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MISSING COPIES OF THE WILLAMETTE FARMER WANTED. We have lost or mislaid the files of the following issues of the FARMER, and anyone having files containing the following dates, will confer a favor by letting us know...

ALL ABOUT MONEY. For two years past we have been trying to get our business as near as possible upon a cash basis, and probably would have entirely succeeded, only that times have been hard and money scarce...

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WE SHOW A REMEDY. WEST UNION, Or., Jan. 17, 1882. Editor Willamette Farmer: I have been a subscriber to the FARMER for many years, and have had many benefits from it; I have got the best market reports from it, together with much good advice...

RAILROAD COMBINATION. The New York Times has a lengthy editorial devoted to the project of the Southern Pacific railroad to carry wheat from California to New Orleans, or Galveston, and pronounces it impracticable. If it is not practicable to carry wheat from California to the Gulf of Mexico, and ship from there to Europe, it is much less a practicable feature to take Oregon wheat six hundred miles further, the same route, but reports are current that the California railroad men have, some of them, been to Germany and have forestalled Mr. Villard with the Germans who own the Oregon and California road, and have arranged to have connection completed and to have our road work in harmony with the Central and Southern Pacific roads rather than with Villard...

OUR REPLY. Not long since we showed in this paper, in an editorial, that one-half the people of the United States were farmers, and that success of production, and the profits made by producers, make the groundwork for public prosperity; and, therefore, the producer has for allies the merchant, mechanic, laborer, professional men and all those, in fact, who are interested in a healthy prosperity. All the foes he can have are the speculators and corporations, who make unreasonable profits by handling products. Of course, this comparatively small class, having immense wealth, can use it to buy up political wire-workers, and to corrupt politics and legislation; and the people they buy up are always intriguing and unscrupulous, but after all they form but a very small proportion of the great mass of humanity and citizenship. The great majority has only to understand itself, and work understandingly and harmoniously, to secure either the ownership of railroad lines by the government and their operation for the benefit of all alike, or to secure fair legislation that will put a guard on all encroachment on public rights, and secure transportation on

could be easily handled. This place is to be provided with wharves and warehouses and made a shipping point, and if such a sea port can be located that near New Orleans, it is much more feasible to connect it with railroads, as a deep-water terminus, than to bring ocean tonnage to New Orleans by the devious route of the lower Mississippi.

The introduction of the Central Pacific interests to Oregon would disturb Portland, as it would tend to take trade to San Francisco, but it would benefit the country in several ways, because in various ways it would make competition possible, and that is what farmers say they want. The vote of the country would no doubt be overwhelming in favor of competition, even if the prestige of Portland suffered by it.

While we do not dare attach too much importance to a rumor, yet the question whether Villard or the Central Pacific interest shall control the Willamette Valley roads, and connection with California, is interesting and very important to this part of the State. What Villard does control, no doubt, is the narrow gauge system of this valley, and steamboats and locks on the Willamette. If the rumor proves true, we may expect to see the narrow gauge system completed to Portland, as Wm. Reid planned it, and then competition of an interesting nature may be expected.

THE TONNAGE SUPPLY. THE British ship Beecroft which cleared at the Astoria custom house December 5th, went to sea yesterday. For more than forty days she lay idly at anchor, waiting for a chance to cross out. Owing to her deep draught—21 feet 6 inches—it was necessary to await the favor of the wind and tide, and several times during the past forty days it would have been impossible for her to have gone to sea; but these occasions have been comparatively brief. If there had been at Astoria a tug boat of sufficient size and power to handle large ships, the Beecroft could have gone out promptly and would to-day be two thousand miles on her way to Europe. The commerce of the Columbia river has endured an outrageous amount of greed long enough.—Oregonian.

The above shows a true state of facts. We stated last week that twenty-four ships, loaded with wheat, were lying at Astoria or Baker's Bay, waiting a chance to get out, and some had been there a month or more. A good tug boat, or two of them, would remedy much of this evil. No doubt the bar needs work done to improve the channels, but the want of good, serviceable tugs, is beyond question. The fact stares us in the face that while we have insufficient tug service, the man who owns the inefficient tugs has got to be a millionaire. The competition of railroads to Puget Sound will be apt to solve a problem that Portland, Astoria and Captain Flavel are waiting to have worked out.

