



Correspondence.

The Cultivation of Wheat.

HALESEY, Or., May 7.

Editor Willamette Farmer:

In stating how I cultivated land on which wheat did not winter kill, I will say it was plowed the last of May, then well harrowed about the 20th of June; then pastured close with sheep, and in July, after a light rain, I rolled it, crushing the clods and packing the ground. I then, as soon as harvest was over, harrowed it thoroughly and sowed it in September. I have tried summer fallowing by plowing once, twice, three and four times, and the lightest crop I ever raised was on land plowed four times. I think one plowing is best, as the land that lies up in the summer, so prepared for the wheat seed, if turned under, will make a slower growth. One reason why I think the way in which land is cultivated assists wheat to stand the frost is, because one acre of common spring club wheat that stood the frost better than white wheat on an adjoining farm that was fallowed different to mine, and one of my neighbors has twenty acres standing on land cultivated as mine was. I know of several small pieces of fall wheat left in this neighborhood in order to raise seed that will make a half crop. My wheat is looking fine and stands two feet high. A man looking at it to-day said it would make thirty bushels to the acre. I see in my gray oats barley that was not killed that is heading out.

GEORGE WARMOUTH.

Growing Asparagus.

Editor Willamette Farmer:

This is the earliest of all vegetables, having the advantage, too, of one seeding or planting. The bed yields better and larger stalks as it gets older; indeed, I know of beds in the Eastern States that are now twenty years old, and no show of dying out yet. There is some trouble at first in preparing the bed for the roots—one square rod of ground is sufficient for an ordinary family. Deep cultivation is necessary, spading twenty-four inches and filling in with the best of rotted manure to a good depth. It is a good plan to set in the ground some boards at the edges of the bed, letting the board come up six or eight inches above the ground. This plant needs very rich feeding, and every fall should be heavily dressed with manure, which may be partly raked off in the spring. The salt brine off of meat or from salmon kits should be put on the bed, for the asparagus plant is found growing wild on the sea shores, and will thrive better if top dressed with salt. The plants can be got at most nurseries, and should be set about two feet apart. It is best not to cut it for use till the second year from planting. It is usually cut every other day by slipping a sharp knife a couple of inches below the ground. When we can get it in this way fresh from the garden it is tender and sweet, not at all like the fibrous, stringy stuff that comes from California. After the first labor of planting there is scarcely an hour's work each year to keep it in good bearing order.

Fox Valley Jottings.

FOX VALLEY, Or., May 1, 1883.

Editor Willamette Farmer:

A few items from this part of Webfoot might not be amiss. Spring sown wheat looks rather pale, but I think a few more warm days will restore its proper color. One more week of dry weather and the farmers will say, too late to sow grain. John Chalmers has sold out to a Kansas immigrant; sorry to lose a good neighbor. There are several more farms in this neighborhood for sale. Prices range from \$600 to \$6,000. There are some good timber claims yet to locate. We have a good prospect for a bridge across the North Santiam at Mehama. So say a long list of tax payers in Linn. A good bridge would be a good thing for the Foxes. The celebrated temperance lecturer, Mr. King, sent a message that he would be at the school house and deliver a lecture on Temperance, April 20th. There was quite a crowd out, notwithstanding the rain. King failed to keep his promise. Which is the greater sin, to drink a little wine or tell a little falsehood? A few miners passed through Fox valley the other day, bound for the Canal Fork. We hope to see the Minto Pass road have a donation from Marion county. The trail will get another brush-

in g as far up as the hunting woods. Good for the hunters. The Foxes have planted some hop yards this spring. If they do well there are others that will follow suit. Good hands are scarce; labor in demand.

J. C. Robertson's flouring mill, on Rock Creek, makes better flour and more to the bushel than any of their big mills. A great boom in property is reported at Mehama, that being the present terminus of the projected Salem railroad. Mr. Villard had better get the controlling interest in that road. SUBSCRIBER.

