

Official Deer Season To Open Wed., Oct. 1

Oregon's final 1952 hunting regulations set by the game commission following a second public hearing establish an October 1 deer season opening, but changes over the tentative regulations announced two weeks ago are few.

Buck deer season was set back four days and will be Wednesday, October 1. As proposed in the tentative regulations, there will be a three-day either-sex deer season in agricultural areas and on problem deer ranges for hunters with unused deer tags.

The either-sex deer hunt will follow buck deer season which ends October 17. Agricultural lands in Hood River county was added to the open area. Several minor changes were made on the three-day either-sex deer areas in eastern Oregon.

A complete accounting of the final hunting regulations will appear in the August issue of the game commission bulletin, and copies of the 1952 hunting rules will be available after September 1.

With the exception of a bull elk boundary change in Union and Baker counties of Wolf Creek road and the new highway 30 from North Powder to La Grande, the general elk season remains the same with dates November 1 to 20 throughout Oregon. There were no changes in the six proposed archery areas.

Only changes in upland game bird rules were the closing of Hood River county to quail hunting; opening of Morrow county to Hungarian partridge hunting; making western Oregon grouse season dates coincide with those for eastern Oregon, August 30 through September 7; and upping the season limit for blue grouse from 6 to 9. The pheasant season remains October 24 through November 2 in western Oregon and October 24 through November 9 in eastern Oregon.

OSC Economists See Slump Signs But Not Big Recession

Even though many signs of recession are showing in 1952, it isn't likely that the slump will be either very severe or very widespread the rest of this year, agricultural economists of the Oregon State college extension service conclude.

Many Oregon farmers already are being hurt by the downward trend, economist M. D. Thomas points out in the latest issue of "Oregon Agricultural Situation and Outlook." Strawberry and cherry raisers, chicken growers and wool producers are feeling the pinch this year. Markets for other inflation leaders of 1951, like beef, are sagging too.

But the odds for the last half of 1952 seem to favor some recovery rather than further recession, Thomas believes. There is even a possibility that considerable inflation could come if a combination of events sparked another spending spree and brought the potential purchasing power into the market.

Farmers are advised to keep close watch of supply, demand and price conditions during the next few months so they may market their products to best advantage. In most instances, holding for the past season's high prices seems likely to bring disappointment.

As of July, however, there seems to be little reason to accept drastically lower prices on products in storable form, except where carry-over is large or production is much greater than last year.

Five things are largely responsible for the slow down, Thomas writes. They are: inventories have accumulated to worry processors, manufacturers, bankers and business men; buying splurges after the war have left consumers well stocked; consumers, conscious of high prices and big debts, are spending less and saving more; and incomes and employment are not rising as rapidly as a year ago.

There is no reason to get panicky over the situation, however, the economists feel, because "for nearly every weak spot in the economy, there still is a firm one."

Sawdust Mulches Need Nitrogen, Says OSC Expert

When using Douglas fir sawdust as a mulch, enough nitrogen should be added to the soil to hasten decomposition of the sawdust and to keep growing plants healthy, Dr. W. B. Bollen, Oregon State college soil bacteriologist, has suggested.

Experiments conducted by Dr. Bollen and other research specialists of the Oregon Forest products laboratory and the OSC agricultural experiment station have established the value of sawdust as a mulch.

Sawdust, like other mulches such as straw and peat moss, is not a fertilizer, Dr. Bollen emphasized. As a mulch, however, sawdust helps to hold soil moisture, to keep down weeds and to retard erosion. Upon complete decomposition, all mulches add to the humus supply.

Rate of decomposition of any mulch depends upon the nitrogen supply in the material itself and the soil on which it is placed. Nitrogen is added to get rapid decomposition and to prevent nitrogen starvation of plants.

Between 5 to 10 pounds of ammonium sulfate, a nitrogen-containing

fertilizer, should be applied to the soil for each ton of sawdust at the time of mulching, Dr. Bollen recommended. At the beginning of the second year of decay, about one-half this amount of nitrogen fertilizer needs to be added.

A sawdust mulch is easier to handle than other kinds, is usually easier to obtain and should last for about 10 years, Dr. Bollen said. A sawdust mulch from two to four inches deep is often recommended for orchards and berry fields.

Dr. Bollen found that Douglas fir sawdust, which contains a higher-than-average percentage of bark, decomposes slower than most types of sawdust. Tannin and wax in the bark are believed responsible for the low decomposition rate.

Another series of greenhouse tests in connection with the soil bacteriological studies on other types of sawdust has been launched by Dr. Bollen. This new project should be completed in about four months.

American Automobile Association Notes

"When going south, you should see red."

This isn't a lesson in losing your temper. It's the advice you might receive under an experiment being conducted in Washington, D.C.

The American Automobile Association has informed the Oregon State Motor Association that an experiment is underway to aid motorists in finding their way through cities by using different colors for different directions.

At Washington Circle in the nation's capital drivers are somewhat startled to find the federal highway markers in brilliant colors: blue, green, yellow and red. All roads with yellow lead west; those marked in blue are heading in a northerly

direction; green means you're heading east, while a red sign shows you're traveling south—that's the additional visual aid the motorist would receive under the plan.

The AAA, whose travel experts contend that finding the way through cities is one of the motorist's principal headaches, is watching the colored marker experiment with interest. The idea originated in the office of George Keneipp, director of traffic for D.C. If the system proves satisfactory for the nation's capital, Keneipp says he will try to get its use extended to the entire federal interstate highway system.

This is somewhat similar to a plan proposed several months ago under which the motorist would be guided through a city by the color of the center stripe. The plan has not been too popular, however, Oregon State Motor Association officials say.

"Don't make yours a label or sticker vacation!" This was the advice given today by Merle Pugh, safety director of the Oregon State Motor Association, affiliated with the AAA.

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"Decals and stickers," he said, "have their place on the windshields of cars when they are required by law. Otherwise, there should be nothing on the windshield to obscure the vision of the driver or his passengers."

Political slogans, symbols and designs are much in vogue this year, he added, "but don't make your automobile a billboard, even if these colored and printed appeals are pasted on the side windows. Give those who ride in your car a chance to see something other than the back of a label. Illustrated travel stickers, from every state in the union and province of Canada, are on sale in novelty and drug stores, and their gummed-back surfacing is a constant source of

temptation to plaster one on a car window.

"The rear window also," the AAA official said, "should be scrupulously kept free of these so-called decorations, whether they be political, geographical or collegiate."

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