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terms that will give producers and consumers all the benefits they can reasonably demand. If there is not virtue enough in the American people to enable them to defend their undoubted rights against a very few speculators, then "white slavery" is all there is left for them, and all they deserve. It looks very much as if the political parties owned the people, and the corporations own the parties. What we need is independent thought and action both in politics and trade.

These very men who haven't enough sense and independence to emancipate themselves from political thralldom and their own ignorance, get together to denounce the FARMER, sometimes, because freight is high and wheat is not a dollar a bushel. They also shout "anti monopoly" until they are hoarse, and then go to the polls and vote for whoever their political ring puts up. They should exercise independence and common sense by refusing to sustain men for office they don't know to be honest and capable, and also by combining and co-operating, both in politics and trade, to secure their own interests. Co-operation of farmers in California and Oregon could have pulled freights down to a fair rate long ago; independence of party will secure legislation that will protect production all it deserves.

A great many farmers want to be monopolists themselves, apparently. They wish to force every body to work for them, to invent and manufacture for them, and live on bread and water while they do it, and at the same time to pay a fancy price for all farm products. There is too much ignorance among farmers—we mean, of course, those who do not take the WILLAMETTE FARMER. What we need is that all should study and read carefully to inform themselves as to what their labor is worth, and what other men's labor is worth. We believe the Grange to be the best medium for proper education and for elevating and enlightening the producers of the world. "Live and let live" is a golden rule. Our correspondent has good views, and we hope he and others won't be either disgusted or astonished when we sum up our reply by saying: The farmers need only to cooperate and work together intelligently and harmoniously to run the world as they please.

BUTTER MAKING. EAST PORTLAND, JAN. 11, 1882. Editor Willamette Farmer: Although we are not in the butter business on a very large scale, I do not know that it would be amiss for me to make a few remarks on this subject. Our number of cows are but two, and yet I make more butter than many would from one or two more. Perhaps, with ordinary treatment, that is such as cows here generally receive, ours would not be considered No. 1, but with our mode of caring for and feeding them we make about fifteen pounds of butter a week, besides which we use three or four quarts of milk a day. Heretofore we usually had customers, and sometimes the neighbors would take all the butter and milk we could spare, but since last Fall we take it to Mr. J. B. Knapp & Co. We think it less trouble to take all to one place, and it pays us better; besides, this firm deals largely in this article, and has shown a great interest in endeavoring to get as sweet and pure butter, and in as fine condition as possible. They prefer having it done up in two pound rolls, which makes it easier to pack, and, when neatly done, presents a fine appearance. It had been my custom to print in one pound bales, and when I undertook to make the rolls it came very awkward to me. Mr. Knapp showed me some of his which showed there was something lacking. I have a great deal of conceit, perhaps more than is necessary, and I don't think he succeeded in taking much out of me, and yet I could see his was in better shape than mine. Mr. Knapp did not look cross and tell me he could not sell my butter, he did quite the contrary. One Friday morning, when I was about to prepare my butter to take away on Saturday, he put in his appearance, went to work and worked, tempered and moulded my butter for me all nicely, and gave me instructions regarding my cream and butter, how to make it look nice and palatable. I do not pretend to be perfect yet, but hope I may continue to improve that he may feel fully recompensed for his trouble. Mr. Knapp has about 200 pounds sent him every week from his farm, and says he would like, if possible, to visit every one who sends him butter, so anxious is he to have it in good condition and appear well when put upon the market. It certainly speaks well for him, and if he continues in business I think the people of Portland will be able to realize a fact not known to them before that J. B. Knapp & Co. are prepared to furnish them with butter equal to California or any other State. I will close my remarks on this subject for the present, and beg leave to offer a few suggestions in regard to this firm which may benefit some of our patrons who live at a distance. I suppose all of them have read their advertisement in your paper, but perhaps never gave it much thought. Mr. J. B. Knapp came here at an early day, and I suppose is well known in his immediate vicinity as being an honest and reliable person. Since he has become our agent many varieties of products have passed through his hands to be sold or shipped. In most cases the returns were expressed as better than expected. It is true, our business in this line has not met with much success, owing to bad management. Heretofore those who took it in charge were either too grasping, from self motives and lack of energy; but I believe, through the patronage of the F. of H., the present firm can be made just what we want, and feel safe in recommending them to the public generally. Yours respectfully, Mrs. E. J. PRICE.

