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**THIS PAPER** MAY BE FOUND ON FILE AT **GEORGE P. HOWELL & CO'S** Newspaper Advertising Bureau (10 SPRUCE STREET), WHERE ADVERTISING CONTRACTS MAY BE MADE FOR IT IN **NEW YORK**.

Gov. PENNOYER has appointed ex-Senator J. H. Seater as the democratic member of the State Railroad commission. The other member is to be a republican and a farmer from this valley, and will be appointed on Friday, so the Governor tells us. The two commissioners will appoint the Secretary of the board.

CATTLE on the Montana ranges lessened one half in number, on an average, over the whole Territory, during the past winter. In some districts the loss was 75 per cent. It has proved to be the most severe winter known in the history of that region. Horses and sheep did some better than cattle, but sheep were still dying and some bands of horses had lost one-half.

MUCH has been made of the assumption that butter did not at once advance in price when the oleomargarine law went into effect, as an argument that the law is a failure. The truth is, however, that dairy interests, both in butter and cheese, are on a firmer basis than they have been for several years. But the cavillers said the oleomargarine law would strike a blow at the beef and pork producers by decreasing the demand for tallow and lard to be made into bogus butter. What have they to say now, when both beef and pork have been pretty steadily advancing ever since the oleomargarine law went into effect.

WHEAT growers in England are so thoroughly discouraged by low prices that the production of this grain is likely to decrease even more than it has in the past. Even yet, however, England, for so small a territory, produces more wheat than any equal area in this country. The large yields per acre come very near making the crop pay, or so much would not be grown as there is. It has been seriously proposed in England to give a bounty on wheat production of so much per bushel, which would bring up the price to the farmer without increasing the cost to the consumer. Not only the laboring poor, but the wealthy manufacturers of England, are interested in keeping bread cheap. On the cheapness of bread depends England's ability to undersell her manufactured products in the markets of the world.

JAPAN is attempting the culture of wheat. This enterprising people have discovered that the fish and rice diet has the effect of deteriorating the physical stamina of its citizens. The government is undertaking the introduction of wheat, and this only with the purpose of growing enough for home use. They begin with sowing 250 bushels of spring and the same amount of winter wheat. Only one of the islands is adapted to wheat growing, and even if the experiment is successful, Japan is more likely to import wheat than to export it. The Japanese men average only about 120 pounds, and the women seventy-five pounds. It requires four men to do as much work as one American, and the Japanese attribute this difference in strength to their diet. Possibly the 500,000,000 of rice-eating Asiatics may learn this fact, in which case the demand for wheat as food will far outgrow the supply.

ELSEWHERE we show the change in freight rates made by the overland roads under the operation of the interstate commerce bill. We read in Eastern exchanges that all the great routes are increasing their rates on the same pretense, and one exchange intimates that they are doing this systematically for the purpose of making the law odious. Now, we do not believe any such rate of charges as we quote elsewhere is necessary, increasing charges many times over what they have been.

We lose faith in the good intentions of those corporations when we see them adopting this vicious course. The Interstate Commerce Law is a good one. It may need amendment to make it perfect, but these corporations are wasting their smartness on the desert air if they think they can make the business world forgo popular claims to control commerce by such such subterfuge. The Interstate Commerce Law has come to stay and the newly appointed commission will make it work.

THE WHEAT SITUATIONS in this country is much stronger than it was a year ago. Of the total available supply last July, including the new crop and the remains of the previous one, we have exported up to Feb. 1 ninety millions of bushels, against 45,000,000 in the same months of the previous year. Our available supply now is 179,000,000 bushels, as against 198,000,000 bushels last year at this time. Of our present supply we shall require 120,000,000 bushels for home consumption until next harvest, leaving barely 60,000,000 to export. Last year, during the five months from Feb. 1 to July 1, we exported in wheat and flour 52,000,000 bushels, and the foreign demand is likely to be at least as great now as it was then.

