

FRUIT WHIRLED VIOLENTLY FOR GRADING TESTS

Hue, Shown When Rotated, Used to Determine Standards By Government — Color Produce Important.

By Frank I. Weller
(Associated Press Farm Editor)
WASHINGTON, May 3.—(AP)—A machine that whirls hay, apples, cotton and other farm products at such a high rate of speed that the object appears only as a band of color has been developed by the department of agriculture as an aid in establishing standard grades.

The hue assumed by the revolving product is compared with accepted colors for the various grades by which the commodity is marketed, the specific lot in question being classified according to the color approximated by the test.

"The element of color," says Miss Dorothy Nickerson, color technologist, "is an integral grading factor in numerous standards established for agricultural products. Cotton, for instance, is sold according to grade and staple."

"The grade factor consists of three variables—color, leaf and trash, and preparation or ginning. Hue is graded on color, foreign material and condition."

"Color is an important element in grading fruits and vegetables; it is a part of the specifications for cotton-linters standards; it plays a part in grading rice, honey, meats, grains, breads, mayonnaise, and innumerable other agricultural commodities or the manufactured products thereof, often with direct correlation in protein content, diastatic activity, or money value."

Since color is an important grading factor, Miss Nickerson adds, it is necessary that a measure be made of color itself.

Standards thus may be kept constant from year to year, the real importance of color as a factor of utility may be determined, and the intervals at which color gradations are fixed in the standards may be specified according to such determinations.

CAR LIFTED FROM GROUND BY RUBBER ENGINE MOUNTING

The seemingly difficult feat of uniting two such unlike substances as rubber and steel was recently given a dramatic and convincing test. A steel-and-rubber engine mounting, consisting of a block of rubber bonded top and bottom to two thin plates of steel, was used to lift a De Soto six completely off the ground.

During the test there was not the slightest sign of separation of the rubber from the steel. In fact, the engineers asserted that the rubber mounting was strong enough to lift two cars, instead of one, without giving way.

The test was made by R. K. Lee of the Chrysler Motors laboratories, which are under the direction of Fred M. Zeder, vice president in charge of engineering of the Chrysler corporation. Carl Freer, and O. M. Skelton, whose work in guiding the engineering destinies of this great organization has made them famous. The rubber mounting tested was an exact duplicate of those used to cushion the engines in De Soto cars, the famous six and the new straight eight. Complete insulation of the engine from the chassis is obtained, and the purr of the motor is more effectively deadened than by any other means.

The mounting has been most ingeniously worked out. There is absolutely no metal-to-metal contact between the chassis and the rear of the engine. The steel plate on one side of the rubber block is bolted to the chassis and the other plate to the motor. There is nothing but live rubber, free from compression, between.

The De Soto straight eight was lifted two feet from the ground in the test, and remained suspended for five minutes. The rubber in the mounting stretched about one-eighth of an inch.

The secret of bonding rubber to steel lies in coating the metal with an alloy that has an affinity for rubber. Then the block of live rubber, placed between the plates, is put under very high pressure and subjected to a temperature sufficient to vulcanize it. The vulcanizing frees the inherent elasticity and toughness of the rubber and, with the high pressure, forms the inseparable bond between the rubber and steel.

The De Soto engine is literally cushioned in rubber, and in such a manner that the rubber is not under compression. Older types of rubber mountings, which were used in the more expensive cars, lost much of their flexibility and capacity to absorb vibration because the rubber was compressed. A strand of this rubber one-fourth inch in diameter would support a man weighing one hundred and fifty pounds.

C. E. DeBrunner of Hutchinson, Kas., possesses a patent to 40 acres of Indiana land issued by the government in 1837 and signed by Martin V. Euren.

NYE HEADS SENATE CAMPAIGN FUNDS COMMITTEE



Senator Gerald P. Nye (center) of North Dakota, a republican, is the newly appointed head of the senate campaign funds investigating committee. The committee is composed of Roscoe C. Patterson (above, right), Missouri, Phillips Lee Goldsborough (below, right), Maryland, republicans; Robert F. Wagner (above, left), New York, and Clarence C. Dill (below, left), Washington, democrats.

Old John of the Rogue River

(Continued from last Sunday)

On another occasion the editor, just as we were about to establish a camp for the night, drove his spurs into his mule to make him jump a small stream about five feet wide. The mule, feeling his feelings hurt by the touching spur, lifted up his voice and wpt; limbered to the rear, and his outcries passed beyond the stream—but not the mule.

