

PROFESSIONAL COLUMN.
SWOPE & SWOPE
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Veterinarian
Independence, "Uncle Billy's"

NOTICE OF EXECUTOR'S SALE.

Notice is hereby given, That after Friday, the 24 day of August, 1920, at the hour of ten in the forenoon of said day, undersigned will offer for sale will sell at private sale, at the residence of D. E. Fletcher, attorney at law, Independence, Polk County, Oregon, to the highest and best bidder for cash in hand, the following described real property, situate in Polk County, State of Oregon, to-wit:

Commencing at the Southwest corner of the North half of the Alexander and Abigail Hodges Donation Claim, Notification No. 1716, Section No. 53, thence running North 10 rods, thence East One Hundred Fifty Six rods, thence North Fifty Six rods, thence East Twenty-one rods, thence East Hundred Fifty Six rods, thence North Eighty-two rods, thence West Hundred and Twelve rods, to the place of beginning, containing 40 acres, more or less, in Polk County, Oregon, in Sections 3 and 4, T. 10 S. R. 4 W of the Willamette Meridian.

Said sale is made under and by virtue of an order of sale made by the County Court of the County of Oregon, State of Oregon, on the 17th day of August, 1920, in the matter of the estate of Nancy Tharp, deceased, licensing and directing the undersigned, as executor, to sell the above described real property.

Dated August 20, 1920.

Geo. W. Denman,
Executor of the Estate of Nancy Tharp, deceased.

First Publication August 20, 1920.
Last Publication September 17, 1920.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been duly appointed executor of the estate of John Winters, deceased, by the County Court of the State of Oregon, and is qualified.

All persons having claims against said estate are hereby notified to present the same duly verified, together with the proper vouchers thereon, to the undersigned executor at the law offices of Swope & Swope, Independence, Oregon, within six months from the date of this notice.

THOMAS WINTERS,
Executor of the estate of John Winters, deceased.

Dated and first published August 20, 1920.

Swope & Swope, Attorneys.

CARD ON VALLEY & SELTZ RAILWAY.

Effective Sunday June 29th
The Valley & Siletz Railroad will have a train leaving Independence at 10 a. m. going through to Cannon Beach there 10 a. m. Leaving at 4 p. m. arriving Independence at 7 p. m. leaving at 7.25 p. m. for Hoskins. Sportsmen will have an opportunity to whip the Luckymate.

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(KEROSENE)
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Gas and Acid Stomach
Relieved in Two Minutes
A teaspoonful of JOTO in a glass of hot water. Absolutely harmless. Sold by All Druggists.

Alaska is about one-fifth the size of the United States.

The Behm Canal timber unit, on the Tongass forest, southeastern Alaska, has a stand of approximately one billion feet board measure, of which 88% is spruce and hemlock timber, all suitable for pulp wood.

ASBESTOS COMMON IN STATE SAYS BULLETIN

A number of requests for asbestos properties in Oregon have recently been received at the office of the State Bureau of Mines. Asbestos occurs in many places, mostly in the serpentine areas of the state. It is found on upper Evans creek and at other points in Jackson county; also in the Galice district of Josephine county; and in a number of places along the headwaters of John Day river in the vicinity of Canyon and Prairie City in eastern Oregon.

Notwithstanding these numerous known occurrences, the State Bureau of Mines is not aware that a single asbestos property in the state has been sufficiently developed that the bureau can even recommend for examination by a prospective operator. It is believed that the increasing uses for asbestos, together with the favorable prices which prevail at present warrant development of some of our Oregon deposits.

The particular property which renders asbestos of use is its fibrous structure. The degree of flexibility and tensile strength and the length of the individual fibers, determine its value. Asbestos also possesses the other desirable characteristic of non-combustibility and of low conductivity to both heat and electricity. Asbestos products are also used for many purposes where capacity to resist acids and alkalis and sea-water are prime requisites.

There are several fibrous minerals in nature but only two are used to any extent in the production of asbestos. These are amphibole and chrysotile, the latter a variety of serpentine. Amphibole forms pockets or veins in schistose and slaty rocks and often contains gritty impurities that are difficult to remove and which along with a lower flexibility and strength in the fibers usually render it of less value commercially than the chrysotile variety. The latter occupies seams in serpentine rocks, its fibers being rarely over 2 1/2 inches in length, while occurrences of the amphibole variety are known which furnish fibers 6 to 8 and even 10 inches in length.

