



Correspondence.

LINN COUNTY FAIR.

[EDITORIAL CORRESPONDENCE.]

ALBANY, Sept. 28, 1881.

The Linn County Fair was advertised to commence on Tuesday and end Saturday, thus occupying five days; and desiring to get better acquainted with Linn county people, and also to do justice to their praiseworthy effort to hold a County Fair, as well as to have some mention of it in the FARMER the present week, I came up on the evening train Tuesday and found accommodations at the Revere House, that the proprietor, Mr. Kieffer, had kindly saved for my use, though his rooms were all in demand. I did not find the town excited over the event, or the hospitality of the Albany landlords taxed to take care of the guests from abroad. When Wednesday morning came there was no din and clatter through streets, of impatient hack drivers urging the world to emigrate to the Fair Grounds, which are a mile and a half away, but when breakfast was well over and the fog of the early morning had melted off the frost, myself and friend found a conveyance and reached the grounds in good season. The grounds and track are situated southeast from town, an easy drive of fifteen minutes, and when reached we found that the Fair was in no hurry to get under headway, but was waiting for entries to be completed, and the liberal terms of the Society permit entries until Wednesday evening, so there was a sort of natural chaos all around. Wagons were arriving all day, dispersing articles for entry, all departments were unfinished, without entries yet made, so that the state of affairs could not be determined from the books. Of course no one was to be blamed for this state of things. I had simply arrived a day too soon for my own convenience, so I have done the best I could under the circumstances to get an idea of what is on exhibit.

But here I will make a suggestion to the association, that if they expect people to come from any distance, an inducement might be held out by having the exhibit days limited to two, and by having entries all made the day previous, for which purpose experienced and swift clerks could be got, to make an easy days work of entering all objects and articles to be exhibited. That will be more satisfactory to the public I am certain. Say entries made Wednesday, the exhibit to be held Thursday and Friday, and all go home Saturday. There is such a fault as "too much of a good thing"—you know.

HORSES.

Arriving on the grounds, the first man I met was Wm. Townsend, of Salem, who was there with some excellent draft horse stock, and he kindly offered his assistance to look after the horses, so we commenced with his own stable. Townsend shows his bay mare Dolly, 11 years old, and her family consisting of Brigham Young, 3 years old, an iron grey stallion 16 1/2 hands high, weighs 1,700 pounds, Percheron stock, as he was sired by White Prince; Hoodlum, an iron grey, 2 years old stallion, weighs 1,200, is on Louis Napoleon, also Percheron; Hancock, light grey stallion colt, 1 year old out of Wide Awake, a Percheron horse; also Nazro, a suckling colt; making a family of horses of which Mr. Townsend may well be proud. Dolly and her interesting family deserve more special mention, Brigham Young is as good a grade Percheron, we venture to believe, as can be found. During seven years Mr. T. has bred this mare, raising seven horse colts that have sold for \$400 and \$500 each, and putting a fair value on her family yet unsold, she has earned him \$3,300 inside of eight years.

His bay mare Fanny, 12 years old of equally good qualities, has a suckling colt by her side born March 28 that weighs 700 pounds at six months old. He also shows Nelly Grey, a light grey filly, one year old past, out of Wide Awake, a three-quarter Percheron, that weighs 1,300 pounds, which looks like a large story, but she is truly a large filly. Dolly, a light grey mare, 5 years old, is mother of this prodigious filly, and is a remarkably good animal, weighs 1,600 pounds. Mr. Townsend is a natural horseman and has a genuine affection for his stock, which it is a pleasure to see them all reciprocate by friendly caresses bestowed in response to his care.

Mr. John Sawyer, of Amity, is here with Belmont Jake, a 9 year old bay stallion, of Clydesdale and Belmont cross, which will compete in the class of draft animals. He also has some good trotting stock.

