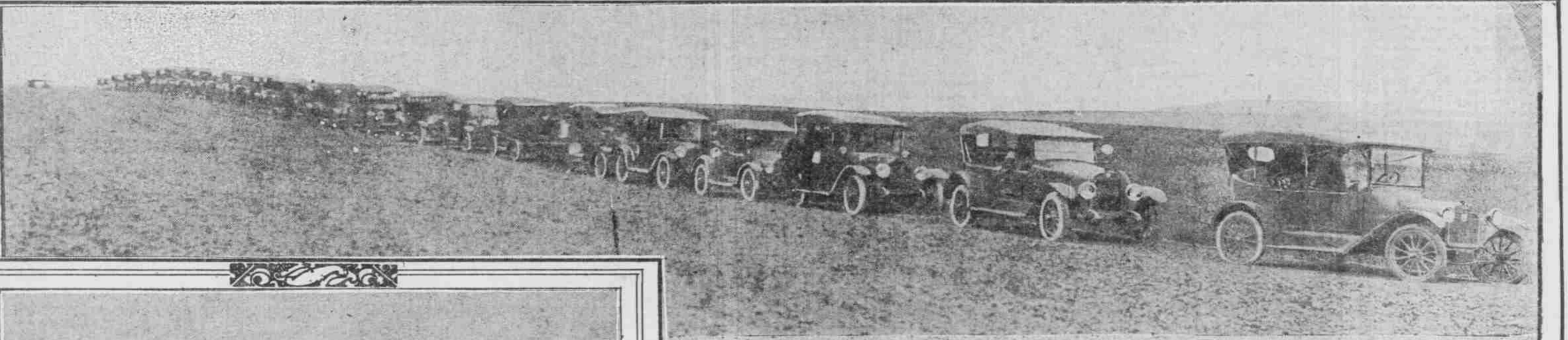


# EXPERIMENT STATIONS OF STATE ARE PROVING VALUABLE

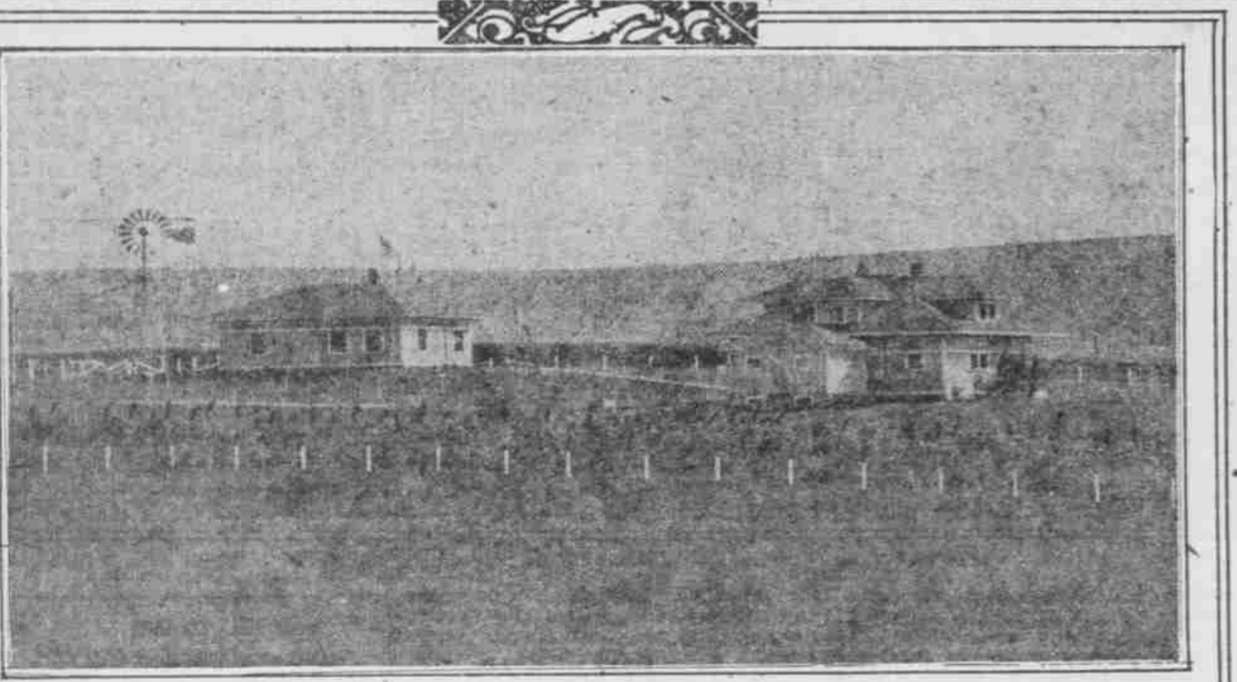
Visit to Various Points Shows What Is Being Accomplished for Development of Oregon's Rural Districts.



