

The Oregon Statesman

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August 14, 1926 A WISE LEADER—"Choose your day whom ye will serve; but for me and my house, we will serve the Lord." Jos. 24:15.

PRUNES AND THE McNARY BILL

If the McNary bill should become a law, and there is every prospect that it will, it might be applied to prunes, as a major crop with an exportable surplus.

And it would compel prune growers to cooperate. If the commission proposed to be created by the bill should decide in any year that prunes were a proper crop to come under the operation of the law, the commission would appoint agents to buy up all the dried prunes in the country.

All the prunes that the American market would take would be sold in this country. And the balance would be exported and sold at the best advantage on the world market.

Every pound of prunes sold by an American producer would be charged a small amount per pound to create a fund to absorb the losses made on the sales of prunes in foreign markets.

This would be compulsory arbitration. There would be no throat-cutting of rival cooperative associations; no hammering down of prices by independent buyers; no small or large percentage of growers refusing to cooperate.

This may come. In the mean time, there is bound to be a change in the major variety of prunes grown in the Willamette valley district. The Noble French prune is certain to take the place of the Italian variety. This will have to come, in order to overcome the competition of the tremendous California tonnage of French prunes.

And then the California growers will be trailing along behind the Oregon growers, unless they change from the petite (little) California kind to the Noble French (big) Oregon kind.

THE SUGAR INDUSTRY SERIES

Article 12; Why Send Away for Sugar?

Why should the Salem district send away for its sugar? We can grow it here; for sugar is grown, not made. The beets with their roots and leaves take it out of the water in the soil and the air in the breezes that blow over the fields.

And, with 15 per cent sucrose (sugar) content beets and 15 tons of beets to the acre, we should produce net 4000 pounds of sugar in the sack to the acre on our farms here—Some yields running double that tonnage.

The 90 beet sugar factories operating in the United States this year (not counting the 18 idle ones), will probably turn out a million tons of sugar—extract it from the beets that grow it. That means 22,222,222 pounds of sugar per factory.

The people of the United States are now consuming 111 pounds of sugar annually per capita. Take the patronizing territory of Salem, within a radius of 25 miles, and put it at 100,000, and we have 11,100,000 pounds of sugar consumption here.

Not counting our canneries and barreling and processing plants. We have in a district easily reached from a sugar factory at Salem 36 canneries, and numerous processing and barreling plants, not including a number of our canneries, which also send out many thousands of tons annually of barreled berries.

These canneries are at Lebanon, Corvallis, Independence, Albany, Falls City, Stayton, Mt. Angel, Silverton, Woodburn, Sherwood, Sheridan, Springbrook, Newberg, Forest Grove, Gresham, Hillsboro, Amity, Junction City, Portland, Vancouver, Eugene, Creswell, Rainier, Battle Ground, and Troutdale. Add seven at Salem. That makes 32 canneries, all running. There are besides idle canneries at Estacada, Carver, Canby and McMinnville. These may all run next year, making 36; with a number of prospective new ones.

The seven canneries in Salem are this year putting up over a million cases of fruit. (Salem has eight canneries, one being a specialty plant for beans and pumpkins and for cucumber pickles.) The other 25 canneries named are putting up another million cases. The use of sugar by the canneries will average about two and a half pounds to the case of fruit. That means another 5,000,000 pounds of sugar.

Add the sugar used in the barreling of berries and for processing our fruits, and counting the certain increase that is taking place, and we have now a home market for the output of one average sized beet sugar factory, and will soon have a home market for more.

And this sugar can all be grown on less than 6000 acres of our land. And it might be grown on a much smaller acreage; considering the fact that we have produced 25 per cent sugar content beets, and that our best farmers will average much more than 15 tons of beets to the acre.

Especially with the use of the proper amount of irrigation at the right times. And we have easily 40,000 acres of land now immediately available for irrigation, beginning at our southeastern city limits and running to a point not more than 20 miles away, near Stayton.

And there are many other thousands of acres in this district that are now or may be brought under irrigation. The Oregon Agricultural college says a half million acres of the present cultivated area of the Willamette valley.

