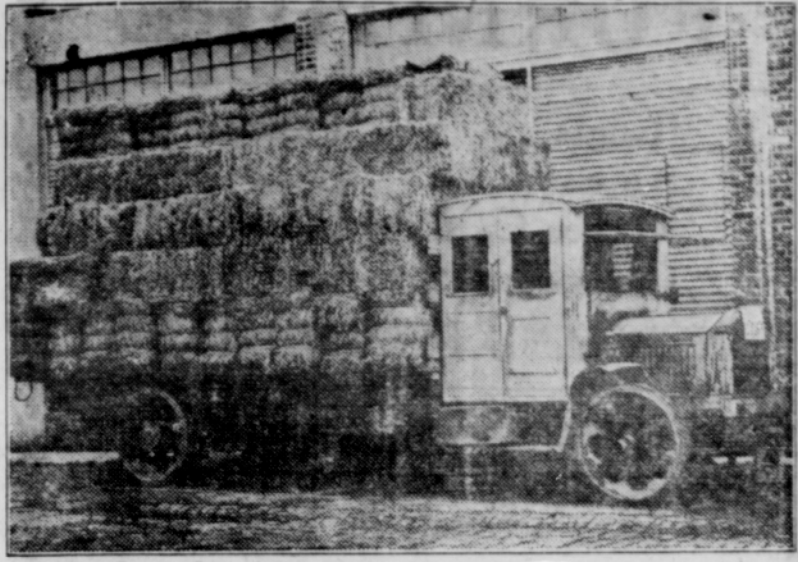


## CARE AND ACCURACY DEMANDED IN WEIGHING HAY FOR MARKET



Accurate Weights Can Be Obtained Only If the Wagon Scales Are in Proper Working Order and the Load is in Proper Position Upon the Scales.

(Prepared by the United States Department of Agriculture.)

A great deal of trouble and monetary loss sustained by producers and shippers in marketing hay has been found by the bureau of markets and crop estimates, United States Department of Agriculture, to be due to careless weighing.

### Weighing by the Bale.

In several sections of the country it is the custom to weigh hay by the bale at the time for baling and to note the weight upon a tag made of cardboard or other convenient material attached to the bale beneath one of the bale ties. When weighing by this method great care should be taken to weigh the hay accurately. During the rush of baling operations sufficient time is frequently not allowed for the scales to come to a balance and there may be as much as ten pounds difference between the actual and the catch weight.

Special care should also be taken in writing the correct weight upon the tag, say the bureau's specialists. It is the common practice in some sections to use only numbers ending in 0 or 5 in recording the weight, and to give or take from the actual weight a sufficient amount to make a number with such an ending. For example, the weight of a bale weighing 67 pounds is written as 65 pounds and that of one weighing 68 pounds as 70 pounds. The tendency, however, is "to take" more frequently than "to give," so that it is a better practice to state the actual weight upon the tag.

Another practice which is often charged back to the producer in lower prices or in weight claims, disproportionate to the actual loss, is the use at a much later date of tag weights placed upon the hay at the time of baling. Unless hay has been thoroughly cured and has been in the mow or stack for a considerable time there is likely to be a loss in weight while hay is in storage after baling, due to additional loss of moisture. Each purchaser desires, and has a right to obtain, the actual quantity of hay for which he pays. If bales are short of the weight specified upon the tags there are grounds for a claim, either in the form of a price concession or of a weight claim. In either case the adjustment of the claim is likely to be less economical to the producer than the actual reweighing of the hay. The producer or shipper should be prepared to prove that the weight of the hay at the time of sale

is correct and as indicated upon the tag.

Careless weighing on wagon scales causes as much difficulty as careless weighing by any other method. One of the principal causes of unsatisfactory weights upon wagon scales is lack of proper care of the scales and of the necessary attention to keep them in repair and in good working order. Accurate weights cannot be obtained on scales that are out of repair. Wagon scales should be inspected frequently by a competent inspector and care should be taken to see that they are in proper adjustment and balance before weighing any lot or load of hay.

Care must be taken also to see that the load is in proper position upon the scales. The load should not bind upon the scale box or building, and if the team exerts any effect upon the load it should be unhitched.

When obtaining the tare weight the weigher should be certain that the wagon contains the same equipment as when the gross weight was obtained. A good rule is to remove everything but the necessary equipment from the load before weighing.

