

Reply to John Minto.

Editor Willamette Farmer:

I am a little amused as well as surprised at some things contained in our friend Minto's communication in the last Farmer.

I was also a little curious to know why he did not attend our Farmers' meeting at Salem, and almost came to the conclusion that he owned an interest in the Salem Mills, and regarded the movement we were trying to inaugurate with suspicion, as supposing we would be at war with the millmen. In regard to this I have only to say that we are not, and can not be at war with any legitimate business in the country, unless the same is at war with us.

Our millmen have an important commercial trust committed to them, to build up and foster a trade in flour with China and Japan, and we want them to go after it. But if they want us to raise wheat for them for less than cost so as to enable them to do so, and abundantly feather their own nest additionally, we rather object. We prefer, for the present, to feed the starving millions of our own race and color, and especially so when they are offering us living prices for our wheat.

I accept Mr. Minto's apparently honest and straightforward way of reasoning, as the impulse of an honest heart, but he has not properly considered some of his points, or he never would have made them. He says "the truth is, there never was a monopoly in Oregon." This may be true in a strict lexical sense, but it is not true to common usage.—When any number of men combine together to control the market value of any product, the price of freight or anything else, we speak of them as a monopoly, and custom lends its sanction to its usage. Under this view of the case, we have had quite a number of monopolies in Oregon.

True, our friend says "the roads are open," but why does he use this as an argument? Does he think it right for the farmer to pay freight to the river or the railroad, up to the point that will enable him to compete with them by wagon from here to Portland. As far as the question is concerned, the roads are open to New York City, why not wagon our grain over there? His argument seems to be that if the railroad or river monopolies will carry the farmer's freight to market any cheaper than he can afford to by wagon—that he has no right to complain, no matter what fortunes these rings may amass in the operation. Truly would it not be a nice job to wagon a million of bushels of heat from these upper counties to Portland in the winter?

Pshaw! John, you do not intend to wagon your wheat to Portland, to convince us that there is no monopoly in the carrying trade between here and that point. No, this is all bosh, and I am surprised that the Honorable John Minto is the author of it. Because the road is open, "he sees no justice in the charge against rings who have combined to steal from us our hard and honest earnings." Mr. Minto makes this quotation from the Farmers' appeal issued at Salem. But this was not penned with special reference to the carrying trade between here and Portland, but more particularly with reference to the wheat rings of this coast, who have so effectually hedged in the way, that there is no possible opposition to their nefarious schemes—hence, they are able to fix the price upon our wheat to suit themselves, and that at rates that the farmers of this State cannot live at. Yet Mr. Minto "sees no justice in the charge against rings."

Now let us see about this. The wheat buyers of Portland make a net profit of about \$25,000 on a cargo of a thousand tons, and the first cost (at the rates they bought the major part of the crop) does not exceed that sum. And we know our estimate is no exaggeration, because shippers were paying at one time in the San Francisco market as much as \$1.25 per bushel to ship to Liverpool, with a reasonable show of profit at the same

cost of charterage. It takes these men but a short time to accumulate a cargo, and as soon as it is ready to sail, they go to the bank with their papers and draw a sum about equal to their first investment, (only waiting for the returns of the final sale for their profits.) This sum which he draws from the bank he is ready to turn upon another cargo and still another, thus doubling, and trebling, and quadrupling his first investment in a few short months. No wonder these men soon become millionaires. Yet honest John "sees no justice in the charge made against rings."

Now let us see what the honest farmer is able to do in the mean time. Here is Col. Nesmith of this county, who owns one of the richest and best bodies of land in the State, worth \$50,000. Now I have had no personal interview with the Colonel, but I will venture the assertion, that his farming operations for the last five years, has brought him in debt. Well why this? It is not because of a want of business tact? No! Those who know Nesmith, know better than that. It is because he is so situated that he is compelled to hire all his farm labor, and the price of labor, and the cost of machinery necessary to farming, with the price grain has borne, is not sufficient to meet running expenses. Here is the man of the ring acquiring his millions in a few short years, while the honest farmer is toiling hard through rain, wind, and mud, wearing out himself and his farm for the same period to find himself poorer than when he began. Strange indeed that Mr. Minto cannot see any justice in the charge made against "rings who have combined to steal from us our hard and honest earnings."

