

# NEWS ITEMS

Of General Interest  
**About Oregon**

## Manner of Protecting Oregon Timber Greatly Improved

Salem—Oregon's forest protection agencies since 1912 have waged a campaign of "preparedness," according to data compiled by State Forester Elliott. During the period from 1912 to 1915 inclusive the State forester said that more than 3000 miles of abandoned and obstructed trails were made passable; 729 miles of strategic new trails built; 442 miles of telephone line were constructed and 25 cabins erected for the use of lookout men in the forest service. This work called for an expenditure of \$50,000, practically all of which was borne by the timber owners.

"The importance of such work is unquestioned," said Mr. Elliott. "Lookout men are of little value unless they can immediately report the fires discovered to their county warden and to the patrolmen in whose district they occur. It is thus necessary that lookout stations be equipped with telephones and the patrolmen must have access to them at several points along their 'beats.'"

"Patrolmen finding a fire they cannot handle must be able to telephone to their chief for a fire-fighting crew to be sent to the scene of the fire without delay. To mobilize a crew, together with tools and rations on the fire line in any part of a district in time to control it before it reaches dangerous proportions necessitates a carefully planned system of passable roads and trails."

## "Use Own Judgment"

### Advice to Woolmen

Pendleton—The National Woolgrowers' association refuses to advise Oregon woolmen whether or not to sell their 1915 clip at the present time. In a letter received here by Senator J. N. Burgess, of Pilot Rock, who is the Oregon member of the executive committee of the association, from Secretary S. W. McClure, he says:

"My advice is that around 6,000,000 pounds of inter-mountain wool has now been contracted. Fine wool is selling at from two to three cents above last year's, with cross breeds at from two to five cents above last year."

"On Monday several crossbred clips sold at Dillon, Mont., at 31 cents, and it is reported that the Wood Livestock company's clip has sold at 30 cents, and also that 30 cents has been offered for some quarter-blood clips in Western Wyoming. I hope you will give this information to your sheepmen, but this association refuses to advise whether to sell or not to sell. He must use his own judgment entirely in this matter."

## Road Change Permissible.

Salem—"The plans of the State Highway commission are not like the laws of the Medes and Persians, not subject to change," declared Attorney General Brown in advising the members of the commission that they could change the state road map prepared by ex-State Highway Engineer Bowley.

The question was put to the attorney general by the commission, which desires to change the route of a state road in Washington county, it being found that another route is more suitable. John H. Albert, of the advisory board of the commission, contended that the commission had no authority to revise the general system of trunk roads to be improved by the state.

## Lumber Outlook Bright.

Kalamath Falls—Lumbermen have reason to expect the most prosperous season in years, according to Robert A. Johnson, head of the Klamath Manufacturing company, of this city, who has just returned from San Francisco where he passed the winter.

"There is a material increase in the demand for the upper grades of lumber, and the prices offered are from \$5 to \$6 per 1000 feet better than they were in the fall," said Mr. Johnson. "In the past few days I have received telegraphic inquiries for five carloads of lumber at \$5 to \$6 more than was offered a few months ago."

## Hood River Men Pleased.

Hood River—News that the Rogue River Fruit & Produce association, which decided to withdraw from the Northwest Fruit exchange, probably would accept an offer of the Apple-growers' association of this city to cooperate in the distribution of its apples and pears was received with gratification by local market men.

Wilmer Sieg, sales manager of the Apple-growers' association, says: "During the past we have cut under each other on prices of our fruit, each trying to reach the buyer, and as a result the growers of both districts have suffered."

## Farm Bonds Proposed.

Salem—Insurance of 4 per cent state bonds, and the lending of the proceeds direct to the farmer at the same rate of interest and in the same manner as the irreducible school fund is now lent, are advocated by Percy A. Cupper, assistant state engineer. As a means of presenting his proposal for a system of rural credits for consideration of the people before the irrigation, drainage and rural credits conference meets in Salem March 9, Mr. Cupper has prepared a bill, which contains the essential requirements for rural credits.

## NORTHWEST MARKET REPORTS; GENERAL CROP CONDITIONS

Portland—Wheat—Bluestem, \$1.05; fortyfold, 95c; club, 94c; red Fife, 94c; red Russian, 94c.