### Keep Bale Check When Loading.

If the producer or shipper loads the hay directly into the cars care is especially necessary to compute the total weight correctly. Loads are frequently distributed in two or more cars because of the variation in the quality of the hay. If the bales are tagged, a careful record should be kept of the bales placed in each car. If not tagged, the part of the load placed in each car should be weighed separately. A careful check of the total number of bales placed in each car should also be kept so that the shipper may have the proper data upon which to base a claim should any loss occur while the hay is moving to market.

The following suggestions, if followed, will greatly assist in eliminating some of the troubles caused by improper weighing methods:

When using tag weights record the actual current weight.

Have wagon scales in proper adjustment and balance.

See that wagon contains same equipment when weighing both the gross and tare weight.

When loading two or more cars keep careful record of hay loaded in each car.

Always keep a bale record, together with a weight record, of each car.

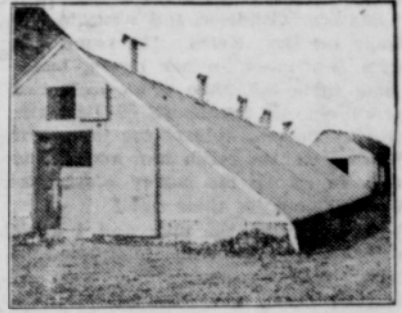
## DIG POTATOES WHEN SOIL IS QUITE DRY

Tubers Are Matured When Vines Begin to Drop Off.

Care Should Be Taken to Avoid Spear-ing or Cutting Them—Store in Cool, Dry and Well Ventilated Cellar or Pit.

(Prepared by the United States Department of Agriculture.)

Potatoes require 90 to 100 days after planting before any will be ready for use. The tubers are not fully matured until after the vines die, or at least ripen and shed most of their foliage. Late potatoes in the Northern and Northeastern states are frequently caught by frost before the vines ripen, so should be dug just about the time frost first strikes them. Potatoes should be dug when the soil is reasonably dry, so that it will not adhere to



Exterior of Well-Built Potato Storage House.

them. A spading fork or a potato hook is best for digging them and great care should be taken to avoid spearing or cutting them in digging. Only a small quantity should be turned out at once, as they will become sunburned if exposed more than an hour or two.

Store potatoes in a cool, dry place where they will get plenty of ventilation and be in the dark. Potatoes must not be allowed to freeze either before they are dug or while in storage. A good, cool, well-ventilated cellar or storm cellar forms a suitable storage place for potatoes and under proper conditions will keep through the winter and into the early summer. Another method is to bury the potatoes in a pit outdoors and cover them so that frost cannot get to them.

## SOME EGG SHIPPING 'DON'TS'

Department of Agriculture Offers Few Practical Hints for Benefit of Poultrymen.

Here are some "don'ts" offered by the United States Department of Agriculture that many times mean the difference between a loss or a profit in shipping carload eggs:

Don't waste time and labor by using cheap cases; time and labor are precious.

Don't save pennies by buying poor fillers and flats when you lose dollars in broken eggs. The saving of one egg would pay for the extra cost of a set of No. 1 fillers.

Don't nail braces to sides of car against an incomplete top layer; they seldom hold in place and often are the cause of damage. They injure the efficiency of the car insulation. The use of small under-case braces will prevent all of this.

Don't waste ice and refrigeration by stowing the load so as to make air circulation in the car impossible.

Don't tie up your money in freight claims because of a loose load. Tie up the load and leave the money loose to work again.

## IMPURITIES IN CLOVER SEED

In Recent Purchase North Carolina Farmer Finds Weed Seeds of Various Kinds.

A farmer in Rowan county, N. C., was about to purchase some clover seed last spring from one of his neighbors, preparatory to seeding down his wheat acreage. He noticed that the seed was somewhat impure, and was reminded of the warnings so frequently given by the county agent in respect to pure seed. He asked to have a small sample tested for purity by the state seed laboratory at Raleigh. The sample was reported on merely as "No. 9." Each pound was found to contain approximately 65,000 buckhorn seeds, 2,282 dodder, 2,622 wild carrot, 2,208 black-seeded plantain, 414 curled dock, 276 Venus looking-glass, 138 each of crag grass and green foxtail—a total of 83,140 weed seeds in each pound. This would, no doubt, be sufficient to seed the man's land to these pests for the next decade. Although this sample was the worst of any tested through the county agent's office, on casual inspection it indicated only ordinary impurity. A laboratory test is a safe check even on the purest farm seeds.