E. M. Dudley, from Soap Creek, Benton county, has a light grey stallion, taken right off a horse power, he says, that he calls Soap Creek Chief, from White Prince, by a Morgan mare. He also shows a pair of sorrel roadsters, and the sorrel mare Julia, mother of the

grey stallion) with a fine suckling colt by her side. W. M. Ryal, of Benton, shows a 2 year old brown stallion colt seven-eighths Percheron; also a mere one-half Percheron with seven-eighths Percheron colt by her side. Guion Gibson, of Aumsville, shows a sorrel mare, Mary, with horse colt by her side that is of Percheron stock out of Edmonson's Wide Awake, a colt that will be hard to beat anywhere in Oregon, weight about 600 lbs.

O. P. Taylor, of Aumsville, enters a sorrel mare with a good Wide Awake colt. T. J. Edmonson, of Waldo Hills, Marian county, has two mares, with suckling colts from his Percheron stallion Wide Awake, and taking the colts of Townsend, Gibson, Taylor and his own, he will compete for a family prize, and it will be strange if he does not win it.

Trotting stock is also well represented. John Sawyer, of Amity, shows Billy Reel, a sorrel stallion, 4 years old; and Johnny Lee same color and age, the latter of which is said to be enough of a flyer to incline the other owners of trotting stock to be a little afraid of him.

G. M. McKnight, of Albany, shows Edward Everett, a bay stallion. Geo. Simpson, of Albany, shows Kitty Linn, a bay mare. Frank Wood, of Albany, a brown mare, Lully Nell. Dr. Harris, of Albany, a chestnut mare, Betty. G. M. Coffey, Albany, a bay stallion, General.

John Worth, of Halsey, brown stallion, Sacramento Boy. Franklin Knight, of Albany, Lushy, a brown mare. The show of draft horse stock is certainly good, but the question comes in: Where are all the Linn county work horses? Trotters are out in some force and make a creditable showing. Thoroughbreds I have not had time to work up.

CATTLE. Mr. A. S. Powell shows a Halstein cow and a yearling and suckling calf from here by a Jersey bull, and appearances justify the belief that the cross is a good one. Mr. Powell is interested in dairy stock and in solving an important problem. We were rather surprised to know that there were no other exhibitors in this class.

Quite a number of pens were filled with really good swine, chiefly Berkshires, but we were unable to get particulars, and can only say the showing was large and creditable.

SHEEP.

The sheep pens were not numerously filled, but the showing was excellent as far as it went. Thomas Frohman, of Albany, makes a good show of American Merino bucks; ewe and buck and two lambs; a French Merino buck and five lambs; ewe two years old and ditto one year old.

C. P. Burkhardt, of Albany, shows several pens of French Merinos, including two year old bucks and five lambs; one buck lamb, two year old ewe, one ewe lamb. His sheep are evidently bred with care, but we wonder, as we see the empty pens: What has become of all the rest of our sheep-growers? D. M. Guthrie, of Dallas, Polk county, who is never far out of the way, has entered two New Bedford bucks, which will be here tomorrow, and their fleeces are on exhibit in the Pavilion, one of them weighing 17 pounds, the other not far behind, and the quality of wool superb.

THE PAVILION.

There was a rapid filling up of the pavilion during the day, and I pronounce the display very creditable, even though not nearly what Linn county could do if it tried. Potatoes are here in prodigious force, and it is said that the potato crop is unusually good and large in this country. Vegetables of various kinds, including corn, are here of huge dimensions. Squashes and pumpkins, onions, beets, carrots, etc. Fruits are in great perfection, of all Fall varieties. Wonderful apples, good looking peaches, quinces, pears, etc., while the display of melons is appetizing.

There are good showings of dried fruits, also, jellies, preserves and pickles, grain in sacks, honey that you look at and wonder to see cells two inches long. The display of flowers furnished by Mrs. Hackenstoad and other ladies, add much to the appearance of things, and all along the north wall are arrays of the myriad of articles, fearfully and wonderfully made, that the ladies denominate "fancy work."