In the vein types the fibers run directly across and are thus referred to as "cross-fiber" asbestos. "Slip fiber" occurs along planes in the rock where movement or slipping has taken place; while in the "mass" fiber type the entire rock is composed of irregularly oriented groups or bundles of parallel fibers.

The milling of asbestos consists of grinding and assorting and grading the product. Grinding is done by high-speed beaters and stamps, which "fiberize" the mineral after the rock has been broken down in the quarry, hand-cobbed and crushed to appropriate size. Assorting and grading of the pulverized material is accomplished by screens and in air currents produced by suction fans.

Asbestos is the most important fire-proofing material known. It is woven into fabrics for theatre curtains and clothing and employed in the manufacture of building materials, shingles, stucco, lumber, asbestos paper, millboard, in non-conducting pipe coverings, all types of furnaces and in locomotives. It is used in making fire-proof safes and vaults, and for cold-storage and cooling structures, and as insulation in electrical appliances. In recent years asbestos is being used as a filler in high grade paints.

Asbestos is put upon the market in several different grades which command prices according to suitability for various manufacturing uses. There is no standard method of grading that is followed by producers of asbestos. Following are, however, the customary terms used, the prices given being approximately those quoted for the New York market on August 7, 1920.

Crude No. 1 (as a rule, chrysotile fiber one inch and over) \$2400 to \$3000 per ton of 2000 pounds; No. 2, \$1400 to \$1700; spinning fibers, \$400 to \$800; compressed sheet fibers, \$325 to \$400; shingle stock, \$110 to \$150; paper stock, \$60 to \$75; cement stock, \$17.50 to \$30; floats, \$8.50 to \$15 per ton.

The Bureau will be glad to assist prospectors in determining the quality of any samples of asbestos sent into the office at Portland, and to examine properties that appear promising.

CORVALLIS HEN LAYS 131 EGGS IN 131 DAYS

Corvallis — Oregon has a new champion. The maker of this new world's record is a hen, and she lives at the Crestview poultry farm at Corvallis. She has just broken a world's record by laying 131 eggs in 131 consecutive days.

Beginning on March 5 of the present year, this hen decided to make a world's record. In order to do this she produced a rather large white egg each morning. This was nothing unusual, as the hens on the Crestview farm are in the habit of doing that sort of thing, but when her owner, G. B. Coon, noticed that there was a hen on the trapnest record whose column stretched out for 20 or more days without a miss, he began to notice her more closely. He discovered that hen No. 296 was a fairly large individual with a deep body set squarely on her legs and that she laid her eggs each morning at nearly the same time, 8:30 o'clock. She kept up this performance for 131 days without a break and then decided it was time for a short vacation. She took just one holiday, and since then has been laying continuously, and the owner is wondering what her next record will be.

If all the hens in Oregon were like hen 296, what a tremendous output of eggs we would have. The eggs laid by this busy fowl in the period of 131 days would weigh about four times as much as the hen herself. Each dozen of her eggs weighs 25 1/2 ounces and would go to the Portland market as "selects."

With all her prowess as a producer of high-class breakfast food, hen No. 296 has no name. Mr. Coon has tried several and none seems quite good enough.

HEALTH AND BEAUTY ARE REWARDS FOR SWIMMING

"Regular, vigorous swimming is the best aid to beauty and health that girls can find," says a Y. W. C. A. swimming director of New York City. "The exercise is easy, requires little strength and therefore does not develop large, ugly muscles as some sports do. It sends the blood racing through the body and thus removes blotches on the skin and other unsightly effects of a sluggish circulation. It soothes the nerves and does away with frowns and discontented looks. And sleeplessness—a great enemy of good looks—is unknown to the good swimmer."

Women and girls are taking an increased interest in swimming, according to reports of Y. W. C. A. swimming pools in some of the larger cities. This is the time of all sports but the water sports hold first place. In one Y. M. C. A. pool in New York City during the month of July, 4016 girls were registered for swimming lessons, 1,084 for diving. Winter figures show an average of 2,000 monthly.

PLAY HOP GAME FAIR SAYS ENGLISH FIRM

Durbin and Cornoyer, Salem hop dealers, have received a letter from the London offices of the Wigan-Richardson firm of hop growers and market distributors, in which hop markets and conditions in the capital of the United Kingdom are outlined.