## RETAIN ALL GOOD PRODUCERS

Relatively Few Hens Will Prove Profitable After Their Second Laying Season.

Hens showing indication of having been good producers throughout the year should be retained for the next year regardless of their age, but relatively few hens will prove to be profitable producers beyond their second laying year if of the heavier breeds.

such as the Plymouth Rock, Rhode Island Red, Wyandotte or Orpington, or beyond their third laying year if of the lighter breeds such as the Leg-horn.

## SOME EXTREMES IN NEW STYLES

Knickers and Soft Chiffons Are Among the Latest Fashion Offerings.

## LOVELY WRAPS ARE DESIGNED

Capes and Beautiful Coats With Wide and Flowing Sleeves; Linings Are Rare Combinations of Elegance.

Vast extremes of preference are being exhibited by the American woman in her choice of clothing. And, observes a prominent fashion writer, who can say that she is not showing a degree of originality hardly expected from her by some of the more skeptical? There are the knickers once confined to mountain climbing, and only among the courageous few at that. Now they are agitating the question of wearing knickers for all business occasions. The bobbed-haired girl and the short-skirted miss are completely cast into the shadow for all radical purposes when it comes to this suggested departure.

In the Far West, where mountain climbing and horseback riding are the usual things for women, the knicker suit has found much favor, and there the women in their colorful tweeds with woolen stockings are numerous. Of course, the sporting goods stores have been selling knickers for some time past, and with a degree of success, but they hardly anticipated they were setting the style for city clothes. Nor can it be said, as yet, that this is a fact; but there is a real tendency in that direction, for women have begun to agitate the idea, and when that has happened, there is no telling where or how the controversy will end. It was so when the short skirt started its career.

### Knickers Made of Homespins.

The smartest of the knicker suits are made of those rough-and-ready homespins which have been worn and loved for a season or more. The bright colors, and the more somber ones, are used to make the suits with trousers instead of skirts. The knickers reach below the knees, where they are full and blousy, looking akin to golf trousers, and are met by very "spiffy" looking woolen stockings. The more fashionable ones among them are supplied with suit coats, but there are others made with capes for accompaniment—modest capes that can be wrapped about the figure, almost if not quite disguising the fact that knickers are there at all. They are severely plain in tailoring and cut, and they are so loose and unfitted in their style that they suggest sweet and retiring things compared with the scant dresses to which our eyes have become accustomed on the summer streets. There is nothing unwomanly about these new outdoor costumes, but some one will declare them unbecoming. Then will another fashion fight be staged, which will be extremely good for the fashion, but objectors cannot realize the fact.

In contrast to this mode of mannish tailoring there are the soft, clinging styles which have forced their subtle way upon us until they have become



The Exaggerated Sleeve Carried to Its Farthest Limit.

a distinct part of our dressing. All of that hardness and that "steel construction" look is being slowly but surely eliminated, and if you want evidence of this all you need to do is to visit any of the smart places for lunch—just to appreciate the fact that wom-

an's clothes are becoming more clinging and more graceful and less subjected to rigidity of line. The reasons for this state of affairs are many, and it is interesting to ascertain just why women in general are cleaving to the softer type and neglecting those "hard" creations, which were anything but flattering to innate femininity.

### Not in Balbriggan Class.

American women, as one clever designer put it, "are not in the balbriggan class." Through the cold months of the year they ride in motors, stepping by this means, from warm apartments to warm hotels or shops. They are bounteously supplied with furs that would keep out the chilling blast during any transition state, and therefore they can wear what they will. And they will wear soft, flowery lines most appropriate to their beauty. But these soft satin and silk and chiffon gowns are not the dressy things that once they were, being designed for occasions surrounded by formality. No, they are as plain as plain can be, and are only for one part of the day.



Frocks of Heavy Silk Crepe Draped and Slightly Fitted.

They could not be used by the hardy business woman when pattering about the streets—and this chiefly because their peculiarly soft and flowing lines would not adapt themselves to ordinary wear and tear.

