

# MEASURES TO BE ON NEXT BALLOT

- (Continued from last week)
- A bill for an Act authorizing any county in this state to issue bonds for the construction of permanent roads, providing a mode of procedure by which a special election may be called within the county to vote whether bonds shall be issued and providing for sale of bonds and the expenditure of the proceeds realized therefrom in actual road construction. Vote YES or NO.
- 324 Yes  
325 No
- A bill for an Act to create a State Highway Department, authorizing the Governor to appoint a State Highway Engineer at an annual salary of \$3000; providing his duties an annual appropriation of not to exceed \$12,000 for the maintenance of the department including the salary of the engineer and his assistants. Vote YES or NO.
- 326 Yes  
327 No
- A bill to put Chapter 366, Laws of 1911, into effect December 1, 1913, instead of January 1, 1914, which chapter creates State Printing Board consisting of Governor, Secretary of State, and State Treasurer, fixing salaries of State Printer as follows: Secretary of the Board at \$2000.00, with no other compensation, provides for purchase of state printing plant, makes appropriation thereof, and directs printing department to do binding, ruling, etc., and require printer to contract in the name of State for all printing expenses, Secretary of Board to prescribe style, manner and materials used. Vote YES or NO.
- 328 Yes  
329 No
- A bill for an Act creating the office of Hotel Inspector, providing his duties, appointing him, fixing his salary and traveling expenses of the inspectors, defining hotels and providing for their inspection and regulation. Vote YES or NO.
- 330 Yes  
331 No
- A bill for an Act making eight hours a day's labor in all cases where labor for the State, county, school district, municipality or other subdivisions of the State are interested, either directly or through any contractor or agent, and providing that contractors shall give a bond, providing among other things, that no person shall be employed on such public work more than eight hours in any one day and that no labor or claims shall be filed against the building or other structure. Vote YES or NO.
- 332 Yes  
333 No
- A bill for an Act to protect purchasers of stocks and bonds and providing for the regulation and supervision of corporations selling or negotiating for the sale of corporate stock and securities, and requiring State license prior to any sales or negotiations thereof, establishing a separate corporation, department, fixing the annual salary of the commissioner thereof at \$3000.00 and restricting the expenses of the department. Vote YES or NO.
- 334 Yes  
335 No
- A bill for an Act prohibiting the employment of convicts of the State Penitentiary by any private person, firm or corporation and authorizing their use on public highways and State institutions on the condition that the convict or superintendent of the State Institution desire to employ them. Vote YES or NO.
- 336 Yes  
337 No
- A bill for an Act prohibiting the employment of convict, City or Town convict by any private firm, person or corporation and providing for their employment on public highways and other works of a public nature, an authorizing county courts to prescribe rules and regulations in regard to such employment. Vote YES or NO.
- 338 Yes  
339 No
- A bill for an Act creating a State Road Board, authorizing it to issue and sell State bonds, payable in 30 years from date of issue, for building public roads, not to exceed \$1,000,000 per year, creating the office of State Highway Commissioner, fixing the salary at \$5,000 per annum, or voting for the expenditure of the funds raised in the building of public roads, and after ten years, creating a sinking fund for the payment of the principal and interest of said bonds. Vote YES or NO.
- 340 Yes  
341 No
- For amendment of Section 7, Article XI, of the Oregon Constitution prohibiting the State from increasing its indebtedness for road building in excess of 2 percent of the taxable property of the State. Vote YES or NO.
- 342 Yes  
343 No
- A bill for an Act authorizing the respective counties of the State of Oregon to issue twenty-year bonds for building roads within the county, providing a method for expending the money in actual road construction and for calling and holding county elections to vote upon question of issuing bonds and authorizing county courts to levy taxes to pay principal and interest on bonds as they may mature. Vote YES or NO.
- 344 Yes  
345 No
- For amendment of Section IX, Article XI, of the Constitution of Oregon prohibiting the State from doing any indebtedness for roads, in excess of two percent of assessed valuation of all property in the county. Vote YES or NO.
- 346 Yes  
347 No
- A bill for an Act providing for the consolidation of contiguous incorporated cities and towns, legalizing consolidations heretofore attempted and providing a method for the creation and organization of new counties. Vote YES or NO.
- 348 Yes  
349 No
- For amendment to Article IX of the Oregon Constitution by inserting therein a section providing for the taxation of incomes from whatever source or sources derived. Vote YES or NO.
- 350 Yes  
351 No
- A bill for an Act amending sub-division 8 of Section 354 of Lord's Oregon Laws so as to exempt from taxation all household goods and effects (personal) in use in homes and dwellings, and all wearing apparel, watches, jewelry, and similar personal effects actually in use. Vote YES or NO.
- 352 Yes  
353 No
- A bill for an Act to exempt from taxation all debited every kind whether on contract, note, mortgage, bond, or otherwise, either within or without this state; public stocks and securities bonds, warrants and moneys due from this State, or any county or other municipal subdivision; stocks and shares in incorporated or unincorporated companies, except bank stocks shares in banking capital. Vote YES or NO.
- 354 Yes  
355 No

# BUILDING LARGEST FERRY IN WORLD

The second of four mammoth castings for the ferry steamer Contra Costa, which is to be placed on the Benicia-Port Costa service alternating with the Solano, was turned out at the Sacramento shops of the Southern Pacific Company a couple of weeks ago. The casting was a 12,000 pound cylinder, four of which are to be installed in this huge steamer.

