



Salem, Saturday, May 18.

Portland Agency.—L. SAMUEL, General Advertising Agent, is authorized to act as sole Agent for the Farmer in Portland—to receive and receipt for subscriptions and advertisements.

The Big Thing before the Country.

According to most of the papers in this State, the only interest which the people have in the next Legislature is the "Senatorial question." And accordingly we see the papers of both parties are appealing to the people in frantic efforts to elect this or that man, "in order to secure the next U.S. Senator." Out upon all such hollowness; away with such humbuggery, delusion and trash. The people are not fools to be hoodwinked and deceived by such empty, good-for-nothing politics. The great question before the country, the one important, over hearing issue of all others, is the question of the honest men against the thieves. What the country sorely needs, and what we must surely have, is thorough honesty in the administration of the government and the laws. We have grown weary and sick of the everlasting cant about principles and sound doctrines. This has been sounded in our ears long and loud, and always longest and loudest just when the the biggest stealing was going on. What the people want, and demand to know, is just this; that the men they send to the Legislature will not use their position to betray their trusts, put money in their pockets in exchange for official honor, accept bribes, or lend their votes to the schemes of any infernal monopoly, or other scheme to rob the people through the means of subsidies or taxes. The Senatorial question is a very small matter. The people of this State have not much reason to be proud of some of their Senators; and less reason to call for the sacrifice of any home interest to advance the fortunes of any Senatorial upstart.

THE LOCKS QUESTION.

The Herald assures us that some one has been trying to play upon our fears in reference to the manner in which the locks at the falls of the Willamette are to be built, and further assures us that the work will be completed according to contract; that stone, cement and iron will be used, and that the works will be built in a durable and permanent manner. The information we gave through our columns was derived from a source which we consider entitled to credence, but we hope our informant was in error, and that the Herald is correct in everything it says. We regard the construction and completion of these locks with an unusual degree of jealousy, and think that any short-comings of any one having anything to do with them ought to be promptly exposed. We have no desire to injure or misrepresent any individual or company through the columns of the FARMER, and should such a thing be unintentionally done, its columns are open to an explanation or defense by the individual or company so injured or misrepresented.

A SUGGESTION.—We suggest to farmers in the southern portion of the State that before they give the right of way to the railroad through their premises, they make the company contract, in writing, to fence the road through their enclosures.—This is the only safety they have for their stock. The railroad company shows very few symptoms of honesty in this part of the State in dealing with our farmers. Parties who have laid in claims for stock killed by the cars cannot even get an answer from the company. The "gypsies" who go after the right of way are profuse in their promises of what "Ben" will do, but it is better to have a written contract, properly signed, than to have promises.

HOW SHALL I VOTE?

And old and valued subscriber writes to us as follows:

"The FARMER has taken an active, and I must say a commendable, interest in questions of a general interest to all the people. I heartily indorse your course, and believe the farmers of the State will support you therein. But how can I best serve our interests by my vote in this county? I have always voted with the — party. Both parties have now full tickets in this county, and on both of which there is about an equal number of good, and also doubtful, men as candidates—and by doubtful, I mean purchasable men."

We would not be long in deciding for ourselves in such a case. Our advice to the people is to pay no attention to the action of conventions. Take up the two tickets, scratch the name of every doubtful man on either ticket, and then vote for the honest and reliable men left, no matter on which ticket their names appear. In this way the people may hope to get men sent to the Legislature who will not sell you out to the railroad and transportation monopolies of this State. We beg of the people to keep in mind this one, great, overshadowing, all-important fact, and that is that the great contest now going on all over the United States is *honesty against corruption*. It is not who shall be Senator, or Governor, or Congressman; but it is, shall the rights and interests of the laboring masses be properly protected from the exactions of railroad kings, aristocratic nabobs, and corrupt politicians, or shall we supinely sit down and see men who toil not for their bread deliberately swallow up the substance of the people, and bind them down in a worse than slavholders' bondage to the grasping and grinding claims of avarice and wealth?

We hope the people will open their eyes and be warned in time to defeat every corrupt and *corruptible* man now seeking their votes for the next Legislature. We care not whether a man is called a Republican or a Democrat; but the main question is, Will he be controlled or influenced to do the bidding of the monopolies and capitalists who are laboring to fasten their chains on the necks of the people?

TOO MUCH RAILROAD.

The people of Pennsylvania appear to be getting into the frame of mind that recently animated a gang of Chinese laborers in Louisiana to a characteristic performance. They took umbrage at the interference of a colored overseer, and one morning they astonished their employer by marching in solemn file up to his mansion, bearing on their shoulders a dark object. This proved to be the obnoxious overseer, securely and ingeniously bound with many cords, whom they deposited on the broad piazza nearly frightened to death, with the words, "Too muchee niggah, too muchee niggah." Then they trotted back to their work again. So the Pennsylvanians appear to be getting altogether "too muchee railroad." Says the Lancaster *Intelligencer*: "The time has come in this State when political parties must boldly declare where they stand. If the political parties intend to protect the people from the improper and dangerous encroachments of corporate power, they must say so in the most authoritative manner at their State conventions. Their candidates for Governor must be men who have no entangling alliances with great corporations, and their candidates for Auditor General must be pure and able business men whom neither the accounting officers of corporations nor the tools of the treasury ring will dare to approach."

