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JAMES J. HILL TO TAP OREGON

FEEDERS STARTING SOUTHWARD INTO INTERIOR.

Oregon Trunk Railway Now Being Projected From The Dalles Is Thought To Be a Hill Road—North Bank Will Be Supplied From Oregon Territory.

That James J. Hill is the controlling spirit behind the Oregon Trunk railway, which is to penetrate central and eastern Oregon by way of the Deschutes valley, is the firm conviction of a number of Portland's leading bankers and capitalists, says the Oregon Daily Journal.

One of the most prominent men in the commercial life of the city, who is at the head of one of the largest exporting concerns on the coast, and who has been closely connected with the Hill interests since that system just invaded Portland territory, commented on the situation today as follows:

"There is no doubt in my mind that the Oregon Trunk, or Deschutes Valley railroad was projected by the Hill system, and will become an Oregon feeder of the north bank line.

"I have known for some time that Mr. Hill was seriously considering invading Harriman's eastern Oregon preserves, and I believe that the organization of the Oregon Trunk railway is the first move by Hill in the Titanic struggle that is sure to ensue for a division of the eastern Oregon freight traffic.

"The enormous acreage of arid land soon to be brought under irrigation in eastern Oregon and Washington, and the resulting increase in the volume of freight to be handled in that district is certain to stimulate activity in railroad building throughout the inland empire.

"It will be recalled that just three years ago James J. Hill was in Portland and made the first public announcement of his intention to build a road down the north bank of the Columbia. At that time Mr. Hill said that upon the completion of the north bank road he might turn his attention to the development of eastern Oregon by means of building feeders for his new Spokane-Portland line.

The fact that N. W. Bethel, locating engineer for the Hill system, has recently been at The Dalles, the northern terminus of the Oregon Trunk road, and that a large surveying party is working south through the Deschutes valley, points strongly to the conclusion that the Hill people are making preparations to begin the actual construction of a railway through central Oregon.

AN ORCHARD SURVEY OF HOOD RIVER DISTRICT

Bulletin 99 of the Oregon Agricultural college experiment station, recently published, gives a report of "An Orchard Survey of Wasco County," by C. L. Lewis and R. W. Allen. From this bulletin, which may be had free on application to the experiment station at Corvallis, the following facts are gleaned:

In the Hood River district the orchards average 16 acres in size. The net returns per acre are about \$500, and as high as \$1800 per acre have been realized.

Hood River valley lies between two ranges of high hills or mountains, open to the north where the Columbia marks its boundary. There are three natural divisions of the district, namely, the west side, or that part lying between the Hood river and the mountains to the west, the east side, lying east of the river and extending southward to a distance of about 10 miles from the Columbia; and south of these extending for a distance of 10 or 12 miles is the upper valley constituting the third division.

The elevation of the orchards nearest the river is about 200 feet. In the main valley the altitude averages about 600 feet. The Willow flat district averages 1210 feet, and the middle valley and Mount Hood districts range from 1350 to 2000 feet.

The whole valley has an east or west slope, and the orchards are located with a good exposure as to light and air drainage.

In the Hood river valley six distinct soils are found, but at Mosier and The Dalles the orchards are mostly of two kinds of soil. The bulletin gives the chemical analysis of the soils of the different districts.

The analyses don't show a rich soil. So far as chemistry can tell us, the soils are not rich. The nitrogen is much below the average and the phosphoric acid runs low.

The leading fruit of Hood River is the apple, and the Yellow Newtown

and Spitzenberg are the leading varieties. The total number of apple trees from one to 25 years of age was 349, 435 last year. Of these Yellow Newtowns lead with 173,684 trees, followed by Spitzenbergs with 150,616. The balance is made up of some 20 other varieties.

Of pear trees there are 9152; cherry trees 4527; peach trees 7189. Eighty-two per cent of the apple trees have been set out during the past six years.

Strawberries—Strawberries is the pioneer crop of Hood River. They are planted extensively in the young orchards where they are allowed to remain until the trees come into bearing and furnish a much needed income while the orchard is growing up and producing only expense bills. The only berry grown is the Clark Seedling, which is a remarkably good shipper, selling the past season (1907) as high as \$3.35 a crate. It is a light bearer, 175 crates being considered a good crop. The total acreage in strawberries at Hood River is 756. Of this 532 acres are grown in orchards.

As a result of this orchard survey the author of the bulletin draws a few conclusions, among which may be mentioned the following:

From present indications, the Yellow Newtown and Spitzenberg will continue to be the leading varieties of apples grown.

Irrigation, which is bound to become a factor in the development of the country must be practiced with care. Some growers are using it in such a way that the tree and fruit are likely to be injured. An average of one or two irrigations will be all that will be needed on an average in a bearing orchard. The problem is to use as little water as possible.

Something must be done before long to furnish the soils with humus and plant food. Cover crops are one of the best agencies to bring about these results. More care should be used in the distances and systems in planting orchards.

In most of the young orchards windbreaks could be used to advantage. As to pruning, the majority of growers do not head the trees back severely enough during the first few years of their growth.

Methods of harvesting and packing are high class, but will probably be still further improved by the building of more packing houses.

MEXICAN SUGAR GROWING.

Excellent Natural Conditions Are Aided by Cheap Labor.

Consul P. Merrill Griffith, of Tampico, submits the following report on land values in Mexico, and the cost of planting, cultivating and harvesting the cane crop:

One of the leading industries of Mexico and one that has advanced most rapidly during the last five years, through the introduction of improved agricultural and milling machinery and the adoption of more scientific methods in the cultivation of the cane, is the production of sugar.

There is an excellent demand in Mexico for all sugar produced, and all grades find a ready sale at good prices. A few years ago the demand among the Mexicans of the middle and lower classes was for brown sugar exclusively; now they demand also granulated or white sugar manufactured into plums.

The amount of sugar produced depends upon the character of the soil and the location of the land. In this section the yield averages from 25 to 40 tons of cane to the acre. The saccharine matter from this quantity of cane amounts to about 65 per cent of the weight, and the quantity of white centrifugal sugar produced from 7 1/2 to 10 per cent, or from 130 to 150 pounds of sugar to be ton.

The cane raised in most sections of the United States has a higher baume, usually running from 9 to 13, and the sucrose contents in proportion. The stalks grow from 13 to 15 feet high, have from 32 to 38 joints, and often measure from 7 to 8 inches in circumference at the bottom.

It has been stated by persons of practical experience that sugar can be produced here for less than 1 cent gold per pound, which enables it to compete successfully in almost any market of the world.

Low Water Mark for Snake River.

The water in Snake river is lower than it has been for years. Heretofore the railway company has been sending their timber to the Ox Bow tunnel in large rafts. Now they are letting them drift down and the water is so low that they will hardly float in some places. Large pieces of timber lodged on the rocks last week and a force of men from the tunnel was sent to release them as the workmen at the tunnel were out of timber.—Eagle Valley News.

He who hesitates is bossed.

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There never was a day in any calendar when adequate advertising would do more for your store than it will today.

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		ENGRAVED CARDS, INVITATIONS, etc. Very latest styles. Leave orders at East Oregonian office.
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