The acreage devoted to the growing of our home supply

of sugar would not be missed, from present major crops, or minor crops, either. On the contrary, it would add to the output of every other crop, by providing proper rotation and, with its by-products, beet tops and pulp and molasses, giving a tremendous stimulus to dairying, live stock breeding, poultry keeping, etc.

Then why send away for sugar? Why spend the freight money? Why deprive ourselves of the enormous benefits of home grown sugar; direct and indirect benefits—

Not the least of which would be a beginning of irrigation development that would end in making the Willamette valley one vast orchard and garden?



THAT TERRIBLE THORNE GIRL

PORTY-ONE "You mean you—you refuse to go?" "I do. Absolutely."

"You wretched girl," Julia cried angrily, "do you want me to take this story to Steve?" She glanced at her newspaper. "Do you want him to suffer, too?"

For the first time Sylvia realized that Julia supposed her brother to be in ignorance of what had happened. It rendered Miss Hollins' target quite an empty one, but Sylvia did not tell her so. It would be foolish, she argued, to throw away her one advantage.

"I do not want Steve to suffer, either," she said. "I love him no more than that. Too much, Miss Hollins, to speak off like a criminal, when my conscience is quite clear. If you want to tell him my story, so ahead. Then if he wishes me to leave, I will do so. But not until then. Not until he tells me to go. Is that quite clear?"

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FLYERS TO ATTEMPT TO CROSS ATLANTIC

(Continued from page 1.) characteristic Sikorsky marks—chief of which is a surprising degree of neatness in spite of its huge dimensions.

The big biplane has a wing span of 101 feet and is equipped with three radial engines of 425 horsepower each, which were designed by the Gnome Rhone-Jupiter combination especially for Capt. Fokker. With their composition metal propellers they have been installed as tractor engines. Only in the nose of the fuselage, in front of the pilot's cockpit, and the others in the orthodox method have been placed between the wings as port and starboard motors.

Theoretically, the total of 1,275 horsepower should give the S-35 the official designation of this craft, an air speed of 100 miles an hour. This, according to Sikorsky is figured with the maximum load of gasoline, oil and essential gear, so that at the end of their flight will be finished at a maximum speed.

All unessentials have been cast aside in an effort to make the load as light as possible, but with all the economy practiced the plane will take off weighing a full 12 tons, 14,000 pounds of which will be gasoline.

The flight is being made for a \$25,000 prize offered by Raymond Orteig, a New York hotel man of French extraction, who some five years ago offered the money to the flyer who would first fly from Paris to New York. He later renewed the offer and revised the provisions concerning the direction of the flight, so that it could be made either way, because of the elements that gravitate against a flight from East to West.

The plane is equipped with regular under carriage for land work, landing being made in the storing of light air sacks in the bottom of the fuselage. It is calculated that these, with the aid of the large wings, will keep the craft afloat for many hours in the event of a mishap and a forced landing at sea.

A small auxiliary landing gear, of two additional wheels, is provided for the take off on this end to relieve the excessive strain of the 24,000 pounds from the main under carriage when the engines are opened up to get under way for the long hop.

This extra under carriage will be dropped as soon as possible by a special detaching arrangement that will let it fall when the pilot is assured that he will not be forced to return with his full load. The dropping of this frame will materially reduce the head resistance of the machine and increase its flying speed. The main under carriage will be more than sufficient for the landing at the other end of the trip when the plane will be light.

The proposed course of the flight, which may have to be altered if it is delayed beyond September, is from Roosevelt Field, L. I. east along the Sound to Boston, thence along the coast to a point opposite Portsmouth, N. H., over Cape Elizabeth, Me., and on to Cape Sable, N. S. The flyers will get their last glimpse of the Western Hemisphere, as they fade away in the fog over the Grand Banks as they head due east. They will pass over the southernmost tip of Ireland, their first point of contact on the far end of their journey.

Their course lies over Cherbourg, the continental shipping point to France, as they head for Bourget, the airfield just outside of Paris—the end of their rainbow and the hidden "pot of gold." The spirit of the adventure is "Paris or bust."

