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Correspondence.

OREGON STATE FAIR.

SALEM, Sept. 18, 1883.

Editor Willamette Farmer:

The twenty-third annual exhibition of Oregon State Agricultural Society opened on Monday, September 17th. The indications were extremely favorable and the weather was all that could be wished. The attendance was up to best average. Many campers came in on Sunday. Monday was a busy day and entries poured in thick and fast. The large pavilion well packed when one takes into consideration the immensity. The stock pens are filling up fast, and to-day (Tuesday afternoon) but few empty ones are seen. The speed programme is good and the stalls are filled with the best running and trotting stock of the valley, as well as a large representation from the Eastern Empire. There are many stockmen here; D. H. Looney, of Jefferson, with his Jersey; J. H. Albert, of Salem also has Jersey, with General Grant at the head of the herd; R. W. Cary, of Salem, has his Aberdeen cattle, and other stock; D. M. Guthrie, has a number of pens of Spanish, French or American Merinoes. Gov. Moody exhibits a herd of seven Jerseys. R. S. Thompson, of The Dalles, has ten head of Jerseys. Wm. H. Myers, of Dallas, shows Durham cattle. G. W. Dimick, of Hubbard, has a herd of five Shorthorns. James Richards, of Oakland, has a Shorthorn bull which weighs 1,800 pounds. Also a seven-year-old cow that weighs 1,600. Speaking of the stock exhibit we can only say that it is a superior one and commands much attention. We simply mention these few stock men as we will have a full report in our next week's issue.

The pavilion is quite full of displays of vegetables, cereals, domestic floral, etc. The exhibits made by Marion and Lane county is excellent, and much credit is given the parties directly interested. The magnificent display which was made and gathered by D. D. Prettyman for the railway company, and which attracted so much attention from the Villard guests in your city, has been transferred to Salem and will be a leading feature.

The floral display in the horticultural department is far ahead of any previous year, and is thronged by an admiring crowd. There is a lack, however, of display in machinery hall, and it is to be regretted that inducements are not made to encourage the various agricultural houses to make an exhibit of their wares. There are many amusements. But there is not a side-show or circus on the ground and there appears to be no particular cause for complaint on account thereof. There are the Osbornes, the Kentucky Jubilee Singers, and a pair of wrestlers, who bill for patronage. We rarely ever see much life at the Fair Grounds until Wednesday and, taking all things into consideration, we candidly say that we think the Fair for 1883 will be all that could be desired, and the opinion prevails that it will be a prosperous meeting for the society. We will next week give a full report of the proceedings as well as a complete outline of all the entries. We cannot make a complete report this week so consider it best to let it go until our next issue.

W. J. C.

The Fall Mall Gazette estimates that the English wheat crop will fall two million quarters short of last year, a decrease of twenty per cent. The acreage under wheat in the United Kingdom continues to steadily decline. In 1869 it was 3,982,000 acres, ten years later it had fallen to 3,050,000 acres, and this year it does not exceed 2,850,000 acres. But, instead of being a misfortune, it is a blessing to the country, inasmuch that consumers can obtain their supply from America at cheaper prices.

Yet Another Wrong Man.—Old gent—"I say, have you no Yorkshire pudding with this beef?" Waiter (puzzled and rubbing his chin)—"Yorkshire pudding, sir? Well, sir, I think not, sir; but there is very nice damson tart and custards!"—Judy.

IS COMPETITION POSSIBLE?

