

# HOOT STORY

## Call Of the Road

By I. DE LA TORRE

His sneakers rasped off dust, Billy reached down the path to the black. Now he stopped, smacked at an overhanging branch and clung to it, gasping for breath. After a back ward glance satisfied him that the little white schoolhouse no longer shone through the trees, he jerked up his black trousers and shuffled on.

"School!" he mumbled to himself. "I'm sick of it. And it's getting on my more crying acts when I talk about quitting, it just ain't going to do her any good. I could take my age and join the Navy to see— Nah! too much orders to take. Maybe I'll just drift around, free like a kite."

A thin column of smoke rising from the clearing caught his eye. "Funny time for anybody to have a fire on their back," he told himself and dashed across. Two men crouching over the fire turned around as Billy approached and their faces looked as if untouched by water or razor for weeks.

"You mean you're taking a vacation too, Billy blurted. The two men looked at each other and the one sitting on an overturned log answered him.

"Yeah, we're bum's. What you doin' here? Ain't you supposed to be in school?"

"Sure I'm just taking a vacation too," Billy grinned, pleased with his wit.

The big man who had just spoken picked up a twig, snapped it and threw it on the fire.

"Hey, Joe," Billy granted to his companion. "What you say uh kid joins up wid us?" He put his hand on the boy's shoulder.

"You mean go around tramping with you?" Billy broke in.

"Yuh know how tuh ride rails, kid?" Joe inquired.

"Sure—sure I do," Billy wasn't as certain as he sounded, but from what he had seen of "riding the rods" in the movies it looked easy enough.

The first tramp picked up a rusty can with the aid of a stick propped it in the center of the crackling twigs. He was still poking it into position as he drained out.

"Hey, Joe," Billy asked. "What you doin' here? Ain't you supposed to be in school?"

"Yeah—yeah, Mike snarled. "You ain't goin' tuh school no more, is yuh?" He started to stand up but Joe motioned him to sit down. "Awh, let 'em have 'em. He'll be wearin' noospapers 'round his feet soon 'nuf. We got 'nuther four below winter 'nuf. We got 'nuther four below winter 'nuf. We got 'nuther four below winter 'nuf."

Mike grinned broadly and picked up his stick to poke the can. "Chow's out!" he called to Joe.

Billy leaned over and peered into the can. "What—what is it?" he stammered.

"Stewed pig tails," Mike drawled. "Ain't often we get such good luck as tuh get such good eat' as that, do we Joe?"

"Yeah, member dat time we couldn't get nuttin but fish heads outta dah garbage pails? Musta been time wuzn't much meat 'round."

"Here, kid," Mike was proudly holding up the can. "New members fob! Got it down when it's still good 'n hot. I—L—L" Billy's lips clenched together and his hands went instinctively over his mouth. He shook his head and fled.

Mike dropped the can, threw back his head and laughed until he sank to the ground exhausted. His companion wiped a laugh-tear away. "What did you do, Mike?" he panted. "Broil our worms?"



Admiring Glances—And No Wonder—This platinum fox fur coat which Betty Kiddell, Montreal model, gazes on so admiringly was exhibited at the recent International Trade Fair at Toronto by the Canadian Fur Advertising Commission. The latter is a Marketing Service conducted by the Dominion Government for the Fur Producers, and is designed to assist our fur producers in securing the most profitable markets for their furs.

## The Chinchilla Business in Canada

### \$2,500,000 Invested in 5000 Animals

What are the prospects for the chinchilla business? Will there be money made from raising the furry creature or those who sunk their money into them due for a terrific loss? This is one of the questions that is being asked by hundreds of Canadians who have invested something over two and a half million dollars in the raising of animals and also to the many others who are thinking of putting money into the business.

In a recent issue The Financial Post attempts to answer this question and to forecast in what direction the chinchilla business is likely to move in the future.

One thing is certain—the article states—those pencil calculations that so many Canadians indulged in a year or two ago, when they came up with breath-taking profits of five percent per cent in 10 years, look pretty cockeyed now.

