

ISLAND ASSEMBLY OPENED BY TAFT

Only Business Transacted Was the Election of Officers.

Sergio Osmena Is Chosen President Members All Swear Allegiance to American Government—No Understanding of Parliamentary Law and Procedure.

Manila, Oct. 17.—Secretary Taft formally opened the Philippine assembly in the National theater at 11:15 yesterday morning, in the presence of a large crowd of people.

At the close of his address Mr. Taft formally called the assembly to order. A short prayer was read by the only native Catholic bishop in the islands. The assembly then took a recess until 5 o'clock in the evening.

Upon reassembling at that hour the first business was the selection of a president, and Sergio Osmena, Nationalist, who formerly was the governor of the island of Cebu, was chosen. Senor Osmena is a young man and had no part in the revolution.

All of the assemblymen, including Senor Gomez, whose election is to be contested, were then formally sworn in. The oath included acknowledgement of sovereignty and allegiance to the American government. The afternoon session lasted three hours. The only business transacted was the selection of a secretary. The delegates showed they had no understanding of parliamentary law and procedure.

The principle feature of the session was an address by Senor Gomez, who declared against bringing politics into legislative business and asked the delegates to show their patriotism by forsaking party affiliations and legislating for the benefit of the Filipino people.

DEAD TOTAL 38.

Fontanet Explosion Injured 600 Besides Those Killed.

Fontanet, Ind., Oct. 17.—The latest estimate of the destruction wrought by the explosion at the Dupont powder mills is that 38 persons were killed, 600 injured, 50 seriously, and a property loss of approximately \$750,000 caused by a workman employed in the glazing mill. It was learned today that a "hot box," due to too much friction on the shafting causing sparks to be transmitted to some loose powder, was in all probability the cause of the terrible catastrophe. The employe, whose name is William Sharrow, and who is dangerously hurt as the result of the explosion, said:

"The explosion was caused by loose boxing on the shafting. The day before the explosion happened we had to throw water on the boxing when it became too hot. This time it got too hot and sent off sparks that caused the explosion."

HENEY WILL SUE.

Climax to Bitter War With Tiley L. Ford's Lawyer.

San Francisco, Oct. 17.—Francis J. Heney announced today that he intended to bring suit for criminal libel against Earl Rogers, chief counsel for Tiley L. Ford, the indicted attorney for the United Railroads. Mr. Heney will have his suit on an article published over the signature of Mr. Rogers, in which the statement was made that members of the prosecution had used undue influence upon C. W. Strange, a juror in the Ford case, who voted for conviction.

Mr. Heney came out in this morning's papers with an open letter asking Mr. Rogers either to supply the proof of his assertions or to retract. This afternoon Mr. Heney summoned Mr. Rogers before the grand jury, stepped out of the room and asked Mr. Rogers to lay his evidence before the jury. Mr. Rogers hedged and finally said that he believed the grand jury an unfair body and would not take advantage of Mr. Heney's offer. It was then that Mr. Heney declared that he would sue.

Sends \$5,000 to Fontanet.

Wilmington, Oct. 17.—Alfred G. Dupont, vice president of the Dupont Powder company, who married Mrs. Bradford Maddox in New York yesterday and who intended to take a long motor trip on his honeymoon, was informed of the explosion at Fontanet immediately after his wedding. Mr. Dupont canceled his intended trip and wired \$5,000 to Governor Hanley at Indianapolis for the immediate relief of the sufferers. He authorized the governor to use any amount in excess of this sum if he finds it necessary.

Striving to Live Up to Law.

Chicago, Oct. 17.—E. H. Harriman today, after reading the statement made by Interstate Commerce Commissioner Lane, to the effect that the Western railroads are still paying rebates, said: "That statement is an exceedingly unfair one, and I am surprised that Mr. Lane should make it. I know that in all the railroad systems, and in all the railroads in which I am interested, there is no willful paying of rebates."

Boxers Driven to Mountains.