In order to make this casting a crew of men kept busy for two months in preparing the mould. Only twenty minutes were necessary to make the casting, however.

The Contra Costa will be the largest ferry boat in the world, taking that title from the Solano by a few feet in both length and width. The new boat, by being constructed with the engines in the center instead of on the sides, will have a greater carrying capacity. The hull of this vessel is now being constructed in the Oakland shipyards of the Southern Pacific. All of the machinery is being built at Sacramento. A third of these cylinders will be cast in about 40 days.

# CONFERENCE TO BE HELD IN PORTLAND

A big convention, of international importance, will be held in Portland next year when the Second World's Christian Citizenship Conference meets. Portland people say it will be the big event of the year for the Rose City and preliminary steps are already being taken to arrange a welcome for the thousands of delegates who will attend.

Men of world-wide fame are on the program for addresses. The subjects to be discussed will be those relating to the betterment of moral and social conditions—in a word, uplift will be the keynote of the convention. Problems of civic improvements and the questions that confront every American municipality will be considered. On the program will be representatives of every Christian nation and it is believed the conference will attract very large numbers of delegates and visitors from all parts of the country.

# RAILROADS WORK FOR DEVELOPMENT

The sum of \$1000 has been contributed by the Southern Pacific and O. W. R. & N. toward defraying the expenses of the Northwest Land Products Show, in this city, in November. This contribution is in line with the efforts these companies are putting forth for the development of the agricultural resources of Oregon and Washington, according to General Traffic Manager R. B. Miller of the O. W. R. & N., when he made announcement of the donation, says the Portland Telegram.

"Both the Southern Pacific and the O. W. R. & N. have been striving to promote agriculture and stock raising in this territory," said he, "and we are eager to support any movement in this line. We want to bring about a diversification of crops and have employed C. L. Smith, an expert agriculturist, who is devoting his entire time to this character of work. We also have in our employ D. E. Clark, a special livestock expert whose sole duty is to encourage the raising of more and a better grade of livestock. Recently we have perfected arrangements with the United States Department of Agriculture whereby F. W. Rader, an expert, has been assigned to duty in the Grande Ronde and Walla Walla Valleys, in Eastern Oregon, for the purpose of encouraging farmers to a greater development of the agricultural resources of these particular localities. Mr. Rader will work under auspices of the two railroads, the Department of Agriculture and the Oregon Agricultural College. By this it will be seen that we are taking much interests in the development of the resources of all the territory served by our lines.

"The land show being promoted by Portland people is a good thing, and should be productive of beneficial results. It is gratifying to us to observe the unusual interest that is being taken in such matters by the general public. Such a show will do much, we believe, to bring about a diversification of the crops in the Northwest. Our chief crop now is wheat, but we believe that other crops can be raised by the farmers. Should our wheat crop fail for one or two years, some other crop might be a big success and we will not suffer from the failure of one crop."

The department of agriculture has proclaimed a quarantine against the importation of white pine, western pine, sugar pine and stone or cembrian pine from Great Britain, France, Belgium, Holland, Denmark, Norway, Sweden, Russia, Germany, Austria, Switzerland and Italy.

# PROPER METHOD TO DRY APPLES

So many letters asking how to dry apples have been received by the Oregon Agricultural College division of horticulture recently that F. C. Bradford of the research laboratories has prepared the following information on the subject.

Most of the apple drying in Oregon is done in prune dryers, probably because these are available. In New York state where apple drying is done extensively, evaporators much like the hop kilns here are used. In fact, some apples are dried in hop dryers in Oregon. Prune dryers are fairly well adapted to this work, and have the advantage of being available for drying several crops.

The best fruit is peeled, cored and put on trays. An experienced operator with a hand machine will pare 50 bushels a day if the fruit is not too small. It is usually exposed then to the fumes of sulphur for a few minutes to bleach it, or keep it from turning dark. It is important that it be bleached as soon as possible after paring and slicing. A simple form of bleacher is a tight compartment with cleats to accommodate a number of trays at a time, at the bottom of which a pan of sulphur is burned. The fruit should not come nearer than two feet to the sulphur. Trays with wooden slats are preferable as galvanized wire is affected by the sulphur fumes. If the fruit is handled in bulk a box with a series of inclined planes place one above the other and sloping in opposite directions is used. The fruit is thrown in at the top and slides down these planes exposed constantly to the fumes of sulphur, and collects at the bottom whence it is removed from time to time. Care must be exercised lest too much sulphur be absorbed by the fruit, a condition forbidden by law. The time required for sulphuring is variously estimated at from 20 minutes to an hour and a half, depending upon the amount of sulphur used. Ten pounds of sulphur to a pound of fruit is perhaps a good estimate of the amount required.