Dollars—Or Sense? The mathematical problem went like this:

A pair of chinchillas produced another pair every year for four years, what will a person realize starting with one pair and selling for \$50 a pair, and 10 years later for \$50 a pair. The answer—around \$65,000—is a problem in combinations and permutations. But now most owners know that chinchillas don't operate with such mathematical precision. There are five important variables of birth-rate and death-rate to contend with. Besides, the price of pelts is likely to be closer to \$16 than \$20, many fur manufacturers claim.

Yet hundreds of Canadians are still toying with the idea of buying a pair of chinchillas. Even if they would only 20% right, they say that wouldn't be bad on an original investment of \$1,000. If the price remains the birth rate and improves the quality. Individually, females sell higher than males. Some ranchers will pay \$850 for a pair of mated chinchillas. This is half of an original \$1,700 investment. Many of the matured animals, and they can keep on having litters for seven years, ranchers claim.

Will Prices Keep Dropping? The price trend for chinchillas will be downward, of course—already has dropped from \$3,200—as the animals become more plentiful and the market for them comes closer to realization. A drop of \$200 a pair a year might be the story from here on.

It is estimated that there are only around 40,000 chinchillas in the world today. About enough to make 400 full length coats. On the basis of a 100% annual increase, small-scale pelting might start in five years time.

The long-range planning of the fur industry is to ensure such quantity of even better quality furs sell chinchilla coats are certain quantities eventually be moved down from a human car.

Recent investigations into the operations of at least one of the large ranching companies pointed to the urgent necessity of establishing a firm and stable organization for the industry and the prime importance of placing the whole business under the strict supervision of the Livestock and Poultry Act.

Better Business Bureau offices in Canada have been fitted with letters on the chinchilla business.

## Some Notes From The Farm Front

### Of Special Interest To Rural Readers

By John Russell

Maybe the members who used to try and slip lumber a dose of castor oil disguised with a thin film of honey had the right idea, only they didn't go far enough with it. Anyway, over in Russia they're producing not only vitaminized honey, but also medicated honey. It contains thiamine, ascorbic acid, sodium and other medicinal preparations. Russia's agricultural Research Centre does a lot of work with honey on fruit sprays containing the necessary drugs.

Now there's an Australian veterinary surgeon who claims that a new method of treating milk—known as lactation—is superior to pasteurization. Under this treatment the milk is placed under oxygen pressure, kept heated at 131 degrees for an hour, then cooled under pressure. It is claimed that the milk has been kept from three to six months, under pressure, without losing any of its freshness.

In 1947 Canadian per capita consumption of beef was 60 percent; of pork, 52.7 percent. But when it came to Mutton and Lamb the figure had dropped to a mere 4.8 percent.

Our indifference to Mutton and Lamb, according to The Industrial Development Commission of Canada Meat Packers, may be ascribed to several causes, and the prices are not as high as in other countries. The market every day, and the availability of so much better beef levels, as a rule, that most folks look on lamb as a luxury item.

But undoubtedly one of the greatest limiting factors in the demand for lamb has been the generally low average quality of our domestic product as compared to the New Zealand or Australian product. Almost all the mutton and market offered are premium for blocky, well-finished ewe or wether lambs weighing 80, to 90 pounds and almost continuously there is a shortage of same.

Canadian hog men have gone a long way in eliminating unsuitable breeds and producing a near-ideal market type. Perhaps something similar might be done as one of the first steps in revitalizing the Canadian pig trade.

With prospects of especially heavy crops in the straw and cherry areas, according to the Ontario Farm Service Camps, pickers can afford to bid for them at a price range from \$7,500 to \$15,000 per acre is tentatively suggested by some farmers. At these prices an annual North American market of over 50,000 coats might reasonably be anticipated, they think. The price could not be allowed to drift much lower though, or the exclusiveness of the coat, one of the best selling points, would disappear, the same furriers claim.

On the basis of 100 pelts to a coat this would mean an annual slaughter of some five million chinchillas for their furs. At current rates of reproduction it would take another eight to 10 years before there were enough chinchillas available to maintain this rate.