Pekin, Oct. 17.—The Imperial Chinese troops detached from the Yang-tee Kiang valley cantonments because of the anti-missionary outbreak at Nankang Sien have driven the so-called boxer rebels into the mountains on the borders of Kwang Tung. In an engagement at Chung Yi the troops killed 70 of the insurgents.

ARRANGE COMPROMISE.

Warring Telegraphers to Settle Differences in Convention.

Chicago, Oct. 18.—Warring officials of the striking telegraphers reached a compromise tonight. They have postponed hostilities until the convening of the emergency convention, called in Milwaukee for October 23.

The elimination of S. J. Small, former president, as a factor in the fight will be sought at the convention by the executive committee. A temporary president to succeed Small and direct the strike or its settlement will be chosen, it is expected, from the committee's membership. Mr. Small still contends that no convention will be called, but is making efforts to control its action through his friends.

The truce of the battling officials came after a descent upon the telegraphers' headquarters in the Monon building by ex-President Small and a bodyguard of detectives. They arrived before the members of the executive committee reached the office and took possession at once. The committee members and Secretary Russell were refused admission to the offices.

After much parleying the late comers were permitted to take their places, and Small locked himself in his private office. The terms of the compromise were not given out by the participants.

General Superintendents Cook and Capen, of the telegraph companies assert that from six to ten men apply for reinstatement daily in Chicago. They declare that in other large cities almost a full number of men were at work, while more applications were being received daily. Fifteen asked reinstatement yesterday in New York, several in West Oakland, Cal., and the entire force of Columbia, S. C.

TRADE HAS NOT DECREASED.

American-Asia Association Expects No War With Japan.

New York, Oct. 18.—That there has not been a falling off in trade with Japan following the Japanese-Russian war, but on the contrary a healthful resumption of normal conditions, was the statement of James R. Morse, president of the American-Asiatic association, at the annual meeting of the organization today. Conditions in China have not been so good, but there are prospects of recovery from depressed conditions. In the secretary's report, John Ford says:

"The obviously temporary character of the settlement of the Japanese exclusion question in California tended to encourage rather than to check the circulation of foolish and mischievous rumors of impending war between the two countries. All the influence of your executive committee has been exerted to demonstrate the absurdity of assuming that there could be any serious quarrel between the two governments in dealing with the issue raised in California."

RAILWAY CLEARING HOUSE.

Official Suggests Feasible Scheme to Prevent Car Shortage.

Los Angeles, Oct. 18.—Nearly every railway company is studying to perfect plans for the quick movement of cars and rolling stock, with a view to eliminating the shortage features of the business this winter. It is argued that with the proper shifting of cars and a careful adjustment nearly one-third more business can be transacted with the present equipment.

It is suggested by an official here, and the plan is under consideration, that there be formed a pool of equipment by the various roads and a clearing house for cars. Any demand for cars by any road would be made to the clearing house, and that concern would give over the required number of cars from the nearest supply, or in case of a shortage, or a multiplicity of demands the orders would be filled pro rata.

Under this plan it would be the duty of every road to wire daily reports of the exact location of all its cars. The entire equipment of the pool would be registered in the clearing house, much in the same manner in which the cars of a line are tabulated by each of the different roads at present.

His First Ride on T-rain.

Seoul, Oct. 18.—The emperor and crown prince of Korea left Seoul for Chemulpo at 12:30 this afternoon to receive the crown prince of Japan, Yoshihito. This was the first time the crown prince of Korea had ever ridden on a railroad train, and he showed a childlike interest in the proceeding. He was delighted with the speed of the cars. The Japanese crown prince landed from a warship in the harbor at 2 p. m. and he was greeted at the dock by the Korean emperor and the Korean crown prince.

Trap for Blackmailers.

Lead, S. D., Oct. 18.—An attempt to extort \$20,000 from J. Grier, manager of the Homestake gold mine, under threat of dynamiting his home unless the money was placed in a designated place, was frustrated last night when the police arrested Mrs. Anna Maljas and Chris Maljas, her husband, and Matt Zimbola, who came to the place designated. Grier's house, the finest in South Dakota, is located on the top of a steep hill in the center of town.