Tile Draining.

SCIO, Or., May 5, 1883.

Editor Willamette Farmer:

Allow me to make a few remarks in your most valuable paper concerning tile draining. I have been in this State seven months, and the longer I am in the country the more I see the need of tile draining. All the swales could be made the best and driest land in the country if properly drained. I understand the business, as I am a Zanesville, Ohio, potter, and have made tiles in Missouri. I understand making and laying tile. There is good brick clay in this valley, which makes the best tiles. It is preferable to fire clay in many respects. It would take about one thousand dollars to start with a good tile machine, kiln and all the fixtures. Tile can be made for three cents a foot, three inch bore, and about half a cent more to the inch as the bore increases in size. Bad health renders me unfit for hard labor. If any one wishes to go into the business I would give them all the instructions necessary. I will also answer any questions on this subject. RILEY BRATTON.

Farming in Umatilla County.

LENA, Or., April 20, 1883.

Editor Willamette Farmer:

I have of late noticed many articles in papers concerning the great resources of the Inland Empire and its adaptability to wheat growing and the flattering prospects of the present crop. Nearly twenty-one years ago I settled in this county; immediately after its organization—and in the following year I commenced cultivating the soil that has since proven to be so justly celebrated in the production of wheat. Up to that date, (1864,) when I made the first effort to cultivate the sage brush and bunch grass land, none but the bottom lands along the streams had been touched by the old settlers. When they saw me engaged in the new, and to them foolish, departure, they made me the subject of derision. Mr. John R. Courtney, and his brother, Mr. N. B. Evans, Mr. S. Hamilton, John McCoy, and many others who were citizens of what is known as the Meadows, had their own fun as to my prospects for farming. They even went so far as to propose to raise money by subscription to send me to the insane asylum at East Portland. The results of my experiment is too well known this Pacific coast to require of me further comment at this time. If persons, however, who may be interested in the early history of grain raising in the Inland Empire will take the trouble to call on ex-Gov. A. C. Gibbs, of Portland, they can see a photograph of the second or third crop of grain that I raised on the sage brush plains of Umatilla county, a crop that yielded sixty-three and one-third bushels per acre. The picture illustrates a part of the field cut and in shock, while on the balance of the field the grain is still standing with a fine view of the plain in the distance, looking northward. J. C. FRANKLIN.

[NOTE.—We remember visiting friend Franklin, almost twenty years ago at his home on the Umatilla river, and take pleasure in recording the success he has achieved in the meantime. The time we believe is near when land in that county now considered worthless as "sand and sagebrush" was considered in 1869, will astonish the world by its productiveness. There is very little land in Umatilla county that will not produce good crops if properly conducted.—Ed.]

MOORHOUSE, Or., April 27, 1882.

Editor Willamette Farmer:

I believe I have never seen a communication from these parts. I am busily employed putting in corn. Nearly all the farmers are planting corn at present. The fall sown grain looks splendid. Some grain sown late last fall don't look quite so well as the grain was not forward enough to keep the ground from baking. A good harrowing helps such wheat. The outlook for a large crop and prosperous

times was never better. Grain on the Prospect Hill farm never looked more promising, and meeting with no accident will harvest a big crop. The county is settling up very fast. A great amount of land is being taken up in what they call the sand. It seems to hold the dampness extremely well. Yours respectfully, GEO. W. PARKER.

Farmers and Politics.

EOLA, May 1, 1883.

Editor Willamette Farmer:

In the FARMER of April 20th we find an interesting article headed "Political Movements," and we hope that you will give us some more of the same kind. Are you aware what your article on Citizenship did, a little over a year ago? It saved Palk and Marion counties from going for a Dog or a Mormon. But, allow us to ask, do you not make a mistake in not encouraging farmers to express their views reasonably on political matters as well as on farming? Why not? The farmer must know that he is a power. Somebody has sent us a copy of the "Farming World," and it is full of political correspondence of farmers, in kindness, for their being fit. Respectfully, G. H. EILERS.