Hay—Eastern Oregon timothy, \$18.50@19.50 per ton; valley timothy, \$16; alfalfa, \$20.

Millfeed—Spot prices: Bran, \$23.50 @24 per ton; shorts, \$26@26.50; rolled barley, \$31.50@32.50.

Corn—Whole, \$37 per ton; cracked, \$38.

Vegetables—Artichokes, \$1@1.15 per dozen; tomatoes, California, \$2.75 per crate; cabbage, \$1.50 @ 1.65 per hundred; garlic, 10c per pound; peppers, 20@25c; eggplant, 25c; sprouts, 3@9c; horseradish, 8c; cauliflower, \$1.25 per dozen; celery, \$4.75 per crate; lettuce, \$2.40 @ 2.50; cucumbers, \$1.50@2.50 per dozen; hot-house lettuce, 75c@1 per box; spinach, \$1 @ 1.10 per box.

Green Fruits—Grapes, \$4 per barrel; cranberries, \$11 per barrel.

Potatoes—Oregon, \$1.40@1.50 per sack; Yakimas, \$1.85; sweets, \$3.25 @3.50 per hundred.

Onions—Oregon, buying prices, \$2 f. o. b. shipping point.

Apples—Spitzenbergs, extra fancy, \$2.25 per box; fancy, \$2; choice, \$1.25@1.50; Yellow Newtowns, extra fancy, \$2; fancy, \$1.75; choice, \$1.35 @1.50; Rome Beauty, fancy, \$1.50@1.60; Winesaps, choice, \$1.15@1.35; Stayman, choice, \$1.25@1.35.

Eggs—Jobbing prices: Oregon ranch, candled, 26c per dozen; uncandled, 25c.

Poultry—Hens, 15@15c per pound; small springs, 15c; broilers, 18@20c; turkeys, live, 18@20c; dressed, choice, 24@25c; ducks, 12@14c; geese, 10c.

Butter—Prices from wholesaler to retailer: Portland city creamery, prints, 60-pound case lots, standard grades, 34c; lower grades, 28@32c; Oregon country creamery, prints, 60-pound case lots, standard makes, 32c; lower grades, 28@31c; butter packed in cubes, 2c less. Prices paid by jobbers to producers: Cubes, extras, 29c; firsts, 27c; seconds, 25c; dairy butter, country roll, 16@18c; butter fat, No. 1, 32c; No. 2, 29c.

Veal—Fancy, 9c per pound.

Pork—Fancy, 9c@10c per pound.

Hops—1915 crop, 10@13c per pound; 1916 contracts, 11@12c per pound.

Cattle—Choice steers, \$6.50 @ 6.75; good, \$6.75@7; medium, \$6.50@6.75; choice cows, \$6.50 @ 6.75; medium, \$5.25 @ 6; heifers, \$4 @ 6.40; bulls, \$2.50@5; stags, \$3@5.25.

Hogs—Light, \$7.50@8.15; heavy, \$7@7.25.

Sheep—Yearlings, \$7@8; ewes, \$6 @7; lambs, \$8@9.05.

Wool—Eastern Oregon, 18@25c per pound; valley, 25@26c; mohair, Oregon, 28@29c per pound.

Cascara bark—Old and new, 4c per pound.

## Wool Growers Find Good

### Market by Shipping to Portland

Portland—With wool contracting for the 1916 clip just starting in the Eastern counties, the last remnant of the 1915 clip is being sold here. The Portland Wool Warehouse company has not over 40,000 pounds in its warehouse on Municipal Dock No. 1, and that is all the wool that is left in Portland.

The bulk of these wools were sold at from 21 cents to 22½ cents for fine and 26 to 30 cents for coarse wool, according to condition and shrinkage. "The prices realized," said W. L. Crowe, manager of the company, "are from 3 cents to 5 cents better than were offered in the country for the same wools. The growers are more than satisfied with their experiment of sending their wools here to be marketed, and it is safe to say a much larger quantity will be sent here during the coming season."