Older Sues His Kidnapers.

San Francisco, Oct. 18.—Suit was filed today by Fremont Older against Luther G. Brown, G. A. Wyman and Ben Cohn, alleging false arrest and imprisonment and demanding damages of \$100,250. The suit grows out of the recent kidnaping of Mr. Older, the three defendants having been concerned in that adventure.

HAPPENINGS GATHERED IN AND AROUND WASHINGTON, D. C.

APPEAL OF BEEF PACKERS.

Novel Grounds for Objection to Fine Under Elkins Law.

Washington, Oct. 17.—In the brief of the Armour, Swift and Cudahy Packing companies, praying for a writ of certiorari, which was received by the Supreme court of the United States today, and in which it is sought to have the court review the \$15,000 fine imposed on each of the companies by the United States District court for the Western district of Missouri, several novel grounds are outlined.

It is stated that the Elkins act, under which the fines were levied, does not apply to a shipper unless he is guilty of some bad faith or fraudulent conduct in using some kind of "device," dishonest or underhand method to obtain a rebate, concession or discrimination. It is also alleged that the Elkins act does not apply to export shipments. The jurisdiction of the Missouri courts is denied in the claim that the evidence shows that the concessions were obtained in Kansas for transportation east of the Mississippi river. It is also held that the indictment under which the conviction was had was not sufficient.

MUST FURNISH STAKES.

Railroad Also Forces Lumbermen to Pay Freight on Them.

Washington, Oct. 18.—The case of the Pacific Coast Lumber Manufacturers' association against the Northern Pacific railway will come up tomorrow before the Interstate Commerce commission in what is known as the "car stake case." The association complains in common with several other similar associations that the railroads compel lumber shippers, not only to supply stakes on flat or gondola cars, but also to pay freight on the stakes. Testimony shows that each stake contains 1374 feet of lumber, which at eight to the car on 100,000 cars at \$20 per thousand for lumber of the kind used means an extra tax for stakes per annum in the Pacific Northwest of \$212,000. The railroads' answer is that the stakes are not part of the normal equipment, hence the roads should not furnish them. Commissioner Lane today said the Spokane rate case would not be decided within a month.

Will Change Officers.

Washington, Oct. 18.—Rear Admiral Evans, commander in chief of the Atlantic fleet, has arrived in Washington. The purpose of his visit is to spend about a week or 10 days in consultation with the officials of the Navy department in relation to the approaching voyage of his great fleet. Much remains to be done to prepare the ships for the cruise, not the least of which is the change in the personnel of some of the officers of the fleet below the grade of captain, in conformity with the decision of the navigation bureau to limit to a year and a half the term of duty of such officers.

Oregon Fir Is Supreme.

Washington, Oct. 17.—Advices from Panama say: The anchor timbers or spuds that have arrived at La Boca for use on the new dipper dredge will be the largest timbers that have ever reached the isthmus. They come from Portland, Or., and are of the finest Oregon fir. One of them is 8 by 9 inches by 62 feet, another is 24 by 36 inches by 60 feet, and the third is 36 by 36 inches by 60 feet. These spuds will be used to keep the dredges in their proper position while at work and will be raised and lowered by steam.

Confer On Uniform Bill.

Washington, Oct. 17.—An important hearing, involving the proposed uniform bill of lading, was held before the Interstate Commerce commission today. Practically every railroad in the United States was represented, as also were the shipping interests. The commission had suggested the appointment of a joint committee by the carriers and shippers to submit a suitable form of bill of lading. After numerous conferences the bill was framed.

Hearing at Denver October 28.

Washington, Oct. 19.—The Interstate Commerce commission fixed for hearing at Denver October 28, the cases of Merchants' Traffic association against Pacific Express company, the Oregon Railroad & Navigation company, the Atchison, Topeka & Santa Fe railroad company and others involving charges of unreasonable and discriminating grain rates, elevator allowances, etc.

United States Supreme Court.