From Lewisville, Polk County. There has been very little Fall and Winter wheat sown in this section of Polk county, and very little plowing during this Winter. We will have to make a grand rush in the Spring if we get in as much as there was sown last year. Yours fraternally, B. F. SMITH.

Mixed Husbandry. The great importance of mixed husbandry is not yet felt in Eastern Oregon and Washington as it will be a few years hence. Now wheat raising and stock are the great staples of production. The virgin soils, clear of fowl plants, bring forth fabulous crops of grain with almost labor or tillage. And stock have roamed over the vast grassy plains Winter and Summer, fat and sleek, without care, except to work or brand. It was supposed by many that the bunch grass in this empire of range would never be eaten out, or fail. But like the Umpqua valley and the Willamette valley, signs of failure are seen in many districts where stock animals have continuously ranged for twelve or fifteen years past. The opening up of the vast districts of bunch grass lands to cultivation by the running of railroads through them, is the signal of a new era in production there. Millions of acres of these lands will soon be planted in grain. To that extent stock growth will decrease—at least so far as the wild bunch grass is concerned. On the declivities and rocky districts not suitable for tillage, stock will still run in limited numbers. This is all for the best. A large number of men came to the bunch grass country to make their pile easily, but not to settle down to rural life. Like the children of Israel, they wander with their flocks and herds. Soon this vast wheat empire will be settled up with prominent citizens. Stock raising will be limited, and farming will be the great business. Instead of grubbing and clearing up timber lands as with other districts on this coast, the God of Nature has spread out ready cleared lands of great richness and fertility, millions of acres. The great railroad systems now operating in all the vast bunch grass lands are opening to the outside world the immense tonnage of human food, and these people will be in direct communication with the great Eastern and Western nations of the earth. These settlers will be permanent, and the country will bloom and blossom as the rose.

But no nation can be permanently rich and prosperous that depend mostly on exporting their grain. The rich prairies of Illinois, Iowa and Willamette and Umpqua valleys were supposed to be inexhaustible in wheat production. They were run continuously in wheat or other grain, and now their yield has gone down to less than one-half of former yields. If the farmers in this vast rich bunch grass country will in due time resort to mixed husbandry and rotation in crops, they will reap the benefit thereof.

There are numerous articles of production that can be raised in abundance and properly in this large country, which, if properly put up for home and foreign use, will save the importation of such articles into our country, and thereby keep that amount of money at home, while at the same time the lands would recuperate for future wheat crops. Canned articles in immense quantities can be put up for market at home and abroad. There are plums, prunes, pears, sweet corn, tomatoes, strawberries and blackberries, apple preserves and jellies. Potatoes in vast quantities can be dried on the apple driers and sent to foreign lands, and when opened out, can be prepared by the cooks in five or ten minutes for use on the table, and are as fresh as if just taken from the ground. Summer fallowed lands in corn, squashes, potatoes, turnips, cabbages, peas, beans, teats and melons are not the least important crop of such crops, but will yield a larger crop of wheat the next year. Such

Climate and Capabilities of Puget Sound. The Post-Intelligencer. As I have not been nearly five years a resident of this Territory, I will, with your permission, give a general synopsis of its mineralogy during said period, together with some observations relative to other matters of interest. For the benefit of new comers, and those intending to come, I would say, here on Puget Sound, exists a climate rarely equaled, and perhaps not excelled, in any part of the world. Its cool, bracing air in Summer, and its mild, pleasant Winters, together with its lovely scenery, combine to render it an earthly paradise. During the past four and a half years the thermometer has only once risen to 94 degrees in Summer, or fallen below 14 degrees above zero in Winter, and that one day only. In Summer the range of the thermometer is much greater than in Winter, but, no matter how warm the days may be, the nights are generally cool and refreshing, the mercury generally falls to about 50 degrees at night. While in Winter it ranges mostly from 35 to 45 degrees, and often as high as 80 degrees. The rainfall averages from 50 to 54 inches per annum. Another feature that adds greatly to the pleasure of a residence here, is its freedom from winds and storms, both in Summer and Winter. Also beautiful flowers blooming in the open air, at almost all seasons of the year; the ground seldom being frozen deep enough to destroy the most tender tubers.

