at her home in California, and when she is not busy, both she and Doug, go for a spin on the beautiful roads by way of diversion from motoring and for the healthful exercise in which both hold such faith.

Bicycle Invaluable for a Real Vacation

Railroads or the automobile may provide speedier transportation, but not if you are going on a real vacation.

That is the advice of Prof. Edwin S. Todd, head of the school of commerce at Miami University and bicyclist extraordinary. Dr. Todd probably has traveled as many miles on a bicycle as any man in the country, at least he believes so. During the last 10 years he has spent a large portion of each summer pedaling his way over the country and has covered many thousands of miles.

His longest trip probably was that from Maine to Ohio, which he made several years ago, but he also has gone as far south as Tennessee and made one extended trip along the Canadian border, riding his bicycle all the way.

Woman Rides 44,000 Miles on Bicycle

When "safety" bicycles were at the height of their popularity Miss Minnie Cross of Woodland, Cal., took to the wheel and has been true to it ever since. She has used it for shopping and for runs on country roads, and she is still as great a devotee of the art of using a bicycle as she was 24 years ago. During the years that she has been riding Miss Cross figures she has ridden 44,000 miles. This is about equal to 14 transcontinental trips, or nearly twice around the globe.

Cycling Easy Way of Renewing Health

The bicycle is without doubt one of the most useful of all inventions handed down during recent decades. It is the poor man's horse as well as the millionaire's. Both need it, both use it. The bicycle—the two-wheeled steed—will always be used.

No one can readily afford to be without a bicycle. The price of the average wheel today is one-third the amount that early enthusiasts paid for a bicycle. The bicycle is one of the very few commodities of every-day life that is much cheaper than what it was 25 or 30 years ago.

The steady improvement of the roads all over the country offers wonderful opportunities for long-distance outings and the use of the bicycle for this purpose is fast coming into favor again. It is ideal for vacation tours when one wants to go, stop when desired, and stay as long as you want.

Cycling is recognized as the easiest and cheapest way of renewing health.

Seven star ice skaters, who were among the big winners in Chicago and national championship ice tournaments last winter, now have turned to the humble bicycle racing sport. They are Harry Kaskey, Francis Allen, Eddie Murphy, Robert Reed and others.

Bicycling is in a class by itself. It affords unusual economy in spite of the fact that it greatly extends the horizon of life for every devotee. The bicycle is an aid to healthful exercise and it provides the cheapest form of personal transportation known. With a bicycle a person enjoys advantages of economy, utility, sport, pleasure, exercise, convenience, independence and other benefits.

England, the home of the bicycle, is having a boom in cycle racing and in long distance touring. It is estimated that there are at least 4,000,000 bicycles on city streets and country roads every week-end.

For rush deliveries and for all deliveries of small, light parcels, nothing can compete with a boy on a bicycle in quickness or low cost per unit. It is the spare horse of the farm. It brings the school, the neighbors and the town within easy reach. For getting mail, rushing repair parts for machinery, and running errands it is in a class by itself. And it promotes life in the open.

There are 1,206,500 bicycles in Belgium, or one to every fifth person, according to the latest official compilation of these vehicles.

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WE GROW A HOP OF THE FINEST QUALITY (Continued from page 11)

to 145 degrees, at which it was held as nearly as possible until drying was completed.

Results indicate that there was little if any change in the composition of the hops in the drying. There was evidently little if any change in the amounts of tannin and wax. An examination showed that the difference in the aroma of air dried and these kiln dried samples was hardly perceptible. Only a small amount of volatile oil had been lost in the drying.

Right Picking Time

Changes which take place in the chemical composition in ripening are of importance in production. It seems that some of the constituents of the hop cone are closely related, and it was considered possible that changes take place in the ripening period in which one constituent passes over into the form of another.

It is important that hops be picked at the degree of ripeness when they possess a maximum commercial value. Many of the consumers of hops, regardless of their real values, insisted that they should be picked somewhat green, while others preferred them gathered only when the cones were fully ripened. These different demands confused the growers in their desire to produce a high quality satisfactory to their customers.

A study of the composition of the hop cone in different stages of maturity was begun by the station in 1910. Samples were gathered 5 days apart, running from August 11 to the last of September, all from a single hopyard near Corvallis. Representative cones of various sizes were taken from the upper and outer portions of the vines well exposed to the sun. The amounts of the soft bitter resins as determined in the laboratory for the various dates are as follows:

August 11, total bitter resins, 10.76 per cent; August 16, 12.56 per cent; August 21, 13.76 per cent; August 26, 14.51 per cent; August 31, 15.17 per cent; September 5, 16.79 per cent; September 11, 18.24 per cent; September 19, 18.41 per cent; September 26, 19.41 per cent.

These results show that there is a continued increase of the amounts of bitter resins throughout the ripening period. The ripeness of the hop, the richer it is in these substances, and if this is the case, the fully ripened hop is much to be preferred.

Hop Inspection


Hops are bought and sold in this country wholly on the basis of physical examination. The points considered vary with different buyers, but those usually considered most important are aroma, quality of lupulin, oiliness, stickiness, degree of ripeness, extraneous matter, such as leaves and stems, curing, freedom from mould and insects, size of cones, degree of "sulphuring," and care in handling.

Many leaves and stems, mould, insects, broken cones, scant lupulin, and "off" or "sour" smell, generally considered detrimental, are determined simply by inspection. The decision of buyer or consumer is just simply an opinion that differs widely with different individuals.

As to sulphuring, it is generally thought that it improves the color and adds to the keeping quality. Up to the time of station investigations, no accurate chemical methods had been worked out for determining the amount of sulfur.

Fertilizing Hops

Some of the older hopyards of Oregon at that time had a tendency to die out at certain hills. One explanation then offered was that the soil had been depleted of its supply of available plant food.




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says President Coolidge, "is a great character builder. . . . The physical vigor, moral strength, and clean simplicity of mind of the American people can be immeasurably furthered by the properly developed opportunities for the life in the open."

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Ride a Bicycle



Some experiments in fertilizers were begun by the station in the spring of 1910 on the yards of T. A. Livesley at Salem and H. Hirschberg at Independence.

The Livesley yard was about 20 years old, and on old bench land of a silt type near the river. The Hirschberg yard was also an old one but on overflow river bottom soil. Both yards had shown considerable decrease in yield.

Fertilizers containing the different critical plant foods, nitrogen, phosphorus, potash and lime were tried separately and in mixtures. They were applied March 4 and 5, and worked well into the soil immediately around the hills. Only every third row was fertilized, leaving two rows on each side for comparison. Forty-one rows were tried out.

Although the hop vines were observed carefully at different times in the growing season, and kept well cultivated until the first part of July, at no time did those which had been fertilized appear to do any better than the unfertilized.

Even in the one instance in which nitrate of soda was applied to a plot on the Livesley yard which appeared to show some improvement in growth, there was not any increase in yield. Results were negative, considered as a whole.

Of all the fertilizing materials used in the Willamette valley, ordinary barnyard manure seemed to give best results. In every instance reported, it had a beneficial effect upon the growth of the hops. The good effect seemed out of proportion to the actual amount of plant food added, and was attributed in part to other factors, such as improvement of physical condition of the soil, and conservation of moisture. The fertilizer tests as a whole were not considered final and definite because of lack of thoroughness. Much more work remains to be done before definite announcements can be made.

What a blessing, if we could have a Grouch Week, and get it all done up in the week.



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