See all the gowns that the American designers are making for daytime wear. They will astonish you by their beauty and simplicity which are their alluring characteristics. Do not think that they take little material. They are draped and folded so miraculously that one fails to see where all the long plicatures are hidden. One plait is piled upon another, and altogether they are drawn into drapings and folds conveying the impression they represent one plain and simple line. Upon examination, one finds that layers upon layers "make up" this effect, and accomplished in so artistic and workmanlike a manner that, for the magic of necromancers, it has no previous sleight-of-hand trick wiped off the map.

For the coming season the American woman has chosen to be chiffony and slinking in her general appearance, and anyone who follows this general rule will not be going far astray. If she cannot afford furs, the loveliest of wraps have been designed for her outside covering. There are capes and beautiful coats with wide and flowing sleeves that cannot be distinguished from wraps, luxuriously interlined, and the visible linings are things to conjure with, so colorful and

soft are they. A wrap lining this year is a thing to be studied with reverence, it being no simple matter, but a combination of silk and chiffon, and gilt edgings, and bits of lace—anything that will add to an ensemble to make that wrap look as though it were designed to snuggle around the shoulders of a fairy princess. The colors and the materials vie with each other in adding a modicum of charm. For street and restaurant wear there are tints of dust, and sand, and taupe, and dark gray, and putty color and any of those tones, even unto elephant's breath, which defy description as to just what shades go to make them distinguished. They are backgrounds of beauty, so to speak, rather than adornments of that same feminine characteristic.

### Brocaded Silks Are in Favor.

Brocaded silks are making the greatest hit with dressmakers designing new frocks. They are all in one tone, the figure being woven in satin threads, while the background is devised from less lustrous strands. Or the idea can be reversed; the material turned the wrong side and you have a material that has a satin background with its pattern woven in crepe threads. The advantage of this material is that it is all silk, and is possessed of the greatest amount of weight, which, for these newer dresses, is a really necessary attribute. They must cling, while plentifully full; and, added to all this, they must present the appearance of being quite straight-lined in character. If you consider, this is not a small order, but one that is being accomplished by our leading designers in a manner truly beautiful and greatly to be honored for the art that fashions it.

The chemise dress has evolved, and is now a long-waisted affair, or sometimes, be it known, an extremely short-waisted affair, according to the figure of the wearer, and is made on ample lines. It has full sleeves instead of little, scanty tight ones, and is in every way a much more voluminous affair than it was a year ago.

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## CAREFULLY CONSIDER DIVERS ENTERPRISES

Hasty Conclusions Should Be Cautiously Avoided.

No Reason for Assuming All Activities of Farm Should Be Devoted to One 'Big Money Crop'—Study All Angles.

In a recent number the Eugene Register advises that in seeking immigrants to Oregon regard should be had to the climate and the character of crops with which the newcomer is familiar. A man from the upper Mississippi valley is liable to meet many failures before he learns to anticipate the vagaries of our climate, which differ so materially from that to which he is accustomed. Nine times in ten he leaves in disgust before he learns what crops and methods will succeed here. The Register says, in effect, Bring 'em from California, where land no better than ours costs two or three times as much and climatic conditions are nearly the same.

The recent disastrous immigration of 88 people from New York city to Idaho farms was still worse than that of the middle westerners, for the New Yorkers were ignorant of farming requirements not only in Idaho but everywhere else.

forth from one crop to another is illustrated by the man who plowed up his hops a few years ago because the price was low. When they went up he had no hops, but he planted again. Now they are low and he will plow them up again before they bear a crop.

The department of agriculture says:

In making use of the results of a year's cost accounts for the purpose of perfecting the organization of the farm, hasty conclusions should not be drawn. Sometimes a positive decrease in profits may ensue if an enterprise be dropped, because, taken alone, it has failed to pay. Cows, for instance, may not be showing a net profit, but if all the cows were sold there might be no other way of using up the roughage and it would become dead loss. Labor devoted night and morning to milking and feeding cows and charged to them would be entirely lost if the cows were sold and nothing supplied to fill in the time.

The fact that the hogs or the corn crop bring in the most net money during the season is no reason for assuming that all the activities of the farm in the future should be devoted solely to hogs or corn. It may be that the keeping of cows is partly responsible for making the hogs so profitable, or that the growing of wheat, clover, or other crops in rotation with corn makes the latter crop much more profitable than it would have been if grown alone.

Similar conditions will be met with on all farms, and, therefore, no sudden changes should be made on the basis of what a single year's accounts may indicate. All angles of the enterprise should be taken into consideration.

The folly of jumping back and