

The Great Outdoors

Where Bread, Meat, Clothing, Health and Vigorous Humanity are Produced

Referendum on Bus and Truck Tax

There is Need of All the Income Proposed in the new Laws.

The bus tax, the tobacco tax and the appropriation to the state of ten per cent of the receipts of the numerous commissions are held up by referendum until next year's election. There is no significance, in relation to popular sentiment regarding these laws, in the number of signatures attached to the petitions that they be referred.

People often sign petitions without reading them. Many will sign a petition for a referendum or a measure of which they approve, believing that the voters should be permitted to decide. Many signed the petitions under discussion because they or those who influenced them wanted to embarrass the state government by tying up these sources of revenue, satisfied if, at any cost, they could get that tantalizing placid smile off the face of the governor.

It is a Portland referendum signed principally in Portland and directed against all who pay taxes on property.

We have received an elaborate appeal from the organized motor stage companies versus the bus and truck tax act. It says: "The revenue raised by this law would go into the highway fund. The highway department has adequate funds." The highway commissioner does not talk that way.

It talks about the opposition it met from a "wealthy association of county judges and commissioners." We would like more information about the wealth of that association.

Saturday's Portland Oregonian said:

A bus line in Buffalo, N. Y., desiring to raise money by the sale of its securities to the public, published a year or two ago a prospectus from which the following is taken:

"Motor transportation with freight service inherits all the advantages of the railroads without their heavy first investment costs. The motor transportation lines, using the highways already built, do not have to buy right of way. There are no ties, no rail to lay, no grading to do, no hills to cut down, no valleys to fill, no bridges or trestles to erect."

The new type of common carrier came into being because a road system built for general use by the individuals of the state in their ordinary social and business intercourse could be used for private profit taking by public service commercial transportation.

Partly because of the extraordinary use made of the highway system by the carriers, the public must pay upward of \$2,000,000 yearly to maintain and reconstruct these roadways.

The cost to the bus for each passenger carried one mile is 2.1 mills, whereas, from figures presented to the legislative committee by one of the major railroads operating in the state, it appears that for every passenger carried one mile the railroad company incurs an expense in taxes and maintenance of right of way of approximately 11 mills, no consideration being given to investment in roadbed or other facilities. Here is a cost more than five times in excess of the charge the state impose on the bus for similar rights and facilities.

Solution of Puzzle No. 24.

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W. R. Swink of Pleasant Valley, 15 miles southeast of Lebanon, has 30 acres of Marshall strawberries.

Alfalfa for Linn

Grimm alfalfa stood the heavy freeze last winter without harm where all other varieties were killed.

The Harrisburg Bulletin says: W. F. Detering is one of the most enthusiastic ranchers and dairymen in this vicinity just now. He has planted about two acres of Grimm alfalfa and the crop looks fine. Last year J. A. Malpass, his neighbor, grew an acre of this alfalfa with good results and this year has a good-sized field which gives great promise.

At least two cuttings will be made each year and there will be another growth for pasture, according to Mr. Detering, who avers that there isn't a doubt in his mind that this section is particularly adapted for this class of alfalfa.

There has always been a shortage of green feed in the summer time and fall for dairy cows, and it is Mr. Detering's opinion that the dairyman's troubles in this respect are about over. If so the production of this seed in the valley will make it one of the greatest dairy countries in the west.

Bee Activities Being Measured

Scientists Also Trying to Determine Effect Spraying Has on Mortality.

(Prepared by the United States Department of Agriculture.)

To determine "just how busy the busy honeybee might be," and when and why, was the object of an investigation recently made by scientists of the United States Department of Agriculture. The scientists wanted to know how many bees worked out from the hive, how long each trip was, what time of day and what time of the season the flights were made, and how much of a load each bee returned to the hive. These facts are to a large degree a reflection of the nectar conditions of the field, and the scientists believed that if a means of counting the bees as they passed to and from the hive could be devised it would open up a new field of apicultural research.

Pass Through Gate.
After many trials of various kinds of devices, a "gate" was evolved through which but one bee could pass at a time. In passing in or out of the gate, of which there were a large number to each hive, the weight of the bee caused an electrical contact to be made which operated a recording mechanism.

By knowing the amount of nectar gathered on any day and the total number of bees which return, the minimum weight of the average load carried by each bee can be estimated. The highest minimum average load obtained during the study was on May 22, when 44,507 bees averaged 25.3 milligrams each. The data made possible the conclusion that the amount of nectar available to the bees is indicated by the average load carried by the bees.