Washington, Oct. 16.—After a vacation since last May, the United States Supreme court convened at noon today for an eight months' term. A large number of attorneys were admitted to the bar. A few motions were taken for a writ of certiorari to advance cases. The justices then presented their cards at the White House and adjourned for the day.

New Oregon Postmasters.

Washington, Oct. 15.—The following Oregon postmasters have been appointed: Ida Williams, at Dexter, Lane county, vice Jennie Parvin, resigned; Charles H. Skaggs, at Hastings, Benton county, vice Elsie Broodley, resigned.

Northwest Rural Carriers.

Washington, Oct. 19.—Rural carriers appointed: Oregon—Wilbur, route 1, William L. Leonard, carrier; Elbert Ottinger, substitute. Washington—Spokane, route 1, Osem A. Noble, carrier; Rh ta A. Noble, substitute.

TAX ALCOHOLIC MEDICINES.

Capers Recommends This When the Staff Is Suited for Beverage.

Washington, Oct. 16.—Commissioner of Internal Revenue Capers has rendered a decision relative to the manufacture and sale of alleged medicinal alcoholic compounds, where on analysis it is found that the said alleged medicinal compounds are suitable for use as a beverage.

Summing up an elaborate opinion, the commissioner holds as follows: "That a special tax is required for the manufacture and sale of alleged medicinal alcoholic compounds, or for the sale of the malt extracts manufactured from fermented liquors, the drugs used in the manufacture of which are not sufficient in amount or character to render the compound unfit as a beverage, or in the case of cordials, extracts or essences, in which the amount of alcohol is greater than is necessary to preserve the ingredients or to extract the properties or to cut the oils, and hold the same in solution.

"Manufacturers of alcohol medicinal compounds, malt extracts, flavoring extracts, essences and soda water syrups who wish to avoid liability for special taxes must satisfy themselves that their products are within the limits herein defined, and those who put out alcoholic compounds of doubtful medicinal value or containing a questionable process of alcohol must do so at the risk of being required to pay special taxes for the manufacture and sale of the same."

VENNER APPEALS SUIT.

Supreme Court Will Decide Dispute in Profit on Stock.

Washington, Oct. 19.—An appeal in the Supreme court of the United States was filed today in the suit of Clarence H. Venner, New York, to compel James J. Hill, president of the Great Northern railway, to restore to the plaintiff \$10,000,000 which Hill is alleged to have made by purchasing in 1900 and 1901 \$25,000,000 worth of C. B. & Q. railroad stock at an average of \$150 a share, and then selling it to his own company for \$200 a share.

The Federal court of New York dismissed the suit on the ground that the plaintiff did not own his interest in the Great Northern at the time the injury complained of occurred. He asks to have the issue remanded to a state court of New York for trial.

State Group Plan.

Washington, Oct. 15.—H. P. Gillette and Engineer Peabody, the expert rate maker for the Washington state railway commission yesterday occupied the entire time of the national convention of state railway commissioners. Gillette telling the story of his appraisal of the physical valuation of the O. R. & N. and Hill roads. Gillette recommended that Oregon, Washington, Montana, Idaho, the Dakotas, Minnesota and Wisconsin join in the work of appraising the physical valuation of railroads traversing them, for the purpose of ascertaining the bases of taxation and rate making, and that the plan be followed by other groups of states. His recommendations received the apparently unanimous approval of the members of the convention.

To Take Up Rats Question.

Washington, Oct. 17.—The railroad rate question is going to figure prominently before congress next winter, in view of the action of the National Association of State Railway Commissioners at their recent convention held in this city. There will be no general attempt to amend the Hepburn law, but an amendment will be proposed along the lines suggested by the commissioners, making it unlawful for a railroad to enforce a new rate until that rate shall have been declared by the Interstate Commerce commission to be reasonable.

Pierce to Succeed Ryan.

Washington, Oct. 18.—Thomas Ryan, for nearly 11 years first assistant secretary of the interior, will retire from that office the latter part of this month. He will be succeeded by Frank Pierce, of Salt Lake City, Utah. The reason given for his resignation is that his health has become impaired by the work of his office. The announcement of the change was made today by Secretary of the Interior Garfield. Mr. Ryan was formerly minister from Mexico and is from Kansas.