"We have sold wool to about 17 different customers, a dozen of whom never operated in this section before. We have had inquiries from a dozen other big Eastern mills, and although we did not close deals with them we are looking forward to their trade in new wools."

"Our object is to improve the condition of the woolgrowers and put them all on an equal basis. By availing himself of cheap money, which he could never do before, the grower is enabled to hold his wool until he is ready to sell. All the wool consigned here is sold only with the approval of the growers. It is different when the wool is consigned to the East, for it then gets beyond the owner's control."

## Potato Shipments 600 Cars.

Portland—Up to the present time about 600 cars of potatoes have been shipped from Oregon, and the indications are the total shipments for the season will not exceed 1000 cars. Normal shipments from the state are about 1500 cars a year.

"There are between 400 and 500 cars of potatoes left unsold," said McKinley Mitchell, "and these will all clean up at some price. There is no likelihood the market will be any better in the immediate future, but there is a possibility the late market will improve if California cleans up."

## Market Roads Discussed.

Milwaukie, Or.—Market roads were discussed at the meeting of Milwaukie Grange Saturday afternoon, the main address being delivered by C. B. Hanson, master. Mr. Hanson suggested that main market roads can be built by district assessments to be paid for partly by the abutting property, and the balance by a district extending from one to two miles from each side of the road. Mr. Hanson urged the enactment of a law by which farmers may form road districts and take control of the district road construction.

# Colleges of Northwest

Articles Beneficial to Agriculturists, Stockmen, Dairying Interests, Mining, Capitalists, Etc.  
—Written for this Paper

## Costs and Methods of Oiling Oregon Roads

By J. W. Finn, Roadmaster Polk county, in address before Oregon Agricultural College Road Conference.

"Methods of oiling Oregon roads may be of the very best, but if the road is not maintained twelve months of the year, but is allowed to deteriorate, the oiling methods will soon be the subject of condemnation by the critical and impulsive citizen."

This was the conclusion reached by Mr. J. W. Finn, road master of Polk county, Oregon, in an address before the Good Roads convention held at the Agricultural college. Some features of the situation common to many parts of the state are as follows:

"The public highways of Polk county may be divided into two distinct classes, earth and stone. The problem with us, as it is with most every other county in the state, is how to improve our dirt roads. How to build crushed rock and gravel roads that will stand up under existing conditions of our traffic. Incidentally, how to get the most for the money, and last and most important, in our opinion, how to maintain these rock and gravel roads after they are completely built, as no road is better than it is maintained."

"I am firm in the belief that fuel oil, with a content of bitumen, the higher the better, has been a great factor in the maintenance of our rock and gravel roads. It is generally an accepted fact that if the dust nuisance is to be overcome and lasting roads are to be built, certain material other than water must be used. It is only in the last two years that a dust layer and road preservative has come into popular use in our county. It is a fact that some thought it a waste of public funds, but such criticism, helped by the continued use of the oiled roads, has melted into appreciation."

"The treatment we have given our roads has been purely a surface treatment. Dragging with a split log and patching with banked gravel helps the roads through the winter, and with the coming of spring a campaign of cleaning, patching and reshaping with a scraping grader is started. Sometimes a harrow or scarifier is useful, and possibly resurfacing portions of the road to be oiled is necessary. Resurfacing material should consist of about 60 per cent pebbles varying in size from one inch down and an adequate amount of fine material, such as sand. A moderate amount of clay is not harmful. After this work gains headway, the road rollers are set to work. When the roller has made the road presentable and smooth, the oil is applied by sprinkling from an eight hundred gallon tank mounted on a motor truck. By this method about five thousand gallons may be applied daily. The weather should be warm in order to aid the even penetration of the oil. The oil we have used was a fuel oil containing about sixteen per cent asphaltum. This material cost Polk county eighty cents per barrel of forty-two gallons. Adding freight, switching charges and the contract price of three-quarters of a cent per gallon for distribution, brings the cost per gallon of oil on the road to three and one-half cents. An application of about fourteen hundred gallons per mile twelve feet wide is necessary to lay the dust. Better results can be obtained by using a pressure distributor of some standard make and putting on two applications at intervals of one sixty days. After the first year one good application will probably keep the dust down, providing the dry season is not too long."