In the course of the study it was ascertained that of the 2,434,000 bees which left the hive 3.16 per cent did not return. This would mean that on an average a bee makes about 31.65 trips before death overtakes it. A bee may make a trip lasting anywhere from 8 minutes to 1 hour and 54 minutes, depending on the honey flow. The figures seem to show, however, that even in a heavy honey flow the bees spend more time in the hive than they do on the trip itself.

Keep Count of Workers.
Having devised a fairly accurate method of keeping count of the working bees, the department expects to discover, among other facts, just what effect the time of spraying near-by orchards with certain poisonous insecticides may have on the mortality of the apiary. It is believed that bees respond to certain sounds, odors, and other stimuli and that data gathered from counting the activities of the bees will throw light on these beliefs also.

From conclusions which the figures would seem to indicate, the fame of the "busy bee" must rest upon her appearance of busyness only and not upon the size of the pile of honey she leaves for her heirs. For, if we multiply the weight of the average load carried by a bee by the number of trips she makes in her lifetime, it will be seen that individually she is of small importance. Her lifetime accumulation of nectar amounts to but 900 milligrams, or eight-tenths of a gram. At this rate of production it would require the work of 507 bees for a lifetime to produce a pound of nectar.

To Raise Foxes

Seth Mills and Claude Huff plan to go to Alaska, with their families, to reside. They have leased from the government an island south of Sitka containing 14 square miles, where they will have no line fences to build, and propose to raise foxes, it is reported.

The fox farms in this county have been stocked with animals descended from foxes of the far north. These gentlemen will raise the animals under climatic conditions natural to them, and no doubt will get top-notch fur and be able to sell Oregonians some fine breeding stock.

Foxes are quiet when tame, but when a mother fox has young offspring she is suspicious of her attendants and sometimes shows fight. Mr. Huff would better be careful or one of them may get into a huff and change the spelling of his first name to "Clawed."

Cattle Tested at Rate of Six Million Annually

The tuberculin testing of cattle, to eradicate bovine tuberculosis from the United States, is now going forward at a rate exceeding six million cattle annually, according to a recent statement of the bureau of animal industry, United States Department of Agriculture.

Figures for the last six months of 1924 show that under the co-operative plan there were tested 283,835 herds containing 3,157,126 cattle. This rate of testing was a noticeable increase over that for the preceding six months. Estimates of bureau of animal industry veterinarians, based on the gradually increasing volume of testing, indicate that from six and a half to seven million cattle will be tested during the fiscal year ending June 30, 1925. This is in comparison with about five and a third million during the fiscal year 1924.

Shipment of cherries into California from all but six Oregon counties was barred indefinitely under the terms of an embargo declared by George H. Hecke, director of the California state department of agriculture. The embargo was declared following the discovery of the so-called cherry fruit fly on a shipment recently received at Sacramento. The Oregon counties exempt from the quarantine ruling are Hood River, Wasco, Umatilla, Curry, Josephine and Jackson.

THE MARKETS

Portland
Wheat—Hard white, \$1.63; hard winter, soft white, northern spring and western white, \$1.60; western red, \$1.56.
Hay—Alfalfa, \$19@20 ton; valley timothy, \$20@21; eastern Oregon timothy, \$23@24.
Butterfat—42c delivered Portland.
Eggs—Ranch, 26@30c.
Cheese—Prices f. o. b. Tillamook: Triplets, 26c; loaf, 27c per lb.
Cattle—Steers, good, \$9.25@9.50.
Hogs—Medium to choice, \$12.00@13.65.
Sheep—Lamb, medium to choice, \$7.50@11.50.

Seattle
Wheat—Soft white, \$1.60; western white, \$1.60; hard winter, \$1.60; western red, \$1.59; northern spring, \$1.60; Big Bend bluestem, \$1.60.
Hay—Alfalfa, \$24; D. C., \$23; timothy, \$26; D. C., \$28; mixed hay, \$24.
Butterfat—43c.
Eggs—Ranch, 29@34c.
Hogs—Prime, \$13.25@13.50.
Cattle—Choice steers, \$9.25@9.50.
Cheese—Oregon fancy to retailers, 27c per lb.; do standards, 25c; Washington fancy triplets, 25c.

Spokane.
Hogs—Prime mixed, \$12.75@13.00.
Cattle—Prime steers, \$9.00@9.50.

Linn and Linen Flax and Facts

Willamette Valley Can Beat the World in the Industry

The Enterprise two weeks ago contained a reference to the danger that the flax industry might get a setback if the disease known as wilt should get a foothold in this valley. The seed can be disinfected with formaldehyde but it is not safe to try the crop on infested ground for seven years.