Harriman to Answer.

Washington, Oct. 15.—The Federal authorities are preparing to push proceeding compelling E. H. Harriman to answer certain questions relating to the management of his railways. This was announced by Attorney General Bonaparte today following a conference with Commissioners Kellogg and Morrison. Bonaparte authorized the statement that matters bearing upon Standard investigation in New York were also touched upon.

New Postmasters Appointed.

Washington, Oct. 17.—The following postmaster have been appointed: Oregon—Camp Creek, George Sanderson, vice M. K. Campbell, deceased. Washington—Hanson Ferry, Carrie Waterer, vice June Sturgill, resigned.

Assistant Chemists Appointed.

Washington, Oct. 16.—L. Knisely, of Corvallis, and Frank L. Flanders, of Pullman, Wash., are appointed assistant chemists in the Agricultural department.

THE RUN-DOWN ORCHARD

Methods to Be Pursued in Bringing It Into Good Shape.

A fruit grower residing near Fernalde, Whatcom county, Washington, recently informed the Washington State Experiment station staff that his orchard was badly run down, and that he desired information which would enable him to work systematically and persistently until he had the orchard in good shape. Considerable attention was given to this inquiry, Professor A. L. Melander, entomologist, taking care of the problems of insect pests, and Professor W. S. Thornber, horticulturist, advising relative to the treatment of the trees. Professor Melander's reply follows:

"To get rid of the moss and lichens on your trees, wash the tree trunks with lye in solution, one pound to ten gallons of water. To kill the red spiders, apply the sulphur-lime wash when the leaves are off the tree. This will kill the winter eggs. If the mite appear in the summer, use kerosene emulsion, and in this case it will be better to add one ounce of sulphur to each gallon of spray. For the codling moth, spray with arsenate of lead, or Paris green while the blossoms are falling. Give a second spraying ten to forty days later, according to the weather, and spray again four weeks after the first worms appear under the bands. Give the fourth spraying four weeks later. Get after the following pests with the sulphur-lime wash: Oyster shell bark louse; peach worm or twig borer; green or black aphid; blister mite; leaf curl; peach mildew. Find out exactly what each pest is that you discover, and treat accordingly.

"In preparing the kerosene emulsion, use two gallons of kerosene; whale oil soap (or one quart of soft soap), one half pound; water, one gallon. Dissolve the soap in water, but boiling, and add the kerosene away from the fire. The mixture is then to be agitated violently, preferably by pumping it back on itself with a force pump. After four or five minutes the mixture suddenly becomes creamy in consistency. If well made, the cream will stand for a long time without free oil rising to the surface. Unless otherwise stated, use one gallon of the emulsion to twelve gallons of water, in spraying.

"In preparing the arsenate of lead spray, use one pound of arsenate of lead to forty gallons of water. It is unnecessary to use this stronger, and it is more reliable than Paris green. It is especially useful where there is much rain, for it sticks well and does not scorch the leaves."

Taking up the problems in horticulture, Professor Thornber stated:

"The removal of all insects and diseases is of great importance, but do not forget that careful tillage of the land, then the removal of parts of the tops of the trees, and a careful thinning out of the fruit is of just as much importance. If the orchard has been in sod for years, and the trees are not growing, the only proper thing to do will be to plow up the ground thoroughly and put the soil in first class tillable condition. To do this, I advise you to give the land a thorough plowing in the fall, leaving it more or less rough to weather during the winter. In the spring, as soon as the ground has dried out sufficiently, work the soil carefully with either a disk, or a spring tooth, any tool, in fact, that will cultivate the ground thoroughly. Let the cultivation be continued throughout the next two or three years, till the soil is in an active, virile condition.

"The pruning of your trees will be another important phase. If the trees are large, they will need more or less topping, but do this gradually. Do not remove the entire top at once, or you will produce a crop of water sprouts, and will retard the fruit seasons from one to five years. So thin out the limbs, topping back but portions of them, and plan on doing summer as well as winter pruning. If any large limbs are to be removed, the cut surfaces should be painted over with some lead paint of almost any color. Do not use wax nor coal tar. The grafting wax will peel off during wet seasons, and the coal tar will injure the cambium, or young growth, especially in fruit trees.