Showing Experimental Plots Of Grains And Grasses On Burns Experimental Station.



Farmers' Day At Moro Station. There Are About 500 Families In The County (Sherman) And 850 Autos, 95% Of Which Are Owned By Farmers.



Residence Of Director And Office On Hermiston Station.



Billy Sunday On The Porch Of His Hood River Home



Ice Cave - Left to Right, Mrs. Woodworth, Mrs. Pearce, J.K. Weatherford, Mrs. Weatherford.

BY ADDISON BENNETT.

THE Oregon Agricultural college maintains a number of branch experiment stations in the state, or rather these stations are financially maintained jointly by the state, the agricultural department at Washington and the counties in which they are located, but they are directly under the control of the president and regents of the O. A. C. There was only one of these stations until something like a dozen years ago, the one at Union, called the Eastern Oregon Experiment station. But several have been started in late years and now there are six, one each in the counties of Sherman, Umatilla, Union, Harney, Jackson and Hood River. But almost every county in Oregon now has a county agent, or a county agriculturist, as they are often called. These are under the general direction of the college also. So practically every county in the state is placed in close touch with the O. A. C. It is very desirable, therefore, that the president and board of regents visit the stations and the county agents as often as possible, and it has been the aim of President Kerr to do this annually. But owing to the threatening and then the actual war conditions no trip has been undertaken since July, 1915, when the county agents of Sherman, Umatilla, Malheur, Harney, Lake, Klamath and Jackson, as well as the stations in Sherman, Umatilla, Union, Harney and Jackson were visited. That trip was made partially by railroad and partially by automobile. The party left Portland July 12 and got back on the 25th.

**Problems Are Varied.**

It has often been asked why so many stations are necessary and why it is that there is almost always a rather insistent demand for more stations. Like the present demand of the Deschutes county people for one near Bend. The reason is that in no two sections of Oregon do the agricultural or horticultural problems closely resemble each other. In some sections the chief business of the station is to ascertain and solve the irrigation problems, in others the work hinges around dry farming conditions, in some sections the work practically all leads to fruit, in others to wheat, in others to alfalfa.

In Hood River county the "station" is a sort of movable convenience. It was thought best in that county to undertake the care of trees already planted by the citizens rather than to plant an orchard to experiment with. This has

been found very satisfactory and some excellent results have been obtained.

The stations could accomplish more than they do if the farmers and fruit-growers would co-operate more fully and freely with them. But too many of our land owners and workers are headstrong and bigoted to such an extent that it seems they would rather fall in their own way than to succeed by following the advice of either the county agent or the station director. Those who fall pay taxes and partially support the agents and the stations and are free at any time to consult them, but where scores do this, hundreds do not, with the result that Oregon is not making either the horticultural or agricultural advance we are entitled to.

**Opinion Is Asked.**

In Sherman county, when our party arrived there on the 11th of this month, there were a score or so of the farmers, all wheat growers, at the station to meet us. President Kerr said he would like to have some of them tell what was thought of the work of the station generally, and if it was, in the opinion of the speakers, doing any good.

H. H. Smith, one of the big farmers of the county, has about 2000 acres, now half in wheat and half in summer fallow. Mr. Smith says he is now getting 40 per cent more wheat from the same land and same area than he got ten years ago, and he attributed his success wholly and solely to the help of the director of the station, Mr. E. E. Stephens, had given him. He went on to say that he could tell the land of a station farmer, meaning one who followed the advice received at the station, by looking at his summer fallow or crop and could just as readily tell those who were failing through their stubbornness. All of the others made statements of a similar tone and declared that the reason, or the chief reason why Sherman is increasing the acre yield right along, with the same rainfall, is because of the better farming brought about by the station.

This story was sent to the Oregonian and published a day or so later, but it will bear repeating again and again and again, for it shows the way for farmers in the dry-farming belt to succeed—and thus bring back the money the O. A. C. is costing us.

Now, let us take up the late trip in serial order and show where we went and something of what we saw. In the first place, let me note that it was intended to make the entire journey by auto, and we did, save one breakdown, which caused some of the party to take the Southern Pacific train home from Glendale. When the inspection is made

by rail the president and regents do not see the conditions of the country generally, and it is important that these gentlemen get in close touch with every section of the state, especially with the people who use or ought to use the stations as a model.