While it is anticipated that the trip will take between 36 and 40 hours, provision has been made for enough fuel to give a cruising radius of approximately 43 hours. The weather will play no small part in the success or failure of the venture. A head wind of 20 or 30 miles an hour would cover for any given time, practically a fifth to a third of the fuel, and would never change. The ground speed is the sum or difference of the air speed, plus or minus the wind. In traveling from West to East in this season of the year, the prevailing winds would be all in favor of a better time schedule than has been figured.

Radio compasses and direction finding apparatus will, together with some newly developed aural instruments, form the navigating gear by which the flyers will always have a positive check on their position, regardless of the visibility and weather conditions. The flight is so planned that it will be terminated in daylight.

150 PEOPLE HAVE SEEN NOBLE FRENCH

Is Certain to Take This District and Be Almost the Only Prune

At least 150 people have visited the Noble Andrews farm in the past few days to see the Noble French prune.

And no visitor among them all who is up on prunes has been disappointed in this wonderful new variety.

It is the "little big" prune; the large petite. Two outstanding things show up this season in the Noble French prune trees on the Andrews farm. First it is a marvelously prolific bearer. The trees put all the prunes on a limb that there is any possible room for; masses them on like a layer of prunes in a box; only more so.

Packs them in clusters. Second, the masses and clustered prunes are all large. There are absolute no small ones, such as would be found in such masses on any other variety.

These two things, together with other quality points now well known to the prune cult of the Salem district, mark the Noble French as the comer of the Salem district, mark the Noble French as the comer beyond question.

Places it in a class that will put it at the head of the list and crowd out all other varieties. The time will come when their will be almost no other prunes grown in the Salem district. And it will come swiftly after a year or two more.

Where is Andrews' Place? To reach the Andrews farm from Salem you go east on Center street past the state hospital (asylum) on the paved market road, then past the four corners straight east on the county oiled road. At the end of the oiled road take the left hand turn and proceed east to the Fruitland store, then further east about two hundred yards.

The Andrews (two story) house is on the left side of the road. It is three and a half miles from the state hospital. The address is Noble Andrews, Salem, Oregon, R. 6, Box 67.

For a few days yet, the Noble Andrews prunes will be left on the trees.

Some are going to the Oregon Agricultural college for drying and testing in every scientific way. Some are to be canned, by other expts. Some are to be dried by Walter Stolz and Senator McNary. Some by Max Gehlar. A thorough checking up is to be had.

There are Noble Andrews prunes there grafted onto Coates trees. There are Coates and imperial trees. There is an Italian tree with a Noble Andrews limb—and that is the most impressive exhibit of all. It shows scant bearing of Italians, and a solid block of massed fruit on the Noble Andrews limb. No one ever saw an example of more prolific bearing.

Reporter's Notes (For a conclusion to this news item, the following notes of a Statesman reporter are added): Noble Andrews, originator of the "Noble French Prune," averaging six to the pound when ripe.

LEGION DRUMMERS VOTE TO ENTER EUGENE FETE

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Practice will begin in September to insure a repetition of the last two year's winnings, and four additional men will be added to the unit.

TRAIN WRECK KILLS SIX

TWO ENGINES AND 3 CARS HURLED FROM RAILS CALVERTON, N. Y., Aug. 13.—(By A. P.)—Six persons were killed and ten injured, several seriously when two engines and three cars of a seven-car Long Island railroad train were derailed and overturned at a switch tonight. The cause of the accident was not known.

Engineer William J. Squires and Fireman John Montgomery, both of Greenport, in the lead engine, were among those killed.

Railroad officials said that others killed were J. C. Fisher and H. L. Wayne and two children named Angel, whose mother was reported seriously injured.

The train left Jamaica, L. I., for Greenport at 4:28 with about 700 passengers.

INCORPORATIONS

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Other articles filed yesterday were: Lakewood Social club, Lakewood, \$5000; Frank Pfricon, Robert G. Garrett and Bert H. Robinson, American Pacific Advertising agency, Portland, \$10,000; E. C. Randolph, S. A. Hibbs and O. J. Gatzmyer.

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Advertisement for Brunswick Phonographs and Records. Features the slogan 'The Sign of Musical Prestige' and lists various records including 'Song of the Volga Boatman', 'Hard to Get Girls', and 'When the Red Red Robin Comes Bob Bob Bobbing Along'. Includes an illustration of a woman playing a gramophone.