So likewise in Oregon. The reform is spreading throughout the length and breadth of the land, and we must be true to our own interests here. The farmers must stand together. It is not to railroads or railroad officers, as such, that we object, but to their officious intermeddling in legislation, and their endeavors to bend every interest and industry in the country to their own aggrandisement. We have always encour-

aged, and will ever encourage all legitimate efforts to construct railroads; but to submit the whole interests of the people to the control of one man, to allow him to choose our Senators, Representatives, and Legislators, and make our laws, we will never agree so long as we can raise our voice to oppose it. Vote for a Republican, Democrat, or whomever you please, so long as he is not a tool of the Railroad King.

SUBSOIL PLOW.

A new subsoil gang plow has been brought out in California. Myers, the inventor, does not claim any originality in the plow-shares, but merely in the gang or gearing. That combined many advantages which were not combined in other gang plows. It could be adjusted so that any share or two different kinds of shares could be attached to it; either of the shares could be let into the ground any depth under about eighteen inches, independent of the other; it could be run as a common gang plow or made to do subsoil plowing; and by placing the subsoil plow forward a shallow furrow was made for the horses to walk in, instead of having them walk in the subsoiled furrow and tramping it down.

A committee has examined it and reports to the farmer's club at Sacramento as follows:

1. That the plow can be used as an ordinary gang or as one plow and a subsoiler. 2. If used in the latter manner the subsoiler follows in the previous furrow—not behind the ordinary plow; and they claim a decided improvement in this, inasmuch as the off animal always walks in a hard furrow. 3. They claim a decided improvement over any axletree now in use in strength and ease of raising or lowering the plow. 4. The gangs are all made of wrought iron, except the fall, and are made stronger than any now in use.

The plow was not tried as an ordinary gang except with the subsoiling plow attached, but raised to the position of an ordinary plow. In this condition it was put to work on a piece of land covered with a foot to eighteen inches with weeds and salt or joint grass. It performed its work on this land admirably, and to the entire satisfaction of all present, turning the furrow well and covering the weeds and grass completely beneath the soil.

The subsoil plow was then dropped five inches below the other, and the machine set to work in this condition. The subsoiler being at the head of the other, it follows the off horse, and cuts a furrow directly in the bottom of the furrow made by the other plow at the previous bout, throwing the subsoiler entirely out of its way and laying it up on the top of the soil thrown out by the other plow at the previous round. The left and ordinary plow following cuts a furrow and lays it over in the deep trench, thus made by the subsoiler, and thus at each round the operation is repeated, and the surface soil and subsoil have pretty effectually changed places. The mould-board of the subsoiler can be changed so as to throw the subsoil entirely out on the surface, or to so drop it as to mix it with the surface soil at will.

Some of our manufacturers might do well to look into this implement.

ANKENY'S FARM.

This farm is situated about ten miles south of Salem, on the Buena Vista road. It consists of about thirty-two hundred acres of land lying partly on the Santiam bottom and partly on the hills adjacent. It is one of the most beautiful locations in this valley, and Mr. Ankeny has shown great energy and taste in fitting it for a stock and dairy farm.

All his buildings are supplied with water pipes that bring the cool spring water from the hills. The barns are neatly arranged, with complete drainage and convenient arrangements for feeding. The drains from the stables all lead into an immense underground tank or cellar where all the manure is preserved, and whence it is taken at the proper season to enrich the land.

If we remember correctly, Mr. Ankeny now milks about seventy-five cows, and the number is constantly increasing. The stalls are arranged with stanchions that serve in the place of ropes for fastening the cows. In these stalls the cows stand to be fed and milked, and the quiet, good order which they observe in taking their places, is worthy of note. They marched in with all the apparent satisfaction of a

company of soldiers coming to receive their rations.

The barn is supplied with fine arrangements for cooking food by steam. This is a great saving of food and improvement of its quality, as a large experience shows. The calves are taken from the cows at the first and raised on whey from the dairy. They thrive on this food, and appear perfectly contented.—One noticeable feature of this plan is that there is no such bawling and stampeding as is generally witnessed when a large number of cows comes home at night.

Every one in Salem knows that the choice butter of our market during the past winter was that made by Mr. Ankeny. We tried during our visit to find out his secret, fully resolved to let all our readers know it. All we could learn was that he uses the Diamond churn, which it is believed will make butter at a lower temperature than any other.—One reason why so much poor butter is made in the winter is that the cream is too much heated at the time of churning.