**Auto Trip Made.**

We left Portland on the morning of Wednesday, July 5, in three seven-passenger machines and made the first stop at Hood River, where we took dinner. There were 15 of us, five in each car. We did not all leave Portland at the same time, but in a day or so the party consisted of the following persons: Dr. W. J. Kerr, president of the Oregon Agricultural college; president of the board of regents, J. K. Weatherford; regents, Walter M. Pierce, George M. Cornwall, Jefferson Myers and H. von den Hellen; Mrs. Weatherford, Mrs. Pierce, Mrs. Cornwall and Mrs. Myers; D. O. Woodworth and Mrs. Woodworth of Albany, Harry Rands and L. G. Russell of Corvallis, who acted as chauffeurs and the writer.

I will now give the route by the stops made, and the miles traveled: Hood River, 29; Moro, 62; Lone, 92; Hermiston, 66; Pendleton, 22; La Grande, 52; Union, 16; Baker, 38; Canyon City, 84; Burns, 73; Brookings, 73; Bend, 71; Crescent, 51; Crater Lake, 69; Prospect, 20; Medford, 48; Glendale, 60; Roseburg, 67; Cottage Grove, 55; Corvallis, 62. That makes 1117 miles, but the roadometers registered from 1425 to 1459, for there were many side trips around the stations and elsewhere.

We found the roads very good. Even where we were told they would encounter "terrible" traveling we had no difficulty in making good time. None of the machines was forced beyond the speed limit even on the best parts of the road, but we frequently ran for several hours at a stretch at a speed around 22 miles an hour. We encountered lots of torn up road where contractors were at work, and sometimes had to stop until teams, scrapers or other impediments were pushed aside; but in no instance was any delay more than five minutes. The workmen were very pleasant about letting us through and directing us as to the temporary roads used during construction.

**Road Work Seen.**

We encountered the road workers almost every day. At first on the Columbia river highway between here and Hood River, on the road up the hill beyond Union, where splendid work and rapid progress are being made. On the John Day highway several gangs

were at work and that is certain to be one of the most beautiful roads in Oregon. Grading, culvert and bridge building are going forward rapidly and before the month is out all of the work except hard-surfacing will be finished between Prairie City and John Day, what is being done below John Day I do not know, as we there turned up Canyon creek on the road to Burns.

The next highway work we saw was on the road through the reserve going up to Crater Lake. We took the Sand creek cut-off and found it in places about as rough going as we had on the trip, and the same may be said about the west descent, but these roads are being taken care of by the forestry forces and as a rule they are very good. We were told both at Crater Lake and Medford that machines now are almost daily making the run both ways in less than four hours between these two places, the distance being 78 miles. We again encountered highway workmen in Douglas county, where one of the big changes of the old road system is being made. This is between Myrtle creek and Roseburg, between which places not a foot of the old roadbed will be utilized.

Robert's hill, one of the worst grades on the old road between Portland and the California line, will no longer be encountered by travelers. There will be no grade worth speaking about on the 18 miles between those points as the Umpqua is followed very closely, the road being on the south, or is it west, side of that river. The new road is now being used for through travel, but we did not find it out in time to take it.

**Cars Are Numerous.**

The last of the new road, where workmen were encountered, was in the canyon between Grants Pass and Cottage Grove. Here we were halted perhaps a half-dozen times, but only a few minutes at a time. When completed there will be practically no "hills" through the canyon, simply a long grade of from 3 to 5 per cent. We followed the main highway only as far as Eugene, where we turned off on the Long Tom road to Corvallis. While speaking of roads, let me say that you will have to take a trip up the valley to get any idea of the number of machines traveling between Portland and Crater Lake or Portland and California. The greatest number are of course encountered at Medford, for there the heavy travel to and from Crater Lake and central Oregon converges. It is said that over 100 machines a day pass through Medford. It is safe to say the number of passengers to the machine

is six; so you can see where the hotels would "be at" if all of the travelers asked for accommodations at them.

And what a cosmopolitan party these travelers are! On Saturday, July 19, we passed machines from the following states, as taken from the license labels: Oregon, Washington, Idaho, Montana, Ohio, Michigan, California, Nevada, Hawaii, Utah, North Dakota, Pennsylvania, South Carolina and Kansas. I have forgotten two, for there were 17.

**The Trip In Detail.**

Our first stop after leaving Portland on the morning of July 5, was at Hood River, where we had dinner and then went out into the orchards in charge of Leroy Childs, who is the director of the Hood River work, and Gordon T. Brown, the county agent of Hood River county. We were shown many trees in several orchards that had been attacked by various pests and blights which were being treated. The college has no land of its own in the valley, so the headquarters of Director Childs is, so to speak, in the saddle.