A recent dispatch gives the following: CHICAGO, Sept. 14.—The Times: The completion of the Northern Pacific road has been celebrated and advertised with extraordinary eclat. A large number of wealthy and distinguished gentlemen have come from the different States of Europe to assist in the opening of another great American transcontinental railroad line, which, in most of its features, even has not its parallel in this or probably any other country, and now for us arises an important question—What will follow from the effect of the completion of that great undertaking. Three railway lines now interlace the opposite shores of the continent. It was the intention of congress, and it has been the expectation of the country, that competition between these lines would overrule the practice of the central line in exacting a tariff as high as traffic would bear, and force a reduction of rates to a more moderate and reasonable scale. This was the purpose, at least it was the pretext and defense of congress in giving aid to three Pacific railroad companies almost as many million acres of the public domain was comprised in the original northwest territory. As respects the Southern Pacific Railway, that pretext, interest and expectation have failed utterly. The Southern Pacific is to-day merely a second track of the Central Pacific, owned, managed and operated by the same men, upon the same maxim of exacting all that traffic will bear. The Northern Pacific has opened under a different management. Will it be managed according to different policy? If it shall be, is it probable that it will remain very long under a different management? These are questions that now have much interest for the country, and particularly for that enormous section of people who are directly or indirectly concerned in our commercial affairs. The answer which the Northern Pacific management shall make to them may be quite as important to the interest of this corporation as any effect of the extensive and brilliant stroke of cosmopolitan advertising which the genius of Villard has conceived and executed.

The above, from the Chicago Times, covers a matter that greatly concerns the United States, and the world, as well as the people of the Pacific. Our nation has endowed these great roads invaluable franchises; it has not only enriched them as corporations, but gives them monopoly of transportation, not only to perform the local work to build up the States and communities they traverse, but of national importance as connecting the shores of the oceans that bound us. These roads are also of universal importance because by them the products of Asia reach Europe.

The Northern Pacific the last of these transcontinental lines, has received the least aid from government. The world looks with more kindly feeling on this corporation because of the disaster that it has survived and the energy with which success has been won. Also, the liberal and humane policy of Mr. Villard has won the world's admiration. What we are to expect, it is difficult to determine. It is no child's play to build railroads. This one seems to have been built without the "credit mobiliers" and the construction company that attended the building of the Central and Union Pacific roads. We may hope that it will be conducted with such fairness as to deserve our respect in the future.

The Central Pacific made its builders so rich that they used the tens of millions of their savings for the construction of the new Southern Pacific. It was policy for them to own all other routes, to prevent competition. They "took in" the Atlantic and Pacific, also, so that instead of having three different and competing routes across the continent, to and from California, there is virtually but one. These men, who build railroads across a continent as easily as you would a lane across your farm, handle millions as we would hundreds and parcel out the world among themselves. The immense grants the government made to insure competition in transportation, they manipulate to maintain a consolidated monopoly whose only limit is to learn what the traffic can bear. The world waits to see what course the Northern Pacific Company will pursue. This company has

emerged from its great contest with a certain strength and a certain amount of weakness. It is naturally strong, and time will make it more impregnable and formidable. It is actually, for the moment, weak. It needs a breathing spell after its tremendous exertion. It has strained every nerve of finance to lay the last rail. It has many branches, great bridges and depots, and many stations to build. Its crowding work will keep it poor, in a measure, for years to come. Therefore it is in no condition to grapple with the corporations to the south at this moment. The organization of its system and methods will be a work of great importance, demanding great care and wisdom.

While the people of the North Pacific are rejoiced to see railroads built, and welcome all enterprise, this region is peopled by the most energetic and independent of Anglo-Saxons. They know that the overshadowing question, that dwarfs partisan politics, relates to transportation and the assumption of corporations. Thus people will watch, with greatest care, the course of the corporations that are developing their country. They are willing to reward enterprise, but they are certain to demand full value for their money paid. The time is not distant when this question will dominate politics and make and unmake politicians. We have as much to fear from demagogues as from monopoly. It is to be hoped that Mr. Villard and his associates will realize the duty they owe to a generous nation and win the confidence the people wish to give while they sustain the credit of the corporation. If they don't try to pay dividends on water, the people will make no complaint.

The Chicago Times asks this question, if it does not use these words: "If the Northern Pacific antagonizes the Central Pacific, how long will the Central people wait before buying it? Mr. Villard advertised for a 'blind pool,' and so raised the money to buy the Northern Pacific. What is to hinder Huntington, Stanford and Crocker from buying the controlling interest in the Northern? Everything has its price. The Central magnates can afford to pay immensely for the Northern franchise. We must look to the future with apprehension if such a consummation is probable. Again we are met by the startling fact, that the generosity of the government in endowing these corporations with means to build transcontinental roads, has created consolidated wealth that becomes a tyranny. It possesses a power of monopoly dangerous to the nation, and laying tribute upon the world."

