WALNUT EXCHANGE CONTROLS TONNAGE

Eleven Different Carload Markets Gives Wide Distribution

The newly organized Oregon Walnut exchange, cooperative, this year will control a very large percentage of the total Oregon walnut tonnage to be marketed. The exchange already has orders for more walnuts than it probably can deliver this year, representing 11 different carload markets, which will be the widest distribution that Oregon walnuts ever have had.

The exchange at present represents four distinct units of growers. These include the Dundee Walnut association, which is constructing the largest and finest nut sorting and grading plant in the northwest. The Salem Nut Growers cooperative, as a second unit, expects to handle this year approximately 100 tons of walnuts grown in Marion, Polk and Linn counties. The two other units are the Ferd Groner orchards of Hillsboro, and the Osborne organization of Amity. A. L. Page of Salem was elected first president of the Oregon Walnut exchange; W. R. Osborne, Amity, vice president; G. A. Dearborn, Dundee, secretary treasurer; W. H. Bently, Dundee, general manager.

Oregon has an estimated 4000 acres of bearing walnuts and 4000 acres of additional walnuts which have not yet come into bearing. Oregon also has about 2000 acres planted to filberts, about 100 acres of which are now in bearing. It is stated that the production of Oregon walnuts will probably increase about three times in the next five years.

Tongue Point Crossing Is Considered Today

Members of the public service commission are in Astoria today for a hearing on the application of Clatsop county for permission to construct an overhead crossing over the tracks of the Spokane, Portland & Seattle railroad at Tongue Point.

A hearing will be held at Boardman July 22 on application of farmers of the Umatilla project for a telephone service.

A hearing will be held at La Grande July 23 relative to an application of the Grande Ronde Lumber company to change the location of a grade crossing.

On the same day a hearing will be held at Wallowa on application of the Brown & Hicks Lumber company for authority to construct a logging railroad across certain county roads.

A PIG TO A COW, TO 5 ACRES OF GRAIN

(Continued on page 9)

tained. It is generally advisable that the farmers raise their own feeder pigs unless it be where grain farms and alfalfa farms are in close proximity, in which case the alfalfa farm can well raise the feeders and the grain farmer fatten them.

It is recognized, however, that where harvest is exceptionally clean or where water is not available, pig raising is not advisable.

III. That pigs can be fattened on garbage and that grain is needed only when there is a shortage of garbage. Pigs so fed fatten rapidly and make pork good enough for the top market. The garbage should be as free as possible from foreign material, coffee grounds, soap, dish water, tooth picks, and broken dishes. If fresh it does not need to be cooked. The average amount of garbage per person is about one-third pound per day. Six to eleven pounds of garbage for fattening pigs will replace one pound of barley. Garbage is not recommended for sows suckling pigs or for shotes under 75 pounds unless fed in very limited amounts.

IV. That where pigs are fed entirely on marketable feed and good pasture they should bring a price per 200 pounds approximating the price of 616 pounds of grain. The United States Department of Agriculture estimates that the normal ratio between the price of corn and pork is 616 pounds (11 bushels) of corn to 100 pounds of pork live weight. The average ratio of grain prices to pork prices in Oregon is less favorable than this and more commonly is five or five and a half. For this reason we do not recommend that pig raising be attempted where the pigs cannot be used as a means of marketing by-products such as skim milk, stubble, garbage, waste fruit, etc. A large increase in our supply of feed grain accompanied by a much lower price of such grains might change this condition.

