

# The Daily Morning Astorian.

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## PATHEIC MEMORIES OF THE PLOW.

I shall never forget the halcyon spring day that grandfather told me to scour the old plow and get ready to learn the mysteries of plow-riding. I took a brick and cleaned that old mould board with the same eager delight and thorough faithfulness that Ben Butler bestowed on the burning up of the Massachusetts almshouse. What a thrill of ecstasy frolicked with me as I slipped the loop of the single line about my wrist, reached up to the handles and yanked "a'lang". Grandfather followed in silence. I felt as glorious as Private Dalzell when he gets into the newspapers, and with unutterable feeling I chirped, "Dear grandpa, you needn't never work any more. I'll run the farm and you and grandpa can spend the money and—" "We were going down an incline, so when my pride quickly straightened the old plow shot out of the ground and jerked me clear over a straddle of the beam. The horses stopped and grandpa kindly remarked, "Ye mun'n't sit down to rest so early in the morning, Lenny, if you going to run the farm." I felt as bad as the star router who pleaded guilty to conspiracy, and had to take it back, plead not guilty and be discharged. Grandpa founly sat down on a stump and watched me pull and tug to drag the old plow and two horses back-ward to plow up the skip. After I pulled my arms out of socket, wrenched my back and was ready to start, grandpa wiped the moisture from his eyes and cooed softly: "Ye kin save a good deal of time 'an gramin' by turnin' the horses 'an makin' them drag the plow rou' fo' slips like that un." I felt so grateful I wanted to let him go the house for a jug of buttermilk. We came to a little swell in the ground and the old plow started down deeper and deeper like an artesian well auger. "Bar down on th' handles," yelled Old Business. The horses thought he meant them, and they just straightened out till their bellies kissed the ground; the plow started for China, and struck a root, the plow eleva-busted, the horses shot forward and I rose over the plow at the end of the plow line, like Gilroy's kite. Grandpa picked me up tenderly, dusted me off with a sprout, then sent me to the house for a clevis and a mattock to dig the old plow out.

I started next time with humiliation and an angry ancestor. The old plow seemed possessed. It tried as hard to evade the line as St. Louis west geese do the Downing line. "Push th' handles from the land," shrieked my red-hot instructor, as the plow shot out again. The horses knew the misery wrapped up in that shriek, and supposing it referred to them they started on a trot with yours truly a-skippping and a-hopping and a-springing and a-kickin' and a-o-o-o," like a fog-horn. The plow found its affinity, an old stump, a crash followed, and I was thrown nearly out of the township. It busted the old stump, and dear grandpa arrived just in time to greet the bees that swarmed out. It was awful the way the horses plowed and kicked and dear grandpa battling bees and trying to unhook the traces. "Lem, Lem, ye young rascal, come hyar!" But I concluded to faint dead away first. He got the team loose and they tore for the house, kicking like the Iowa Republican party at the third resolution. Dear old grandpa started for me just a-clawing bees from his shirt and pants, jumping, yelling "murder," and spitting white, with enough prodding insects around him to sting "the rascals out." Much as I loved dear old grandpa's society I concluded not to wait. I came out of that faint and started down the homestretch like a modern office-seeker. Grandpa was after me, sleeping his old hat wildly and whooping "Holy Moses," etc. For the first half mile we gained on the horses, but as we neared the house our wind began to fail. Grandpa and the red-headed hired girl ran to meet us, and the hired girl outran grandpa. I dodged her but grandpa ran right into her arms. When I got stopped grandpa was hugging the hired girl, and grandpa was broomsticking them both, and the trio was screaming and dodging and squashing bees. When the round dance broke up my dear grandpa was too overcome with exertion and bee-stings to return to his professorship in our agricultural college out in the field. He sent me out alone, full of apprehensions and fresh buttermilk.