REPLY.—We like brief communications on all important topics, but cannot think it advisable to fill up our paper with political talk. If occasion arose for meeting some great public exigency we should be glad to open these columns to accomplish good. The truth is, it is a nice matter to draw the line and say when enough has been said on some subjects. Our object is to supply farmers with a reliable organ and never shirk a duty. We have positive opinions and wish to encourage right, in every direction. There never has been any bar to discussion of matters of public importance, but readers would complain if we surrendered great space to political discussion or religious controversy. We take correct views on both that good citizens and good Christians cannot dispute. That, we think, fills our mission.

Weather Report for April, 1883.

EOLA, May 1, 1883.

Editor Willamette Farmer:

During April, 1883, there were 19 days during which rain and snow fell, and an aggregate of 6.52 inches of water; 4 clear and 7 cloudy days.

The mean temperature for the month was 47.46 deg.

Highest daily mean temperature for the month, 46 deg. on the 25th and 28th.

Lowest daily mean temperature, 40 deg. on the 12th and 23d.

Mean temperature for the month, at 2 o'clock P. M., 53.77 deg.

Highest temperature for the month, 69 deg. at 2 o'clock P. M., on the 25th.

Lowest temperature, 35 deg. at 7 o'clock A. M., on the 19th.

Frosts occurred on the 10th and 12th.

The prevailing winds for the month were from the north during 11 days, south 2 days, southwest 17 days.

During April, 1882, there were 12 rainy and snowy days, and 2.57 inches of water, 8 clear and 10 cloudy days.

Mean temperature for the month, 46.46 deg.

Highest daily temperature for the month, 64 deg. on the 30th.

Lowest daily temperature for the month, 37 deg. on the 24th. T. PEACOCK.

WHAT ENTERPRISE ACCOMPLISHES.—Among all the foreign companies doing business in Oregon none have been more successful than the Pacific Mutual Life Insurance Company. This is mainly due to the energy and ability of the agent, Mr. A. McKennie, who has had charge of the company's affairs since it commenced business here. It has to-day more policies in the northwest than any other, and among the best and wealthiest citizens. Patrick Hogan, who died a short time since, had a policy of \$50,000, and the late Charles Hodge, one of \$10,000. These policies were promptly paid on the proof of death having been filed. The management has never experienced the least trouble in its settlements and the affairs of the company are so systematically managed that the policy owners have the utmost confidence in the agent as well as the soundness of the company. A company that deals fairly with its policy holders deserves the success which has been met by this company.

Both Lydia E. Binkham's Vegetable Compound and Blood Purifier are prepared at 233 and 235 Western Avenue, Lynn, Mass. Price of either, \$1. Six bottles for \$5. Sent by mail in the form of pills, or of lozenges, on receipt of price, \$1 per box for either. Mrs. Binkham freely answers all letters of inquiry. Enclose 3c. stamp. Send for "Guide to Health and Nerve Strain."

THE OREGON AND CALIFORNIA RAILROAD AND THE RAILROAD TO ASTORIA.

A Committee of the Astoria Chamber of Commerce lately called on Mr. Villard and we publish below his statements made to that committee, which are of interest as they clearly explain the affairs of the Oregon & California Railroad Company, as well as the prospect for continuing the line from Forest Grove to Astoria.

Mr. Villard said: "When I first came to Oregon my friends in Germany had invested many millions of dollars in the original bonds of the Oregon & California Railroad Company. After the first six months the payment of interest was stopped, and the bonds, which had cost them high prices, depreciated ten or twelve per cent. of their nominal value in the market. The people who had lost so much money were unwilling to invest more capital in what they considered a desperate and hopeless enterprise."

