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Be still, my soul; be still, and yet be sure
That thou shalt taste of freedom. Thou shalt be
When thou hast learned thy lessons, as the storm
That praises God on ocean and on land.
Thou, too, shalt taste of freedom; thou shalt see
The harvest of the heavens, countless suns,
And all the gentle sisterhood of stars
That strew the distant high-ways like white pearls.
A little while, a little while, my soul,
And thou shalt yearn no longer; thou shalt be
As white as is the radiance round the sun,
As free as is the oldest of the winds!
—Howard V. Sutherland, in San Francisco Star.

WEAKENED WHEAT LAND.

The San Francisco ... contains the following account of an investigation which is soon to be instituted in California, to find why California wheat is not so strong in gluten as formerly, and why it is necessary to import new wheat from Kansas and the Dakotas, with which to vitalize and invigorate California flour.

California has raised nothing but wheat on her farms for 50 years. She has sapped the very life from her virgin soil by pursuing one crop method, and now finds herself producing a grade of wheat and flour far inferior to other states. Her land cannot now produce a strong grade of wheat without years of rest and recuperation from other crops.

Wheat takes strength from the soil and replaces none, so nature finally rebels against this destructive drain upon her strength and calls for a change. California has reached the point where she must either adopt rotation of crops or go out of the market as a producer of first-grade wheat and flour. The Call says:

"The California State Board of Trade has appointed a committee to find out how California wheat can be so improved in its percentage of gluten as to insure to itself exclusively the home market afforded by flour mills of this state.

"The fact is announced that it is necessary to import to California from South Dakota and Kansas large quantities of their wheat to mix with California grain in the manufacture of strong flour for the Oriental trade. By strong flour is meant that which has sufficient gluten.

"Not all the wheat produced in this state is deficient in this force, but enough is lacking in it to make wheat importation unavoidable as the matter now stands.

"There are vast areas in California that are capable of producing wheat in large quantities. The soil is adequate to the growing of strong wheat. The difficulty would seem to be, in large part, as represented by Horace Davis, who was called in to advise with the State Board of Trade, that the farmers are not using the proper seed to raise the right sort of wheat for milling purposes.

"In a preamble that the Board of Trade has adopted it is set forth that wheat is brought from Dakota and Kansas to be mixed with the California; that California flour for export to the Orient would bring a higher price if it contained a larger percentage of gluten than can now be obtained from California grown wheat; and that if California farmers would maintain their position in competition with wheat grown in any other state it is important that the quality of their product be made as high as possible.

"There are few topics of more live interest at home than this. From the inquiry good effects reasonably may be expected. In some sections, so it is said, the quality of the wheat can

be easily raised by fertilizers.

"The wheat of former years in California had more gluten, as a whole, because it was of other stock. Club wheat, so called, does not fill all the requirements, although it is popular among farmers for various reasons, one of which is that it is less easily whipped out by high winds than other varieties are.

"Horace Davis informs the State Board of Trade that there is not enough new seed brought in to keep up the gluten. The tendency of wheat is to run down in gluten and to get a growing percentage of starch.

"As soon as accurate information is reached as to the exact requirements there will be little difficulty in providing what is needed. The fact that gluten was not formerly lacking and that it was sufficiently abundant for nearly half a century of farming in California conclusively prove that some methods and not the conditions are at fault. The sooner the remedy is applied the better for the state at large."

The plea of Oregon railroads for protection against ticket scalpers is worthy of consideration by the next legislature. No other one agency can stimulate interest in the state and its resources so widely and actively as the railroads. It is true the roads have selfish ends, and yet while they are serving themselves they are serving the state at large. Every bona fide settler who brings his family to Oregon and makes a home is a direct benefit to the state. The railroads should be encouraged to bring this class of people to settle the idle land, add property to the assessment rolls and thereby reduce taxes. It is not fair to the companies to permit their unfulfilled tickets to be made merchandise of by sharks who produce nothing to build up the country. It may be argued that a purchased railroad ticket becomes private property, but there is another feature of the case. The ticket is practically a contract between the company and the purchaser and the purchaser buys it on the understanding that it is not transferrable. The company agrees to fulfil its contract with the original purchaser, but not with a third party. More protection to companies in this matter would result in still lower railroad rates. As it is now, the scalper makes a commission and still undersells the company on return tickets, taking legitimate business away from the company, defrauding unsuspecting people and living on the fruits of others' labors. Oregon is becoming a railroad state and should pass a stringent law regulating this unfair traffic. If she would do this, the railroads would feel more free to further reduce excursion rates to the state to stimulate travel.

The delay of the portage road is one of the most enigmatic public problems ever produced in Oregon history. The people want the road and have begged, pleaded and voted for it. The legislature indorsed it, voted money for it, created a highly authoritative commission to build it, placed the money available for its construction at the commission's disposal, gave the commission the entire machinery of the state to work with and capped the powers of the commission by a public sentiment in favor of the road so strong that it is frenzied at times. And yet despite all this, the project lingers. Everybody is in favor of building it. Not a public ex-

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pression is heard against it. Yet it is at a standstill. People press, officials—everybody is willing to proceed. Yet the wheels refuse to turn. Why is it that this paralysis, this locomotor ataxia, as it were, has fastened the portage road in its tracks? Why do not the wheels of state machinery move toward its accomplishment. The people are pushing. The legislature has greased the axles, the commission sits on the front seat, whip in hand, and yet the vehicle does not move. Something is wrong somewhere. One crop has been planted and is being harvested, since the road was authorized and yet no river transportation for the Inland Empire. Another crop will soon be planted and soon another harvest will roll around. Why is this work not begun? Who is holding the "clock block" under a wheel, to prevent the forward movement of the hand wagon? Every year wasted means a million dollars loss to the farmers of the Inland Empire. Start it now.

THINGS IS LOOKIN' BULLY.

All years is good years. There's never need to whine, But some of them is better, And this one's extra fine. Rains come when they orter, Early ones and late, And things is lookin' bully All down the Golden State.

The meadow lark at evenin' Is pipin' you good-night, And the mocker's song is ringin' With the peep o' mornin' light; The poppies and the roses And the grain is growin' great, And things is lookin' bully All down the Golden State. —John S. McGroarty, in Western Empire.

The Des Chutes Irrigation Company has just made a selection of 74,900 acres on the upper Des Chutes, to be irrigated under the Carey act. This makes a total of 214,676 acres now held by this company.



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