Furriers are pretty generally agreed that there will be an active market for the chinchilla coat when the price is \$1,000 a pair, and all are far short of their required number of girls.

For the last two or three years there's been quite a lot of talk about holding back on grain for fattening cattle—that is, giving them only half or two-thirds of a normal feed. A test along this line was made at an Experimental Station in Kansas. Twenty head of steers were divided into two lots. One lot was given full feed of grain, the other only two thirds as much. The steers that went short on grain grew about twice as much corn silage as the others. Both lots received the same amount of protein and limestone.

What was the difference in their grades after the 150-day testing period? None at all. Eight steers in each lot graded choice, and two went good. The steers that were full fed gained 50 pounds more, but they ate 17.6 more bushels of grain. The silage total was three tons for the limited-grain steers—about half that for the others.

It isn't only when they're out in the fields that insect pests help you to harvest your grain crops. They do a lot of that after the grain is in the barn, and here are some of the things you can do to foil them.

1. Clean your empty bins thoroughly before refilling. Spray the silver fox is the most important fur grown in Canada. Mink ranks second.

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## Power of Color

We keep learning something new all the time. Increased consciousness of the power of color has led the experts to conduct experiments which have exploded the popular idea that combinations of black and white constitute the most highly visible marking for signs, notices, warning signals.

It has been found that black and white rank sixth in legibility as a color combination, with black on yellow by far the most highly visible. Ranking behind black on yellow, but ahead of the traditional black on white, are green on white, red on white, blue on white and white on blue.

It looks as though a lot of road signs will have to be changed before perfect visibility is obtained.

In the year 1919—a year after World War One—lavalvel was booming; and although it's hard to believe, the way they've been going in recent years, the Chicago White Sox would be the American League title in a breeze, having one of the great teams of all time.

In the other loop the Cincinnati Reds had just managed to stagger through with one of the poorest teams that ever won a pennant. And the first intimation that there was shudderying aboard came the morning of the first game, when a flood of Cincinnati money appeared and the price went down to even money. For that was just about the last betting even money that the horse pulling your baker's wagon can outrun Eddie.

In the opener Eddie Cicotte, a truly great pitcher when he was leveling, did everything but throw the ball over the grandstand. He got lost in the back and served up stuff that your Great Aunt Susie could smack out of the park, the Reds winning nine to one. In the next game Claude Williams, a pitcher noted for perfect control, walked three men in one inning and handled the "contest" to Cincinnati, 4 to 2.

Dicky Kerr was the White Sox heavy in the third and Kerr was not one of those in on the sellout. Kerr shut out the Reds, making the count two to one. In the next game Claude Williams, a pitcher noted for perfect control, walked three men in one inning and handled the "contest" to Cincinnati, 4 to 2.

Europe's Homeless At the end of the war it was estimated that there were some 11,000,000 displaced persons scattered throughout Europe. Now, three years later, there is still something like \$30,000,000 of these homeless in various DP camps chiefly in Germany. But there are still in Germany, Czechs, Yugoslavs, Poles, and almost continuously there is a shortage of same.

America, was the man who touched off the firework. In plain language Randolph told the President and Congress that Negroes would go along with another "Jim Crow draft". Involvement in the name of Mohandas Gandhi as an example, he held for a campaign of non-violent resistance to the coming draft by all the men of his race unless there was segregation in the armed forces is abolished.

Randolph's argument is basically one of the legal rights of his origin. There are hundreds of thousands of Negro veterans from the first war to suffer because of their color—and who regard the whole thing as a matter of outraged manhood. When Senator Truman has repeatedly asked Congress for legislation that would enable a substantial number of these DPs to settle that country without any real success. A week or so ago a Senate measure was passed which called for the admission of about 15,000 refugees of up to 200,000 of these homeless.