Now comes the glad tidings of a wilt-resisting variety that "liberates an enzyme to attack the fungus."

W. W. Bartram of Toronto, a representative of the linen manufacturing firm which proposes to build a mill at Salem, talks thus through the Portland Journal:

Between Eugene and Portland are 200,000 acres which will produce better flax than is grown anywhere else in the world.

In 1923 between 80 and 90 acres of flax was grown in the Willamette valley, last year 400 acres and this year 4500 acres are growing. Next year 12,000 acres in the valley will be seeded to flax.

Flax is grown north of Toronto, but we are unable to compete with the quality of that grown here. Two carloads of flax shipped from your penitentiary sold for 33c a pound f. o. b. Salem, while ours sold at 31c. When the shipment arrived and the quality became apparent a query was sent asking for ten more carloads.

It would take the product of 40,000 acres in the Willamette valley to supply the American demand for raw material in fiber and spinning tow. The product of 200,000 acres would represent about \$20,000,000 of the present importations.

More area is devoted to flax growing in the Willamette valley than in any other one spot on the American continent.

The \$600,000 linen mill to be built at Salem is only one of 26 identical mills dotting the valley that could be supplied with linen fiber and spinning tow from the product of the Willamette valley.

Flax requires a sandy or gravelly loam. The water should be from streams fed by mountain snow, free of material such as lime. There should be an absolute guarantee of dry weather during the harvest season of July and August.

Poorer Wheat Price Prospect

Washington, D. C.—The favorable wheat situation last year may be reversed this season, the department of agriculture declared in its June report.

Instead of a bumper crop in time of world shortage, the report said, a poor yield appears in sight, with likelihood of better crops abroad. More than half the winter wheat acreage was abandoned in Washington, Montana, Oregon, New Mexico and Texas it added, and nearly a quarter of the acreage in the whole country.

The condition of the crop on May 1 was "very poor," the report added, and last month cold weather was not reassuring. The spring wheat crop is yet to be made and may fare better. Canada is reported to have planted an acreage fully as large as last year, with moisture and soil conditions excellent.

Hog Raiser Has Ups and Downs

Farmers Rarely Hit the Market Right With Their Supply of Porkers.

(Prepared by the United States Department of Agriculture.)

It is not news to the American farmer that the hog industry in this country, as far back as its history runs, has been of a cylindrical character. Every hog raiser knows that his business is plagued by violent ups and downs that mean loss to him, and extra expense to everyone that sells, buys, handles, stores or consumes pork products. So periodic are the movements of the hog cycle that economists can forecast them with something of the same confidence with which astronomers calculate the orbit of a comet or predict an eclipse.

What the farmer wants to know about the hog cycle is not so much how it works; he knows that to his cost. He wants to know what can be done about it. That is not such an idle question now as it might have seemed a few years ago. Studies made recently by the United States Department of Agriculture into the nature of hog cycles have brought out the positive declaration not only that the cycle can be eliminated, but that it can be eliminated by the American hog producer, without the co-operation of producers in any other part of the world.

Worth Studying.

On the face of it a proposition like that should be worth studying. With hog production swinging in a fairly regular alternation from over to underproduction, farmers practically never hit the market just right with their hogs. At one stage they have many hogs to sell and make but small profit or perhaps suffer a loss on them. At another stage they have but few hogs to sell, and this is always when hogs are bringing the highest prices. Any practical method of gauging hog production and marketing in such a way as to level out the peaks and depressions of the market would be as good as a gold mine to the American farmer.

The possibility of regulating the hog cycle, according to economists in the Department of Agriculture, lies in the fact that this country dominates the world's hog market. The United States has as many hogs as all Europe. American hog production contributes nearly two-thirds of the supply of hog products entering into international trade. If therefore dominates hog prices even though the market in which those prices are made is world-wide. Steadier production in this country, besides eliminating the wastes inseparable from uneven production, would tend to establish the hog industry on a stable basis in every country where it is functioning on a commercial scale.

Make Industry More Stable.

Economists in the Department of Agriculture believe that the hog industry could be made more stable if producers would drop their present method of gauging their production plans on the basis of current corn and hog prices, and instead base their breeding operations upon the official outlook statement issued periodically by the Department of Agriculture. That may look like an invitation to speculate. It is really a proposal that the speculative element, which is large in the hog business anyway, should be eliminated as far as possible.