This seems to be the natural home of the several grasses, timothy and clover, of which there are some eight or nine varieties. The grass, Mesquit, Rite Grass, Red Top, etc., all grow remarkably well, and remain green the year around. This latter fact, together with the mild and regular temperature, combine to render this one of the finest of dairy-lying regions. Another fact that seems to have been overlooked is the sandy uplands, with a little manure, become very productive of both fruits and vegetables, and the vegetables, especially potatoes, thus raised, are quite superior in quality to those raised on the bottoms, or tide lands.

Fruits grow on the uplands remarkably well, as have been fully tested on my place during the past two years. Last Spring, two years since, we planted an orchard of two-year-old trees, and this year had quite a lot of apples, pears, plums, prunes and cherries. Of the latter, we had fruit on trees raised from seed planted three years since. From one-eleventh of an acre in strawberries we picked the past season 252 gallons, many of the specimens measuring six inches around and marketed them at 50c per gallon. All other fruits have done equally well with us.

While in California I tried poultry raising, but had poor success, my fowls contracted a variety of diseases, and they died amid all the care and attention I could give them. Here I have tried again, and so far, have succeeded admirably. My fowls (White Leghorns) are healthy and very productive. January 1, 1880, I had 87 hens. These laid during the year 912 dozen eggs. The net profit over cost of feed was \$137. I began January 1st, 1881, with 100 hens. These have laid to date (December 17th) 1049 dozen eggs, and from the sales I have realized \$283. The cost of feed during said period was \$96.

Now, as to preference of localities I would say, having tried West Virginia, Pennsylvania, Illinois, Kansas and California, that I am better satisfied so far, right here, than I have been more prosperous in the same space of time, than I was in any of the above named States. Here we expect to stay and terminate our days. R. M. HOSKINSON. PORT BLAKELY, W. T.

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vegetable crops upon the land every fourth year will keep the land for an age from decrease in the crops. A limited amount of sheep should be kept upon every farmer's ranch as scavengers to eat up the growth of weeds that will spring up on the prairie lands. A most excellent forage crop on these lands is rye sown in May and June, and pastured in all the Fall and Winter months. This will continue green as long as it cannot head out. Vast quantities of dried apples, plums and prunes could be made and shipped from these districts. When all these vast fertile districts shall become well settled up by farmers, gardeners and fruit raisers, the tonnage upon the railroads will be increased twenty fold beyond the present.

Then tonnage will be reduced to less than one-half of what it is now, on the cars and ships. Vast wealth and population will be in all these fertile districts. And thus the owners of the railroads and ships, and the masses of the people, will be reciprocally benefited.—Walla Walla Statesman.

Whatcom County, W. T. The mainland portion of Whatcom county consists of two parts, the valley of the Skagit and part of the valley of the Fraser. These two parts are divided by a spur of the Cascades, which reaches salt water at Bellingham Bay. If we adopt the theory that at one time the sea reached the base of the mountain range, then all the low lands in this county south of the Chuckaut spur of mountains have been formed by the deposits of the Skagit river, while the table lands north of it have been formed by the Fraser. The valley of the Fraser, lying between the mountains and salt water, and extending from Bellingham Bay to Burrard Inlet, is somewhat of a form of a semi-circle and contains about a thousand square miles of agricultural land, about three hundred of which in the form of an acute angled triangle lay south of our national boundary line and forms part of Whatcom county. Through this triangle run the waters of the Nooksack or Lummi river, having two mouths, one of which empties into Bellingham Bay, the other into the Gulf of Georgia. Between and adjoining these two mouths are several thousand acres of marsh land, most of which are overflowed by high freshets, but all of which can be reclaimed and prepared for agriculture, but as most of those lands are within an Indian reservation, nothing has yet been done to reclaim them.

This portion of our county between Bellingham Bay and the 49th parallel is almost all a dense forest, but it is a forest which will some day be transformed into some of the pleasant homes in North America. It is all rich agricultural land, and when once cleared of timber, will make valuable farms. It is table land along the shore averaging about 40 feet above the level of the sea and is almost all level. The soil mainly consists of a rich brown loam resting on heavy clay, which in some places necessitates much draining. Every description of fruit, vegetables or grain, incident to this climate and latitude, grows to perfection here, and unlike some portions of the States, we can always depend upon a good crop, if we plant or sow good seed, and give it a good show.

