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PREHISTORIC RACE FOUND AT BIG EDDY

(The Dalles)—A type of Indians, who understood the use of copper and apparently cremated their dead, once lived around what is the present site of The Dalles, judging from relics and skeletons uncovered near Big Eddy by workmen grading the Columbia river highway at that point.

That the prehistoric race was a type far superior to the Indians who roamed the land in historic times is evidenced by the fact that ornaments made of apparently pure copper were found lying near the bodies. Pottery images, weapons and many other devices the use of which is not known and which have been either carved or worn out of stone have been dug up during the past week.

Skeletons so old that when exposed and touched they crumble to dust are being dug out of the sand and ash bank in which excavation work is being done.

The supposition that the Indians might have been partially cremated there is caused by the fact that most of the skeletons which have been uncovered show evidence of having been charred by fire. It is possible, too, that the whole village was razed by fire and that the inhabitants thus met death.

The fact that rocks found near by had been reddened by fire and the traces of burned skeletons all seem to bear out the cremation theory; also the majority of the skeletons were found facing west—the direction of the setting sun, which the Indians apparently worshipped. Charred fragments of bone are found wherever one happens to dig, in many instances several feet away from the nearest skeleton.

Many perfect specimens of their handiwork have been found, all of which shows a vast superiority in craftsmanship to similar work of known Indian origin.

F. B. Hall, who lives at Big Eddy has uncovered what can nearest be described in modern terms as a vase. It is made of stone and is slightly larger than the modern teacup, with handles projecting for about four inches from near the top on each side. It is made of solid stone and is decorated with a symmetrical design likened to a capital "V" standing erect, followed by a capital "V" inverted, the two letters joined.

John Powell, who has worked at the excavation, found what was apparently the idol worshipped by the tribe, a stone image of the sun. The center of the disc is depressed, forming the sun, while from it to the edge of the circle are wavering lines such as used by modern artists to indicate light rays.

On the cliffs back of Big Eddy many hieroglyphics suggestive of those found in Egypt are to be seen. These are all painted in red, yellow and black colors. In all of these the sun predominates, images of it appearing somewhere in virtually all of the designs. At one place high on

the cliffs crude figures of what were evidently intended to represent two men may be seen. In another place an excellently designed human face with a hideous grin upon it is painted upon the rocks.

The extreme age of these paintings is shown by the fact that many of them have been entirely obliterated by the elements, perfect specimens being seen only in sheltered nooks high on the cliffs. They are grown over with rock moss in many instances, and some are cracked, with part of the design missing, where the cliffs splintered years ago.

CARBURETOR WASTE HEAVY

Through exhaustive experiments the United States Bureau of Mines has demonstrated the startling fact that owing to improper carburetor adjustments on automobiles and trucks there is a waste of twenty-five to thirty per cent of gasoline. In other words, with proper adjustment cars will run twenty-five to thirty per cent more miles to a gallon of gasoline, thus reducing operating expenses and, far more important, conserving gasoline.

Last year the state authorities of New Jersey enlisted the services of the Bureau of Mines to solve the ventilation problem of a proposed tunnel under the Hudson River to connect New Jersey and New York and to be 8,000 feet from portal to portal. Improperly burned gasoline gives off a vapor, colorless, tasteless, odorless and very deadly, called carbon monoxide. The New Jersey tunnel is to be used by motor-cars and the engineers needed to know how much carbon monoxide was given off by automobile exhausts in order to determine how much fresh air to introduce into the tunnel for the purpose of protecting human life. No data were available, and the Bureau of Mines started experiments. These have now been completed and results have been revealed by Dr. A. C. Fieldner, supervising chemist of the Experiment Station of the Bureau of Mines, at Pittsburgh, in a recent report.

The investigators borrowed a number of automobiles and trucks for the experiment. An accurately graduated tube containing gasoline was attached to the carburetor. A device was attached to the exhaust to catch samples of exhaust gas. Cars were run a measured mile at various speeds, and samples of gas were taken with engine idling, racing and accelerating, the engine being put through all phases likely to be encountered in traffic. The samples of exhaust gases obtained were subjected to careful analysis.