But there is a catch to it, for there are severe limitations attached to the new measures. For instance, half of the DP's admitted must come from the former Baltic States—although the Baltic states are only about a quarter of the total. Half the DP's must have agricultural backgrounds, and there are other provisions which would bar many Polish-Jewish refugees from entry.

Senator Pepper of Florida criticized these restrictions bitterly, charging that the limitations will operate to handicap "the most persecuted, most massacred, most oppressed people—the Jews". After the way many Americans—especially those of Jewish origin or sympathy—have been sharply criticizing Britain for its attitude to the Jews in Palestine, it seems strange that they do not turn some of that same criticism on points nearer home. They were willing to let Britain in order to force down the barriers in Palestine—but do not seem at all anxious to even let the barriers which stop DP's of Jewish origin from finding refuge within the United States.

The United States Something that may have far-reaching and possibly even violent effects is the threat that Negroes in the United States may refuse to submit to the draft as long as present military regulations remain unchanged. A Philip Randolph, head of the Brotherhood of Sleeping Car Porters and one of the most influential and respected Negroes in either.

Back around 1935 Frank Whittle, a Royal Air Force officer, had an idea that jet-propulsion engines could be made to work. But the authorities were chilly to his notions and turned them down. Whittle, together with some friends got together sufficient capital to form a private company to exploit his scientific idea.

His first jet-propulsion engine ran successfully in 1937. Two years later the Air Ministry ordered its first jet-propelled plane. Deliveries to the RAF started in May 1944 and a few months later the famous Gloster P-9/40 went into action, chasing flying bombs. The Government bought out Whittle's company, offering him something like \$200,000 for his share. When the first jet-propelled plane was built, they made him take \$100,000 anyway.

When the war was over, Whittle's friends wanted to claim covering his jet-propulsion inventions. He refused on the grounds that he had been in Government service. He was the original research on the gas-turbine engine, reasoning that he was not morally entitled to the money. But most men when the Royal Commission on Awards to Inventors held court at Somerset House in London, it insists on Whittle taking \$100,000 tax free.

The award was made at the request of the Supply Ministry (where Whittle works at present), the Air Ministry and the Government.

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Not Much Change On The Surface—But What About Underneath?—Here are two pictures of Joe Louis, showing so little real difference in the Brown Bomber's appearance that it is hard to realize that a World War, thirteen years and a lot of other things have gone over the dam between their taking. In the picture to the left Joe poses for the cameraman at his Pompton Lakes training camp shortly before the fight on June 23, 1935, in which he knocked out his opponent Primo Carnera in the sixth round. Right, Joe is seen at the same Pompton Lakes camp preparing for his return battle with Iversen Joe Walcott on June 23, 1948.

## What Goes On In The World

By Norman Blair

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## Faulty Cars Major Peril

Some timely advice is handed out to motorists by the Ontario Dept. of Highways in its brochure, "Safety for safe and pleasant driving. It is well to keep in mind the importance of the mechanical condition of the cars they drive.

Statistics do not give a complete picture of this factor's importance in the prevention of accidents. For one thing it is difficult to determine from a smashed car just what, if any, mechanical defect may have caused the accident. Also, a car is often loathe to admit it brakes after he has caused him to get into an accident. Nevertheless, 12 per cent of the convictions for violation of the Highway Traffic Act last year were for the operation of defective motor vehicles.

There are other factors too that highlight the car owner's responsibility for keeping his machine in good condition. They were summarized in a talk the other day by Lt. Col. W. A. Beyer, director of the University of Toronto Division of Public Safety.

He explained how a driver, with a car which does not act the way he expects it to, forces other drivers to take steps to avoid an accident, which may easily set up a chain of circumstances resulting in an accident which might not involve the defective car at all. In this way, said Col. Beyer, the driver of the defective car takes unfair advantage of the man who does look after his car.

In addition, the football player with a defective car, like a football player who neglects his training, is liable to the defect as much as on driving. He is driving with fear at his elbow, and this makes him a danger to himself and others. He is driving with fear at his elbow, and this makes him a danger to himself and others. He is driving with fear at his elbow, and this makes him a danger to himself and others.

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