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Eggs and Poultry

Middlemen Bested by Co-operation—Flavoring the Flesh
"The Farmer Feedeth All."

From 26 local egg circles to a state-wide egg marketing association with central offices in Portland and is the step taken by poultrymen in Oregon in solving the egg-marketing problems. The story points a lesson for egg producers in other parts of the country.

The circles in Oregon were organized in the leading poultry producing sections and each operated independently of the others. For a while, selling the eggs to Portland produce dealers or to consuming customers such as hotels and restaurants. They found, however, that they were still helpless and had very little control over their products. Some eight or ten circles near Salem co-operated through the Salem circle manager, but the business was so small it was not very encouraging. It was decided to form an exchange with offices in Portland to which all the circles could consign their eggs.

This move was ridiculed by produce dealers, for they knew the farmers were not under contract to the circles or the exchange; the dealers, therefore, would be able to obtain their supply of eggs by offering higher prices. During the storage season some of the farms paid more in the country, and, as they had predicted, the exchange practically failed.

After a year's effort the Oregon producers launched forth on a new basis. A state-wide membership campaign was undertaken and the producers were asked to join the association and sign a three-year contract, or marketing agreement, hereunder in their own production was to be delivered to the association to be marketed. The contract and the signing of the surplus production during the season made the association an important factor in the Portland market.

Modern methods of grading, packing and standardizing were applied and all eggs are now cased and graded into three classes. Those of the finest quality are put under the Diamond brand, size No. 2, which contain off-size, undersize and off-shape eggs, are graded out; No. 3 are added to the bakery trade. The business during the year is expected to amount to 2,000,000 eggs.

CONTROLLING FLAVOR

Prepared by the United States Department of Agriculture.

Desirable quality in the flesh of poultry intended for table use depends on the flavor of the flesh; on the texture; on the amount of flesh in proportion to the weight of the bird; and on the distribution of both the flesh and the larger masses of fat over the carcass. Other things being equal, the flesh of the females usually is milder than that of the males, say home economic specialists of the United States Department of Agriculture.aponizing makes the flavor of cocks more delicate, tends to produce finer and less tough muscle fibers, and increases the size of the masses of meat, especially in the breast.

Effects of Age on Flavor. Age tends to increase flavor, at first advantageously, but later usually, disadvantageously. Most very young birds have a flavor too mild to be satisfactory for stewing or fricassee, but make splendid eating as broilers or fryers. The delicacy of flavor usually is lost in decidedly old birds. As the bird grows older, the proportion of flesh to bone usually increases, at least up to the period of full maturity. Often the large masses of flesh and on such birds can be utilized

more satisfactorily than the smaller ones found on young and scrawny chickens.

Exercise affects the flavor and texture of poultry flesh, as in any kind of meat. It toughens the fibers and the connective tissues, and lessens the amount of fat. It may also affect the distribution of flesh on the carcass increasing the naturally strong, tough muscles rather than the less-used, tender ones. In some birds, notably chickens, the exercise can be controlled. Almost any poultry, however, can safely be penned for a few days before killing.

The difference between the flesh of a plump chicken and of a lean one of similar kind and age is due principally to the fat present. The skill of the fatteners, from the consumer's standpoint, lies not only in producing the desirable amount of fat at the least expense for food and care, but also in getting the fat well distributed through the flesh rather than merely in masses within the carcass or under the skin. Such large masses have little value for table purposes, and unless they are carefully saved and used for cooking they are practically wasted. When the amount of flesh is increased by the fat between the fibers the proportion of edible material is increased, and the larger masses of meat make better portions in serving. The quality of the flesh is also improved.

Importance of Special Feeding.

Chickens fattened on a mash of grain and milk acquire a delicate flavor. Special feeding often imparts a very desirable flavor. This is found in canvasback ducks, for example, which are considered at their best when they have fed on wild celery. Celery and chestnuts sometimes are used to give turkey flesh a special flavor. Birds intended for table use should not be allowed to eat onions or wild garlic habitually, because the sulphur compounds in these plants pass over into the flesh and give it a taste objectionable to most persons.

GROW PURPLE VETCH FOR VALUABLE SEED

Advantages of Crop Have Been Known for Years.

It is Not as Popular in Northern States as Common Variety, Which is Hardier and Has Become Established as Forage.

Prepared by the United States Department of Agriculture.

Due largely to the intermediary efforts of the United States Department of Agriculture, 2,400 acres of purple vetch is reported as being grown this year for seed in northwestern California for use in the orchards of the southern part of the state, where it has proven a superior green-manure crop. The superiority of purple vetch in California for green manure lies in the fact that it makes more growth during the winter months and can be turned under earlier than other legume crops.

Purple vetch was first brought to this country from Italy in 1890 and its advantages have been appreciated for



A Field of Purple Vetch.

a number of years, but it was not possible to introduce it extensively because of scarcity of seed. In the region where it was most valuable it has not been feasible to raise purple vetch in large quantities because of climatic conditions. In the North, on the other hand, the seed can be grown successfully, but there the purple vetch is not in as great favor for forage as common vetch, which is hardier and has become established in popularity.

