

OREGON APPLE SHOW.

PORTLAND, Or., Oct. 31.—One of the finest locations in Portland has been secured for the Oregon Apple Show, November 15 to 18. It will be housed in the new Yeon building, corner Fifth and Alder streets, and there is every indication that it will be a big success.

The premium list has just been issued and is attracting a great deal of attention. Requests for space have come from far-away British Columbia and well known fruit sections of the northwest will be represented quite generally.

In addition to prizes offered for the most perfect apples, in almost any sized exhibit, is a special premium for 100-box lots, and another for 50-box lots, open to commercial organizations of fruit growers' unions in the northwest. Cash amounting to \$500 is offered in the first class and \$275 in the second.

EGG LAYING TEST PROVES FOOD VALUES

CORVALLIS, Or., Nov. 1.—Interesting tests for egg laying have lately been conducted at the Oregon Agricultural college by John H. Mack, a special poultry student from Portland.

In these tests single-comb white leghorns were used, five pullets and a cockerel being given a run of but 10x10 feet, in which space was the house, so that they were in close confinement. The house was a 6x3 1/2 foot brooder coop rearranged for their use. Half was used for roosting quarters and half for a scratching shed.

The scratching shed was kept well bedded with straw about eight inches deep, and a large part of the whole grain given the fowls was fed here, though some was fed in the yard to induce the fowls to scratch outside when the weather permitted. The front of the house consisted of two doors which were either wide open or partly so even in the coldest winter weather. No ill effects were noticed and the egg record and general vitality of the flock showed that they were benefited by the more nearly natural conditions, although the cold sometimes seemed extreme to them.

As the soil was rather heavy, several inches of sawdust were spread on the ground, so that the chickens did not track in cold, wet mud, and had a good scratching place which dried rapidly after a rain.

A dry mash was fed them in hoppers, and whole grain, oats in the morning and wheat in the afternoon, strewn in the litter. The fowls ate only about one-third as much oats as wheat, but as there were oats and barley in the mash, they probably made up deficiencies there. The mash, which was fed dry and kept constantly before them, consisted of two parts of bran to one of ground corn and one of ground oats and barley. Other hoppers to which they

had access all the time held beef scrap, charcoal, grit and ground shell. A good supply of kale was kept before them to pick at, and good, fresh water was always within easy reach.

They were all apparently in good health throughout the experiment, but on the last day the pullet numbered two was found dead in the pen without apparent cause, though she had been laying up to that day.

The following record of the amount and cost of the feed from November to May is interesting in the light of the production records: 158 pounds of wheat, \$2.22; 66 1/2 pounds of oats, \$.88; 13 pounds of bran, \$.15; 7 1/2 pounds of ground oats and barley, \$.10 1/2; 9 pounds of beef scrap, \$.32 1/2; 8 pounds of charcoal, \$.04 1/2; 5 1/2 pounds of grit, \$.05 1/2; 5 3-4 pounds of shell, \$.05 3-4; 5 3-4 pounds of ground corn, \$.08 3-4; total cost, \$3.92 1/2.

Pullet No. 1 weighed 3 pounds, 8 ounces at the beginning of laying, and exactly the same at the end of the experiment six months later. She laid 113 eggs valued at \$2.35, averaging in weight about 2.01 ounces each. Pullet No. 2 weighed 3 pounds, 4 ounces in the beginning, but gained 3 ounces. She laid 112 eggs, valued at \$2.75, averaging in weight 2.05 each. Pullet No. 3 weighed 3 pounds, 2 ounces, and gained 12 ounces. She laid 101 eggs valued at \$2.39, and averaging 2.08 each in weight. Pullet No. 4 weighed 3 pounds, 12 ounces, in the beginning, but lost 3 ounces. She laid 113 eggs valued at \$2.94, and averaging 2.15 ounces. Pullet No. 5 weighed 3 pounds, 2 ounces, at the beginning, and but 2 pounds, 6 ounces in May; her laying record was 99 eggs, valued at \$2.23 and averaging 1.8 ounces.

Thus it is seen that the total expenditure for the five pullets and the cockerel was but \$3.92 3-4, while the income from the eggs was \$12.66, leaving a profit, if the work in caring for the chickens is not counted, of \$8.74.

MILLING MACHINERY FOR MICHIGAN MINE

Two carloads of milling machinery are due to arrive in Grants Pass for the Michigan mine, which is located eight miles south of the city, and it is expected that this property will be active within a few weeks.

Adolph Maier, consulting engineer for the Oregon Strong Ledge Mining company, the corporation which is to develop the property, stated today to a representative of The Courier that the machinery is coming from Boulder, Colo., and from San Francisco. From Boulder has been shipped three new Monell concentrating tables and a Monell slimer. These tables are big ones and the latest in the art of concentrating ores of any nature. From San Francisco the Hendy Iron Works has shipped a car of milling machinery. Both cars should arrive during the week, in fact are due now.

The mill building to be completed at the Michigan, will be a modern structure, built to house modern machinery. The mill will have a capacity of 25 tons daily, with Sturtevant crusher, which can crush to one-half inch. The treatment will be a hydro-electro chlorination process, brought to perfection by Engineer Maier, and the plant for this is already on the grounds.

The mine is equipped with a hoist which can carry cable sufficient for 1000 feet. The boiler is 100 h. p. and engine 75 h. p., the latter of the latest automatic type.

It is expected to have the Michigan mine and mill in operation within a few weeks.