The present alternation of overproduction and underproduction in the hog industry results from the farmer's practice of looking at the current market prices for corn and hogs when he has to decide how many sows to breed. This plan fails to allow for the time that must pass before the results of breeding decisions thus made will be felt in a larger or smaller movement of hogs to market. The number of hogs on the market at any given time is not adjusted to the price conditions then existing, because the amount of the supply was determined months previously on the conditions prevailing at that time. Here is where the hog cycle starts. Boosting production when prices are at their peak and cutting it down heavily when they are low means a hog supply nearly always too large or too small, since price conditions almost invariably change before changes in breeding policies have their effect in an increased or lessened supply of hogs.

If the farmer could know what prices will rule when the hogs from the sows they are breeding will be ready for market, they could better adjust the supply of hogs to the demand. They could diminish the ups and downs of production that are the bane of the hog industry. Economists in the Department of Agriculture have worked out a method of forecasting hog prices which has been thoroughly tested, and which makes it possible for the trend of the hog market to be foreseen far enough ahead and with enough general accuracy to give the farmer a better and safer basis for gauging production than they can ever get from watching the current markets.

When grass is included in a rotation, it should be accompanied by a legume, and, for its best production, should remain down longer than one year.

Spraying Potatoes Is Most Profitable

Bordeaux Mixture Properly Applied Is Best Plan.

Tests made each year on a series of from four to twenty plots of Irish potatoes during the past ten years show that it pays to spray this crop for most profitable yields.

During the years from 1916 to 1920, a series of six tests was conducted at various places in eastern Carolina on the early crop by Dr. R. W. Leiby, of the North Carolina experiment station staff. In this section the potatoes are hurried to maturity, being planted early and heavily fertilized. Here the most important factor is the potato beetle, though early blight occasionally attacks the vines and mildew before the potatoes are ready to harvest. In each of the tests, certain rows were sprayed, some were dusted and others were left untreated as a check.

In checking his results, Doctor Leiby found that where the vines were sprayed with the poisoned bordeaux mixture the yield was at the rate of 144 bushels per acre. Where the vines were not so treated, the yield was only 70 bushels per acre. This is a gain from spraying of 74 bushels per acre. In dry seasons Doctor Leiby also secured good results with dusting, using one part of lead arsenate to six parts of finishing lime.

Doctor Leiby says, "As a rule it is safest to use the poisoned bordeaux mixture at least in the last two applications, though the first application may be a dust. Our experience shows the grower should not spray sparingly, but must use enough material to cover all parts of the vine thoroughly. This will require from 100 to 125 gallons of liquid per acre. Any grower can secure the good results that we did if he will use a good bordeaux mixture and efficient spraying machinery."

BRIEF GENERAL NEWS

Cooperation of the governors of states in the war department's defense test, July 4, has been requested by acting Secretary Davis.

Major-General William Morrison, commander of the Canadian artillery in France and Belgium during the war, died at Ottawa, Ont.

French losses so far in the campaign in Morocco against Abd-el-Krim's invading tribesmen total 400 killed, 1100 wounded and 35 missing.

President Ernest Dewitt Burton of the University of Chicago died from complications following an operation for cancer of the intestines. He was 69 years old.

Foreign Minister Briand declared in the senate that France has already begun serious conversation with the United States for the settlement of the French war debt.

Foreign Minister Chamberlain, answering questions in the house of commons, declared the British government has no intention of resuming negotiations with soviet Russia.

In presence of thousands of persons three men sentenced to death for complicity in bombing of a cathedral in Sofia April 16, which caused 160 deaths, were executed in the Bulgarian capital.

STATE FACES SHORTAGE

Referendum Attacks May Cause Big Deficit in Oregon Tax Receipts.

Salem, Or.—As a result of the referendum attacks on the several revenue measures enacted at the last session of the legislature the state probably will face a financial deficit at the end of the present year aggregating in excess of \$500,000.

This deficit was based on the amount that will be raised from the 1925 tax levy. In estimating the deficit officials did not take into consideration any emergencies that may arise during the year.

The most important revenue measures under referendum attack are those providing for a tax on tobacco and the so-called titling act which transfers receipts from certain fee-supported state functions to the general fund.

Filing of the referendum attacks means that neither the tobacco tax law nor the titling act can be referred to the voters of the state for approval or rejection until the general election in November, 1926. In the meantime the state will lose a large amount of revenue.

California Oleo Tax Bill is Signed.

Sacramento, Cal.—The much-debated so-called oleomargarine bill, which provides for a tax of 2 cents a pound on cotton seed oil products, in addition to the present license fee, was signed by Governor Richardson.

Hall's Catarrh Medicine

is a Combined Treatment, both local and internal, and has been successful in the treatment of Catarrh for over forty years. Sold by all druggists.

F. J. CHENEY & CO., Toledo, Ohio