

**WILLAMETTE FARMER**  
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 SALEM, FRIDAY, MAY 11, 1877.

**Agriculture in Eastern Oregon.**

Mr. W. S. Newbury, of Portland, has just returned from an extensive business excursion through the Upper Columbia farming country and furnishes us interesting facts as to the progress of the country and the increase of prosperity. For one thing, a regular trade is established between Kansas ranchers and stock men and the cattle men of Eastern Oregon, and already this Spring several parties of cattle buyers have gone through the Upper country from the Dalles to Palouse, purchasing beef cattle to drive East. One firm had purchased 2700 head and was still buying, and others were in the field making large purchases.

These cattle are started Eastward by way of Boise and Snake river, through Utah, and are driven all the way to Kansas by easy stages, reaching there, some of them, early in the Fall. Later in the season those that are in good order are shipped East by rail, and the rest wintered in Kansas ready for shipment the next Spring, as soon as they are in good condition. Some of these buyers have purchased stock in Oregon for three years past, and it is becoming an old settled business, one that will grow and increase and that calls for the improvement of stock to make it as profitable as it should be to the ranch men of Oregon and Washington.

But the present excitement in the Upper country is not connected with stock-raising, but is called into existence by the stimulation of the wheat market, caused by the European war, and the advance of breadstuffs in Liverpool. Wheat has been comparatively valueless in the rich farming districts of the Upper Columbia; so low was the price that it was hardly worth hauling thirty miles by wagons to the river, and yet there seems to have been more or less wheat raised every year, and fair stocks have accumulated, not only in the Umatilla and Walla Walla country, but far beyond them, even in Idaho, so that, stimulated by the advance in price, farmers are hauling it to the river and receiving as high as \$1.10 per bushel for it at Wallula and all the landings beyond, on Snake river, as far as Lewiston. This sudden opening of a bonanza to the hard-run farmers of that distant region has greatly improved the financial prospects of the settlers, and has encouraged them to renewed effort and hopes for the future. It is like the opening of sunshine after a long storm, and in truth the sunshine is in the faces and hearts of the people. This gleam of prosperity is a foretaste of the good time coming when the obstructions to navigation of the Columbia shall be removed and permanent prosperity visit a vast region that contains wheat lands as rich and many times as extensive as the Willamette valley.

According to accounts, hundreds of tons of wheat are now awaiting shipment along the Upper Columbia and Snake rivers, where little or no wheat was ever shipped before, and new landings are established by the O. S. N. Co., to suit a trade that has sprung up as if by magic. The O. S. N. Co. has commenced the building of a 350 ton light draft steamer expressly to accommodate this trade, for through all the Upper country much more wheat is sown than ever before with fairest prospect for an enormous yield. If the present prospects continue, the farms of the Eastern country will enjoy a prosperity they have long deserved, and have never realized, but which in the future will more than double the wheat exports of the Columbia.

This promise of better times acts with electric effect on all the farmers from the base of the Cascades eastwards to the confines of Idaho. They not only have a broad area in wheat and expect an overflowing harvest, but everywhere are turning over fresh sod preparing summer-fallow ground to sow next Fall. An impulse of enterprise and energy is developed; the value of lands not heretofore appreciated is discovered and this will result in increased settlement and improvement, so one who only know the Upper country a few years ago, would be lost on its familiar hills to-day. We expect in five years' time to see the importance of the Wil-

lamette (which constituted Oregon's wealth in the past) overshadowed by the growth and development of the splendid region to the eastward, and the sooner that day comes the better for all the dwellers of the Pacific northwest, for railroad connection depends much on the importance we can develop as a distinct section of the Union.

Mr. C. F. Yeaton, who has just come down from Colfax, W. T., confirms the above as true of all the region he is familiar with, and gives as an instance of the energy that characterizes farming efforts east of the mountains, that Dr. Blalock, of Walla Walla, has a large acreage in wheat and has eleven gang plows running summer-fallowing ground for next year, and expects to harvest 3,000 acres of wheat in 1878. That sounds a good deal like the wheat-raising stories told of California.

**Commercial Uncertainties.**

At this time, when every prospect pleases the Oregon farmer and he has good reason to feel quite sanguine of successful crops and excellent prices, it is nevertheless necessary that he should move with caution and not either count his chickens before they hatch or spend his money too lively before he gets it by running in debt for things he can do without. Economy and prudence are necessary to reap the full benefit of success, and our friends must remember that there is many a slip between the cup and the lip.

There are contingencies very likely to arise that may prevent the full fruition of our hopes, and we may as well look them in the face. Should the war become general in Europe, or even embroil England, the result would be unfortunate for our wheat producers, as it would cause advance in freight to a very high figure and might even cause English ships to abandon the seas for a while. Most of the vessels that come to the Columbia river are British tonnage, and if England was at war with Russia the presence of a few Russian men-of-war on the ocean would create a risk that would give monopoly of freights to neutral vessels. American and Swedish or Norwegian vessels, or those of any nation not involved in the struggle would have a decided preference, as the single item of insurance on a war risk would lessen the price of wheat immensely. The tonnage being almost exclusively British, or in great part so, our products may be heavily taxed on their way to market and the price reduced in consequence. It is not worth while to take it for granted that every thing will come about just as we desire. Freights and charges to Liverpool may be a dollar a bushel, and so the Oregon farmer should use caution in all his plans and take no risk that may overwhelm him.