Slicing usually follows, but may precede the bleaching. Slices are cut a quarter of an inch thick and whenever possible should be at right angles to the hole whence the core was removed. The proportion of rings governs the grading of the fruit to a considerable extent.

In kiln evaporators the fruit is spread some eight inches deep. This is, of course, impossible when trays are used. The general practice in New York evaporators is to start the fruit at 150 degrees, finishing at 125 degrees. In prune dryers this is necessarily reversed, and a higher temperature is frequently maintained. In kilns the fruit is turned from time to time to prevent it from sticking to the slats. When one lot has been removed, the floor is treated with talcum to further prevent sticking. A good kiln usually dries a lot of sliced fruit in 10 to 14 hours; in prune dryers in Oregon 24 hours is the most common period for drying.

The fruit should dry until there is little or no visible moisture on the surface. A test sometimes employed is the squeezing of a number of slices together in the hand. Properly dried slices will separate at once upon being released. After it is taken from the drier the fruit should be allowed to "sweat" on a clean floor, as prunes are shoveled over from time to time. This makes the fruit more uniform as to moisture.

Most of the dried apples in Oregon are sold in sacks. If one is drying on a large scale, however, it will be found advantageous to pack in an attractive manner in 25 and 50 pound boxes, or in one pound cartons, as large operators in other regions do.

Reports from experienced Oregon apple dryers indicate that a bushel of green apples will produce 6 to 12 pounds of dried fruit, the amount varying with the method of drying and the variety used. King, Baldwin and Northern Spy are generally considered good apples for drying. Opinions as to the Ben Davis vary. Summer apples in general lack the firmness required in a good drying apple, although the Duchess of Oldenburg is considered good. Though it is reasonable to suppose a good eating apple will make the best dried apple, at present the market does not discriminate, and seedling are frequently employed. The grading is usually based upon whiteness, cleanliness, and general attractiveness, and proportion of slices in rings.

The drying of apples is discussed in much greater detail in Farmers' Bulletin 291, from which much of this matter has been taken. It can be secured by writing members of Congress or the Secretary of Agriculture, Washington, D. C.

# INSIST ON THE MADE IN OREGON

In talking to an Oregonian about the resources of our state you will invariably hear timber mentioned at the top of the list. Yes, Oregon probably has more standing timber today than any other state in the Union and we can well be proud of it. Included in the varieties are fir, spruce, cedar, hemlock, oak, ash and maple as well as the more rare varieties such as the myrtle tree which grows in Coos county.

In speaking to a furniture manufacturer about the wonderful timber of the state he said: "Yes, we have an unlimited supply of the best of woods for the manufacturer of not only common furniture, but high grade furniture as well and we are today making a good deal of furniture in Oregon. Our hardest work has been to educate the consumer to ask for an Oregon product. If we could make the buyer realize to a small extent what it would mean if he demanded and bought Oregon made goods, the result would be beyond figures. Factory after factory would start operations in Oregon and it would put hundreds of thousands of dollars in circulation. We must drill into our local people the habit of asking for Oregon made product, whether it be furniture, blasting powder or hand soap."

# LAKE CO. HAS 73 REGISTERED CARS

In Oregon, population, 1910 census, 672,765, on August 1, there were 9689 registered motor vehicles, of which 7865 were automobiles, 183 delivery wagons, 69 electric vehicles, 6 hearses, 1127 motorcycles, 56 taxicabs, and 385 trucks. There were 1585 licensed chauffeurs. Automobile license fees to the amount of \$40,408.50 had been collected by the secretary of state.

The total number of automobiles is divided as follows among the various counties: Baker, 111; Benton, 102; Clackamas, 172; Clatsop, 92; Coos, 135; Crook, 125; Curry, 2; Douglas, 166; Gilliam, 8; Grant, 19; Harney, 28; Hood River, 132; Jackson, 79; Josephine, 120; Klamath, 116; Lake, 73; Lane, 362; Lincoln, 1; Linn, 279; Malheur, 60; Marion, 559; Morrow, 2; Multnomah, 3385; Polk, 447; Sherman, 59; Tillamook, 57; Umatilla, 238; Union, 214; Wallowa, 4; Wasco, 130; Washington, 173; Wheeler, 7; Yamhill, 23.

These figures are according to a report compiled by Secretary of State Ben Olcott for the use of the next legislature. They include the registration of machines from the first of January to the first of August.

# THE WORTH OF SCHOOL TRAINING

Statistics show that a man of 25 who was trained in his youth in a technical school is worth \$19 a week more to his employer than a man of the same age, but without the school training.

A communication received by the State Superintendent of Public Instruction from the United States Commissioner of Education presents these figures as follows:

"Two boys aged 14, are both interested in mechanics. One goes into the shops: The boy in the shops starts at \$4 a week, and by the time he is 18 years old he is getting \$7. At that time the other boy is leaving school and starting work at \$10 a week. At \$20 the shoptrained young man is getting \$9.50 and the technical graduate \$15; and at 22 years the former's wage is \$11.50 and the latter's \$20, and by the time they are both 25 years old the shopworker finds \$12.75 in his pay envelope, while the technically trained man draws a salary of \$31.

These figures are based on a study of 2900 actual workers.

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