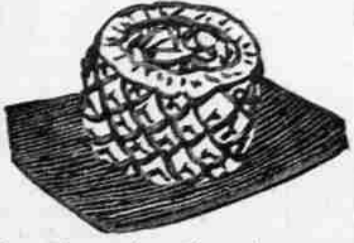


Is That So?

By EUGENE BURNS
Ranger-Naturalist

Princess Kaiulani Hotel, Waikiki Beach, Hawaii—How the subject got around to pineapples, I'll never know. But there we were. To my left, was my host, Joe Filoni, manager of the hotel, serving up his own concoction, sliced fresh pineapple sweetened with brown sugar and splashed with Kirschwasser; to my right, enthusiastically demanding a third helping, Dick Macfarlane,



the pineapple-eatingest man—and you might have guessed it, Hawaiian Pine's praise agent. As I say, the subject got around to pineapples. Dick was saying: "Less than 55 years ago, Jim Dole sold his first canned pineapple in the U. S. and now today Hawaii is selling more than 70 per cent of the world's pineapples. Right now, if you were to go out and make a count, you'd find more than 1,100,000,000 plants growing in Hawaii's rich soil..." "Shhh. Not so loud, Dick," I cautioned. "It smacks of monopoly..." Secretly, then and there I resolved to do something about it. To draw out the information I wanted, I eagerly asked: "Dick, tell me, where could a man get some seeds..." He shook his head. "Sorry, we don't sell seeds—even if we wanted to. You see, a pineapple that goes to seed is no good—too seedy and stringy. In fact, we discourage pollination. That is why hummingbirds have been banned..." "What's a little hummer got to do with the sex life of pineapples?" I demanded. "Not native to Hawaii. Plenty. Hummingbirds and other nectar-sucking birds are about the only creatures able to pollinate the pineapple. Fortunately, they are not native

to Hawaii and their importation is forbidden. It could ruin the whole pineapple industry—a \$100,000,000 worth a year run down the drain, our second largest industry shot—sugar's first..."

"With some difficulty I got him back on the main track. 'But how would I go about growing a pineapple without seeds?' 'The simplest way would be to go to your green grocer and get yourself a ripe pine. Then twist out the crown from the pineapple you bought. Strip off the lower leaves. These expose the tiny root structure which exists in every crown. Place the base of the crown in a jar of water, and in a couple of weeks, the roots should appear.' I tried not to show my eagerness."

"Then, pot the crown. Take a pretty good-sized pot. Look for the plant to grow to be about 18-20 inches tall, making a handsome crown of long slender pointed leaves. 'I'd say, use soil on the acid side, that's better than alkaline. It should be porous and well-drained, otherwise the roots are prone to rot. Use ordinary garden fertilizer. Don't water by soaking the plant—that will drown the roots. Better do as we do in the fields—no irrigation ditches, you know, we use overhead sprinklers. 'It'll do best at a temperature right around between 75 and 85. 'Bud' Will Appear. 'After about 20 months, the first 'bud' will appear, and each of its 'eyes' will have a tiny red blossom, one at a time until the whole fruit has blossomed.' I asked: 'How many fruits to the plant?' 'Each plant bears only one fruit at a time, about one year after the first fruit has been picked, a second one will be ripe, and so on at yearly intervals. However, the fruit generally gets progressively smaller each year. After the fourth or fifth crop, you'll want to start with a new crown...' Apparently, he got Joe Filoni's kick under the table, or

Army Men Undertake Task Of Pickling Locomotives

Ogden, Utah—(U.P.)—Fourteen men, armed with spray guns and needles, are about halfway through their unique project of pickling 100 railway locomotives at the Army's Utah General Depot here. The pickling—cocooning, the Army calls it—is designed to preserve the valuable engines in standby condition so they could quickly be used by the military services again in time of future emergency. The locomotives range in size from short, 45-ton, 300-horsepower switching units to giant, 131-ton, 1,000-plus horsepower "road engines."

Many saw service on the torturous Korean National Railway. Others are veterans of operations in Europe. Many have been retired, for lack of demand of their horsepower, at military installations in this country. All Reconditioned. Before going into their cocoons of cloth, plastic, tin, tar and aluminum, the engines are thoroughly reconditioned at the big maintenance shops of Ogden, operated by the Transportation Supply Section of the Utah General Depot.

