

PHEASANT HATCH GOOD AT FARMS

Herd of Elk Near Crater
Lake Now Numbers
Over 100

Employees of the game farms of the state game commission are now in the midst of the Chinese pheasant hatching season and good results are being obtained at the Eugene, Pendleton and Corvallis stations, according to Harold Clifford, state game warden. Gene Simpson, superintendent of the farms has reported hatches of pheasants as follows: Eugene, 7,048; Pendleton 6325 and Corvallis 4344. Approximately 8000 eggs are now in the process of incubation. The small birds will be kept until they reach maturity and then released. They will be made in various sections of the state where they are known to thrive. Last season 20,000 Chinese pheasants were released from the farms and this season, Mr. Simpson, contends the liberations will total a much larger figure.

Sportmen who fish the Rogue river are being asked to cooperate with the state game commission and the federal bureau of fisheries in obtaining results from the marking of steelheads that is now going on. Those who catch these trout, carrying a tag on the upper part of the tail or caudal fin, are asked by Matt Ryckman, superintendent of hatcheries, to send the tag and send it to the state game commission along with the size of the fish and the locality from which it was taken. Every two weeks 200 steelheads are caught, marked and then released, and their progress up the Rogue as well as their habits are being carefully checked. C. E. Miller, of Portland, a member of the state game commission has a cabin on the lower Rogue and he is daily catching steelheads with hook and line, marking them and then turning them back into the stream.

Streams of Lane county are profiting by the liberations of fish from the McKenzie hatchery. During the past two weeks the hatchery department has freed rainbow trout in the county as follows: Coast Fork of Willamette, 10,000; Mosby Creek, 10,000; Willamette at Burton river, 10,000; Willamette at Kenney's place, 10,000; Willamette at Jasper, 10,000; Willamette at Meyer's place, 10,000; McKenzie at Meyer's Grove, 10,000; McKenzie at Coburg bridge, 10,000; McKenzie at Deadman's ferry, 10,000 and Willamette at Leonard's, 10,000.

The contention of many people that deer do not eat onions has been proven untrue. A few days ago G. E. Oswald a farmer living near Appleton Oregon wrote to Harold Clifford, state game warden that does and fawns were pulling up and eating his onions. A deputy warden was sent to investigate and found the report to be true. The deer had destroyed a quarter of an acre of Mr. Oswald's onion crop.

Numerous inquiries have come to the state game commission relative to the herd of elk in Klamath county near Crater lake. The start of the herd, 12 cows and bulls, were purchased in the Jackson hole country of Wyoming in 1913 and for a time kept on the Big Billy Meadow game farm. They were eventually released in Klamath county and the herd now numbers more than 100.

It is not the duty of the state game commission to enforce the law prohibiting of raising coyotes in captivity, according to Harold Clifford, state game warden. The duty falls upon the sheriffs and district attorneys of Oregon's various counties. Numerous complaints against persons penning up coyotes have been made to the state game commission and in each instance word has been sent back to those who have complained that they should consult their own county officials.