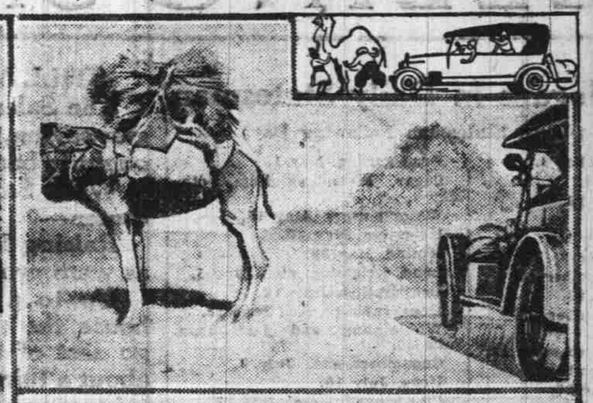
V. That pig raisers should not buy feed other than tankage or other supplements and that farmers who do not have the grain on their own farms should not raise pigs. That if the recommendations above would be literally followed Oregon would produce about 250,000 hogs annually to which could be added around 25,000 grown largely on garbage. This would make 275,000 pigs which is somewhat more than we are now producing, and which is almost enough to supply local needs.

INDIA'S TRAFFIC VIOLATORS, ROAD HOGS ALL

Impolite Elephants, Arrogant Camels, Stubborn Bullocks

American in Maxwell Car Makes 1682-Mile Trip from Bombay to Delhi and Has One Thrilling Experience After Another.

By R. RICARDO
Manager, Automobile Company, Ltd.
Bombay, India



Ferries are rather flimsy, and the river journey becomes quite perilous

Bullocks are stubborn, and untrained in right of way.

Elephants are uninstructed in road courtesy, and may be called obstructions, and camels are curious, a bit arrogant, and quite without motor manners.

THE American motor car owner who complains about city street and country highway saturation should take a cross country trip through India.

I have just ended a 1,682-mile trip, starting from Bombay, and I encountered some of the finest roads in the world and some of the worst.

A common obstacle on an Indian road is a caravan of bullocks and carts. Bullocks travel much like a pointer dog—from one side of the road to the other. Just when you think you have an opportunity to get by, a bullock will swing out to one side or the other. Hand signals mean nothing to them. You just have to trail along until you find a place to pass, generally by entirely leaving the road.

Parades on Sundays on American highways! A pleasure compared with trailing a camel caravan! And in India you constantly encounter camels. Camel caravans are so organized that half of the camels keep to one side of the road and half to the other. When the caravan leader finds a motor car behind him he takes the attitude that getting by is entirely up to the motorist. The motorist must not stampede the camels, so he has to wait for his chance—sometimes for an hour.

Elephants know nothing about road courtesy and they take up about 90 per cent. of the road by sheer bulk and 10 per cent. by swaying from side to side. They should be equipped with bumpers. A friend of mine driving an open car with the top up once tried to pass an elephant and still keep on the road. As the car passed, the elephant swayed and the car bumped the elephant's legs. The elephant road hog then showed further discourtesy. With his trunk he snatched off the car top and hurled it rods away.

Taking wrong roads means encountering bad roads. The worst roads are through the villages—narrow and badly worn. Roads between villages, less used, are in better condition. In the villages one is troubled by children who play a game called "Last across." The winner is the child who is last to run in front of a moving motor car. The children think it great sport, but not the motorist.

Numerous streams appear to be only two or three inches deep, but your car sinks in mud up to its hub caps immediately. A good car, such as we used, may make the passage without the aid of the many natives who are anxious to pick up a little easy money by hauling you out.

Some of the streams are too deep to ford so one must make use of the native ferries, which are enlarged punts. One ferry that we used was just three inches wider than the car and to get on to it we had to go down a 45-degree incline and stop the moment the front wheels reached the side of the boat. If we had failed to do that our car would have gone into the river.

In some sections the Government exacts a road toll. In other sections we were asked to show a pass. We had a book mark that bore the royal arms. This was quite satisfactory. In some places this pass enabled us to escape the payment of the tax.

The foreigner must carry his own food and he must have a competent guide. In most of the cities adequate and satisfactory hotel accommodations will be found.

The Gwalior to Agra road is one of the finest in the world, with a wide and excellent surface.

India is not exactly a motorist's paradise but it offers some rare adventures for the courageous car owner who likes to see what is beyond the horizon.