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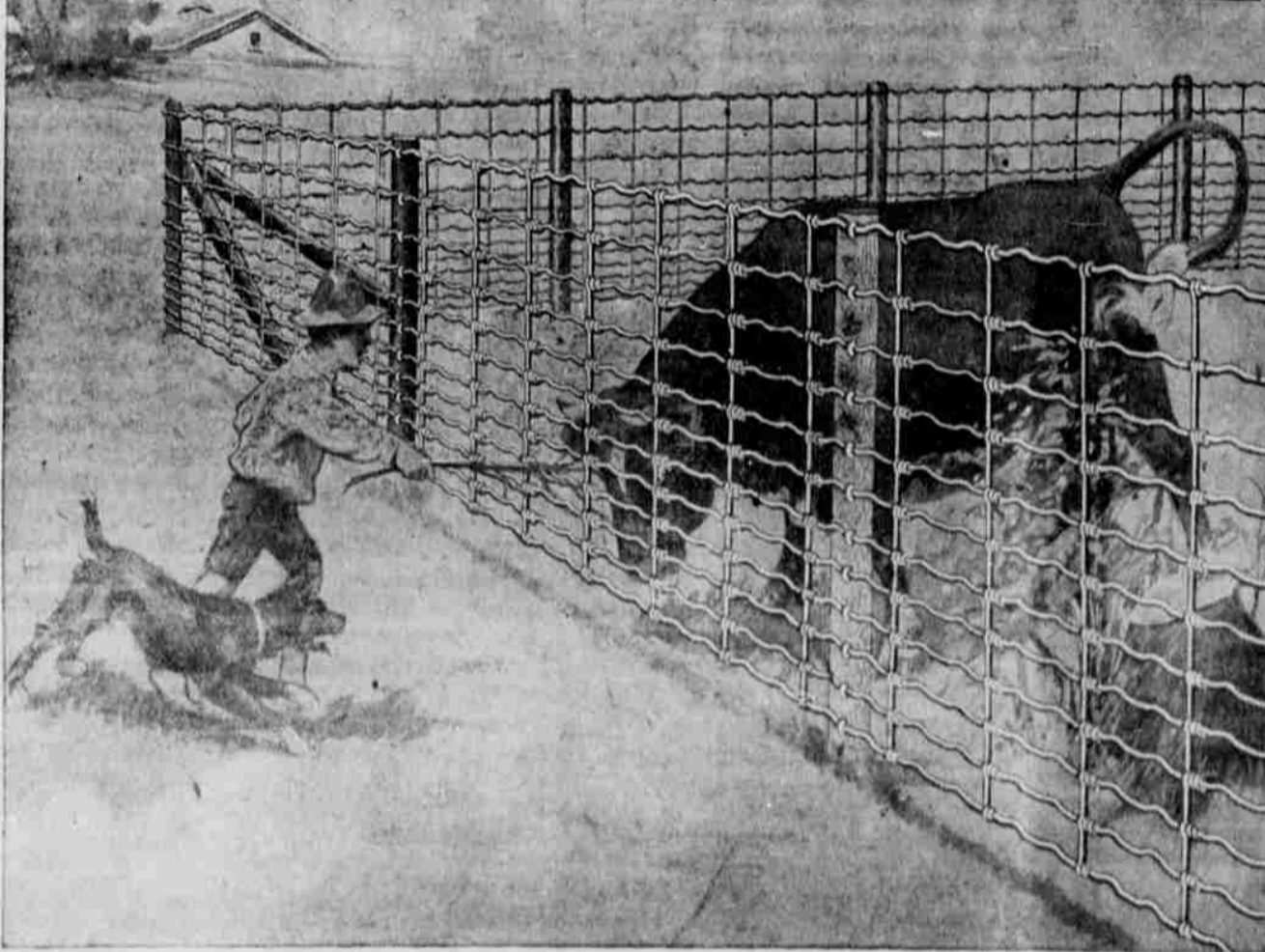
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CALIFORNIA GOOD ROADS

That California, the greatest state of the Pacific Coast, whose enormous area and elongated shape seem to adopt it to the extension of north-and-south highways especially fully realizes this fact, is shown by the activity of its many good-roads organizations in planning for a wise expenditure of the liberal sum granted by the legislature for the construction and maintenance of state highways. California publications are displaying great interest in the matter; and many excellent suggestions have been made in their columns.

Says Earl Snell, automobile editor of the San Francisco News Letter: "The Pacific Highway association has taken, in a most aggressive manner, the initiative on all matters pertaining to good roads on the Pacific coast, and since its organization in September, 1910, has accomplished a great deal of good along the lines of improving and laying out of new highways.

"California in general, however, is waking up to the importance of this issue; and good roads clubs formed throughout the state in the past few months are now active in the matter of securing for their particular communities, their share of the

money to be expended by this state for new highways."

In connection with the subject of better highways for California, Snell makes a wise suggestion for beautifying and protecting road surfaces in sections where the summer sun tends to soften them. "You who have motored, welcome and seek, no doubt," he says, "the highways and byways which are sheltered by redwoods, oak, pine, eucalyptus, fir and other trees, for it is over these roads that one will find comfort from the summer sun.

"At but little expense there can be planted on both sides of the boulevards, avenues of trees. In time these trees will be of sufficient size not only to beautify the roads but to preserve them. The sun's rays would be taken up and the surface kept cool and hard, making the most ideal of touring conditions."

Mrs. Wallace Galbreath spent several days with friends in Grants Pass and returned to her home at Bybee Springs Wednesday. She was accompanied by Miss Elsie Munding, who is spending some time at the springs for the benefit of her health.

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