The whole of this tract is well watered with springs and small streams of mountain water, and everywhere good water can be found by digging a well from 10 to 40 feet. Some of the finest timber in the Territory can be found near the headwaters of the Nooksack river; and some of the finest openings for manufacturing every description of woodwork can be found here. About three miles back from Bellingham Bay is a lake about 12 miles long averaging two miles wide, partly surrounded by the mountains. This lake is 300 feet above the level of the bay; it has but one outlet which empties into the bay at the town of Whatcom. This outlet, which is called Whatcom creek, falls 200 feet within a mile of the lake, forming about a dozen good mill sites. It then meanders through almost dead level ground for about two miles when it has another fall about a quarter of a mile from the bay and another of nearly 40 feet close to the bay. On this creek every description of manufacturing could be carried on.—Post-Intelligencer.

Sax's New Flouring Mill. We were enabled one day during the week to give this worthy institution a thorough inspection, for the first time since the mills were set in motion. According to our humble judgment, all the praise and commendations which we had heard from others who had preceded us in their visits were amply sustained. The mills are certainly a credit to their owner, to the mechanics who constructed them, as well as an ornament and a beautiful enterprise to the community in which they are situated. Mr. Sax kindly showed us through the various apartments. "From turret to foundation stone" everything glitters in newness and independence. The building is four stories in height, enclosed with heavy, substantial brick walls, built upon a massive stone foundation. For convenience of arrangement it is a model. The machinery is of the latest improved patterns, brought directly from an Eastern factory. One of the famous George T. Miller purifiers occupies the upper story, and is a curiosity in the way of complicated mechanism and ingenuity, as are also the mammoth bolting compartments which extend on down to the floor of the third story. Four sets of burrs are fixed upon brick piers which are built up from the solid ground, giving each an independent foundation and relieving the building of the jar, which a millstone in motion usually produces. This substantial feature is characteristic of the arrangement of the structure and its appurtenances throughout. The result is that all the machinery, from the great ponderous driving wheels to the tiniest little spindle shaft, runs with the utmost smoothness and regularity. In all the work, which brought this monument of ingenuity together, is the evidence of a master mechanic. Mr. William Kirkpatrick was the millwright, and it is but justice to credit him with having placed into position at McMinville, one of the finest flouring mills in the State of Oregon.—Reporter.

Products of Northern Idaho. Mr. Barringer, of Crystal Valley, in the Cow Creek country, called and left with us on Tuesday, a few heads of timothy hay raised on his ranch last season; the heads are eleven inches long, the stalks six feet high, and the product was over four tons to the acre. Mr. Barringer also raised last year 200 bushels of oats to the acre by actual measurement from some imported seed of the White Russian variety; his yield of flax averaged 21 bushels to the acre, and it may interest our readers in the States to know that he arrived here from Egypt in Southern Illinois four years ago with a family of six children and \$19.55 in cash; today he has a title to 320 acres of the best land in the world, 190 acres of which is under fence, a large acreage under cultivation and 700 bushels of flax in his granary. If there is a country that offers more or better investment than Northern Idaho, we should like to see it.—Nevada News.

Nevada and Oregon Railroad. The Reno Journal of Dec. 31 says: The engine, cars and rolling stock, ties and all other property of a personal nature belonging to the Nevada and Oregon Railroad, or Theo. Moore, contractor, was attached by Manning & Berry yesterday, to satisfy a claim of nearly \$20,000, of which about \$13,000 is due Manning & Berry, and the remainder claims of C. A. Brazz, Henry Ruhe and others. Col. Moore has been disappointed in raising the money in New York. Moran, the banker, refuses to advance any more money on the bonds until the rails are actually laid a sufficient distance to indemnify him, but their friends believe that Moore & Balch will shortly get enough money to pay all debts, and go ahead with the road. Col. Moore is expected in Reno in a few days. Meanwhile all work on the road has been suspended.

The Lakewick Examiner says: From Geo. R. Hamsley, who recently returned from Reno, we learn that the Nevada and Oregon Railroad is graded out to the Junction, and that there are twenty-two miles of track laid and in running order. He says that Reno people are disposed to scout the idea that the Central Pacific proposes to build a road from Wadsworth to The Dalles by way of Goose Lake, though there are good grounds for believing that such is the intention of the C. P. folks. He says that in the event of the road being started from Wadsworth there will be ample capital to push the road fast enough to reach the Oregon line much sooner than the N. & O. can, and it is the universal opinion that if that road is started in earnest, the Nevada and Oregon will branch off into Plumas county, and abandon the project of coming to Oregon. The objective point of the proposed road from Wadsworth will be The Dalles, and, if commenced, it will be built as fast as men and money can do the work.