**RAISING CORN.**—Gen. Nesmith informs us that he has finished planting forty-two acres of corn. His rich bottom land in the Rick-real valley will certainly produce that cereal if it can be raised anywhere in the Willamette valley. His object is two-fold: to fatten his hogs and prepare his ground for wheat next year, and he considers good cultivation in corn equal to a summer-fallow. Gen. John F. Miller is also planting corn largely on his farm South of and near to town, with the same object. It is the easiest way to clear off weeds, sorrel and wild oats, and puts the ground in the best condition for wheat, though high, dry hill land would not produce corn to as good advantage as prairie.

We received by mail last week accompanying the advertisement of the W. R. T. & L. Company, a request to also publish resolutions passed by the Board of Directors of that company, which were sent in shape of a printed slip taken from the Oregonian. The editorial paragraph preceding the resolutions was also from that paper and was published by mistake, for while we are no ill-disposed towards the W. R. T. & L. Co., we propose to let the farmers judge for themselves how deserving they are of patronage.

**ENGINE AND BOILER FOR SALE.**  
 The three-horse power, upright engine and boiler, heretofore used in the publication of the WILLAMETTE FARMER, are for sale, on good terms. Any person wishing to purchase, address Clarke & Craig, Salem, Oregon. Price \$2.50, which is extremely low. The same are in good and safe condition so far as we know. They have always done good work, and are sold because we have no further occasion to own steam power.

**THE MINTO ROAD.**—We understand that parties interested in opening a route across the mountains by this pass, intend to put a trail through this season if the project fails for building a wagon road. The best plan is to make thorough work and build a good road, and it really seems as if an enterprise of so much importance ought to find capital ready to under take its construction.

**SWEET POTATO PLANTS.**—Elsewhere in today's paper will be found a board from Mr. G. Stoltz, wherein he offers to furnish sweet potato plants for planting. Here is a good opportunity for any one wishing to grow this esculent, and it would be well to make an experiment, and test the value of raising sweet potatoes in this valley.

Embroideries, corsets, cuffs and collars, cheap at Mr. Millican's.

**Harness Lost.**

On Monday, May 7, on the road between Salem and Spang's Ferry, there was lost out of a wagon, caused by the endgate of a wagon coming out, a half set of harness, and the finder will confer a favor and be suitably rewarded if he will leave it at R. H. Dearborn's harness shop Salem.

**BUCKEYE MOWER** HAWLEY, DODD & CO. PORTLAND, OGN.  
**REAPER** ELWARD.  
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**SWEET POTATO PLANTS.**  
 I have now growing a fine lot of these plants, which will be ready to set out about the 20th of April. Orders may be forwarded to the undersigned, or to O. Dickinson, who will see that the plants are shipped by express in good condition. Those who wish their plants to be sent to places on the road or river where there is no express office, will do better to send money to pre-pay express charges at Salem, as it is not safe to send them by mail. Address: G. STOLTZ, Salem, Ogn. Price of Plants at Salem, \$2.50 per 100. Not less than 25 Plants to one Address.

The Beaver creek cinnabar mines, in Jackson county, will be tested at once. Apparatus costing \$1,500 will be received, and it is believed the yield of quicksilver will be large.

1854. 1877.  
 The Only Strictly Wholesale Drug House in Oregon.

**T. A. DAVIS & CO.,**  
 71 Front Street,  
 PORTLAND, OREGON,  
 OFFER TO THE DRUG AND GENERAL MERCHANDISE TRADE a complete assortment of  
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 Including the finest brands for Coach Painters' use.  
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 LINSEED OIL, in barrels and cans,  
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 In barrels and cases.  
 Blue Vitriol, Sulphur, Castile Soap, Concentrated Lye, Potash.  
 Bitters, all kinds.  
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**TAR,**  
 In Quart, Half-Gallon, One-Gallon, and Five-Gallon Cans and Barrels, etc. etc.  
 We are Agents for Oregon and Washington Territory for  
**THE AVERILL PAINT,**  
 THE BEST MIXED PAINT IN USE for Millwrights' Farber's Sheep Dip, Waikeete's Sheep Bath and Squirrel Poison, and Ayer's and Jayne's Proprietary Medicines.

We buy our goods from first hands, thus enabling us to compete with any market on the Coast, as a comparison of our prices will prove. my9

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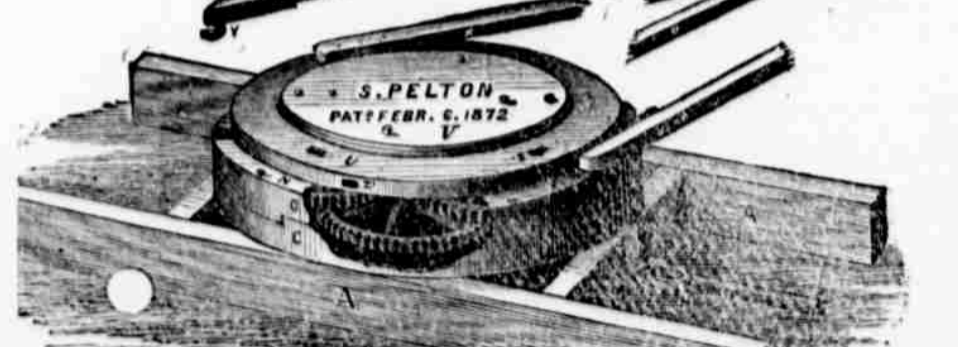
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**DENTIST.**  
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 Office moved over BREYMAN BROS.' NEW STORE  
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**CABBAGE, CAULIFLOWER, AND Tomato PLANTS.**  
 By the 100 or 1000.  
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