WHILE the legislation on agricultural matters by Congress may not have been entirely successful, it has demonstrated that the farmer is no longer to be a zero in the body politic. The "Bumpkins," the "Coldhoppers" and the "Rusticusses" of literature have come to the front, and demonstrated that they not only know their rights, but that knowing, they dare maintain them. There has been no end of sarcastic admiration over the legend of Cincinnatus, who was called from his plow to be made Dictator of Rome, but nowadays we see senators, generals and merchants converted every year into farmers, exhibiting horses, cattle and pumpkins at cattle-shows, delivering addresses on the excellence of meal and ensilage as winter food for stock, and sometimes writing for an agricultural newspaper. All this shows that progressive agriculture is beginning to have its day. It must be confessed that some of the old-time farmers were of the earth, earthy, and that they passed their lives in the mechanical mediocrity of plowing, hoeing, mowing and raking. They were thrifty old codgers, who knew not the meaning of the world pleasure, and it was not to be wondered at that the boys and girls ran away to the city, to become brokers, bankers, lawyers, or the wives of brokers, bankers and lawyers, and thus escape the weary drudgery of the field and of the dairy. A few more discussions in Congress on oleomargarine, pleuro-pneumonia and the proposed Department of Agriculture will do much to elevate the social condition of the farmer, and to lighten the cares of the farmers' wives and daughters. At last, the importance of the farmer's calling is beginning to be recognized and its dignity respected. "So mote it be."

**WORKINGS OF THE LONG HAUL RULE**

The lately enacted Interstate Commerce Law goes into operation to-day, and we were surprised on visiting Portland this week and going among the great wholesale dealers, to learn what a difference this law and its workings will make in the business of this coast. We expected that some increase of freight rates would occur temporarily, and continue until the commission now appointed can exercise its discretion in the matter of long hauls. The law provides that no greater charge shall be made for a short haul than for a longer distance. For instance, freight for interior points has paid a higher rate than the same shipped through to Portland. Freight for Spokane or Walla Walla and other points has equaled the charge through to Portland, and then back to those points. This was done in the interest of Portland. Now the freight to all those points is the same as to Portland, and to avoid the heavy freight back to those points, Portland dealers have many of them established branch houses at these interior points, and now ship through from the East direct to those places.

Knowing that the immediate working of the law will be disastrous to their trade, most of those merchants have hurried their spring shipments before it could take effect. One gentleman tells us he went East the day he heard this bill passed the Senate, in great haste; that he went to the great manufacturing concerns for agricultural implements, and finding their head men absent in Florida or some other favorite winter resort, telegraphed them to come home. They all did so, and in a week's time one house that had only 200 men at work

on half time, had 3,000 employed on full time. They saw the emergency, and set to work to meet it. All the implement houses in Portland hurried up their shipments, and three vessels are on their way around Cape Horn loaded for Portland.

The Northern Pacific Railway Co. has published the following scale of prices for different classes of freight. When we know that all these goods have been brought through from Chicago to Portland for 95 cts. a hundred pounds, without regard to classification, we find charges increased enormously:

Class	Chicago to Portland	St. Louis to Portland	St. Paul to Portland
First.....	\$4 70	\$4 50	\$4 50
Second.....	4 50	3 50	3 50
Third.....	3 50	3 20	3 00
Fourth.....	2 75	2 65	2 50
Fifth.....	2 45	2 35	2 25
A.....	2 30	2 20	2 10
B.....	1 85	1 85	1 75
C.....	1 55	1 50	1 40
D.....	1 25	1 20	1 10
E.....	1 15	1 10	1 00

It will be seen at a glance that these rates range from three to six times what has heretofore been paid. In the matter of wool, transport is even higher. Last year wool was taken as low as 20 cts. per 100, and the present rate is \$5.40 per 100 lbs., an increase of over ten times.

The railroads have been doing us good service at reasonable rates; 65 cents per 100 lbs. was only \$13 per ton, and all things considered, our freights were much lower than when we had to depend on ocean navigation around Cape Horn. No doubt the local freights have been much higher in proportion, but we who have had the benefit of the long haul rates have had nothing to complain of.

The law creates a commission, recently appointed by the President, that has power to enforce its provisions, and is authorized to set aside its requirements as to the long haul matter when satisfied that the law works a hardship on the public. The enormous advance in freights noted above shows that it does so work with respect to our coast, and no doubt this commission will restore the old rate which was satisfactory to the companies, and adopted by them willingly. The association of railroads did not allow competition, but adopted a scale of prices for all to follow, and that was based on their experience of several years' transportation. Certainly this rate was reasonable, and the commission cannot help but restore it.

The Interstate Commerce Law no doubt has many defects, but a liberal construction of its terms will overcome some defects, and when experience makes it manifest what amendment is needed, we shall have such amendment by act of Congress to perfect the law. The general intuition of the law is excellent, but the question was a difficult one to deal with, and perfection could not be expected at the beginning. It is a law based on great principles of right and asserts the control of the government over the corporations the people create. If the law works some hardship, and seems to be oppressive, we need not be discouraged, but must have faith that the wisdom of our lawmakers will overcome its defects, and furnish us in good time admirable legislation.

