

New Chemical Effective Against Weeds in Oregon Alfalfa Fields

Corvallis — Oregon alfalfa production, hard-pressed to keep pace with increasing livestock demands, received a boost this week when an announcement from Oregon State college pointed to higher yields and longer-chemical weed control.

W. R. Furtick, OSC farm crops pounds of a new chemical, Kar-

mex DW, applied with 30 gallons of water per acre gave excellent control of the most serious weed pests in eastern Oregon alfalfa stands.

Scattered Tests
Scattered tests in eastern Oregon, key source of hay for the entire state, showed that the best time to apply the material is between Oct. 15 and Dec. 15. It should not be applied until

stands are at least one year old, he said.

Announcement of the weed control program was held until this week, pending clearance by the federal food and drug administration, which reported no "carryover" in either milk or meat of animals fed hay from treated plots. Furtick said the three-pound rate is for 80 per cent Karmex DW as sold commercially.

Yields of "pure alfalfa" from weed infested test fields were doubled at the first cutting, although total tonnage dropped slightly as a result of cleaning up weeds. Adjoining test plots not treated yielded about 50 per cent weeds.

The treatment knocked out about 90 per cent of the cheatgrass and Canada bluegrass, and 100 per cent of the annual foxtail barley that get the jump on alfalfa in the spring, shortening the life of the stand.

First alfalfa cuttings infested with foxtail barley are often rejected as live-stock feed, since the bearded grass causes throat infection and is not readily digestible. This is not the "perennial foxtail" found in Lake, Harney and Malheur counties.

County Tests
Jackson county extension agents reported experiments

with Karmex DW started here about a year ago by the Southern Oregon Experiment station in cooperation with the extension service.

Earle Jossey, county agricultural agent, said the chemical is locally effective on annual grasses, chic weed and dodder.

It is estimated treated fields

in southern Oregon would remain fairly free of weeds for two or possibly three years.

Experiments in eastern Oregon, according to Furtick, have determined that fields there would remain free of weeds for three years after treatment. The cost of the treatment was about \$12 an acre.

Pendleton Freeway Route To Be Discussed

Pendleton — (U.P.) — Three representatives of the State Highway Commission met with city officials here yesterday to discuss proposed routes for a four-lane free-way through Pendleton.

The freeway through the Roundup city would be part of a trans-continental freeway system to be developed under the federal aid to highways bill.

The highway officials offered three route proposals, all bypassing the city center. Two of the proposed routes received the approval of Pendleton officials but some dissatisfaction was expressed that they would bypass scenic areas that are important to tourist trade in the area.

J. A. Head, assistant traffic engineer for the state, emphasized that no construction would begin for at least two years and until the present highway program is completed.

O&C Counties Show Population Gain

Portland — (U.P.) — A preliminary report prepared by the Bureau of Municipal Research at the University of Oregon showed today that population in Oregon's 18 O&C counties increased 43.7 per cent between 1940 and 1950 and continued at a rapid rate since 1950.

The report said that from 1940 to 1955, population increased 179 per cent in Douglas county, 148 per cent in Curry county, 112 per cent in Lane county, 97 per cent in Linn county and more than 80 per cent in Benton, Josephine, Jackson and Washington counties.

A major factor in the growth was given as expansion of lumbering, including increased use of timber purchased from the Bureau of Land Management and the Forest Service.

O&C representatives met here today and decided to schedule a meeting before the end of the month with Oregon's congressional delegation to brief members on O&C problems.

Roseburg War Vet Charged With Murder

Roseburg — (U.P.) — A 67-year-old disabled World War I veteran was charged with second degree murder here yesterday in connection with the death of a 72-year-old card room operator in an alleged altercation over a 10-cent bet at the card tables.

Douglas County District Attorney Robert Stults signed the complaint charging Forrest L. Winn, a World War I pilot from Roseburg, with the death.

Earlier yesterday an autopsy was performed on the body of E. D. (Doc) Wood, operator of the Monarch cardroom here. Wood died yesterday in a hospital after the alleged altercation took place in his cardroom Saturday night.

Police Chief Carl Rumpf said that investigation revealed that the argument started over a dime bet at the tables.

The autopsy disclosed that Wood suffered crushed ribs, a fractured pelvis and nose and a collapsed lung.

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Legislature Will Be Asked for Bond Issue

Salem — (U.P.) — The State Highway Commission said today it would ask the 1957 Legislature for authority to issue \$8 million in bonds to match federal funds under the new federal interstate highway program.

Highway Engineer W. C. Williams said that if legislative approval is granted "we'll have

\$47 million available for construction for each of the next two years. If we don't get the bonds, we'll have only \$33 million for construction for each of the two years."

Under the overall federal aid program some \$642 million will be expended in Oregon during the next 13 years.



TWO GIRLS, A CHEVY AND A RECORD!

*A meaningful achievement
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Most automobile performance records you read about these days are set on a track or closed course. The results are usually pretty difficult to relate to the kind of day-in, day-out driving most of us do. Running at safe and legal speeds, a '57 Chevrolet recently chalked up a new coast-to-coast record on the road. And the way it set this record is even more important than the record itself!

The only true test of a car is the way it performs on the road. That, after all, is where you do your driving.



A new '57 Chevrolet recently proved it has the qualities most people look for in a car—and proved it on the roads you travel, under the same conditions you drive in every day. It broke the record for the coast-to-coast run from New York to Los Angeles (certified by NASCAR). It was a strictly stock, V8-powered Chevy. It was driven by two young ladies.

This last fact, we think, is even more important than the impressive new record set by Chevrolet. Oh sure, it's nice to know that a Chevrolet can cross the country in one uninterrupted span—and do it in less than 57 hours. It's a tribute to Chevrolet's great-hearted V8 engine and solid road-worthiness that it could travel day and night for 2,913 miles at safe and legal speeds—and better the existing record for the trip by more than three hours. But it's only when you consider that all the driving was done by 98-pound Betty Skelton and her friend Caroline Russ that the true significance of this record run becomes apparent.

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