Mr. Ankeny makes no butter during the cheese-making season. We witnessed the operation of making one day's milk into cheese. The result of that day's work was about two hundred and fifty pounds. The average per day will rise above that amount as the season advances.—Seven thousand five hundred pounds per month is "some cheese." Then the quality of the cheese made is not to be overlooked. Those who tasted the premium cheese at the State Fair last year need not be told that Henry Ankeny makes good cheese.

It is no desire to puff Mr. Ankeny that leads us to give this brief notice of his work, but a desire to encourage neat, thorough, and systematic work on the farm and in the dairy. All farmers and small dairymen may not be able to work on the same scale, but all who will study their business may work so neatly and with such system that it would afford any one a day of pleasure to visit their houses and barns.

What the People of the Willamette have got.

Some years ago, when the P. T. Co. had the sole monopoly of the carrying trade on the Willamette river, no hireling could be found to come forward and defend them, but almost the entire mass of the people regarded and denounced it as a monopoly, and prayed for the day when they might be delivered from its power. This was the exact state of affairs in the Willamette valley when ground was first broken for the railroad from Portland to the California line. Is it any wonder that our people then rejoiced, and hailed the day as the one long waited for? No people under like circumstances were ever more liberal in their contributions to an enterprise than were ours, and in no place in the country were farmers more generous as to rights of way than were those along the line of this road. We all thought that our Mecca had been reached, and that the morning of the day had dawned on Oregon when one man or one company could no longer exact from the producer all the profits of his long year's work, for no other service than carrying his produce a few hundred miles to market. It was a day of general rejoicing, and might be compared to the moment when the children of Israel were approaching and first permitted to look into the Promised Land after their long years of bondage.

The illusion was most complete, but it lasted for only a brief period. Mr. Holladay had got only a respectable foothold on our soil, with less than a hundred miles of railroad completed up our valley, when he conceived the idea that if he were the owner of the P. T. Co.'s boats the carrying trade of the valley would be in his own hands, and that wealth would thenceforward flow into his coffers. No sooner conceived than the project was executed, and he became the sole owner of all the

lines of travel (steamboat and railroad) from Portland to Eugene City.

And this is what the people of the Willamette valley have got for their trouble and money and land—A MONOPOLY—a soulless, overbearing, grinding monopoly—one that has never yet raised a hand to accommodate those who have fostered and nourished it into being by money and real estate—one that, for greed, can "double-discount" Shylock himself, because he wanted only what was mentioned in "the bond," while this monopoly demands all, everything.

The question for Oregon to decide will remain open till the adjournment of the Legislature. It is this: Shall the people surrender into Ben Holladay's hands the Willamette river, allow him to control that stream, and demand of the shipper, merchant, or farmer just what he thinks proper for carrying our surplus wheat, flour, wool, etc., to market? This is an important question, and must be decided by the coming Legislature. How important, then, that the voters of this State—the men who work and pay the taxes—see that no man is sent to that body who can be swayed in his duty to the people by the jingle of gold.

WHEAT PROSPECTS.—The following is a New York Commercial Report for April 25th, 1872: "There has been a further increased tone to the wheat market, as compared with last week; and, with favorable cable advices and only a moderate stock on hand, prices have advanced from 2@3c per bushel, though there was some variability in values at certain times during the week, owing to natural influences. The export demand has improved, English shippers manifesting a greater disposition to take hold, notwithstanding that margins have been somewhat against them, even with the rise in gold and exchange and the prevailing low rate of ocean freight. The milling demand, too, has improved; in fact, the purchases have been heavier this week than many previous ones.

The comparative high price current for winter growth has caused spring to meet considerable attention, and it is thought that there will be a complete exhaustion of the winter crop throughout the country. The extravagant prices obtained for wheat at the Southwest, it is the opinion of the trade, cannot fail to divert much of the wheat at the Northwest from the seaboard, and every day only confirms their estimates of the paucity of their surplus for export. The present stock is less than 1,800,000 bushels, the bulk of which will be required to meet our home wants ere any considerable supplies reach here from the Upper Lakes, leaving that on the Canal for export.

Advices from the principal sections of the West, since our last weekly review, have been more favorable for the growing crop; where a total failure was anticipated, indications are that the crop will be fully one-third to one half."

THE WHEAT CROP.—From private sources we learn that the wheat crop in all parts of the State promises well. In some places the fields look extraordinarily fine, and in none is there a prospect of a decline on the yield of any preceding year. The very favorable season we are having and the large additional acreage sown to wheat this year, will give Oregon the largest yield of grain by nearly one-fourth that she has ever had.

HANDSOME WOOL.—Capt. John F. Miller has shown us samples of wool from the Leicester sheep brought from New Zealand to this State by Messrs. Cameron & Goodwyn. The samples were from lambs fifteen months old, were an average of the lot, and measured fifteen inches in length. The fleeces, forty-seven in all, averaged thirteen pounds each, and were bought by the Willamette Woolen Manufacturing Company at 55 cents.

READ the new advertisements.