"Were it not for England, the entire hop acreage of the Pacific coast would now be out of cultivation," the letter asserts in an appeal to Pacific coast hop men to stand by their contracts, whether high or low priced and to keep their yards free of vermin. "Play the game!" The London firm advises the growers if they wish to remain in competition with Continental growers.

"The Wigan-Richardson letter states that Continental yard men are making efforts to regain control of the London markets, and that the 1919 crop of European hops were harvested faultlessly and entirely free from vermin effects.

At the beginning of the season British yards were badly infested with vermin, the letter states, but by taking immediate action in spraying the young vines, the crop was saved and the yards are now in prime condition. A quiet British market is reported with business practically non-existent prior to the fall harvest.

Willamette valley yards are reported to be in very good condition with hop picking season less than three weeks distant.

Cottage Grove—Local lumber mills again in operation but unless car shortage is relieved will be forced to close again.

Work on Link river dam, Klamath Falls, to cost \$100,000, begins.

RAILROAD RATE INCREASES AND THE FAMILY PURSE

BY FRANK H. FAYANT,
Assistant to the Chairman, Association of Railway Executives

If the cost of living is raised more than 2% by the \$1,200,000,000 increase in freight charges, it will be plain evidence that middlemen and retailers are taking an unfair advantage of the public. An increase of 2% in average prices would be the maximum cost of the rate advance if there were no change in other forces acting on the price level. But the general tendency of prices is now downward. We have passed the peak of war inflation. It is reasonable to believe, therefore, that prices will fall rather than rise after the new rates are in effect.

The fact is, that in the production of most articles of common daily consumption, the transport charge is so small that an increase in rates has no appreciable effect in the family budget. In bulky articles like coal, of course, where transportation is a very large part of the process of production and distribution, an increase in freight rates necessarily means higher prices. But even these comparatively large increases in particular commodities may be absorbed as a result of other forces working for lower prices.

The increase in passenger rates, while producing a very much smaller amount of additional revenue than the new freight rates, will strike more directly at the average man's pocketbook. But the new passenger rates will raise travel expenses less than \$3 per capita a year, or less than one cent a day. Suburban residents, who travel thousands of miles a year for the pleasure of living in the country while working in the city, will pay much more than this average.

The \$1,500,000,000 of additional freight and passenger revenue to be paid by the public for railroad service under the new rates will not go into the treasuries of the railroads nor into the pockets of the owners. Practically all of this additional revenue will go directly to the two million railroad workers whose wages have been established on the new level after the most careful consideration of all the facts by a government wage board.

The recent wage award in Chicago gave to the railroad employes an additional \$625,000,000 a year or an increase of more than \$300 to each employe. During the two years of government operation of railroads, because of the increase in the cost of living, the Railroad Administration raised wages by more than \$1,000,000,000 a year. The total increase in wages, therefore, since May, 1918, when the Lane Wage Board made its first award, is more than \$1,600,000,000 a year, or considerably more than the new freight and passenger rates will produce.

The increases in rates made by the government in 1918, which produced about \$900,000,000 additional revenue, were practically all absorbed by the increased prices for fuel and materials consumed in railroad operation. As a very large part of the increase cost of coal and materials purchased by the railroads has been due to the more than 100% raise in wages paid workers in these other industries, it is plain that the great bulk of the \$2,400,000,000 increase in railroad rates in the past three years goes to the wage earners.

Under the new scale of railroad wages, the average annual earnings per employe will be \$1900, as compared with \$380 at the beginning of the war. This is an increase of 129%. The railroad payroll today is on the basis of \$3,600,000,000 a year, or \$2,000,000,000 more than it would be if the employes were being paid at the pre-war rates.

These plain facts show that the railroad owners do not receive \$1,500,000,000 or any appreciable part of it. For some time to come there is not likely to be any considerable increase in the returns paid to the owners of railroad securities. The effect of the award of the Commerce Commission is to enable the railroads to pay fair wages to their employes and to continue to make the modest return to their security owners that they did before the war. Larger returns to the owners will only be possible as a result of intensive work on the part of the managements to increase efficiency.

Oregon Girls Lead

The nine home-making club girls of Donald, Marion county, have the best home-making club so far visited by Ivan L. Hobson, of the United States department of agriculture. Each girl was given a bead on completion of ten sets of instruction, and each won five beads for completion of all the work, reports H. C. Seymour, state leader.

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FOR INFORMATION WRITE TO
THE REGISTRAR, Oregon Agricultural College, Corvallis, Ore.

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