"It took three years of very hard work, continuous pressure and assurance on my part of the great future of this northwest country before I was able to prevail upon the parties abroad interested in these transportation lines at that time, to give me any additional capital at all. I commenced with improving the steamship service here. You know very well how it has done. I had very hard work in doing it. Then, as you know, we succeeded in raising money to extend what was then known as the Oregon Central railroad, now called the West Side division, from the Yamhill river to Corvallis. Two years ago the time appeared to have come for another effort in connection with the Oregon & California R. R., to raise money to do what ought to have been done ten years ago, and for which my German friends had at that time given their money; that is, to extend the line of the Oregon & California Company to the California boundary. My friends in Germany had bought all the bonds authorized against the entire line from Portland to the California boundary, but instead of having that entire line built with the proceeds of the bonds, there were only 200 miles built—to Roseburg. The power to mortgage was exhausted. It was absolutely impossible to do anything without a foreclosure of the mortgage and a reorganization of the company. You will readily understand what I mean. We could not get parties in Germany and in England up to that point until two years ago. That is to the point of being willing to make a new company, so to speak, to which the existing property should be transferred, to exchange their bonds for stock and to permit the making of a new mortgage on the property, in order to provide means to build to the California boundary. That was accomplished after a great deal of hard work, and we did get the money to begin the construction of the southern extension from Roseburg to Jacksonville and beyond. As you know, we have been engaged in building this line for over a year. I went over the road yesterday and found about sixty-five miles of track actually laid and the work well in hand for nearly one hundred miles beyond. But it turned out, unfortunately, after the work of construction was started, that the line will cost a great deal more than we expected it would. It was found to be an extremely difficult and expensive line. I believe that it will prove one of the most expensive railroad lines in the United States. So that within the last few months, as you have seen in the papers, I have been obliged to go again to the original bondholders under the Ben. Holladay administration, who had given up the first mortgage lien and consented to the exchange of the bonds for stock, and say to them: 'We have miscalculated the cost of the southern extension. We must have more money. You have consented to making a first mortgage taking precedence of your stock. That is not enough. You must now consent to making a second mortgage at the rate of \$10,000 per mile. With that we cannot go on.'

"At the same time, as you have seen from the papers, I succeeded in obtaining their consent to provide means for the construction of a line to Astoria—that line which has been contemplated for so many years, but towards the building of which nothing has so far been done, towards the building of which nothing could be done, as you will understand, from the explanations made to you, provided however that upon due examination into the merits of the line, the construction of it should be found advisable. That is just the situation to-day. Of course, I could not expect the public to understand the details of the situation during the last ten years as I have explained them to you.

"You will frankly admit, I am sure, that it was absolutely impossible to raise money for the purpose of building that line until within the last few months. You cannot build railroads without money. There was no way of accomplishing the object until now. As soon as the proper authority had been voted at the meeting of the stockholders, held in London a little over a month ago, I telegraphed instructions to Manager Kohler to immediately arrange for sending out a surveying corps to go over the line and collect information with reference to its proper location and the natural resources of the country through which it will pass—such information, in short, as would enable me to form a correct opinion of the merits of the enterprise. There was no time lost at all. I supposed when I reached Astoria that the party had been in the field for some time, and I only learned there that it had just taken the field. You probably know that Mr. Harburt is in the field now. In addition to that, on the day before yesterday I detailed a timber expert, Mr. Templeman, to make a special report upon the timber resources of the region. He is to meet me again the day after tomorrow for the purpose of making a preliminary report. Then he will make a regular timber survey of the whole region.

"Railroad building, like every other com-

mercial enterprise, can only succeed if conducted upon sound business principles. I have explained to you the successive failures that have occurred in the past in connection with the Oregon & California Railroad Company. In the light of past experience I certainly would not be justified (because I stand here as a trustee of the owners of this property) in recommending them to provide further capital by means of putting an increased mortgage ahead of their stock unless I was satisfied the investment would prove a satisfactory one. Whether that will be the case I do not know at this moment, and there may be 80 days yet before I shall have the information before me from which I can arrive at a satisfactory conclusion.