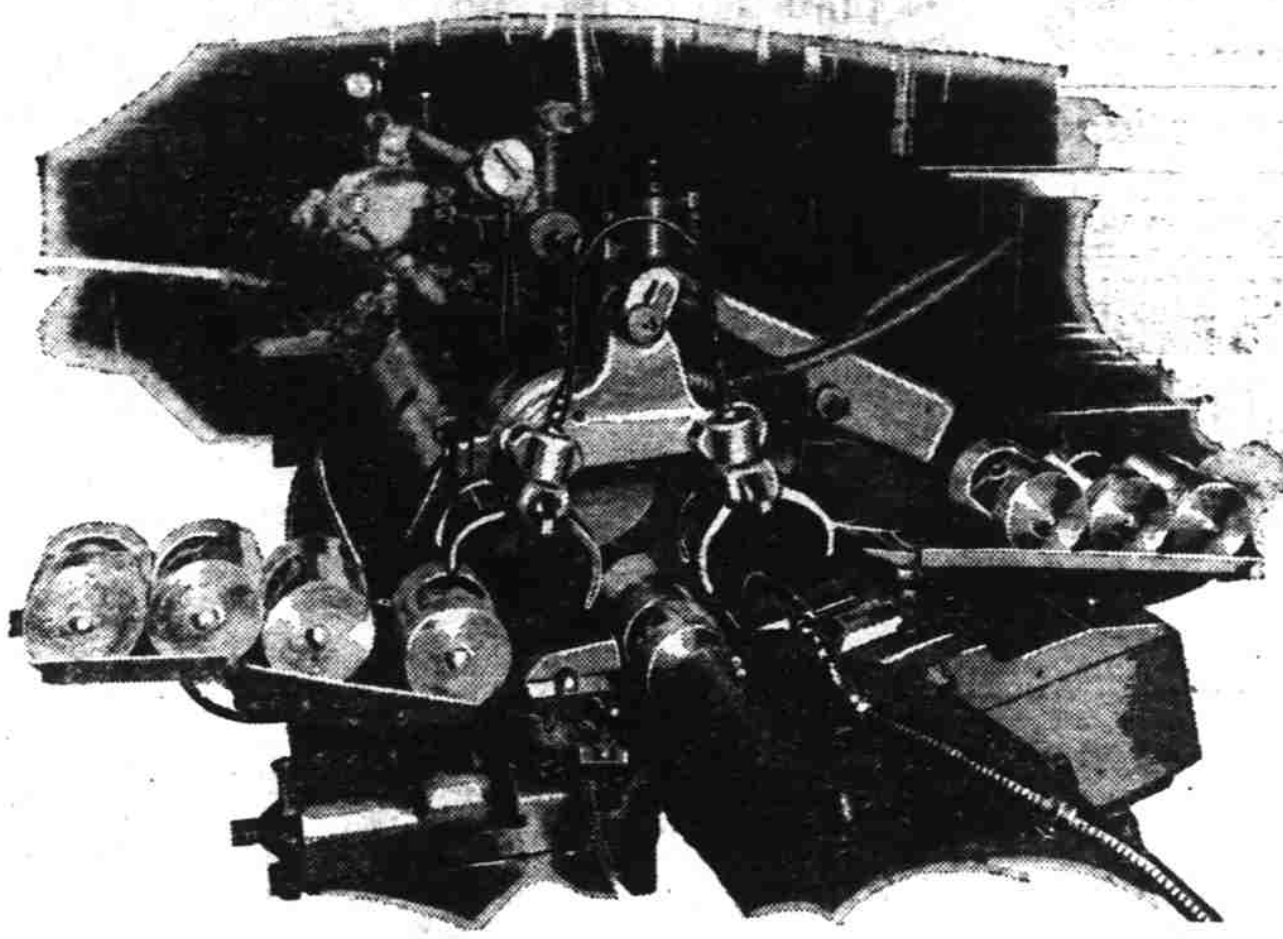
HOLD REUNION ON CRATER LAKE RIM

Memories of other days were revived when Rev. E. T. Lockard of Santa Barbara and U. S. Commissioner Will G. Steel, met on the rim of Crater Lake recently. For the first time in 44 years. The original party, of which these are the only survivors, included "Jimmy" Breck, Captain Dutton of the Army Engineers, and Professor Joseph Le Conte of the University of California. Their trip, which was made in 1885, has a deep significance for all those who enjoy the unique beauty of Crater Lake National park today, for in it originated the first attempt to have this section of the Cascades preserved in its natural state for the enjoyment of future generations.

Forty-four years ago it was an adventure to make the trip to Crater Lake. This party came in by way of Ft. Klamath, where they were compelled to pay the Indians tribute for camping privileges on their reservations. According to Rev. Lockard, the road from the Fort to Crater Lake was fairly good. However, it took them the better part of a day to travel the distance which now takes an hour.

Deeply moved by the mystic beauty of the lake, the party stopped to interview Congressman Blinger-Herman at Roseburg on their return, proposing that Crater Lake and the surrounding country be set aside as a reserve to prevent it falling into private hands through homestead and timber-claim filing. This was the start of the long drawn-out battle, which lasted 17 years, or until May 22, 1902, when President Roosevelt approved the act which created Crater Lake National park.

Plymouth Pistons Accurately Machined



Here is a machine with two hands and a will to work. This machine automatically grooves and machines pistons at a rapid rate in the new plant of the Plymouth Motor Corporation, Detroit. The rough pistons are fed by gravity into the machine from the left—a mechanical hand picks them up and puts them into position for machining and turning—and another mechanical hand lifts completed pistons from the machine to an inclined shelf along which they roll to the finishing and inspection line, where they are thoroughly checked. Photo shows one piston in the machine while the mechanical hand on the left is open—ready to grasp another.

FORD PLANTS MAKE GREAT ECONOMIES

Enormous savings are made at the plants of the Ford Motor company of materials that without careful management might go largely to waste.

The sale of scrap of all kinds netted the company \$3,573,877.60 during 1928. That figure represents only the scrap that was sold; vast quantities in addition were salvaged and converted back into use by the company. This kind of saving, it is pointed out, is one of the important reasons why the Ford automobile may be sold at its low price.

Next to the sale of coke, the largest single item in revenue-producing by-products is scrap metal. Daily, an average of 28 freight cars pull out of the plants loaded with metal shavings and trimmings—about 900 tons a day.