Ventnor. A correspondent of the Cheney Tribune, writing from the scene of operation, on Pan d'Orielle Lake, says: "Ventnor is the depot for distributing supplies of all kinds by the steamer Villard. The town contains several stores, numerous saloons, butcher, barber and shoe shops, Wells, Fargo Express office and telegraph office. There are about three hundred men and a few families living in the place, and about a dozen children may be seen running around, which gives the place an air of growth. The freight train runs to within a mile of the lake, where over 8,000 feet of trestle work is to be built before the cars can cross the lake. The graders are located from Sandy Point to Pack river, a distance of twelve or fifteen miles from Ventnor. There are 1,500 white men on the work, and twice as many Chinamen. Common laborers get \$2 25 a day, Chinamen half as much. The men live in tents provided by the company. They are supplied with stoves, and in the event of sickness or accident a hospital and attendance is provided at a monthly charge of one dollar from each man. From Westwood to the lake, a distance of forty miles, there are no settlers, nor are there any around the lake, not even an Indian is seen in the Winter. The forest stands unbroken, except as the railroad grade cuts its way through the trees and deep hillsides. The cedar and other lumber making timber is dense and extensive along the line, and stretches for miles along the margin of the lake. The chances there for a city are somewhat remote should it have to depend on a farming community to build it up.

Northern Idaho. A correspondent of the Lewiston News gives the following: Three years ago an old man came to this country with a large family and no money, and took up a homestead. Single handed he has built up a comfortable house and is out of debt. His granary is full of good wheat and oats, and his horses, cattle and hogs are fat. Is there another country on this great foot-hold, where the labor of one old man will support a family of eight persons, and in three years secure and stock a good improvement of 100 acres? Some young men say they are discouraged because there are no markets, and want to leave the country. They have no surplus, and never had, and even buy their provisions, such as flour and meat on credit. Where can these discontented individuals better their condition? Wages are good here and labor always brings a sure return. Poverty is an unfortunate condition, but it is the portion of many, and the poor man can live in no country, but by the sweat of his brow. Any young man who disposes of his home stead in a temporary fit of despondency and "pulls up stakes," will have reason to regret the blunder. If he is the father of a family, their destination may disturb his rest in the potter's field. Every body comes here expecting to engage in stock business. Why so few do follow that occupation is a mystery. Cattle and hogs at prevailing prices are more profitable than grain for transportation. One bushel of wheat properly fed to hogs will make 1 1/2 pounds of dressed pork. At six cents a pound for the meat wheat fed to hogs will bring 7 1/2 cents a bushel. By curing the meat and selling it at the customary prices for bacon the wheat would be made to bring a dollar a bushel. Why don't farmers feed more hogs? Mr. Joe Grief, of this neighborhood, killed sixteen hogs last year, which brought him over five hundred dollars, and Mr. Curtis Smith killed two, which he sold for seventy-five dollars.

Endicott. This new town which has been started by the Oregon Improvement Company, and named Endicott, after the Boston banker, is located in section 31, township 17, north of range 41 east, near the southwestern limit of the 150,000 acres of land bought of the N. P. R. R. It is located on the line of the abandoned railroad from Texas Ferry, about four miles from that point, and twenty miles west of Colfax. It is about forty miles from either Sprague or Ritzville, with good roads between it and all the places round. The O. I. Co. are going to "whooop up" their new town, which is situated in the midst of a rich farming country. The railroad grade from Texas Ferry is to be bridged and put in order for a single class wagon road, the lumber for a fine Howe truss bridge over Union Flat creek having been ordered. That building may not be completed, 250,000 feet of lumber is being shipped from the company's yard at Dayton to Endicott. The company have a large force of men and teams at work breaking and settling ground in the vicinity of the new town.—Walla Walla Union.

Correspondence Pendleton Enterprise: I saw in your issue of Dec. 29 a statement of some big hogs being killed in different parts of the State. Mr. Samuel Ritchie, our town butcher, can beat anything in Oregon, and I think anything on this coast. He has just killed thirty hogs; one netted 618 pounds, one 466, one 450, and twenty-seven that netted 8,410 pounds. If any one can do better, let them show up.