Of the result of the experiments Dr. Fieldner says:

"No change in carburetor adjustment was made as our object was to obtain information based on actual operating conditions, and not the ideal conditions of careful adjustments under which the usual tests of the automotive engineer are made.

"For this reason, surprising and, from the point of view of conservation, most disquieting results have been obtained. The average automobile owner and truck operator is wasting from 20 to 30 per cent of his gasoline by using too rich a mixture. Preliminary tests on 70 representative cars and trucks show an average of from 6 to 8 per cent of carbon monoxide and 7 to 9 per cent carbon dioxide in the exhaust gas. The tendency to wards rich mixtures was very much greater than towards lean mixtures. This is to be expected, as a motor will operate smoothly and accelerate rapidly with carburetor adjustment on the rich side, whereas on the lean side smooth operation does not come until the motor reaches its full operating temperature and is running at a fair speed. However, the gas excess is much greater than necessary for good operation in the great majority of the machines tested.

"Many passenger cars and trucks showed as high as 16 per cent carbon monoxide in the exhaust. It is safe to say that 25 to 30 per cent greater mileage could be obtained on the average of all cars tested with a little intelligent attention to the carburetor adjustment. In the aggregate this would represent an annual saving of from 25 to 30 per cent of the gasoline employed in this country for motor vehicles, no small figure when we consider that there are now in use 7,500,000 automobiles and trucks." Standard Oil Bulletin.

Salem—Senator Louis Lachmund, local hap broker, recently gave C. A. McLaughlin of Independence a check said to be the largest ever paid in Marion county for a farm crop. He received \$183,728.60 for hops bought for English dealers. They were grown on a 275 acre tract.

TIMELY FARM HINTS

FROM O. A. C.

Soils, O. A. C.—Twice as much nitrate is contained in ground which has been worked well as in ground that has not been worked properly. This was proven by an experiment conducted by the Sherman county branch station which ended on September 1. The test was with land in summer fallow, and it was found that all vegetation must be kept down to get the best results.

Farm Crops, O. A. C.—Grey winter oats will stand later planting than wheat or barley, and on fields where planting is considerably delayed better results will be obtained from grey oats than from any other cereal.

Farm Mechanics, O. A. C.—Radiators may freeze even in early fall weather and cause much trouble and delay. The safest way is to drain the radiator in the evening and in the morning again fill it up with warm water to help in starting.

Plant Pathology, O. A. C.—Late blight rot of potatoes is prevalent in the coast counties. Much of this damage might have been prevented by spraying with Bordeaux mixture at the proper time.

Bacteriology, O. A. C.—Many samples of contaminated drinking water from wells in the state are being received by this department. See that the wells are in such a place that they are not subject to any seepage from the barn or outhouses. Play safe by sending a sample of the water to the nearest laboratory station to have tested for bacteria, may save a large doctor bill.

TWELVE MILLION MEALS IN TWELVE MONTHS

Recent reports from the two dred and more Y. W. C. A. cafeterias scattered about the country show that considerably more than twelve million meals were served to individuals last year. So great is the cafeteria business become that Y. W. C. A. is giving a special effort for training cafeteria directors in New York City and in other schools in the West. The business of feeding three thousand people as the case in many of the city cafeterias, cannot be left to a woman whose only qualification is the ability to concoct pies such as are used to make. The cafeteria director must be carefully trained in technique of marketing, food business management, attractive serving and the Association cafeteria director must be able to look up and appear cheerful under any application. Two specialists from headquarters are making a round of two hundred centers to keep all cafeterias up to the standards of convenience, comfort and attractiveness. So many men patronize these cafeterias that the last cafeteria operation has included among its conveniences a smoking room for men.

Eugene—Powdered milk factory erected here.

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