Two barns, said to have been filled with unthreshed wheat, were recently burned in Germany. They were insured, but it was impossible to collect because the claim was made that the contents of the barns were simply straw. When the affair got into the courts, chemical experts were called to analyze the ashes. Wheat contains a large quantity of phosphoric acid, almost ten times as much as does straw. Naturally, in the burning of these barns, wood ashes, cement and other mineral substances were mixed with the ashes submitted to the chemists, but none of these admixtures contain phosphoric acid. The experts found that of two samples placed in their hands one contained 10.2 per cent., and the other nineteen per cent. of the acid, thus proving conclusively that the farmers were in the right, and the insurance companies, as is generally the case according to public sentiment, in the wrong.—Fireman's Herald.

**CONSUMPTION CURED.**  
 An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested his wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellow-men. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe in German, English or French, with full directions for preparing and using. Sent by mail by addressing with stamp and naming this paper, W. A. ROYER 159 Power's Block Rochester N. Y.

**STALLION SHOW.**  
 The seventh annual stallion show of Marion county was held in Salem on Saturday, March 26. We append the following list of horses:  
 Ladd & Reed, Portland, showed Young Brutus, an imported Clydesdale; dark bay; sire, imported Brutus; dam, Fisher Maid; also Duke of Wenlock, a Cleveland bay; brown; sire, Young Domino; dam, by Early Bird; Geo. Gummy, Amity, manager.  
 J. R. Willard, Salem, showed a Percheron stallion, 3 years old; dark bay; sire Brigham; dam by Rob Roy.  
 F. H. McIntyre, Salem, showed Major Lyon, a Clydesdale; roan; sire, Marquis dam, by Wideawake.

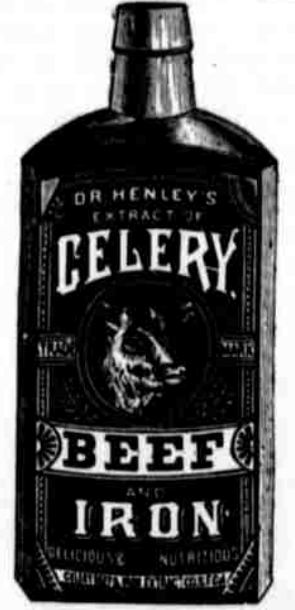
Wm. Townsend, Salem, showed Hancock, a Norman Percheron; gray; sire, Wideawake; dam by Leviathan; also, Wm. Greenwood, a Norman; gray; sire, Wideawake; dam by White Prince.  
 J. T. Beckwith, Salem, showed Bellfounder King, a Bellfounder; bay; sire, Milliman's Bellfounder; dam, by General Taylor; also, Ben Roy Jr., an English draft horse; dapple brown; sire, Old Ben Roy; dam by Meckirath.  
 David Grierson, Salem, showed Forward Mason; a Clydesdale; bay; sire, Merry Mason.  
 S. B. Shaw, Salem, showed Dom Pedro, an imported Belgian; dapple bay; pedigree lost by owner.

James Francis, Salem, showed Joe Pedro; dapple bay; sire, Dom Pedro; dam, by Lionheart.  
 David Gregoire, St. Louis, showed Henry, a roadster; bay; sire, Henry and George; dam by Old Boston.  
 Chas. Stewart, Waldo Hills, showed Dutchman, a Hambletonian; chestnut sorrel; sire, Bacon's Hambletonian; dam, by Emigrant.  
 J. A. McIntire, Gervais, showed Young Wideawake, a Norman; gray; sire, Wideawake, dam by Mackelwrath.  
 Fletcher & Savage showed Sir Stafford, an imported Clydesdale; dapple bay; sire, Baron Renfrew; dam by Mary of Bogside.

A. B. Gibson, Salem, showed Turbine, an all purpose horse; brown; sire, Spotted Buck, by Doc Lindsey; dam by Whip and Morgan.  
 Silas Fletcher, Salem, showed Sir Stafford, Jr., a Clydesdale; sire, Sir Stafford; dam by Rob Roy.  
 J. A. Tanner, Salem, showed Clyde, a half Clydesdale; sorrel; sire, Marquis; dam by Lionheart.  
 Robert Archibald, Whitaker, showed Fred Pearl, an English draft horse; dark brown; sire, Fred Pearl; dam by Veto.  
 G. Gibson, Turner, showed Rough and Ready, a Norman; roan; sire, Wideawake; dam, an English draft mare. Also Rocky Earhart; roan; sire, Wideawake.  
 G. G. Glenn, Salem, showed Glenbrook, a thoroughbred racing stallion; bay; sire, Old Delaware; dam, Naptha, by Napa.  
 John Pender, Salem, showed Young Kisher, a trotter; chestnut sorrel; sire, Kisher; dam by Milliman's Bellfounder.  
 J. R. Dickerson, Salem, showed Mason Chief, a Kentucky trotting horse; dark brown; sire, Membrino Patchen; dam by Stockholder.  
 Millard & Elkins, Albany, showed