Again he thinks that "if the farmers have such a surplus capital to withdraw from their farming operations, as will enable them to build and maintain a system of river navigation, their condition as farmers is certainly not so deplorable as the address issued by the farmers' meeting at Salem would indicate." Is it possible that the Honorable John Minto thinks the farmers of the Willamette valley have no reason to complain, if there is \$30,000 or \$40,000 of surplus money found amongst them, (this sum will be sufficient to stock the river with the necessary amount of cheap freight boats.) The farmers of this valley have either directly or indirectly built up all the commercial and manufacturing interests belonging to it, with all its cities and the principal part of the men in them, steamboats not excepted, to the tune of a hundred millions.—Yet honest John thinks the least word of complaint on the part of farmers is terribly out of place provided they have a little surplus means to spare.

The truth is, the farmers of this State have committed the pilotage of their commercial vessel to very unworthy men, who manifest no concern whatever about the farmers' interest, and have run the craft which embodies the hope of the country into the mud, and now we farmers have to take hold, and right her up, see what is the matter, and get her afloat.

We have great faith in her, we believe she is all oak and abundantly able to ride the seas, and we intend she shall do so, whether Mr. Minto will help us or not. I would like however to have his assistance on the trip, would like no better companion, but he must take those gaffs off his boots, or he will get tangled up in the rigging and slide overboard and then he is a gone man.

Respectfully yours for a reformation of the times, WM. RUBLE.

WHO REQUIRE MOST SLEEP.—Those who think most require the most sleep. Time gained from necessary sleep is not saved, but lost.—Mind and body will both suffer. Most people however, do not think enough to make early rising particularly dangerous. It is the hard working professional man, the close student, or the man of business with many cares upon his mind, who suffers most from loss of sleep.

Basket Willow.

MONTEREY, Cal.,
Feb. 20, 1873.

Editor Willamette Farmer:

Enclosed is a letter from J. Ross Browne, Esq., of San Francisco, Cal., with some practical and far-sighted remarks on the growth of the Basket Willow. The part marked with a * is what ails this part of the coast. I visited your State, as you will see by reviewing your files for the fall of '69, and it was a matter of no small regret on the part of the settlers that the earth would not stand for a "levee" along the Columbia and Willamette rivers. The experience of Mr. Colt appears to solve the problem.

We would most respectfully suggest that Hon. A. J. Dufur, of Portland, investigate this subject (probably he is familiar with it), and a short communication to your paper on the subject would be of no small interest to the Farmers' clubs of your State.

Very truly,
GERRY E. DANFORD.J. ROSS BROWNE'S LETTER.
SAN FRANCISCO, CAL.,
Feb. 14, 1873.

Dear Sir:—Accept my thanks for your favor of 11th inst. containing valuable suggestions in regard to the growing of basket willow on our tule lands. I have already given some attention to that subject, and I fully concur with you in the opinion that it would prove a very lucrative branch of industry. The difficulty is, to find any capitalists in California who will entertain any proposition having in view the establishment of a legitimate business of this kind. For purely speculative purposes, there is plenty of money; but for agricultural improvements there is none. Gambling in stocks is the only thing that takes with moneyed men in San Francisco.

Sometime ago, I referred to the subject of basket willow in an article published in the *Commercial Herald and Market Review*. The following in reference to Colt's factory may interest you. Speaking of Holland, I said: "Men who have wrested a State from the sea and given wealth and power by their labor and intelligence will not be discouraged by trifling obstacles. With a few willow hedges they would soon protect every dyke, and establish basket factories to pay expenses."

Then follow some remarks on Mr. Colt's experience in Connecticut: "A striking illustration of what can be done in this way is furnished by the experience of the late Mr. Colt, at Hartford, Connecticut. Having first purchased at a nominal price a tract of swamp land subject to annual overflow situated on the Connecticut river near Hartford, he proceeded to make an embankment for its protection, under the supervision of competent engineers and practical workmen from Holland. As soon as the work was sufficiently advanced he planted at the base of the embankment a quantity of ozers, or yellow willows, and in the course of a few years when they were well rooted and stocked, he established a basket manufactory, which now a flourishing and profitable business. His pistol and basket making establishments form quite a considerable town on the reclaimed land. The banks of the river thus protected are more impervious to floods than works of solid masonry. The roots of the ozer permeate every part of the levee, binding it together so firmly that the fiercest torrents produce no effect upon it.