A writer—not a Patron—who has been looking on the renewed progress made by the Grange within a few years, writes: "The novelty of the Grange movement has passed away. Those who become members now do so from principle, and as a general thing, become good, earnest workers in the cause. The old political dead-beats that were such a load to carry, have sloughed off, those who joined for the sake of plunder are gone, and we have remaining a body of earnest men and women, who are desirous of educating themselves and elevating their calling, so that those now entering upon the stage of action will not be ashamed to own that they are the sons and daughters of American farmers."

The incorporators of the Lane County Agricultural Society held a meeting in Eugene on Wednesday, September 5th, and decided to hold a fair in this county. The following committees were appointed: On pavilion, Ben. Hinkle, Charles Lanier and L. D. Smith; on track, G. W. Gill, G. Belshaw, J. R. Sellers and R. B. Hays. The time for holding the fair and other items will be announced in future.

J. S. CHURCHILL, Sec'y.

In the name of suffering humanity, we request all physicians to try Ammen's Cough Syrup, then they will prescribe it for their patients who are troubled with coughs, colds and diseases for which it is recommended. Many doctors who are opposed to patent medicines prescribe this remedy; the druggist simply changes the contents into another bottle, and the patient is none the wiser, while the physician gets credit for the cure, which always follows where a cure is possible. Ask your druggist to show you a large bottle.

Grapes and their Uses.

This most excellent fruit acts beneficially on the system. The French (who certainly should know from experience) say that the grape dilutes thick blood, sends the circulation to the surface, giving healthful color to pale cheeks, removes obstructions from the liver and lungs, aids digestion, brings the stomach into a healthy state, dislodges gravel, and confers vigor upon the system. With all this list of blessings proceeding from—not medicine, but the most delicious of easily grown fruits, how can any one owning a small plot of ground deprive his family of grapes? They may also be used as medicine, for a good authority says: "When in health, swallow only the pulp; when the bowels are constipated, swallow the seeds with the pulp; to check a too relaxed state of the bowels, swallow the pulp and eject the seeds; also masticate the skins and swallow their astringent juice." The skin being tough and indigestible should never be swallowed.

By packing carefully in shallow boxes with paper or grape leaves between layers, and placing in a cool, even temperature, grapes may be kept fresh for some time. All cultivated varieties, however, lack the keeping quality of the native American Fox grapes. These, gathered after the first heavy frost, when they are really sweet and pleasant to taste, have been laid on fruit shelves where they have kept in good condition until March. But try as we may, they will not keep continually; so we must resort to jellies, preserves and canning.

In grape preserves, the seeds are by many considered an abomination, and whether healthful or not, every effort is made to get rid of them. To do this in the easiest manner, stew the grapes until soft, and pass through a colander. Still, as this removes the skins as well as the seeds, the identity of the fruit is nearly lost, for the result is a thick, pulpy jelly. Some divide each grape with a sharp knife, pick out the seeds, and then preserve; the result, of course, is delicious, but it is too much trouble to put up thus more than a limited supply. A better way is to press the pulp from each grape after the manner of stoning cherries, putting skins in one dish and pulps in another. Stew the latter and pass through a colander to remove the seeds. Add the skins to this semi-liquid mass, and a very desirable result is obtained.—Exchange.

Wheat Shortage in the East.

W. Y. Chamberlain, Secretary of the Ohio State Board of Agriculture, in his August report, says:

The latest reliable official information we have from the five main wheat States that have the best means of ascertaining facts, is as follows:

	1882	1883.
Ohio	45,454,000	23,873,000
Indiana	45,562,000	30,005,000
Illinois	52,305,000	16,000,000
Michigan	22,315,000	22,321,000
Kansas	33,148,000	23,680,000

It will be seen from this that the five principal States that last year produced more than one-half of the entire winter wheat crop of the country, we have a probable shortage of 93,903,000 bushels, or nearly 45 per cent. of last year's crop; nor is there any special reason that if the facts are as well known in all the other wheat States the shortage will be any less. I maintain the opinion advanced in April and held more and more firmly months since, that the total shortage of this year as compared with 1882 cannot be less than 120,000,000 bushels, and may go considerably above that amount.

