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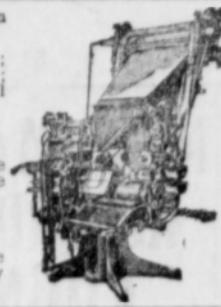
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BOVINE TUBERCULOSIS.

Organization of the Oregon Dairyman's League suggests another fight which the members could take up with great profit to themselves after they have settled the problem of milk production and its sale to their own satisfaction. They are taking an optimistic view of the results they hope to obtain by banding together, and it is believed they are at last on the right track looking to a solution of their difficulties.

But the other matter with which they will have to contend until there is some change in the existing laws, is that of the tuberculin test, which even the veterinarians concede is not adequate. There is such a difference of opinion regarding the danger to humanity from the use of milk from tuberculin cows that no one—not even the experts nor the doctors—is certain that a person may become affected with tuberculosis from using it. It is an unsettled question and may always remain so.

The present method of testing cows is admittedly inadequate and frequent cases are known where apparently healthy young cows have reacted to the test and have been slaughtered, only to be found free from tuberculosis. Several such cases are known in this immediate neighborhood.

The law demands that all dairy cows shall be tested once each year. It further provides that the owners shall be compensated by the county to the amount of \$25 for each condemned cow, and then permits its sale to the packing company for beef.

It is contended that the milk is harmful but that the meat may be eaten, and all of us, probably, have had served to us a prime piece of beef from such a condemned animal. Their calves are not condemned, though born after their mothers have been doomed. They are allowed to reproduce and are then tested in turn. It all seems to be a big joke.

If the dairymen can get together in some way to have a different law passed, or if a different but infallible test can be devised that will save the healthy cows, it will be worth while. As it is now, no dairymen knows when he is not going to be a big loser. He is at a greater disadvantage than he has been under the pressure of low prices for milk. When he is sure that he is making money he may have his herd decimated, or perhaps suffer a greater loss.

Unless, as it is often been charged, that the present testing law is in the interests of the packing companies or the big dairymen, it seems to have no excuse for existence. The dairymen's league owes it to every cow owner to take a deep interest in having different conditions brought about—with due regard to the health of those who have to use their products.

DARKENED CITIES.

In carrying out the scheme of conservation of almost everything as a war measure, the saving of coal was decreed, and to that end it is forbidden of many cities to allow their electric lights to be used on certain evenings of each week. The order affected every city in the United States and is being enforced in all of them where coal is used for the generation of lights. Portland is one of the cities that is fortunately exempt because it gets its electric light from water power and not from the use of fuel.

Everybody knows that "it takes all kinds of people to make a world," and therefore it takes all kinds of things to appeal to all these different sorts of people. So it is not surprising that there are people in the "darkened cities" who have had the war brought home to them with new force by the darkening of their cities on the evenings ordained.

Reports from one of them say that the street crowds moved about silently. Conversation was subdued. Only necessary street lights being in operation, and the shop windows being dark, the business center of the city had an uncanny appearance.

And there was no escape from the message of the dark. Turn where one might, always the dimness and the stillness spoke of the fact of war.

Well, the war has got to be brought home to all our people in some way, and if the dark streets will do it, conservation will achieve a good purpose beside that of saving coal. It seems strange that anybody should require this reminder of the nation's big business. All the evidences of war and war industry are everywhere to be seen. And yet we are told that darkened streets impressed many persons as nothing else could have impressed them.

After all, nothing else has just the effect of the thing that challenges a habit. Nearly every city is accustomed to brilliant illumination. The old generation has forgotten the days of dimness. The young were born into a blaze of light. Along comes a war regulation that shuts off the light, and men and women to whom a war drive is an exhilaration, and the multiplication of war material output is simply prosperous industry, suddenly find themselves in an unfamiliar world, and are gripped by the sense of war.

And nearly all the big cities will for awhile be darker than their wont. And their people will get this same lesson. And meanwhile in the towns, and the hamlets, and the lonely hillside homes, the pressure of the war will be felt in other matters of habit. And those who are not stirred by argument, those who do not react to the call of the disappearing men, almost all of us who fail to respond to the thousand and one appeals of the war, and remain for a time, or try to remain, indifferent or oblivious to the fact of the nation's struggle and agony, will have to learn at last that everything implied in the word "war," except the devastation of our towns and homes, has come to us.

VALUE OF GOOD ROADS.

If the first section of the army's experimental truck transport service now on its way from a big factory city to the Atlantic seaboard proves to be successful, 30,000 army trucks will be run to the coast under their own power. This matter is mentioned elsewhere in this paper, and the factory city is Detroit.

These trucks have an average capacity of three tons. Only two of them could be loaded in a freight car. The scheme will permit the shipment of 90,000 tons of government material in these same trucks at the same time. In addition, the army drivers will receive invaluable instruction in the operation of the cars under conditions nearly approaching those they will encounter abroad. Routes were selected and the whole scheme thoroughly planned in advance.

This experiment will convey an idea of the value of good roads, and it should be only a first step in the enlargement of transportation facilities by the use of trucks. No vehicles capable of moving under their own power should be shipped in freight cars, all of which are badly needed for the transportation of heavy raw products. If the government on one order is able to save the use of 15,000 cars that the railroad shipments of these trucks would require, as well as shipping 90,000 tons of freight at the same time, it ought to be possible to extend the service indefinitely by private concerns or individuals.

A few years ago, everywhere, and in many places even now, poor roads would have made impossible the use of motor trucks in a large way as an auxiliary of the railroads, even had the motor vehicles been sufficiently developed. Now we have in many places both the roads and the trucks that will "stand up." It would be foolish not to take advantage of the facilities possessed, and it would be equally foolish to cease building good roads anywhere. Our road program, here in Oregon, should be continued and carried out despite the mandates and resolutions of Pomona grange or any other body.

Then, too, there are many thousands of pleasure automobiles that will stand idle in garages every winter, while the railroads are groaning under a traffic burden they may prove inadequate to meet. If the railroad failure is so complete that consumers at a distance find it impossible to get certain necessities then some drastic plan for relieving the roads is likely to be worked out. Now is the time to consider better roads as an asset, also to consider motor possibilities and prepare to meet a situation that can hardly be escaped.

Lives to the nation are more than money, but that is no reason why good money should be utterly wasted and frittered away. And then there are the hours that are squandered without a dollar being saved. Efficiency, economy, diligence, prudence, courage—Lord, give the American people these, even if all the poolrooms have to close.

Are you sure you are writing it 1918.



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