When they leave these shops, they are newly painted and ready—as needed—to go on duty in any military railroad service. But the 100—more units, including possibly surplus railroad cranes, may be added to the project later—involved in the pickling project are simply rolled to surplus trackage at the sprawling depot northwest of Ogden. There they are turned over to the crew supervised by foreman Ken Allen, assistant foreman Walter Neilsen and Lt. Col. James Hanks, transportation supply officer. They are spotted on a section of track that will be assigned to the individual unit until it has to roll again. A portable cocooning shed—resembling one of Rube Goldberg's "better" design projects—rumbles into place alongside the engine. How It's Done. The shed cover, carried by flatcars turtleshell-style, drops over the engine and Allen, Neilsen and their men go to work. They start by fashioning a galvanized steel "pan" that goes under the engine, with a "lip" all around the edge. Once the engine has rolled onto the pan, long sheets of burlap-like Oseburg cloth are screwed and sewed on until they cover the entire unit. Contact points of the locomotive metalwork are padded to lessen tearing. Three coatings of plastic—colored blue, yellow and red so "we can tell where we are"—are sprayed over the works. Then tar is applied to complete the moisture proofing. Finally,

my greedy look. "But look, why should I, a Hawaiian pineapple man, tell you how to grow pineapples?" Then came the dawn, like thunder. "Hey, what am I saying? Telling a columnist how to grow pineapples in every American home..." "At any rate, after I tell my story you can't be sued for monopoly..." "Know of any jobs, maybe something like writing a column. Why not one on how to grow sugar cane in your garden..." (Copyright, 1956, by Eugene Burns) (Released by McClure Newspaper Syndicate)

Court Records

DISTRICT COURT
Eboe Rae Latin, failure to yield right of way, \$10.
Charles Edward Holcomb, violation of basic rule, \$10.
Richard Lee Schleigh, inadequate muffler, \$15.
Kenneth Deroy Anderson, no PUC permit, \$15.
Edward Meyers Anderson, failure to stop at stop sign, \$10.
Thomas Gordon Hall, violation of basic rule, \$7.50.
Raymond Pierce Staggers, no motor vehicle license, \$5.

CIRCUIT COURT
Lonna Jean Gish vs. Jesse Lee Gish, divorce complaint.
MARRIAGE LICENSE APPLICATIONS
Gaston Ray Ford, 330 North Front st., Medford, and Rita Ruth Schleigh Ford, 330 North Front st., Medford.
CITY COURT
Bob T. Tisdell, excessive noise, tires, \$10.
James C. Kennedy, violation of basic rule, \$10.
Glenn L. Funk, violation of basic rule, \$10.
Kenneth D. Van Ausdall, violation of basic rule, \$10.
James F. Peart, excessive noise, tires, \$10.
Charles Samuel Coon, violation of basic rule, \$10.
Jeyell W. Bennett, failure to stop at stop light, \$5.

Eye Transplant May Fail for Italian Boy

Milan, Italy—(U.P.)—Eye specialists expressed fears Wednesday that 12-year old Silvio Colagrande may lapse back into total blindness. They said the cornea transplanted into his eye from a dead priest, Don Carlo Gnocchi, on Feb. 29, apparently is clouding over. There are no similar complications for the other cornea heir, 18-year-old Amabile Battistello.

aluminum paint is sprayed on to "keep it cooler." A zipper is glued into one corner of the covering to facilitate quarterly inspections. A circulating system is fastened to a pump-like device to withdraw any humidity. Then the shed rolls away and the locomotive is left, shining in the sun, in its storage spot. The engines cost an average of \$90,000 new. Cocooning, Allen said, costs only an average of \$2,200. So the saving on the 100 units is obvious—not only in taxpayers' money but in having the vital engines quickly available when needed.

Directory of Agency Services Near Ready

Edited copies of the directory of agency services in Jackson county are being sent to each agency included for final approval, Elliot Becken, chairman

CS Exams Announced; CAA Program Slated

The U.S. civil service commission has announced that examinations are now open for positions as agricultural research scientist, bacteriologist, engineer, and for miscellaneous office machine operator. The civil aeronautics administration has announced a program to recruit and train 300 air traffic controllers. Additional information may be obtained from Chester W. Silliman at Medford post office. Trainees for the CAA program are hired at 5651 West Manchester ave., Los Angeles 45, Calif.

of the directory project, reported to the Inter-Agency committee Tuesday. After final approval, the directory will be printed and released.

In its report to the group, the child service committee recommended an extension of time for the welfare department to investigate parental background in adoption cases. One month is now allowed for this study. It was also recommended that an interlocutory decree be issued in adoption cases instead of the final decree.

The group reported that the juvenile delinquency rate in Jackson county is about the same as in other non-metropolitan counties. The report also indicated that staff shortage prohibited sufficient juvenile problem case work. More kindergarten service under private as well as public auspices was recommended.

GOING UP
Newburyport, Mass.—(U.P.)—Last year the Masonic Temple here, under an assessment at \$17,000, paid a municipal tax of \$1,142. As result of a revaluation survey, the Temple is now assessed at \$169,580, with a scheduled tax of \$7,963.

On an offshore oil drilling rig seeking petroleum 15,000 feet beneath the ocean bottom, lubrication of equipment costs \$2,000 every 24 hours.

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