Philadelphia Wool Market.

From the September 5th circular of W. C. Houston, Jr., & Co., we take the following:

Wool is not high; we consider it safe property at to-day's prices, and, if properly bought on a basis of present quotations, we think it a good investment, and likely to show a fair profit, as any change is likely to be for the better. On the same grounds, we can now offer greater inducements to shippers than at any time since the opening of the clip. When wool has gone through a decline, and prices have touched bottom and are firm on a low basis, then is the time to reasonably look for an improvement, if the general business of the country is in a healthy state and crops good, as is the case. It is our aim and interest to net our consignors all that is possible out of their wool, just as it is a buyer's object to get it as cheaply as possible. We will keep alive to the situation, endeavor to judge correctly as to future prospects, and

make every effort to obtain prices that will show a profit to our shippers.

The demand for XX continues quite strong, and stocks are much reduced; this grade is more firmly held, and an advance has been obtained for choice lots. Medium fleeces are quiet, as unwashed and territory wools come into competition with them also, and the current demand favors fine fleeces. Quarter blood sells fairly well, but at low prices.

The Hop Crop.

FROM MALDEN, N. Y.: Picking has barely begun here. The crop will be larger than early estimates, probably 9,000 or 10,000 bales altogether in the county, while there is considerable honeydew and lice. The quality of but few yards is affected. Not 1 per cent. has been hurt, and propitious weather gives hope that the bulk of the crop will be good. The greatest danger is from too early picking.

FROM ONEONTA, N. Y.: The prospects are that the hop crop will be larger and of better quality than expected ten days ago. Think there will be as many pounds harvested as last year. The quality is not even. Harvesting has generally commenced.

FROM WATERTOWN, N. Y.: The weather has been bad, but it is better now. There is some mold and plenty of lice, and the crop is not as good as last year.

FROM WATKINSVILLE, N. Y.: The hop crop in Sangerfield and Marshall is heavy and good. It is poorer in the southern part of Sangerfield. Picking has commenced in most yards. Fears of vermin are allayed, as the weather is much more favorable. The lice are reported dying. The condition in Otsego county is bad. The condition in this vicinity is good. The quantity is one-fourth to one-third more than last year. Picking is general this week. Lice decreasing.

FROM MADISON, WIS.: Hops good, better than they have been for several years.

New York Wool Market.

Nothing new in wool this week. The same supply and demand trade, or hand to mouth policy, yet prevails. Mills buy a week's supply at a time, seem in no hurry to buy any faster than that. We can note no change in quotations anywhere. So much wool has come east by rail from California, the railroad company has reduced its rates of freight to 2c on wool costing over 18c; 1 1/2c on wool under 12 to 18c, and 1 1/4c on wool under; for all secured wool 3c. This result, of course, shows the competition of sailing vessels around the Horn. It also shows that buyers are in no hurry for wool, as it takes from four to six months around the Horn, while the railroad requires about thirty to forty days.

One of the largest San Francisco buyers was the house of Wright, Wooster & Co., who failed. Their failure has had a tendency to quiet trade somewhat, as it is thought that California wool more than part caused their failure.—U.S. Economist of September 1st.

Wool Meeting.

From the Dayton Chronicle we learn that the wool growers of Columbia and Garfield counties met at Pomeroy, Thursday, to take action in regard to the convention to be held at The Dalles on the 27th. Quite a number of sheep men of both counties were present, in fact, nearly every wool grower was represented. The general feeling of the meeting was that the reduction of the tariff upon foreign wool was wrong and was doing a great damage to American growers. W. E. Sullivan was elected a delegate to attend the convention at The Dalles, at which time a representative will be elected to go to Washington and labor to have the duty upon foreign grown wool raised to its former rate. The wool growers of Washington are unanimous in the desire to have the tariff raised and attribute the recent low prices to the competition of foreign growers under the new tariff law.

Agricultural Society.

We learn, from the Yamhill Register, that the proposition for a County Agricultural Society, is meeting with universal favor. Every precinct in the county will be represented here on the 25th. The proposition is not simply to have a race track and a little horse racing, but to have a genuine county fair, representing all our industries, of which agriculture is the principal one. No county or the State can make a better showing than this.

