

# HAY GROWERS WANT CHANGE

OREGON FARMERS ARE HANDICAPPED BY WASHINGTON DIFFERENTIAL, SAYS ASSOCIATION MANAGER.

The present system of freight rates under which Oregon growers are compelled to operate has the effect of placing a tariff upon Oregon grown hay sold in either Oregon or Washington. Just exactly why this condition happens to exist is hard to explain, declares L. A. Hunt, manager of the Oregon Cooperative Hay Growers.

In a trip to Portland he made formal application for an equal freight tariff on hay shipments originating in Oregon as compared with those in the state of Washington. The chairman of the agricultural committee of the Portland chamber of commerce, the Oregon farm bureau, the Bend Commercial club and the Deschutes County Farm bureau and interested farmers in Clatsop and Columbia counties are uniting in their efforts to assist the Oregon Cooperative Hay Growers in getting a better rate.

The present S. P. & S. and N. P. rate as it now stands is as follows, given from these key points, and in effect January 1, 1922.

From Kennebec to Portland, 222 miles, present rate, .23; from Kennebec to Astoria, 322 miles, present rate, .24; from Kennebec to Aberdeen, 382 miles, present rate, .27 1/2; from Redmond to Portland, 234 miles, present rate, .27; from Redmond to Astoria, 334 miles, present rate, .42 1/2; from Redmond to Aberdeen, 413 miles, present rate, .41 1/2.

This present rate amounts to a differential of \$2.99 per ton in favor of Yakima shippers in some cases, while coming around by way of Seattle they have even a little better rate than this to Aberdeen. Oregon growers ask nothing but an equal show with other producers, says Hunt. They feel that they have a right to this, and know no good reason why they should be prevented from selling their own hay in their own state, at least on an equal basis with out-state shippers.

Assistant General Freight Agent Pickard has promised to give the matter prompt consideration. Pickard is quoted as having said that there was probably enough hay in the northwest now stacked on the farms to take care of all requirements for the next three years, should no more hay be grown.

## MILL TESTS WOOD WASTE BY-PRODUCTS

(Continued from Page 1.)

test gasoline. Pear flavoring extract is another substance which he has evolved from pine oil.

### Plant Makes Own Fuel

The plant now in operation, which is a small replica of one which Ljungdahl states could be built at the cost of one of the company's big burners, handles six small wire mesh cars every 24 hours. An inclined tunnel, the oven, is filled with carbon monoxide gas to prevent combustion of the wood, then the cars are introduced. As they mount higher in the tunnel, the temperature becomes greater until a maximum of 1000 degrees Fahrenheit is reached.

All the juices of the wood are cooked out, the pitch and part of the tar escaping into a pit, while other substances are given off in gaseous form and are recovered by a series of four condensers. One gas, or rather, a combination of gases, however, is not condensed. It is identical with coal gas, used for illuminating and heating purposes, and a part of it is conducted through pipes to the furnace, furnishing heat for the distillation.

In the test plant, 100 pounds of wood is required in starting the furnace and furnishing heat for the beginning of the distillation. After that, the wood gives off sufficient gas to continue the process, which in an industrial plant would be continuous. More gas is generated than can be used, however, and a sliding gas tank has been constructed to the rear of the plant. Whether gas could be economically utilized in Bend homes or whether it could be used to advantage by the company, is a question which has not been exhaustively gone into. Charcoal filled cars stop in a cooling chamber for a time, to prevent the superheated material from igniting on reaching the air.

### Industrial Uses Many

That the test may be considered

entirely successful is indicated from statements made by Fairchild and Ljungdahl that the charcoal alone would pay the cost of maintenance and operation, any other by products being placed in the profit column. Present Portland prices list charcoal at two cents a pound, but half this quotation is being used in comparing expected revenue with production cost. Powder works, and stock food manufacturers are the chief users of charcoal, but there would be a good local fuel demand, and quantities are used in the manufacture of filters and for medicinal purposes.

In Sweden, Ljungdahl states, every lumber mill has its by-products plant, and during the greater part of the world war when gasoline became only a memory, wood alcohol and the gasoline substitute derived from pine oil were generally used as motor

fuels. What is more, they gave excellent results.

As far as is known, the tests now being conducted by the Brooks-Seaton Lumber Co. are the first in which distillation of Oregon pine has been attempted.

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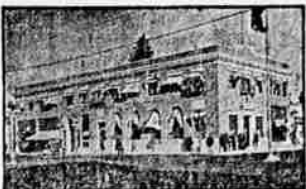
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