"I have heard a good deal about this land grant, but I have no positive evidences of its value. I have no evidences, in the first place, as to the extent of the timber resources embraced within the limits of the land grant. I ought to have also further evidences as to the commercial value of these timber resources—as to the practicality of marketing them. I wish to know something more than I do now as to the mineral and agricultural resources of this land grant. When the information shall be at my command I shall arrive at a decision very promptly, and whatever that decision may be you will be advised of it with equal promptness.

"I believe your Chamber of Commerce has made efforts in Washington to bring about a declaration of the forfeiture of the land grant in question. Now I want you to distinctly understand that I have no fault to find with anybody for not wishing to tie up a large body of public lands for an indefinite period. I do not believe in it any more than you do. But you ought to understand the bearings of the case. Take the Oregon & California land grant, for instance. The interest in the lands yet to be acquired by the company by construction hereafter is mortgaged, as well as the lands that have actually been acquired and conveyed to the company by the United States government from previous railroad construction, and this interest is mortgaged in trust for the benefit of the bondholders of the company. Therefore it is beyond the power of the Oregon & California Railroad Company. And it is beyond the power of myself as president of the company. I have nothing whatever to do with it. That trust is held by three English gentlemen for the benefit of the bondholders, and it is for them and not for the company—not for me as president—to say how these claims shall be disposed of. I want you to understand that very clearly. Even these trustees cannot forego those claims without the consent of the holders of the first mortgage bond issued under that trust.

"The committee inquired if Mr. Villard intended to convey the idea that no transfer of the land grant could be made to any other company if it should build the road.

Mr. Villard said that he meant simply that the trustees have no right to part voluntarily with anything belonging to the bondholders. He said: 'I have taken that ground. I have made this explanation simply to show you that it is not always so easy to accomplish things as appears on the surface. I am present investigation into the merits of these lands and the general question of the advisability of construction of a line to your town should result in the conclusion that it would not be a paying enterprise for us to engage in. I should certainly be in favor of saying distinctly and once for all to whom it may concern, that we should not insist upon whatever claims the company has. What the trustees under the mortgage will do is another matter. But, as far as I am personally concerned, I should be in favor of throwing these lands open either to the public, or of having them developed to some other purpose. At the same time, I want to tell you that I understand the temper of congress and the government generally on the land grant question. It has been my business to sound the temper, and to know the policy of the government. And you may believe me when I say that if the company should surrender its claims to that land grant to another corporation will ever receive the benefit of them. That land will simply be returned to the public domain. These claims are part of the trust the company has created for the benefit of the bondholder.

Mr. Villard said that he had spoken very freely, and that he would now be glad to hear what the committee had to say.

The committee inquired whether in the event of the investigation now being made proving favorable, the road would be built and built immediately.

Mr. Villard replied in the affirmative. He said in that event the work would be taken in hand at once; that the financial arrangements were already made. But he said the committee, as sensible men, would readily understand that it would not do for the company to go blindly into any enterprise involving the outlay of millions of dollars, that is without knowing the ground on which it was stepping. He went on to say that a great deal had been said about his hostility to and prejudice against Astoria. Such statements, he said, have no foundation in fact. He explained that the steamship and steamboat lines which he represented were naturally greatly interested in the town of Astoria, and that they would, of course, do nothing which would work to the injury of that place.

made available for feeding the line, directly or indirectly.

The committee desire to know if it was decided to undertake the construction of the line, how long it would take to complete it. Mr. Villard replied that it was impossible to tell how long a time would be required until the line should be definitely located and the surveyors were able to make exact calculations. He assured the committee, however, that if it was decided to take the work in hand there would be no delay in pushing it to a speedy completion.

Mr. Villard informed the committee that it had been decided to build the line from Corvallis to Junction City, and that it was expected that this line would be completed during the coming summer.