Ammen's Cough Syrup cures colds, coughs, bronchitis and consumption.

Plowing in Green Crops.

The cheapest and most certain way of improving worn-out land is to plow in green crops to rot upon and pulverize the soil. The process of rotting acts mechanically as well as chemically, and thus the soil is benefited by the direct addition of fertilizing elements, and by being made easier to cultivate. This work may be commenced now and continued until frost, or as long as there is any green to plow under. Land that has produced a good covering of grass may be depended upon to produce a fair crop next year. If the grass is carefully plowed in and rotted upon the soil. If the grass is allowed to die and decay on the land, something would be added to it, certainly, but not a tithe the benefit would be derived as is secured by plowing and rotting the vegetable matter in the soil. The fermentation produced by decay of green matter acts very favorably on the land, pulverizing it, filling it with life giving nitrogen, and making it soft and mellow for the plow and the hoe. We believe that it is this fermentation of green stuff in the soil that makes the plowing in of any crop so beneficial. The fermenting and rotting process does more good to mellow and enrich the land than repeated plowings would do. This is true, whatever the kind of crop or vegetation turned in. At the same time, it cannot be denied that some green crops are far more beneficial than others for this purpose. If the farmer can do no better, by all means let him turn in the natural vegetation that has grown on the land. This is much better than nothing. But whenever he has the opportunity for doing so, let him not fail to plant or sow some special crop for this purpose. The best that we know of, and about the only one that would succeed at this time of year, is the field pea. For medium or clay lands there is nothing better, and even the lightest land, where the peas can be grown, is greatly benefited. The black pea is, perhaps, the best of all. It gives a rank growth of vine and grows rapidly, soon covering the ground with its dense foliage. As we have done every year for many, we urge our farmer friends to plant and sow largely of the field pea. For market, for stock, or as a green crop to renovate the land, its merits entitle it to high consideration. It may be sowed any time in July and will be fit to turn in by the last of September. But if the seed cannot be had, the farmer must employ some other plant—as oats, millet, buckwheat or corn. And if none of these, then, by all means, plow under the grass and weeds that have sprung up voluntarily on the land. Anything green that will ferment in decay and rot quickly will do good. It is an important link in the system of farming. —[Rural Messenger.

NEWS SUMMARY.

James F. Gardner, of Colorado, has been appointed agent at the Ouray Ute Indian agency.

Bonds redeemed up to noon on the 17th, under the twenty-first call, amount to \$18,146,800.

Junius Brutus Booth, the actor and brother of John Wilkes Booth, died at Manchester, Mass., on the 17th.

Dr. Stinson, an eminent professor of jurisprudence in the university of Bern, was recently killed while climbing the Alps.

Two men, convicted of participation in the massacre after the evacuation of Alexandria by Arabi Pasha, were hanged on the 17th.

The U. S. steamer Despatch, now at New York, has been placed at the disposal of the Korean embassy by direction of the secretary of the navy.

Socialists made the opening of parliament at the Hague the occasion for political demonstrations, and placards favoring universal suffrage were posted along the route of the royal cortege.

The Parliament at the Hague opened on the 17th. The king referred to the calamity that had befallen the people of Java, and said he felt assured the charity extended the sufferers would be equal to the great necessities of the occasion.

It is stated the Czarina lately detected one of the Imperial chamberlains in the act of placing nihilist placards in her apartment, who, fearing the consequences, committed suicide.

It is said that the Porte has instructed the Turkish ambassador at Berlin to sound the German government respecting a Turco-German alliance, and then make diversions upon the French in Tunis and Algeria.

Representatives of the Weinsbri brewer's association made an argument before the commission of internal revenue in favor of the suspension of the operation of his recent order regarding the bottling of beer from casks. The decision was reserved.

The ship Hecla, Captain E. O. Day, arrived at Tacoma, after a voyage of 129 days from New York. She brought a cargo of 2,800 tons of railroad material consisting of car wheels, rails, fish-plates and spikes, from Van Lick & Co., consigned to the Northern Pacific Railroad.