"Although good results have been obtained in clay soil by mixing with bituminous oil, the best results have been secured with a sandy loam. The oil acts as a binder and is extensively used where clay cannot be obtained. "The method of constructing an oiled earth road should be about as follows: The grade is first made with a proper crown of three quarters of an inch to the foot, then furrows ploughed the required distance apart on each side of the center line, and the earth moved from the center out, until a trench is made. Care must be taken in the preparation of the sub-grade, which should also have a crown of three-quarters of an inch to the foot. It is then rolled until the earth is thoroughly compacted. Oil containing about 90 per cent asphaltum should be applied, hot, in two courses. The first course should consist of about a gallon and a half spread evenly to the square yard of sub-grade, and about four inches of earth thrown over it. This should be well mixed and rolled with a tamping roller. This machine com-

Blackleg. University of Idaho—Blackleg is a specific infectious disease of young cattle, caused by a spore or seed-forming organism that gains entrance to the tissues through small wounds in the skin. Cattle between the ages of six months and two and one-half years are most susceptible. The main noticeable symptom is the occurrence of a large gaseous swelling beneath the skin of the hind quarters, the shoulder, or the lower portion of the neck. The swelling crackles when the hand is passed over it and if cut

pacts the material, tamping from the bottom up, until it rides out on top. Then spread one more gallon to the square yard and enough earth to take up the oil. This should be treated in the same manner as is the first course. To finish an inch or more of pea gravel and sand well rolled in makes a good wearing surface.

"The cost of construction for a road of this sort should not exceed fifteen hundred dollars to the mile.

"When it is desired to treat an old gravel or rock road with asphaltum oil, good results may be obtained by applying about two gallons of hot asphaltum to the first square yard to a sacrificed surface and then by throwing on enough pea gravel and sand to take up the hot oil. After this is done it should be given a thorough rolling immediately following, and in the course of a short time it is ready for travel. Good country roads that will stand many years of wear under ordinary traffic conditions may be constructed by this method at a cost of about \$700 per mile. Three factors are absolutely necessary to the life of such a road: The first essential is a good foundation or base, the second a good grade of heavy asphaltum oil whose asphaltic content should be not less than 90 per cent, and the third an intelligent and efficient system of maintenance and repair."

## Forestry Building Contracts Let.

Oregon Agricultural College, Corvallis—Salem firms will erect the new forestry building at the Oregon Agricultural college and install the heating and lighting systems. After a careful investigation by the building committee of the board of regents the firm of F. A. Erixson, Salem, was awarded the building contract for the sum of \$31,699. Contracts for installing the heating and lighting systems were awarded Theodore M. Barr, also of Salem, for \$4,424.

This building was recently authorized by the board of regents and its construction will be completed during the summer. The contract calls for completion by September 1, so that the equipment may be installed and the building made ready for use by the opening of the college year.

The new building will be of brick and its style of architecture will conform to that of the agricultural hall and the home economics building. It will be 80 feet by 140 feet, with three full floors.

It is designed to accommodate the growing school of forestry. On the first floor will be located a large laboratory for logging engineering and smaller laboratories for wood manufacture, preservative treatment of structural timber, work shops, freight rooms and other utility sections. On the second and third floors will be offices, class rooms, drafting rooms, reading rooms and smaller laboratories. It will be well equipped with modern appliances to carry on instruction and training in modern forestry methods.

## Physical Training for All.

Oregon Agricultural College, Corvallis—Arrangements are under way for the introduction of a new athletic policy at the Agricultural college. This policy was instituted some six years ago since which time a constructive program looking to its introduction has been followed.

According to this policy every student will be given the amount and kind of physical training that is best suited to individual needs. It is a policy of moderate training for the many rather than highly training for the few.

There are several causes that make the institution of this new policy timely. The rapidly enlarging student body calls for increased attention to proper physical development and care.

Healthful exercise and sanitary arrangement become increasingly necessary as a larger number of people occupy relatively the same space. Sentiment in favor of this policy has also become quite general. Students will not only profit by it but will also enjoy it. They have come to recognize the fact that clear and vigorous thinking is aided by well regulated physical exercises.