The car we used was a new Maxwell sports model and averaged 28.7 miles to the gallon of petrol or gasoline, as you say in America, during the entire 1,682 miles.

Arrests are First Under State Real Estate Statute

Arrest of M. E. Stack and A. E. Gillet, members of the real estate and insurance firm of Gillett & Stack of Multnomah station, has afforded the state real estate department the first arrest and the first convicion under he state real esate dealers' license law. It is said they have been operating since May 1 without a license.

W. A. Mullin, superintendent of the real estate department, first arrested Stack. He pleaded guilty before Judge Richard Deich in Portland and was fined $15. Yesterday Gillett was arrested, but will stand trial. Both men and also E. J. Stack, secretary of the state Federation of Labor and a brother of M. E. Stack, were here yesterday making a plea for leniency.

Heavy Fruit Shipment Reported for Last Year

Oregon last year shipped a total of 14,300 cars of fruits and vegetables, indicated by figures recently compiled. This represents 22 different classifications by commodities. In this list apples are decidedly the leader, with 6281 cars. Pears are second from the top, with 2569 cars; and potatoes third, with a total of 1867 cars. Fresh prunes are credited with 1451 cars, and dried prunes, 621 cars; which, summed together, places prunes above potatoes. Other commodities in the list are as follows: Onions, 347 cars; broccoli cauliflower, 268; cherries, 261; celery, 208; lettuce, 168; strawberries, 115; peaches, 74; mixed fruit, 72; dried apples, 23; watermelons, 17; grapes, 13; mixed vegetables, 9; cabbage, 6; tomatoes, 3; carrots, 2; dried peaches, 1; turnips, 1.

CANADIANS ARE GOOD GREETERS

T. B. Kay Tells About Trip to Rotary Convention at Toronto

That Canadians pay more attention to social orders than their American cousins was the impression received by T. B. Kay, president of the Rotary club, who told members of the organization about the trip to the international convention in Toronto at the regular luncheon at the Marion hotel Wednesday noon. Eric Butler, secretary of the club, who was also a delegate, will speak about the convention itself next week.

Delegations met the special train at all the principal cities and accorded the visitors a royal welcome, Mr. Kay said. Automobile tours were features of all-day stopovers at Lake Louise, Banff, Winnipeg and other points. Mr. Kay expressed a pessimistic attitude toward business conditions, declaring that the newspapers are suppressing facts and that a majority of textile mills in the east are closed down or operating on short shifts. Business conditions are on a verge of a panic, he said, and the trend is westward. The opinion was prevalent in the east that Coolidge would be elected and that conditions would improve after the election in the fall.

Mr. Kay was very much impressed with the substantial public buildings in the provinces, and held that advantages in general were equal to if not better than those in the United States. Laws are fewer and better enforced, he said, and though many of the provinces are not "dry," though the saloon has been abolished, he did not see a single drunken man on the entire trip. Many of the cities operate their own hospitals, he said, and taxation, citing Winnipeg as an example, is lower than here. This city has a population of around 200,000 with a tax levy of 29 mills, with the same in Toronto, a city of 700,000, while in Salem the levy is 49 mills and 42 in Portland. This in spite of the fact that Canada was at war for four years and the United States only two years. Property is assessed nearly the same as that here, running between 50 and 60 cents on the dollar.

Between 9,000 and 10,000 delegates, in addition to their wives and families, were entertained by the Toronto Rotary club at the convention.

Harry Shields, of the Standard Publishing company, who is now at the Turner revival meetings, delighted the club with several Irish selections and other old favorites. Mr. Shields' voice is familiar to a great many people, as he is a singer for phonograph records.

FUTURE DATES

July 11, Friday—Lions club picnic at Lloyd T. Reynolds grove.
July 20, Sunday—Delbert Reeves post, American Legion of Silverton, host to legioners of Marion and Polk counties at picnic on Abiqua river.
July 16 to 23—Chautauqua season in Salem.
August 1 to 16. Boy Scout summer camp. Cascadia.
September 22 to 27—Oregon state fair.