Wherever an orchard is found that has diseased trees "Doctor" Childs is called in either by the county agent or the owner, and between these two practically every tree in the valley is under close surveillance. Many settlers, or rather orchardists, were consulted about the work being done there and all agreed that many problems were being solved to the great advantage of the fruit growers, and also to the alfalfa growers, for the people of Hood River valley are turning their attention more and more towards producing their own milk, butter and vegetables. This last season was a mighty fine one for the strawberry growers of that section. From Hood River alone 83 full cars were shipped, besides the small orders. The orchards look very fine and there will be a large, but probably not a record-breaking crop of apples this fall, and the price promises to be very high.

**Wasco County Visited.**

Our next stop was at Wasco for dinner and then up to the station at Moro. Moro is the county seat of Sherman county, a rather small county, about the size of Clatsop. It has 516 square miles of territory, altitude about 2000 feet, without a hill or mountain. In 1910 it had, so say the government reports, 4242 people. It probably has about the same number now, perhaps not quite so many. E. H. Stephens, the station director, said there were about 300 families in the county. The rainfall last season was 11 1/2 inches, which is a trifle above normal.

The main crop of the county, I might almost say the only crop, is wheat, and the yield this year will be about 1,500,000 bushels, which will net the growers about \$1.80 per bushel, which totals \$2,700,000. Divide that among 500 families, 4000 people! Prosperity? Why prosperity is so thick in Sherman county that you can see it on every hand. And, as said "earlier" in this article, you must give the experiment station credit for most of this prosperity.

Without a doubt universal prosperity in Sherman is far greater than in any other Oregon county. It is a county without a pauper, a county without a piteous cry; everybody is rich or going to be rich mighty soon if the rains and snows do not desert them. The yield in Sherman is between 25 and 30 bushels per acre. They tell of some yields over 40, which is phenomenal for that light soil.

**Two Vast Farms.**

In looking over the county from an eminence I thought it could best be described by saying "Sherman county is composed of two farms, one in wheat and one in summer-fallow." None of us had ever before seen such a picture, perhaps never will again. Just as far as the eye could reach it was one great checker board of golden wheat and dark, finely pulverized soil.

I could go on for 24 hours about Sherman, the present high-water county of the state, but I must pass that county up by saying to the farmers of the other Oregon counties that the experiment station is the mainspring of Sherman's prosperity, that and the brains of the Sherman county wheat growers, brains enough to look to the station for advice and to follow the advice.

We remained all night at Wasco and were well cared for, but the hotel could not give us breakfast early enough to suit President Kerr. So arrangements were made with the "Star Saloon," at least that is the sign painted on the side of the building. It is now a little restaurant and is doing a land-office business. We all rallied around the door about 6:30 and finally routed out the proprietor. As soon as we got inside the ladies of the party, headed by Mrs. Weatherford, began to set the tables, cut the bread, assist the cook-owner in the kitchen. In short order we were seated to a fine spread of ham and eggs, good coffee, etc. Just before we were seated the cashier of the place arrived for the day's work, and the young lady proved to be a student of the O. A. C., Ella

Kirby by name. She had a rousing reception and a sort of collection was taken for her tip. We left her and the landlord of the "Star Saloon" in great good humor.

**Sand Storm Encountered.**

We were billed to reach Hermiston that afternoon, and away we went, but slightly divided, for Jefferson Myers had to go via Heppner. The rest of us went via Olex, and near there we passed the residence of a brother of President Kerr, Mr. and Mrs. Cornwall, Harry Rands, the chauffeur, and myself, went on and had dinner at Lone. And it was a mighty good dinner, let me tell you. The little hotel at Lone is hard to beat. Dr. Kerr was bragging about it before we got there, for he had tried it before, and so had I, but we were served even better than we expected. We got away from there shortly after 1 o'clock and headed for Hermiston.

When crossing Morrow county, and at a point about 25 miles south of Irignon, a sand storm struck us and struck us mightily swift and mighty "sudden." I thought I had seen Morrow county sand storms, but I had been mistaken. However, I described it in my dispatch to The Oregonian and there is no need to go into the painful details again. We were detained about an hour, stuck in the sand, the wind blowing 50 or 60 miles an hour, the air so thick with sand that you could not see two feet from your nose—oh, yes, it was sure a sand storm, not a bit of doubt about it.

At Hermiston we found the station in better trim than it was four years ago. When the visit was made there in 1915 I did not have the nerve to tell the truth about the "progress" being made, for it was mostly towards the rear. So I just "dotted" my notes and "forgot" to send in a story about it. Now things are much brighter there. In fact alfalfa is saving the day for the Hermiston people, as well as the station and the latter is doing fine work. Land owners can now go to the director and have their soil analyzed and get from him the amount of water required to produce the best results in alfalfa growing.

**Information Is Given.**

If there is apparently no bottom to the soil, and 15 feet of water even will not give back the planter's seed, you can find it out without experimenting yourself; if it is adapted to alfalfa growing you will be told and also be told how to treat it. In many other

(Continued on Page 7.)