During the afternoon the people came there in greater numbers. There was crowd enough to start when the running race was on, and a mile was made in 2:02, rather slow, though some may talk, but one of the boys was taken out of the post, they said, the day before,

and they showed the collar marks and a sore shoulder to prove it. Evidently this fair hasn't run all to race horse. To-morrow, it is predicted, the people will be here, and I truly hope they will, but just at this moment there is a southerly wind and a threat of rain. S. A. C.

Letter From Yamhill County.

SHERIDAN, Or., Sept. 18, 1881.

Editor Willamette Farmer: This is Sunday and thinking of nothing better to do, I will send you a few items from this section of country, which is four miles North of Sheridan. Harvesting is about two thirds done, but owing to the heavy rainfall of yesterday and last night it will be delayed several days. The wheat crop is better than last year and the acreage larger, and we will have a larger surplus for export than ever before. We will hold for the favorite price of \$1, or even more. The oat crop is extra fine, and never before was the like of garden "sals" known in these Red Hills. The wheat around here will average about 20 bushels to the acre. The crop was mostly spring sowed grain. We read a great many articles in the FARMER about crops not turning out as good as was expected, but they don't tell the reason. I know, and every farmer knows, that it was no fault of the soil or season, but simply bad farming. In the first place last season was a rather dry Summer, and those summer-fallows did not grow much wild oats out of the ground; and in the second place, last Winter was a warm, wet one, and the present season has had plenty of showers; the consequence is such farmers have more wild oats than wheat. Hoping the FARMER will reach our fire side every Saturday night, I remain, A RED HILLIAN.

WHEAT, AND THE OUTLOOK—NO. 3.

FOREST GROVE, Or., Sept. 22, 1881.

Editor Willamette Farmer:

If there be any one thing more than another that connects itself with every material interest upon this Northwest Coast, it is a Panama or Isthmus ship canal. It underlies, overtops, overlaps, outweighs, and outmeasures all other helps or advantages conceivable. Without it, notwithstanding the five lines of trans-continental railroads already assured, whose value I would not in the least underrate, we must remain in a great measure isolated, separated and distant, to the great national metropolis, New York, and the vast commerce and trade that find their natural center within her ample means and facilities. We cannot conceive of a single man upon this western slope, but would be materially benefited by such a work. It would send its "mystic cords" to every bushel of wheat, pound of wool, side of bacon, box of fruit, foot of lumber, dozen of eggs, pound of butter, box of cheese, or can of fish. It would touch every band of horses, drove of cattle, flock of sheep, or herd of swine. To every mine of mineral, acre of tillable land, tree upon the mountains, every steamship, vessel or railroad car, every millstone, trip hammer, planer or factory spindle, it would give an exhilarating force and movement by the completion of such a work.

Wheat, that should have ranged a wide margin here, above one dollar per bushel for the last month, could not be forced down to 80 cents with such a work in operation. The swindling now going on under the thin guise of lack of tonnage could not then exist. Thus we have a glimpse at the things we produce and have for sale on this western slope. Let us now cast a glance upon what we have to buy. From a bunch of matches up to the largest ocean steamer could then be bought at a corresponding advantage. But to the farmer it comes home with greater force than to any other single line of business, for the reason that most of his products must find a market beyond the seas. It should occur to every one that the farmer has no voice in fixing the price of any of his products when it goes beyond his own farm to be sold. He can do more set the price upon a dozen of eggs, a bushel of wheat or railway ticket to the nearest station, than he can set the time for the changes of the moon, or the rising and setting of the sun. Under this inexorable law of trade he must submit, and could do so cheerfully were the legitimate laws of trade allowed to work out their results unfettered. But alas! Here's the trouble. With no lack of capital, the bulls and the bears set to work and scalp prices down, to buy, and up to sell, and with the help of the pool men and the tonaugemen they carry prices for the producers down to zero, and to the consumers up to 100 dollars in the shade. To these questions we must address ourselves with an earnestness and determination that will know no defeat. "But," says one, "what can we do?" Every day. The farmers of this country can elect any good man President they may choose to elect, and also put a two-thirds majority in each house of Congress, "But,"