What is there to prevent us from doing likewise! Nothing, I venture to say, but that mean and jealous spirit of disparagement, which opposes every beneficial enterprise, clogs intelligent legislation, discourages the investment of capital in works of public improvement, and finds its chief gratification in the exaggeration of obstacles and the anticipation of failure."

I shall continue to agitate the subject until somebody takes hold of it with the necessary capital.

Very truly yours,

J. ROSS BROWNE.

G. E. Danford, Esq.,
Monterey.

REMEDY FOR THE EPIZOOTIC.—The Secretary of War directs that officers of the Quartermaster's Department likely to be brought in contact with horses affected with the epizootic, be instructed to use the following recipe, as a remedy in the treatment of horses attacked with the disease, viz: Chlorate of potash; a solution of one teaspoonful in a pail of water. One-fourth of this quantity to be given twice a day to each horse.

Necessity of Warehouses at Astoria.

Editor Willamette Farmer:

I promised to give further evidence of the great and unnecessary expenses attending the shipment of Oregon products to a foreign market.

Here is the history of one vessel, chartered by shippers in Portland, to take a load of wheat from that place to Liverpool. The Felix Mendelson, Capt. Barber, lying at Hong Kong, was telegraphed to take in ballast and proceed to Portland, Oregon, for a cargo of wheat, thence to Liverpool. The Captain, not being familiar with the geography of the interior of Oregon, was somewhat puzzled about finding the destined port. It was not laid down on any chart in his possession, and he applied to the American Consul, but found no light from that quarter. He was finally told by an old sea captain, to steer for the mouth of the Columbia river in Oregon. He then took his course hence, and arrived off the bar in 42 days, and had to remain outside for ten days before he could be towed in. On one occasion, the tugboat Astoria came out and spoke him, telling him the wind was from the north-east, and he could not take him. At the end of ten days, however, he made out to get in, when he found that his port of destination was far in the interior, on a small branch of the Columbia; thence he took his way, took in half of his cargo at Portland, and the balance on her way down, finishing at Astoria.

Now, we will look at the ship's expenses—money paid out whilst in the river above Astoria. River pilotage; \$128 river towage, \$360; stevedore labor, \$800; amounting to \$1,288. Such expenses and delays incurred by the ship explain why ship-masters and owners require such high rates of charter. The average charter for vessels taking wheat from San Francisco to Liverpool, for the last year, has been about \$17 per ton; whereas, this ship receives over \$24 per ton. Now, add to this enormous charter expense, the expenses of getting the wheat on board ships, by the present mode, adding to it the waste, as I have before stated, and is there any wonder, that the farmer brings a long sigh, and says, "I am discouraged; I cannot get enough to pay me for my toiling; for I have all this expense and waste to bear?"—Let us see who does make the money. The Mendelson had on board 1,340 tons; which will bring to the owners for the voyage, \$22,428. Now add to this the expenses incurred and paid by the shipper, between the farmers' granary and the ship, commencing at Portland, and ending at Astoria, all of which expenses must be paid by the shipper, as he has to deliver the cargo over her sides. Now, the shipper comes in for his share, and when that is paid, the farmer finds his share of the profits is indeed small. How does this look to the farmer? And is there no remedy?

The farmer is told by the Portland papers to keep quiet, and sell his wheat for what he can get, or he will be compelled to let it go to waste in his own granary. It strikes me, that, with the free navigation of the rivers of Oregon, such an assertion rather savors of arrogance. Let the producers, by some means, have sufficient storage provided at Astoria, place their wheat there at a reasonable expense, and depend upon it, they will realize more profitable sales even under the present outrageous management of the towage and piloting business on the bar, than they now do, under the management of the shippers at Portland. I think there can be no doubt, if the locks at Oregon City are kept free from monopoly, that so soon as storage is provided at Astoria, there will be plenty of river steamers that will take the farmer's wheat from any point on the Willamette river to Astoria, for \$2, or at most for \$3 per ton, which is about what the wastage is, in the way in which it is now shipped.

