

Mullein Leaves Are Winter Overcoats For Destructive Insects

Lafayette, Ind., Dec. 10—Common woolly mullein, source of old-fashioned mullein tea and considered harmless by many farmers, has been found to afford important winter hibernating quarters for the clover leaf weevil, grape leaf hopper, tarnished plant bug and other trouble-making insects that are destructive in all parts of Indiana, says A. A. Hansen, of the Purdue Extension Staff.

The fuzzy wool on the leaves of the winter mullein rosettes form ideal protection against chilly winter blasts and insects have not been slow to take advantage of this natural winter overcoat. The remedy is to go over pastures and waste places during December and chop out the mullein rosettes with a hoe or spud. This will also drive out mullein since by destroying the winter leaf clusters the production of mullein seeds the following season is prevented. The work should be done before the ground is covered with snow.

Indiana Waiting For Illinois To Act In River Bridge Matter

Indianapolis, Dec. 10. — (United Press)—The state of Indiana is standing by and marking time in regards to the construction of a new bridge over the Wabash river at Vincennes. John Williams, director of the state highway commission, in speaking of the bridge project, declared that the state of Indiana is preparing to spend \$4,500 in order to keep the bridge in repair until such a time as a new structure can be erected.

Plans for the new bridge have been considered by the highway commissions of both Indiana and Illinois, the states which the bridge will serve but little or no action has been taken on those plans by Illinois, insofar as Indiana officials have been advised, Williams said.

"We are simply marking time until Illinois is ready to act in the matter," Williams said. "There is nothing we can do until we know how far Illinois is willing to go in the matter."

Williams said the Indiana highway commission is very desirous of having

a new structure erected as the present bridge is far from adequate for the present traffic demands.

In order to keep it safe it has been necessary for the highway commission to spend thousands of dollars during the next few months was predicted today by officers at the Indianapolis livestock exchange.

At present the cattle prices are ruling higher than usual for this season but the boost is expected in view of the fact that the supply is small, and the demand is increasing.

Another factor which will help to send prices up, it was said is the fact that the low price of corn is allowing farmers to feed this grain.

It was pointed out that hay and grain fed stock, as a general rule, are better quality than grass fed grades. Packers declare the animals dress better and they can afford to pay higher prices.

A shortage of sheep and lambs and a price boost also was seen in the sheep and lamb division of the exchange by Fred Higbee, of a livestock firm here.

How high the prices will go cannot be determined but the opinion is that choice ovines will be expensive while medium grades will remain steady and plentiful.

At the present farmers are paying from \$15 to \$16.50 a hundredweight for feeding their lambs. Their only chance for a profit is in bringing the lambs back to market and gaining a premium for the extra weight at the same price. If a profit is shown at all it will be without thought of labor or time.

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Robert E. Drake, of Johnson, Tibbs and Drake, local livestock dealers, has predicted a shortage of calves about the first of the year.

"Whether the shortage will cause a price increase is problematical," C. B. Gardner, another dealer said.

The calf market, it was pointed out, is conducted here from day today without any apparent general price trend.

Urgent demands will boost the prices but they soon return to the previous level.

On the other hand, an over supply will cause a slump in values and a shortage the following day will cause a jump.

Most opinions on the future trend of the market are based almost entirely on the previous performances of the market and the dealers refuse to commit themselves.

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