says one, "what can one man do?" Every man can walk to his post office and sign a petition to Congress to have the government tender necessary aid to build such a work and regulate the tolls thereof. And as a result to a previous paper, Congress would readily respond to such a call were the matter fully represented to them, as Congress would have nothing to lose, while this coast and the government would have everything to gain. The vast railroad interest near us could not afford to be indifferent to such a work, as each in the main would have a separate line of business, and both would supplement each other. I have seen nothing in the papers of late concerning Capt. Eads' ship railroad, but if his enterprise proves a reasonable substitute for a ship canal, (and he says it is) why not extend to him the congressional aid he asks for its completion? Is it not time such a work was accomplished? How long would it take the wheat interest with its rapidly increasing product to pay for such a work with the portion of each bushel it is now cheated out of? History informs us that the Spaniards in 1328 agitated the subject of a ship canal across the Isthmus of Durin, which was at or near the time of the discovery of the Pacific ocean. Over five hundred and fifty years have since passed. How much longer must it slumber? W. L. CURTIS.

GENERAL NOTES.

Weston Leader: B. F. King, from 20 acres of wheat, rot an average of 43 bushels of beautiful wheat. John Kirk had an average of 45 bushels in 60 acres of Fall wheat, and of 30 bushels in 214 acres of Spring and Volunteer wheat. That is good.

Salem Statesman: There was an exhibition in front of Paul Oberheim's bakery, a large and healthy looking tobacco plant, raised on the farm of Paul and John Rouse, near Brown's Island up the river; it is said to make first class smoking tobacco. This proves that tobacco can even be raised in Marion county.

Pataha Spirit: In the region of Little Kentucky river it is so extremely dry that farmers are disposing of their stock at very low figures. One farmer who has 1,300 acres of land has not raised enough to feed his stock. Fine blooded sheep go for 80 cents per head; cows are going dry, and in some neighborhoods the people have to walk a mile to get water.

Full City (Oregon City): The onion crop in this county has been stricken by blight this year. On the farms of Mr. John Zumwalt, of Pleasant Hill, Mr. Cummings, of Middleton, Mr. J. R. C. Thompson, of Tualatin, and we learn, Mr. L. A. Starkweather, near Milwaukie, and several others, the tops of the onions have died down before they came to maturity. There is noticeable a fungus growth upon them, and a minute insect may be found which seems to feed on the stalks.

Salem Statesman: Seventeen acres of wheat on the farm of J. W. Nesmith, at Derry, Polk county, yielded on an average 56 bushels to the acre. This is the largest yield that we have heard of this year in the Willamette valley. Who can beat it? We would like to hear from any one who has had a better yield than the one above referred to. And it is reported on good authority that if the sage of LaCree had not stopped his plow to answer "Bill Watkinds," that his whole crop would have averaged fully as well.

Mr. Thos. Gilmore arrived in town one day last week, says The Dalles Times, from Monmouth, in Grant county. From him we learn that the farmers all along the road are harvesting one of the largest crops of grain that has been harvested for a number of years past. The principal industry in his section is stock raising, and he says cattle of all kinds are in splendid condition. Last Winter thinned the herds considerably, and this has made the price better this year. Mr. Gilmore had several fine antlers of deer with him, for one of which he will accept our thanks.

Mr. W. P. Walker, during the week, brought into The Dalles Times office a sack full of nice ears of corn as we have seen grown in this country anywhere. These came from the ranch of J. P. Walker and brothers, beyond the Deschutes, on bunch grass land, which has been considered worthless except for grazing. Some of the ears measured fully a foot in length, and the kernels were large and full. Mr. Walker thinks that if such corn can be raised on our hills without irrigation, farming the uplands of Eastern Oregon is no longer an experiment.

The decrease in the number of sheep in Wasco county since the last yearly assessment numbers 181,158 head; cattle, 40,255 head; horses, 1,705 head. A great proportion of this loss of stock can be accounted for being driven to an Eastern market, but many cattle, horses and sheep were killed by the severe winter last Winter. Notwithstanding this decrease, the assessable property this year

will approximate somewhere in the neighborhood of three and a quarter million dollars, in comparison with twenty-eight hundred thousand last year.