Of that vast volume, 15 carloads, or about 500 tons, represent trimmings from machine shops. Ten cars, or more than 300 tons, are filled with trimmings from sheet metal stampings. And three cars, or 125 tons, are loaded with drop forge flashings obtained from the manufacture of such parts as the camshaft.

The 500 tons of trimmings from the machine shops are sold to outside mills for conversion into new steel. The rest of the metal scrap is of the type worked entirely in open hearth furnaces and

a considerable volume of such waste never leaves the Ford plant, being converted to further uses in its own open hearth furnaces.

Some most unusual items find their way into the revenue-producing scrap heap. There is a carload of blotting paper each week, which has served in the Triplex shatterproof glass department in the glass plant as a cushion for the glass, but has lost none of its value as blotting paper.

Silver is recovered from the salts used in the photographic department; diamonds are salvaged from the hard cutting tools. And not the least are the left-overs from the wool upholstery cloth department in the Lincoln plant. This waste is sold to an optical firm to be made into polishers for eye-glasses.

Automobiles Rank First U. S. Exports

During 1928 the automobile industry exported products valued at \$500,174,431, as reported by the Bureau of Foreign and Domestic Commerce. Refined petroleum products ranked second among manufactured articles, with a value of \$498,750,539. Machinery was a close third, with a value of \$497,156,457. Packing house products ranked fourth, but with a value considerably below that of machinery—\$187,200,000. Next in order of other manufactured products exported from the United States were iron and steel mill products, cotton mill products, lumber mill products, wheat flour and rubber products.

NEW QUEENSLAND HAS DEBT BURDEN

BRISBANE, Australia.—(AP)—Coincidental with the establishment of a labor government in England, the labor party in Queensland, the northern state of Australia, has suffered defeat after having been in power 14 years.

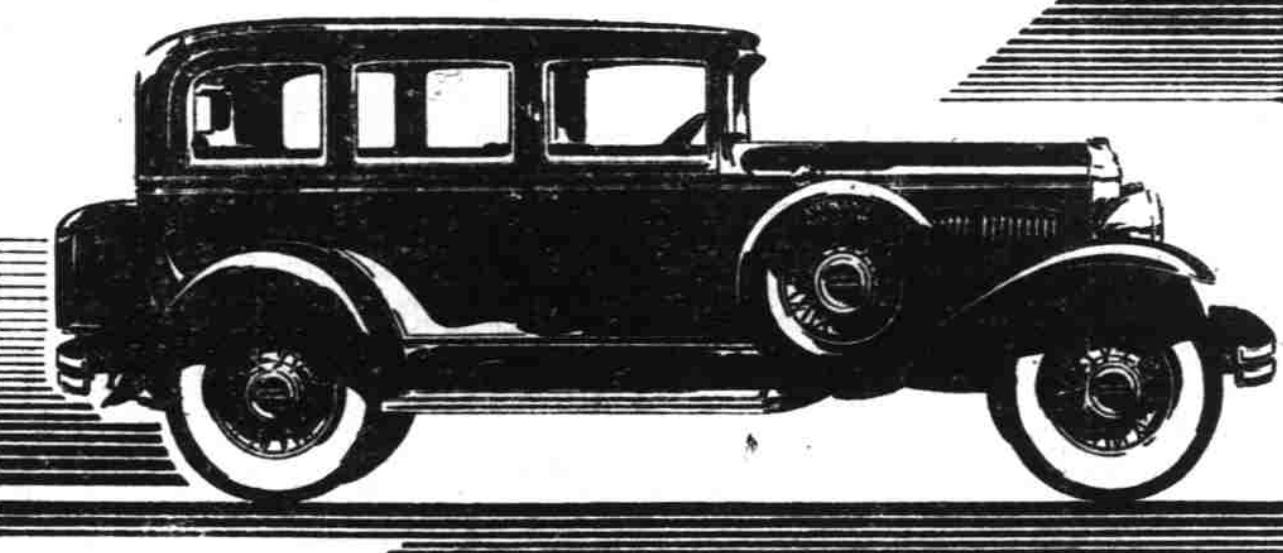
The new premier, Mr. Moore, in reviewing the situation, said Queensland's state enterprises which were to have caused rapid strides towards the millennium, had proved an ignominious failure, and had resulted in a loss of nearly \$20,000,000. Taxation had increased by 420 per cent, the management of private enterprise had been shackled to an unbearable extent, and the number of unemployed had been constantly increasing.

"Australia must," said the premier, "either face the economic truth that a reduction in costs is essential to industrial salvation, or weakly ignore the facts and continue on a path which must lead to industrial strangulation."

"State enterprises will be sold with the exception of the state insurance department and the railway refreshment rooms. The latter will be handed back to the railway authorities. The contract system will be introduced on public works."

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These are in automatic piston turning machines which together turn out 200 completed pistons fully rough grooved and rough machined each hour.