Campus arrangements have also been directed toward making this general training feasible. The men's new gymnasium building provides ample room for the men and releases the former gymnasium for the exclusive use of the women. The athletic grounds have been enlarged and tiled and will be laid out in fields for amateur games and sports.

into, the muscle is dark and a yellowish bloody fluid escapes. Associated with this symptom are others common to bacterial infections, viz: Elevation of body temperature, loss of appetite and rumination, dullness, and difficult breathing.

The best method of handling is to burn or bury deeply the carcasses of dead animals, disinfect the spots where they died, remove healthy stock from infected pastures, and vaccinate the susceptible cattle. The vaccine, with directions for using, can be secured free of charge by writing the U. of I.

## BUSINESS INSTINCT OF GIRL

Wanted Proposal of Marriage Made On Sunday Renewed Because It Was Not Legally Binding.

"George," said the beautiful girl as she nestled close to him, "the last time you called you proposed."

"I did, sweet one."

"And I accepted you."

"You did, love."

"I presume, George," she went on, in her most fascinating manner, "that you look upon me merely as a foolish, thoughtless girl, but—but—"

"How can you think so, pet?" he interrupted.

"But," she went on in a more businesslike way, "I have something of the business instinct of the new woman in me, and—and—I shall have to ask you to repeat the proposal again tonight."

The last time you called it was Sunday, and contracts made on that day, I learn, are not legally binding."—New York Times.

## A Veritable Solomon.

"How is it," asked the young man "that of all the people who come to you for advice, none ever appear to go away dissatisfied?"

"It is probably because I am a student of human nature," answered the Shelbyville sage. "When a man comes to me for advice, I proceed to find out what kind he wants, and then give it to him."

## Fair, But Not Fare.

"What line are you on now?" asked the fair maid in the parlor scene, of her admirer, who chanced to be a street car conductor.

"Just at present," replied the register manipulator, as he slid toward the other end of the sofa and his arm stole around her waist, "I'm on the Belt line."

## DECLINED WITHOUT THANKS.

Wireage—Do you think she will return your love?  
Feathertop—Probably. She told me she had no use for it.

## Only One.

"No, I didn't come up to business yesterday," said the stout man in the corner of the carriage. "The last of my daughters was getting married so I had to give her away."

"Really? Who was the happy man?" inquired a polite fellow passenger.

"I was," said the parent emphatically.

## What Mother Eve Missed.

"The thirst for strong drink," said the man with the crimson beak, "is due to the original sin."

"How do you figure that out?" asked the party of the dense part.

"I haven't time to go into details," answered he of the Auburn nose, "but anyway strong drink is good for snake bites."

## The Aggrieved Pedestrian.

"Confound Chugson! The stiff-necked upstart!"

"Why, he bowed politely to you when he passed just now in his motor car."

"Sure! Bowled and then put on speed before I could ask him for a lift."

The Loser.

Little Bobbie listened with deep interest to the story of the Prodigal Son. At the end of it he burst into tears.

"Why, what's the matter, Bobbie?" exclaimed his mother.

"I'm—I'm sorry for that poor little calf," he sobbed. "He didn't do nuffin!"

## Just the Thing.

"Here's a news item says the United States is to turn out a submarine which can travel 5,500 miles and cross the ocean twice on one supply of fuel. It's the G-3."

"I'd call a submarine like that the Gee Whizz!"

## His Answer.

"Did you ever go to a military ball?" asked a hisping maid of an army veteran.

"No, my dear," growled the old soldier. "In those days I once had a military ball come to me, and what do you think? It took my leg off."

## A Vain Yearn.

"We must be nice to my rich uncle. He may leave us some money. He says that he yearns for a slice of homemade bread."

"That's easy," responded the young wife. "Our baker sells it."

## Quite a Few.

"I have just been reading the Constitution of the United States."

"Well?"

"And I was surprised to find out how many rights a fellow really has."

## HEROISM OF SKIPPER SOOEY

Brave Captain Inserted Himself in Rent in Steamer's Side and Saved Craft.