Wood Guleh, 20 miles from Walker's and 23 miles from Coyles' Banding, on the Columbia river. It is just in the edge of the timber and is pleasantly situated. Three miles away is the McFarland saw mill, now operated by Osborn & Weaver. It supplies the whole of this Alder Creek country, and sends considerable lumber over to Oregon. The prices of lumber at the mill are \$10 per thousand for fencing, \$12.50 for common wide lumber, \$18 for second class and \$22 for first class rustic and flooring.

Baker County Reville: Last week a friend brought us a sack of products consisting of a few Bartlett pears, egg plums, large onions, weighing nearly one and a half pounds each—and a large radish—which compare in size and quality to any we have ever seen. These came from the ranch of Jack Lew, which is situated about 4 1/2 miles west of Baker City, and is hill land. In addition to this, Mr. Lew has raised during the past Summer 1,343 bushels of grain and 30 tons of hay from his forty-acre tract of land. These facts are not given for the purpose of aiding Mr. L. in selling his land, as he won't sell, but for the purpose of showing what our land will do. Washington Territory will have to get up before day to beat it.

Baker County Reville: There is no town in Oregon or Washington Territory, which, according to its size and population, is growing faster than Pendleton, in Umatilla county. Everybody is busy. The hotels, and restaurants, and boarding houses are all full—sometimes overflowing. The hotels now are among the best. The town is growing both up and down the river. Business of all kinds is thriving. Nor is this prosperity ephemeral. It is mainly due to agriculture. Within the last three or four years it has been ascertained that the bunch grass lands on the hills West of Pendleton produce the cereals in great abundance. And the consequence is that many of the citizens of Pendleton have taken up lands and are now reaping great harvests, some of them producing forty and fifty bushels to the acre.

Walla Walla Watchman: Our farmers watch the wheat market as they would a mule's hind leg, and we don't blame them. It needs watching, yet one may watch the whole year round and then miss it. During the week several sales have been made at 60 cents per bushel, but the real price, justified by foreign quotations, is about 57 cents here. However, take all you can get, and if you can afford to hold on, do so, for we now have reason to believe that wheat will be as good as gold before another harvest. It's true, a man can't be well a wheat raiser and a wheat speculator, too, but it never hurts, to use discretion, and in most cases it is better to sell wheat at a reasonable price, than to borrow money at unreasonable rates. A hint to the wise is sufficient.

Nez Perce News: For the first time in the history of Northern Idaho it may be said that we have this year a surplus of wheat for exportation. In the language of the poet, "we raise all we eat, and more, &c." In short, we are not only a self-sustaining community, but we are now in a position to enter the markets of the world and compete for the honor of filling foreign granaries. For a country so young and so new as Northern Idaho, this is a remarkable exhibit, and when we take into consideration the fact that but a fraction of our agricultural lands are cultivated—that we have here the largest scope of unsettled soil in the United States—we may well be pardoned for reiterating the fact that Northern Idaho is the best country in the world, and that its future is already tinged with the golden rays of dawning prosperity.

Palouse Gazette: The track of the Northern Pacific is now completed to Lake Prescott, 20 miles West of Lake Pen d'Oreille, 218 miles from Wallula, and daily trains run regularly to Lake Prescott. The grade is completed ten miles further, and a large force is at work on a trestle, 2,200 feet long and 60 feet high in some places. The trestle requires 750,000 feet of lumber. It will be finished within two weeks. Pile driving for the bridge over the head of Pen d'Oreille Lake is being pushed, and it will be crossed by December 1st. The midchannel piles are 110 feet long and 2 feet in diameter. Four pile drivers are at work. The line is located sixty miles beyond the lake, and grading will be vigorously urged until Spring. The company has only 900 men, and were never able to get any more during the season. If 2,000 able-bodied men, whatever their race or color, will apply, every one can get employment for the Winter.