Leverham, a Cleveland bay; mahogany by; sire, Duke of Cleveland; dam by Brilliant.  
 F. LeBrun, Fairfield, showed Coaly, a Canadian; black; sire, Norman; dam, an English draft mare.  
 Jos. Higgins, Salem, showed Spotted Buck, an all purpose horse; white; sire Doc Lindsey; dam, an Arabian mare.  
 Robert Clow, Salem, showed Messenger, an all purpose horse; white; sire Black Stranger; dam by Henry.  
 F. H. Hunsaker, Turner, showed Superior, a roadster; bay; sire, Woodbury; dam, a Clyde mare. Also, Maje, a Percheon; gray.  
 A. C. Brey, Salem, showed Rockwood, a trotter; bay; sire, Fleetwood; dam by Alexander Abdallah.  
 A. W. Hewitt, Dayton, showed Don Sancho, a Clyde; bay; sire, Dom Pedro; dam by Emperor.  
 W. E. Clark, Dixie, showed Rankin, an English coach; bay; sire, Doe Rankin; dam by Morgan and George.  
 E. Patton, Waldo Hills, showed Billy Peck, a 1-year old trotter; brown; sire, Mason Chief; dam by Sir Walter.  
 L. J. Yoder, Salem, showed Roy Johnson, a Morgan.  
 B. F. Wade, Turner, showed Silver Seal, a trotter; roan; sire, Mason Chief; dam, a Hambletonian.  
 C. Isenhart, Silverton, showed Ped, an all purpose horse; black; sire, Dom Pedro; dam, a Morgan and George mare.  
 E. J. Thurman, Silverton, showed Webfoot Chief, a Percheon; sire, Wideawake; dam by White Prince.  
 W. M. Davidson, Salem, showed Robert Bruce.

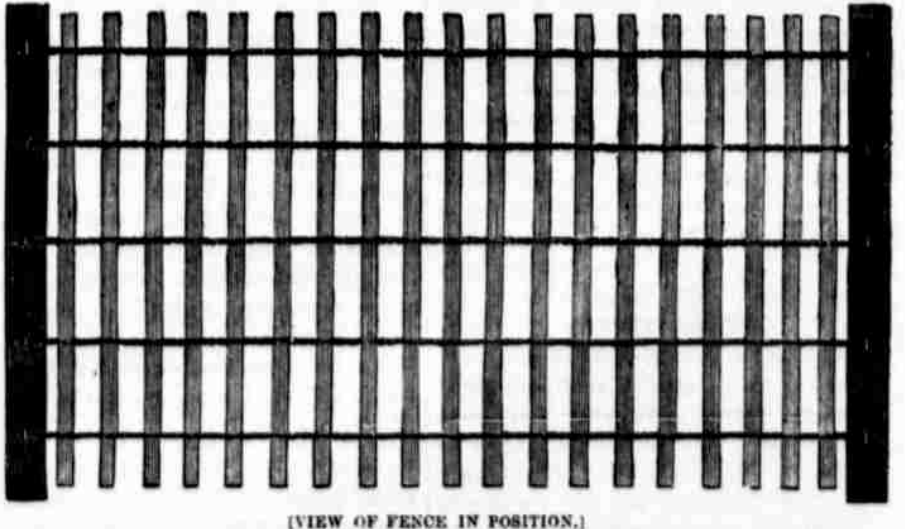
Dr. Stryker has opened a private dispensary at 266 Commercial street, where he will successfully treat all curable cases of chronic and private diseases, such as consumption its first stages, piles, scrofula, and diseases of women, etc. Correspondence solicited. Electric belts and appliances for sale. mar-25-m



It is safe to affirm that there is no known specific that can compare with Dr. Henley's celebrated Celery, Beef and Iron, for the treatment of nervous diseases. This compound contains a large amount of Celery which is one of the best nervines known to the medical fraternity, and when prepared with extract of iron and pyrophosphate of iron, arrests physical and mental decline, and should certainly be given a trial by all those who are suffering from nervous diseases. Celery, Beef and Iron can be procured of all druggists.

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