We returned from Fort Dalles on the 23d of September, and Lieutenant Williamson having dispersed with the services of the artillery and infantry detachments (as an escort) in the further prosecution of his survey, I began on the 24th the return march by way of Fort Lane. Crossing the summit of the range in the vicinity of our camp, and passing in our route a series of beautiful lakes, with fine grass on their borders and shut in by magnificent forests of pine, we pursued (the course of) a small stream, which proved to be the main branch of the Deschutes river; and diverging from it after a few hours' travel, reached the southern tributary of the same river, about ten miles above our first permanent camp. Here we came into the emigrant road leading into the Willamette valley, and following up the southern branch of the river to its source, we crossed the summit of the Cascade range, and on the first of October struck the headwaters of the main fork of the Willamette river. Our road led for sixty miles through a dense pine forest, with here and there open spaces in which we found fine grazing for our animals, and crossed the river some thirty miles from where it entered the valley. Between our depot camp and the emigrant road, we found the ground thickly strewn with fallen timber, and in many places very boggy. The road, opened by the emigration of 1853, enters the Willamette valley and strikes the principal California trail near Eugene city. Proceeding up the valley we crossed the Calapooya mountains, and halted at Winchester on the South Umpqua river to recruit our animals. Here the editor met his old friend and quondam comrade of Pueblo, Mex., Captain Lafayette Mosher—a member of the Board of Visitors to West Point, in 1884. Hearing there of the outrages committed by the Indians in the Rogue River valley, I proceeded at once, notwithstanding the exhausted condition of my animals, and although many of my men were quite foot-sore, by rapid marches to Fort Lane; and reported on the 17th of October to the commanding officer of the post. The subsequent movements of the command are already known to the commanding general, and it is therefore, unnecessary to state them here. No report of these operations, excepting a field return of the troops, was ever made by Captain A. J. Smith.

I am informed that it is in contemplation to establish a new (military) post in the vicinity of Pit river; and after carefully observing the country, I beg leave to suggest two locations, which, I think, would answer the purpose of overawing the Indians living upon that river; whose reputation for bad character and unfriendly disposition has not been exaggerated, judging from the bold and impudent behavior of the few who visited our camp. The first location that I would recommend is to be found in the vicinity of the mouth of Canoe creek. There is an abundance of timber for building purposes—fine meads of grass, and sufficient arable lands for gardens. There is an elevated plateau, back from the river, extensive enough to afford a good and healthful site for the post—above the malaria, if any there be, arising from (the river). Above the junction a few miles the creek has a descent of two hundred and fifty feet in half a mile, forming a succession of beautiful cascades; and between them and the river a good location for a post can undoubtedly be found. The distance to Fort Reading is about eighty miles, and from the point where the emigrant road, leading under Lassen's Butte,

crosses Canoe creek, a good wagon road can easily be constructed.

The second point I would suggest, is on the Oregon trail about ten miles due north of the southern bend of Pit river. There is a fine stream of water running through a pretty little valley, surrounded by a forest of excellent pine timber, and affording fine grazing for animals. A post located here, would be sufficiently near Pit river to keep the Indians there in check, and has also the advantage of being within reaching distance of the Indian rancherias on and near Rhet lake. It is about one hundred and seventy-five miles from Fort Reading by our traveled route; but there is, no doubt, a much shorter one. This, I am confident, would prove to be the most healthful location for a post in the neighborhood of Pit river.

Before closing this report, I deem it my duty to mention the fact that the escort was, at the outset, provided with an insufficient number of pack animals to transport the necessary supplies and outfit of the command; and that, in consequence, it became necessary on leaving Fort Reading to pack the animals as heavily as three hundred pounds each; and even then, although a portion of the command was still behind, animals had to be sent back to Fort Reading from Macomber's Flats, to bring up stores left behind for want of transportation.

It was not until the command had reached the Deschutes river that our packs became reduced to an average of two hundred pounds each—fifty pounds more than they should have been at the start. Considering the nature of the country to be traveled over, and the important objects of the expedition, as a consequence, much delay was occasioned by necessary stoppages to recuperate our animals, while many have been seriously injured, and quite a number have been, or eventually will be, lost to the government. Our

progress was also greatly retarded by the foot troops, many of whom were at times, suffering from chills and fever and diarrhoea; and very frequently my rear guard was compelled to encamp at night with the sick, without water and a scarcity of provisions. Pack animals, already overtaxed, had often to be sent back to bring the sick into camp, rarely reaching it until long after nightfall. Owing to the overweight of the packs, I was unable to provide even the sick with animals to ride, when a long march became necessary.

I have the honor to be, major, Very respectfully,
Your obedient servt.,
H. G. GIBSON
First Lt. 3d Art. (later Brig. Gen.)
Commanding Escort to Lieutenant Williamson's Surveying Expedition.

Of the members of this expedition, Lieutenant Sheridan became, as stated, general of the army; Hood, a distinguished general of "The Lost Cause," and Crook, brigadier-general in the army; Williamson and Abbott became Lieutenant-colonels of engineers, the former deceased and the latter a major-general by brevet; Pillsbury became a captain and assistant adjutant-general of Volunteers, and is now deceased; C. D. Anderson entered the service of the confederacy, and was last seen by the editor in 1865; Young, the draftsman, since unheard of; Jacob Brown Vinton has not been heard of since 1860; and Jacob R. Daniel, the handsome, gallant, and true-hearted, succumbed in 1861, to that terrible disease, whose wasting, consuming hand never withdraws its fatal touch. (The End)

The first patent for cement making issued in the United States was acquired by the state of New York by purchase from Canvass White, whose experiments starting in 1818 gave rise to the industry in America.

Draught causing ponds and streams to dry up is endangering fish in Oklahoma, according to the state game and fish department.