Fascinating old plow! Memory runs through a clothes-wringer as thy skeleton outlines come ripping down the furrows of time. Thou wert ever a creature of impulse and idiosyncrasy. "Gee, gee there! Haw, now! haw! Consort your old hides, I'll man the hay out of you." Then grandpa would spring from his ambush in the corner and fill me full of animation and pain. Ah, as the plow, share of time encroached on the land of to-morrow's, turning the to-days into yesterdays, as the furrows fall back into the broken past, my spirit is tired and wearied with the task of being, and longs to sink into the invisible arms of rest. Fascinating old anatomy-wrecker! Thou art superseded by the invention of the steam plow, just as I have been by the superior tactics of modern politicians. Let us lie down in the furrow together, old playmate, and let the noiseless share of time cover us over with the following of the years.—*Missouri Republican.*

## The Canadian Pacific Railroad.

There is a hotel in the Canadian Pacific Railroad enterprise. Some weeks ago it was announced that work would be discontinued in the mountains for the present. The next announcement is that the scheme to obtain a government guaranty of three per cent interest on \$100,000,000 of stock has failed. The speculators sought too much. They wanted a guaranty on watered stock as well, and the Dominion government could not endorse that proposition. It is not likely that the project of building the road will be abandoned. But the work will be prosecuted in a more restricted way. The Canadian Pacific has its initial point at Montreal and its western terminus at Port Moody, on the Straits of Georgia, a few miles from Victoria. The distance to be traversed is 2,800 miles.

The syndicate which has undertaken to complete this work has a subsidy of \$25,000,000 in cash, a land grant of 50,000,000 acres, and a gift of 125 miles of railroad in British Columbia. The eastern division of the road has already reached the base of the Rocky mountains at a point called Calgary, a distance of about nine hundred miles from Montreal. About ninety miles of new road have already been completed, along Fraser river. Putting these items together, it appears that nearly half the distance has been completed, although it is probable that much less than half the work has been done which will be required for laying the rails across the continent on this extreme northern route. The suspension of work at the base of the Rocky mountains is probably not so much owing to any lack of any funds as because of the great amount of snow which falls in the mountains. It is announced that work on that section will be resumed in the spring, and will be prosecuted with vigor. The refusal of the Canadian government to guarantee three per cent interest on railroad stock may interfere with some large speculative schemes in connection with the building of the road; but it does not look, at this distance, as if, with the large subsidies available, the work would be hindered to any great extent. The line of the road is not beyond the wheat belt, which, in the Red river valley of the north, includes some of the best wheat land in the world. But at present the Northern Pacific railroad attracts the greater part of the immigration. If hereafter a strong current of immigration should set along the line of the Canadian Pacific, the 50,000,000 acres ought to go a great way toward paying for the road.

## Wholesale Fraud.

Special Agent Bickford of the land office, now in Dakota, reports that there are many petty frauds, but the days of the land rings are ended. A few have been broken up this year. One-half of the public lands are irregularly taken up annually. Actual settlers finally get them, but are obliged to pay "sweet-money." This means that the land is sold to a poor man at a disadvantage. In one township where the plat showed twelve actual settlers under the pre-emption laws there was not a single inhabitable house, and but one inhabitant, who was living in a tent. There is everywhere laxity in the performance of the conditions required of settlers. This was largely due to misinformation. Many townships in Bismarck district, which, according to land office plats, are fully settled, have not to exceed fifteen actual settlers each. This applies to townships within railroad limits. In one township in which all the available land had been taken there were only four inhabitable houses. Under the present system sixteen men have got control of all the valuable land in a township. The township thus remains a wilderness until the original settlers are bought off. Most of the original settlers are mechanics, professional men and bookkeepers, residents in neighboring towns, who never intend to live on their claims. In some places perjury is almost universal. In thirty-eight claims from the Bismarck land office, upon which final proofs were to be filed, Agent Bickford found only ten inhabitable houses. When the claimants discovered that he was informed, twenty-two refused to take the oath, and seven other claims were rejected by the land office. Not one claimant appealed to the commissioner. It is so throughout Bismarck district. Land attorneys are mainly responsible. They instigate claimants that monthly visits to their claims constitute legal "continuous residence."

The *John R. Kelley*, said to be the largest ship in the world, built for the California trade, will be in the Van Vleet line. Her length over all is 280 feet; length of keel, 253 feet; beam, 46 feet; depth of hold, 28 feet. She has three decks. The end of the jibboom is 350 feet, or a little less than two city blocks away from the end of the stowager boom, that hangs over the taffrail. She measures 2264 tons and will carry 3500 tons dead weight. Only two sailing ships have ever been built that measure more than this. Captain Kelley, the owner, is an old sailor himself. His last ship was the *Tosoma*. He ran in the Webb line of steamers from San Francisco to Panama for a number of years. He is one of the best known sailors of the country.

A man without courage and physical vigor, though he be of superior intellect, is like an old U. S. musket that's primed as a trigger. All shotted and capped—yet not ready for 'biz.

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