Astoria, Feb. 17, 1873.

"NONE but farmers for legislators" is the motto of a strong rural organization in Iowa.

Wheat Culture.

The following report made to the Farmers' Club School District No. 26, Linn county, by G. W. Vernon, is sent to us for publication by the Secretary, John Blevins:

To Farmers' Club School District No. 26, Linn county, Oregon: In compliance with request of our President at our previous meeting, I submit the following treatise on the subject of wheat and its culture.

In the first place I will say that my opinion is the farmers undertake to cultivate too much ground; I mean by this that if they would cultivate less in a proper manner they would raise more wheat and a far better article. Now for a few statistics. For year 1871, we have 265 acres (header account), 4,042 bushels, average per acre 15 bushels and 3 pecks. And for 1872 we have 328 acres (4,558 bushels), average per acre 13 1/2 bushels, average two years together 14 bushels and 1 peck per acre. You see the aggregate number of bushels produced on this 593 acres was nearly 8,600; now let us take one-half of the ground and put about the same labor on it that we put on the 593 acres, and I don't think it extravagant to say we can average 33 bushels per acre. We will try the figures; half of 593 is 296 1/2 acres; well that gives us 9,784 1/2 bushels, or 1,184 1/2 bushels more than the 593 acres poorly cultivated. Thus we see we have gained 296 1/2 acres of land for grazing; we have gained 1,184 1/2 bushels of wheat; we have the condition of farms much improved; we gain \$370 in heading. But enough of this at present. I now make a proposition to the Club that we try one acre or as much as we can, and report after harvest.

G. W. VERNON.

Buena Vista Farmers' Club.

Editor Willamette Farmer:

The farmers of Buena Vista precinct and vicinity, met at Buena Vista, Feb. 15th, pursuant to notice, for the purpose of organizing a Farmers' Club. Mr. G. A. Wells was elected temporary Chairman, and E. C. Hall, Secretary, pro tem. Some very appropriate remarks in the shape of short speeches were then made by Hon. James Gingles, J. B. Stump, L. Case, and others.

On motion, the Chair appointed L. Case, J. B. Stump, and E. C. Hall, committee on constitution and by-laws.

There was a general turnout of the farmers, showing that they were interested in the matter, and among others, was your worthy agent Mr. Wm. Wells, with an eye open to business, and apparently willing to exchange a receipt for a year's subscription for the FARMER, for \$2 50 in coin, of which advantage some of the wise farmers availed themselves.

Meeting adjourned to meet on Saturday, 22d, at 1 o'clock p. m. Time rolled around, and the 22d came, and after they had assembled, the house was called to order by the chairman. The minutes of previous meeting were read and approved. The by-laws were then called for which were read and adopted. Fourteen names were then enrolled as members.

The Club then permanently organized by electing the following named gentlemen, officers for the ensuing year: G. A. Wells, President; L. M. Hall, Vice President; E. C. Hall, Secretary; John B. Stump, Treasurer. Buena Vista Club No. 2, of Polk county, was the name agreed upon.

The Club adjourned to meet at the time fixed by the by-laws, which is the first Saturday in each month, at 1 o'clock p. m. E. C. HALL, Sec'y.

THE Michigan Farmer offers this remedy for loss of appetite or indigestion in stall-fed cattle: "Sometimes cattle, when being fed high, refuse their food because their digestive organs are out of order. We find the following, made into a drink, recommended by an experienced cattle man: Epsom salts, 14 ounces; sulphur, 2 ounces; ginger, 1 ounce; black antimony, 1/2 ounce; aloes, 1/2 ounce—the whole well powdered and mixed, and put into not less than four quarts of thin oatmeal gruel."

MISS CAROLINE HOWARD, daughter of the late Sanford Howard, Secretary of the Michigan Agricultural College, died January 12, at Lansing, Mich. At the time of her death, she was a clerk in the office of public instruction of Michigan. She was quite a popular writer for agricultural and other periodicals of the day.