Colfax Democrat: The harvest in this county is drawing to a close, but as yet a fair

possible to form an estimate of the average yield per acre. In some portions of the county the yield is fully up to the average of former years; in other portions wheat has fallen where the average will fall short of 25 bushels per acre. Oats and barley, as usual, have turned out well. The Watchman mentions some heavy yields in Walla Walla county as follows: "Mr. Edwards, a very reliable farmer, makes affidavit under oath that he harvested and threshed from thirty acres of land 2,108 bushels of wheat, being a fraction over 70 bushels to the acre. Jas. Hall, on Pataha flat, threshed over 7,000 bushels of wheat from eighty acres; this is a little over 82 1/2 bushels to the acre. A forty-acre field in the same locality yielded over 2,000 bushels. Many others make similar glowing reports."

Union County Record: Everything gives promise of this being the best fair ever held on the Union County Fair ground. The officers of the association have secured the services of John Crambitt as superintendent of the pavilion, and Mr. Crambitt will put it in order in advance of the fair. A new floor has been laid, and everything done and being done to make the pavilion comfortable and attractive. All it needs now is that the ladies come out and fill the building with their handiwork. The racing will probably be the best ever witnessed on the North Pacific coast, as four of the fastest horses that ever met on our shores will meet here in the free for all. Our track is the fastest of any in the State, and we may confidently expect to see the best time made here ever made North of San Francisco. In the fifty-mile race there are four entries, and each rider is provided with ten good horses. The men and horses are so well matched that betting is about even. In our next we will try and give names of men and horses in each of the principle races.

Baker County Reville: The road between Prairie City, in Grant county, and Baker City, is one of the best we ever traveled over. There are a few places where the ascent and descent is somewhat abrupt; but, taken as a whole, it is a splendid mountain road. There is one place which is being much improved by Parker & Co.; and when completed as planned it will be a great improvement on the old route. We talked with several merchants and business men in Canyon City and Prairie City, and they all said that when the railroad shall be finished between Baker City and Umatilla Landing, they will order their goods shipped to Baker City. Of course, they will if governed by sound business principles. The road between The Dalles and Canyon City is two hundred miles long. Besides, some of the hills are very long, and steep, and rough. One hill—or mountain we should say—is over five miles long. We allude to that which leads down to the toll gate on John Day river. Whereas the toll between Baker and Canyon Cities—as we have already said—is a good mountain road and only ninety-five miles long. Our business men should prepare themselves for the good time coming in the near future.

MIDDLE COLD SPRING.

M. S. Lee writes the Weston Leader: "Times are lively in the Cold Spring country, the roads are lined with teams hauling wheat to the landing. There are two platforms at our station, one owned by Saling & Reese, of your city, and under the management of their agent, J. Henry Brown, the others owned by Geo. D. Clark, one of our Middle Cold Spring farmers."

In the interest of our farmers I must say: When we first began to settle in this country there was a small class of people in that part of the country that tried to keep people from coming down here by informing them that it was impossible to raise grain here. What with the trains thundering along the track and occasional steamers on the broad Columbia makes one think of home and civilization. It is no uncommon thing to see trains of 30 and 40 cars. One, one of our teamsters, watched one of these intently the other day for a minute, then said, "great Jehu, ain't that feller got a crackin' leader."

Necessity is the mother of invention they say, we have found that straw spread on the sandy roads will make them solid when they are otherwise almost impassible. Next week we begin to straw the road from the canyon to the river, a distance of 4 miles; each team will load two or three hundred pounds of straw on the top of his load and by the end of the week we will have all the bad passes strawed."

To Overland Travelers.

The Portland Railway uses the St. Louis and Chicago, as the shortest, quickest and most attractive route to the Capital of the East. THE PORTLAND RAILWAY COMPANY was ever searching for the shortest, quickest, and most attractive route to the Capital of the East. Address, Seth W. Hyslop & Sons, Boston.