On a shelf at one side of each of these machines are placed the pistons which have been cast and are ready to be machined. These pistons are fed by gravity down an incline to within reach of a mechanical hand which picks them up one at a time and places them into the machine, at the same time properly lining them up for the cutting operation. The piston then starts to revolve and blades and other cutting instruments are automatically moved into position to cut the grooves for the piston rings, and to machine the entire piston exactly to pre-arranged measurements. This process of machining and grooving takes but 32 seconds. The piston is then lifted from the machine by another mechanical hand which places it on a conveyor table, where it proceeds to the finishing operation.

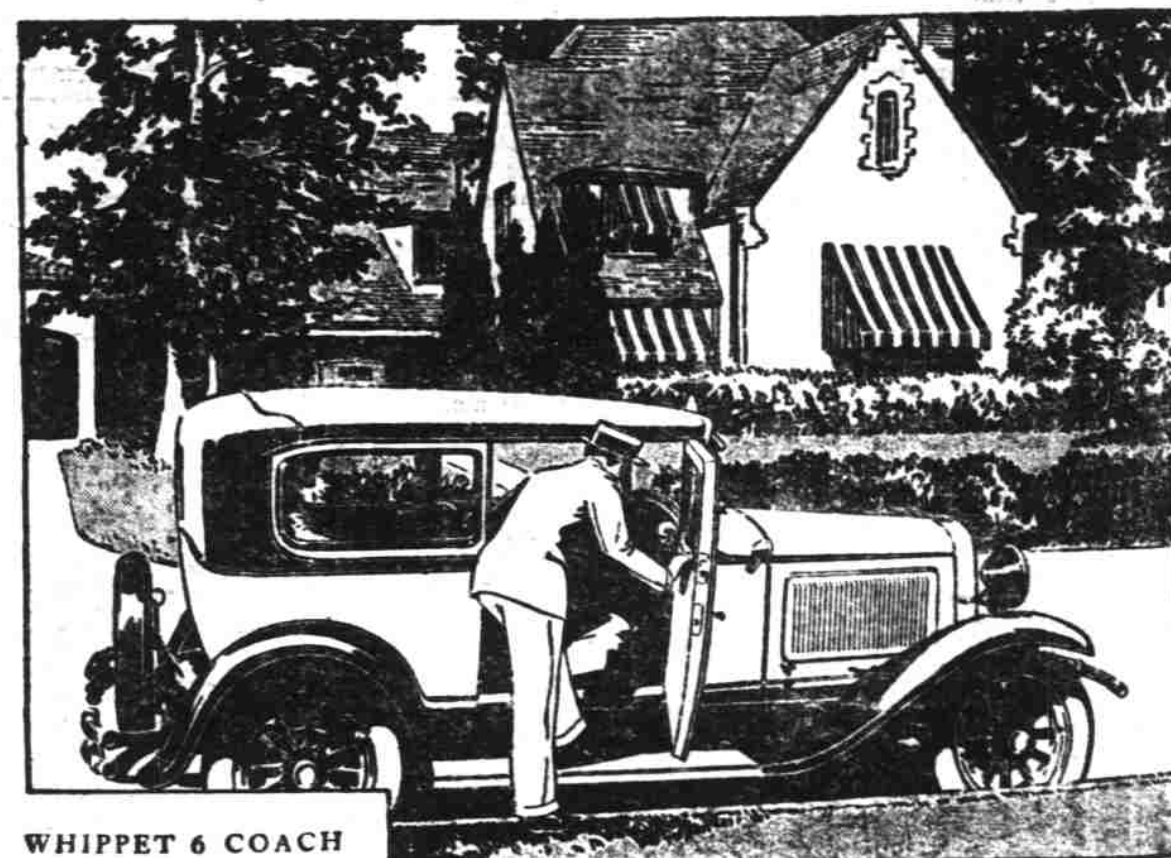
The entire operation—from the time the rough piston is placed upon the shelf next to the machine until it reaches the conveyor table—is automatic. Thus the possibility of error is reduced to a minimum.

"It is with machines such as these that we are able to maintain an enormous production without sacrificing quality in the making of Plymouth cars," says P. C. Sauerbrey, operating manager of the Plymouth Motor corporation. "Throughout the entire plant may be found the very latest of time-saving and labor-saving precision machinery. Our plant is one of the newest and one of the most modern in the industry. It was built and laid out particularly for the purpose of providing facilities that would enable us to build a quality product in an enormous quantity on an efficient, economical basis. The automatic piston turning machines are only two of the many machines we have in operation that represent the very latest developments in the industry."

"At this season of the year there are thousands of visitors to Detroit from all parts of the world and any of these tourists who desire to see one of the most modern automobile plants operating on a quantity production basis are heartily invited to inspect the plant of the Plymouth Motor corporation at any time."

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