Dr. A. J. Gibson, a prominent Milwaukee, Wis., has been brought to light by scientific research that goitre is not a disease and is not to be treated as such. Dr. A. J. Gibson, Dept. E-55, Box 737, Milwaukee, Wis., a prominent goitre specialist for over 24 years, has perfected a different method of treatment for his patients that has proved remarkably successful. This same method is now being used for a home treatment of goitre cases all over the country with astonishing results. The doctor states that goitre is a condition which grows worse with neglect and recommends immediate attention no matter how small the growth may appear. He strongly opposes needless operations. Dr. Gibson is the author of a book that tells in a simple way about treating goitre at home. He has published this book at his own expense and will send a copy free to anyone interested. Write him today.—Adv.

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LOCAL STORES TAKE ACTIVE PART IN BIG CONGOLEUM SALE

Simultaneously with thousands of other stores throughout the United States, the Medford Furniture & Hardware company and Weeks and Orr, will offer the new 1929 patterns in Gold Seal Congo-leum rugs and congo-leum by-the-yard at special prices, during the week of May 5th.

These stores expect to do an extraordinary Congo-leum business during the one week of sale, and are receiving large shipments of new rugs direct from the Congo-leum-Nairn mills and plan to have a complete assortment of the new 1929 designs in their various sizes, stocked especially for the sale.

Local merchants say that in the short period since these new Congo-leum patterns were introduced sales have been greater than ever before over a similar period of time because of the exceptional beauty and smart style featured in the new year's patterns. For this reason they expect that a week of reduced prices on these increasingly popular floor-coverings will bring many housewives in Medford and southern Oregon into their stores to buy.

The sale begins when the stores open for business Monday morning, May 5th and continues until their closing time on Saturday night, May 10th. It is being advertised in all the leading national magazines and newspapers throughout the country, including the Mail Tribune.

GOITRE NOT A DISEASE

Milwaukee Doctor Makes Remarkable Discovery

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Eight-cylinder motoring at its LOWEST COST...

Eight-cylinder motoring with all its thrills is no longer expensive. De Soto has seen to that. The new De Soto (world's lowest-priced Eight) is today climbing into nation-wide popularity—because it is far and away the biggest achievement in value in eight-cylinder history. This beautiful new motor car is one of quality all the way through. There is no hint of price in its smartness, or in its richness of appointment—and it rises far above price in the delightful appeal of its performance. Take the wheel of a De Soto Straight Eight and feel the fascination of an eight-cylinder car that is easy to buy and economical to operate.



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WORLD'S L.C. - 1ST - PRICED EIGHT

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Unitized Construction of Chassis and Body
Down-Draft Carburetion
Impulse Neutralizer
Full-Pressure Feed Lubrication
Mechanical Fuel Pump
Fuel Filter—Air Cleaner
Thermostatic Heat Control
Hydraulic Brakes
Hydraulic Shock Absorbers
Rubber-Cushioned Spring Shackles
Double Cowl Ventilators
Non-Glare Windshield
Rust-Proof Parts

*In the Unitized type of construction, the body and chassis are designed as a unit, eliminating body sills and all other wooden parts. The body is bolted directly to the chassis, so that the two become mutually supporting and mutually flexible.

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MEAD-FURCH MOTOR CO.

Corner 8th & So. Bartlett Phone 990

Seven Body Styles NOW ONE OF THE LOWEST-PRICED CARS IN THE WORLD
\$590 to \$675
Prices f.o.b. factory
PLYMOUTH
SOLD BY DE SOTO DEALERS EVERYWHERE
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- 1 All tires and tubes removed and carefully inspected
- 2 All rims cleaned and painted
- 3 Wheels checked for proper alignment
- 4 Tires remounted, switched as advisable, and correctly inflated.

No charges except for materials furnished, and repairs or adjustments that may be authorized by you.

NO OBLIGATION!

DRIVE IN

—and if you need any new tires or tubes

Low Spring Prices!

Values possible because Goodyear sells MILLIONS MORE tires than any other company, enjoys lowest costs and can give you more for your money!

GOODYEAR Pathfinder

Full Oversize Balloons
Full Size Balloons

4.40x21	\$5.85
4.50x21	\$6.65
5.00x20	\$8.60

Big Oversize Cords
30x3 1/2 O. S. \$5.15
32x4 \$9.65
33x4 1/2 \$14.00

Heavy Duty Truck Tires
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A Summer of Troublefree Driving!

Avoid needless delays and expense for punctures, repairs and new casings by having your tire equipment overhauled this week, per Free Offer above!

You have the other parts of your car looked after regularly—now give your tires a chance to do their best. This offer—for one week only—is for all—to bring in old customers as well as make new friends for our courteous, prompt, careful service. Don't "put it off"—remember, there's no obligation. The 4-Point Service is free!

Drive in please—Drive out pleased!

Medford Service Station

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You Get Greater Mileage From New Improved A. C. Spark Plugs

Burning away of electrodes, fouling, "blow-by" and pre-ignition problems can now be overcome, assuring greater spark plug mileage and lower operating costs. These things are possible through development of the new A. C. Spark Plug.

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