To make a bridge between the two geographically distant localities has been the work of a number of years on the part of the department experts. It was first necessary to demonstrate the value of purple vetch in the South, and afterwards to induce northern farmers to substitute it to some extent for their customary crops. This

latter was difficult, because purple vetch was not quoted in the market, and also because, where a sale was effected, farmers were tempted to sell their entire stock, reserving no seed to maintain or extend the acreage.

The assistance of a large California fruit growers' association was enlisted, and last year 500 acres were grown under guarantee, a large portion of the yield being kept for seed. This year northwestern California and Oregon farmers will receive 14½ cents a pound for purple vetch seed, which should give them from \$150 to \$200 per acre in addition to the straw. From now on it is expected sufficient seed will be available for all needs.

WEIGHTY POINTS ON ALFALFA HAY

Some Important Factors Cited That Help to Determine Market Prices of Product.

SIZE AND WEIGHT OF BALES

Inspection Service Varies Considerably at Different Centers—Few Bales of Off-Grade Hay Will Hurt Grade of Car.

Prepared by the United States Department of Agriculture.

While supply and demand are the principal factors which determine the market price of a product, there are a number of other factors which may be of considerable importance to the individual producer or shipper of hay. Size and weight of bale, character of inspection existing at prospective market, grading and the manner of inter-



Selling Hay by the Auction Method at a Market Using a "Plug" Method of Inspection.

preting the grades are among the more important of these factors, say marketing specialists of the bureau of markets, United States Department of Agriculture.

Size and Weight of Bale.

The preference for bales of a certain size and weight is so marked in some of the important markets that premiums ranging from 50 cents to \$2 per ton are paid for bales of the size and weight desired. Bales may be roughly classed as small, medium and large in size. The small and medium sizes are sometimes designated as one-quarter and one-third bales. The small bales are made in a perpetual press and are 14 or 16 by 18 inches, variable in length but usually about 36 inches long. Medium bales are also made in a perpetual press and are 17 or 18 by 22 inches and about 36 inches long. Large bales are usually made in box presses and are about 19 by 23 by 46 inches.

The weight varies considerably, even though the bales are of the same size,

as hay is pressed under varying conditions and by balers having a wide range in tension. According to the department's marketing specialists hay should be pressed sufficiently tight that the wires will hold well, and so that the required weights can be loaded into cars. Difficulty is experienced in some sections in loading cars to the minimum weight, because the hay is pressed too loosely.

The character of the inspection service varies considerably in different markets. Besides the various methods now generally designated as warehouse, car-door, plug and bale inspection, there is a difference in applying the grades. Some inspectors give the entire carload the grade of the poorest quality of hay found in it. Other inspectors endeavor to apply an average grade.

Some of these practices are hardly fair to the shipper, but so long as they exist the shipper must meet the situation in the best manner possible. Uniform loading is probably one of the most important methods of obtaining satisfactory grades.

Mixed Cars Unsatisfactory. In some sections the alfalfa meadows are allowed to stand until they contain a large quantity of weeds and grass. In other sections other grasses are sown with the alfalfa for hay. When loading any mixture the greatest care should be exercised to have the hay loaded into any one car all of the same degree of mixture. This suggestion applies also to hay of different quality because of bleaching or damage.

Many shippers make the mistake of thinking that a few bales of off-grade hay will not hurt the grade of a car but will be accepted along with the good hay or at only a small discount. Unless the market is very strong the hay usually will be accepted only at a heavy discount, and frequently the whole car will be rejected. If the car is accepted it will be taken only at the price value of the poorest hay found in the car.

For best results in marketing alfalfa bureau of markets officials caution shippers:

To ship bales of size and weight desired by buyer.

To ship grade desired and not to include hay of other grades or mixtures.

To insist upon official inspection certificates which show the actual grade of the hay in the car if cars are officially inspected by regular inspectors located at important markets.

Origin of Various Colors.

From madder (growing in Hindustan) we obtain the paint color Turkey red. From the yellow sap of a tree in Siam, caught by the natives in coconut shells, gamboge. Raw sienna and raw umber from earths in Sienna and Umbria, Italy.

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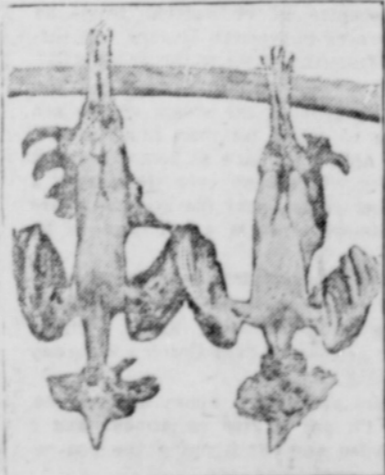
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