When news of the heroic exploit of Skipper "Bill" Soeoy of the good ship Henry Summers reaches the British shores, the admiralty will undoubtedly seek out Skipper Soeoy for special service in the submarine zone, according to the New York correspondent of the Cincinnati Times-Star. For here is a skipper who saved his ship from certain loss, under circumstances closely approaching those of the submarine assault, and did it not only personally and unaided, but distinctly in person and by that means alone.

Though not an imposing craft, the Henry Summers is well and more or less favorably known. She—applying the romantic terminology of the sea to the Henry Summers—takes people down to the fishing banks to catch fish, or, at least, to spend the day trying. Her personnel, in active service, consists of Skipper "SI" and the cook and crew, whose name is "Bill."

Coming up the East river, after a successful trip to the banks, having discharged her cargo of fish, fishermen, bait and bottles at the Battery, the Henry Summers hit something. If it was a floating mine or a torpedo it failed to explode. It merely made a neat hole two and one-half feet across in the side of the Henry Summers just at the water line. Skipper "SI" Soeoy, at the helm, exclaimed, "Look! that, gash d-u-r-n it!" The cook and crew were asleep forward. Skipper Soeoy deked the call for all hands on deck in every urgent manner known to maritime usage aboard the Henry Summers. The cook and crew slept peacefully on. The East river continued to come in through the hole. The cockpit of the Henry Summers was quickly knee deep with water, and her stern began to settle. The situation was desperate, but Skipper "SI" Soeoy was there to face it, or—perhaps it would be better to say—to show the stuff he was made of. He pulled a lantern to the mast head, reversed his engine, lashed his wheel and inserted his substantial person snugly into the rent in the good ship Henry Summers' side. Then, as the Henry Summers backed swiftly down the tide, the skipper did all that he could, vocally, to make up for the lack of a steam siren in the equipment of the Henry Summers. At the foot of East Tenth street a police launch came alongside and its crew pried Skipper "SI" from the leak. He was shivering and exhausted, but the good ship was saved. The police launch towed her ashore before she could founder. And Skipper "SI," being much in need of brisk and warming exercise, woke up the cook and crew quite thoroughly.

That Hyphen Again.

Jamie's mother tried hard never to forget what she was pleased to call her "Scotch descent." Everything that Jamie wore, if possible, had a touch of plaid in it. Scotch scones and Scotch shortbread were the family fare. Cold, bare knees the season through would have been Jamie's fate, if his father had not objected.

Jamie was walking home from the movies with his father and mother. It was bright moonlight, with patches of fleecy clouds in the sky.

The tassel on Jamie's little Scotch cap went flap-flap against his back because he was looking up intently at the sky.

"Mother, look!" he exclaimed. "It's a beautiful finnan-haddie sky!"

"There you are. This is the limit," said Jamie's father to his mother. "I guess we better cut out this Scotch business. Your grandfather's birthplace was safe in the north of Ireland and there is no doubt about my grandfather—he came from Hamburg."

"After this, son, you are an American. And that beautiful sky is a mackerel sky, not finnan haddie."

## Little Change in Warfare.

Contemporaries have always mentioned the singular gravity of Napoleon. He could be expansive and even gay in youthful society—when he was himself young—but the mood never lasted, and historians mention his somberness in the Italian campaign when he was only twenty-six years old. The solemn profundity and fixity of his gaze always struck the stranger. He made himself respected and a little feared even by his friends. His art, of course, was different from the art of today, for his battles were won with army corps instead of armies, as we now account them. But at bottom, warfare is always the same. Joffre and Napoleon have this in common—that the smile of both is particularly kind and engaging, and they praise freely those who have done well.

A Clash of Wits.

He—I love you.

She—but I haven't a cent in the world.

He—Excuse me; you didn't allow me to finish. I love you not—

She—So! I only wanted to try you. I have a fortune of \$50,000.

He—Yes, but you interrupted me again. I love you not for your money's sake.

She—Well, I'm so glad, for that was only a joke about the \$50,000.

The Poultry Dreamer.

"Do you think Bliggins is a practical farmer?"

"No. He's only a beginner."

"What makes you think so?"

"He is still at the stage when he thinks a dozen eggs and a setting hen will lay the foundation for an enormous fortune."