Mr. Villard did not hesitate to say, as far as he could judge of the situation, he would be in favor of betting the line from Astoria upon the question whether the company could obtain the requisite terminal facilities within the town limits of Astoria. He told the committee that he had never asked for subsidies, but if the people expect the company to build a railway to their town, of course, the company has a right to look for assistance from them to enable it to enter the town and to secure enough space there to do its business.

The North American Review for May contains nine articles, nearly every one of which discusses some topic or problem at the present moment prominent in the public mind. Senator John T. Morgan writes of "Mexico," and sets forth the considerations of commercial advantage and international comity which are rapidly bringing about a more cordial understanding between that country and the United States. The Rev. William Kirkus, taking occasion from Bishop McQuaid's recent visitations regarding the decay of Protestantism, makes a vigorous counter charge upon the papal system in an article entitled "The Disintegration of Rome." In "Emerson and Carlyle," Edwin P. Whipple discourses with all his old-time keenness of psychological insight and perfection of literary form upon the strangely diverse mental and moral character traits of those two great thinkers. Prof. Felix Adler offers "A Secular View of Moral Training," arguing that the current skeptical habit of thought demands an independent system of practical ethics, based primarily on observation rather than on revelation. "Communism in America," by Prof. Alexander Winchell, gives a forcible expression to the apprehensions of those pessimistic observers of the trend of events in this country who think that they see in our political and social development all the signs of impending national decay. The other articles are "Affinities of Buddhism and Christianity" by the Rev. Dr. James Freeman Clark; "Woman as an Inventor," by Matilda Joselyn Gage; "College Endowments," by Rossiter Johnson; and "Extradition," by A. G. Salzwick. Published at 30 Lafayette Place, New York, and for sale by booksellers generally.

Towns are to be planted along the Columbia river among the sand hills and under the bluffs, all the way from Dalles City to the very headwaters of both Snake river and the Columbia. The good country back of the river will have outlets and as agricultural regions develop these stations will bloom out into business activity. One of the new aspirants for name and fame is Castle Rock, below Umatilla. Lately they have surveyed a county road from Heppner to the river and railroad. It follows the divide between Willow creek and Butter creek, past the well known Tub Wells, on the old emigrant road, and comes down naturally at Castle Rock, which is so named on account of a natural rock formation that stands up forty feet high among the sand and sage brush. That country about Heppner, between the Blue mountains and the railroad, has a great extent of arable lands that will speedily be settled. The town of Castle Rock, if it commands the position as the natural outlet, will profit by it. Willard Herren, son of W. J. Herren, of Salem mills, has already gone there. A commodious warehouse has been erected. He will act as agent for O. R. & N. Co., and keep a good stock of goods beside. We shall look for heavy shipments of wool from there this season and watch with interest to see what the outcome will be.

NEW YORK, May 7.—The situation of the market for most kinds of domestic wools continues far from brilliant and we are unable to secure a basis upon which to give a more cheerful report than that presented for a long time past. From Texas most reports continue comparatively strong. Rates are mentioned as relatively above anything possible in this market, but in one or two cases we are told that the latest mail advices indicate movements showing a loss of confidence among local speculative buyers with a tendency to withdraw and stand off for further developments. Some Southern wools are moving, but prices are rather uncertain and hardly in a quotable form at this moment. Carpet wools are slow, though we hear that little stock is under negotiation. Sales will include 25,000 pounds spring California at 19c; 1,000 pounds of scored at 45c; 20,000 bales fall, strictly burry, at 55c. Hides market is without essential change; demand seems fair and purchases foot up well from time to time, though mainly on small lots. Prices are steady on most lines.

"What is bred in the bone, will never out of the flesh." But rheumatism, piles, malaria, constipation and all other obnoxious derangements of the functions of the liver, kidneys and bowels will "out of the flesh" without fail after thorough use of Kidney Wort, the cure for all such diseases.