

tivation. Much of it lies beyond the easy reach of irrigating ditches leading from the natural reservoirs and streams. If such land as this can be successfully irrigated by artesian wells, it would seem as though one of our most perplexing problems were solved. Nothing but the actual construction of a number of wells in different localities can fully determine the question.

Inspector Newell, after a recent visit to the Warm Springs Reservation in Wasco County, contributed a few of his impressions to the *Olympia Transcript*, among which were the following: The reservation contains 464,000 acres of mountainous, hilly and bench lands, covered (where uncultivated) with sage brush and bunch grass, which grows vigorously over the extensive plains and plateaus which lie between the mountains. The land is generally of very good soil, and will produce wheat, oats, barley and the cultivated grasses equally as well as with the best anywhere. The southern and western portion is well supplied with a thin growth of yellow pine, which often attains a great size, affording abundance of lumber for buildings and fences of an enduring quality. The entire country, from the Dalles southward, is well supplied with brooks and small rivers. Not much attention is given by Indians to agriculture, they preferring, there as elsewhere, to have horses and sheep, avoiding neat cattle, not liking the labor which attaches to dairy production. They have but a small area of grains and vegetables. It is lamentable that so great an extent of naturally good land should be wasted by a roaming and unsteady people. From the Dalles southward to the northern boundary of the reservation the country is of the same general and natural character, but much improved. Many very highly cultivated farms abound with fine prospect for wheat and fruit. And thousands of acres have within a year past been enclosed by barbed wire fencing for herding and eventual cropping. The entire country for fifty miles southward demonstrates an energetic spirit of improvement and determination to secure an early profit from cultivation. It is all good land, with capabilities for largest results. The climate is not severe in winter nor especially dry in summer, and having less elevation than the same kind of country in Southeastern Oregon, is less subject to the injurious effects of chilly summer weather. Many villages have sprung up all along the main road, indicating abundant business and prosperity. I have traveled over the counties of Wasco, Crook, Union, Umatilla and Klamath, in Eastern Oregon, and carefully observed their condition. Better land than Union, Umatilla and Wasco contain is not to be found upon the Coast. Indeed, Oregon, east and west of the mountains, is a country of remarkable natural advantages, and the wonder exists that the population is so sparse in so desirable a region. I have heretofore written briefly of Western Oregon in all its extent of possessions of soil, climate, seaboard, fishing, mining and timber interests, and find by an extensive observation of the eastern portion that there exists there a fitting counterpart for one of the greatest and wealthiest of States. If Oregon was properly appreciated abroad the population, from the insignificant number of a quarter of a million, would straightway reach many millions.

Ice cold water sprinkled upon cabbage plants infested by the imported cabbage worm is claimed to be sure death to that insect. The water should be sprinkled upon the cabbages during the heat of the day, when the worms will roll off and die. The discovery of the remedy is credited to Mr. Charles H. Erwin, of Painted Post, N. Y., and is communicated to the *Rural New-Yorker* by Professor C. V. Riley.

REFRIGERATOR CARS AND PERISHABLE FREIGHTS.

RAILWAY tonnage has reached its present magnitude in this country by a rapidity of development little dreamed of in the first stages of its growth. It has kept on increasing with scarcely any check during prolonged periods of general business depression, sustained as it is by the ever-increasing products of a vast territory and the industrial activities of a population increasing at the rate of a million and a half a year. The carrying capacity of the roads has grown with the demands made upon it, until there would seem to be no assignable limit to either. Articles are transported every year of a kind that were never transported before; and if the cars already in use are not adapted to the new traffic, special cars are soon devised and built that are suitable for the purpose. An illustration of this is afforded in the remarkable growth of the transportation of perishable commodities within the last few years by means of refrigerator cars. Every year adds to the volume of this traffic, and although the business is attended with some drawbacks in the way of losses from delays in transit, it is bound to keep on increasing to an indefinite extent. The shipment of dressed meats from Chicago and other points further west to the Eastern seaboard has already grown from small beginnings to a heavy traffic, while the semi-tropical fruit products of Cuba, Florida, Mexico and Southern California are finding their way to Northern markets during the warm season in larger quantities every year in refrigerator cars so well adapted to the purpose as to make the losses from the perishable nature of the freight comparatively light. The extent to which this branch of traffic will be developed in future is at present a matter of conjecture, but it is likely to be large.

In regard to dressed meats, everything depends upon its condition and price at points of destination as compared with shipments on the hoof. The abuses practiced in live stock transportation from the far West, under the spur of competition, are necessarily attended with serious shrinkage in weight, to say nothing of the alleged deterioration in the quality of the meat, especially beefs, upon reaching the Eastern stock yards. Only a few years ago the dressed beef business between Chicago and New York was in need of friends to sustain it against the stock yard interest; but since then it has been steadily gaining ground, and it is now said the number of cattle slaughtered last year in Chicago by the principal dressed beef shippers was 694,026, which was an increase of 20 per cent. over that of the previous year. To this must be added 128,000 sheep shipped in carcass. The number of dressed hogs is not stated. This would seem to support the claims of the shippers that dressed meats, and especially beef, are received at destination in much better condition for consumption than when shipped alive. It is also stated that the cold storage business is increasing at a corresponding rate, buildings for this purpose having been erected in upward of one hundred Eastern towns, exclusive of the chief cities, for receiving these shipments.—*The National Car-BUILDER*.

A GENTLEMAN in Philadelphia has received from a missionary to Syria a life-size statue of a king, taken from the ruins of Nineveh. It represents a king clad in royal robes, bearing in one hand a basket and in the other a fir cone, a portion of the stone being covered with sharply cut hieroglyphics, which Assyrian scholars are now endeavoring to translate. The statue came from the temple of King Assur-nazir-pal, a famous conqueror who reigned from 883 to 859 B. C.