"Determine what varieties of fruit you have, and their merits. Top-graft the undesirable varieties in the spring, and carefully eliminate all varieties that are not first class. Western Washington is well adapted to the growing of fruit, and none but the best should be grown there. If the trunks of your trees are diseased, or decaying badly, it will not be possible for you to rejuvenate them, but they should be removed, and young trees set in their places."

NEEDS OF SOIL.

Report of Analysis from Samples from Western Washington.

The Washington State Experiment station chemist has recently completed an analysis of several samples of soils which were sent in from localities west of the Cascade mountains in the Pacific Northwest, for examination with reference to fertilizer needs. Professor R. W. Thatcher, director of the station, deems the results of considerable importance in showing the deficiency of certain fertilizing elements which seems

Potato Apples.

Take two cupsfuls of hot, finely mashed or riced potatoes, mix through them two tablespoonfuls of butter, one-third of a cupful of grated cheese, half a teaspoonful of salt, a little cayenne pepper and grated nutmeg, two tablespoonfuls of thick cream and yolks of two eggs. Heat this up and shape in the form of small apples. Roll in flour, eggs and crumbs. Brown in deep hot fat.

Cheese Nuts.

A delicious dish to serve with toasted crackers and hot coffee: Chop a pint of English walnuts or blanched almonds. If almonds are used, slightly toast them. Place layers or chopped nuts in a small pan, alternating with layers of grated cheese and grated bread crumbs; season with butter (in dots) and dashes of salt and pepper. Soften with a little boiling water and bake twenty minutes.

to be more or less characteristic of soils in the seacoast regions. Following are the results of the analysis:

The sample sent in by J. J., of Ridgefield, Clark county, is lacking in available potash and lime. The most beneficial treatment for this condition of affairs is from 500 to 1,000 pounds per acre of slaked lime, and 1,000 to 2,000 pounds per acre of sulphate of potash, both applied broadcast in the spring after the ground has been well plowed. The applications should be harrowed in well. There is no question but that the soil in the region of Ridgefield needs this sort of treatment.

The sample sent in by F. W., taken from the White river valley between Seattle and Tacoma contains a surprisingly large amount of lime for a West Side soil. However it is very low in potash, and not well supplied with phosphoric acid. Potash fertilizers would therefore be likely to give the best results of any single fertilizer ingredient. I have advised Mr. W. to try about 100 pounds per acre of sulphate of potash, and about 200 pounds per acre of bone meal, applied to the soil early in the spring and well worked in before the crop is planted.

The sample sent in by W. H. W., of Little Falls, Lewis county, is well supplied with nitrogen, phosphoric acid and humus, and fairly well with potash; but is very low in lime. I have advised that 500 pounds per acre of slaked lime be applied after the ground is plowed. It should be well harrowed in. This is all the treatment that the soil of Lewis county needs, so far as we are able to tell by chemical analysis. From Raymond, Pacific county, F. B. S. sends in a sample of red clay soil which we find to contain a percentage of lime only about one-twentieth as great as it should be for the best results. The supply of potash is also very low. I have no doubt that the heaviest application of slaked lime which Mr. S. can make will give very beneficial results on this type of soil, although some of the Pacific county farmers have tried using lime on the upland soil without very beneficial results. For this soil we have recommended about 100 pounds per acre of sulphate of potash.

A. A., of Roeburg, Wabkiakuna county, has sent us a sample of soil which we find to be low in lime and potash. The other ingredients are present in fairly good supply. It is probable that the deficiency which has been experienced with this soil is due chiefly to a lack of lime, and perhaps potash also. We have advised the use of from 500 to 1,000 pounds per acre of slaked lime and the use on a small scale, of about 100 pounds per acre of sulphate of potash.

A sample of Kitsap county subsoil has been sent in by G. S. N., of Seattle, which we find to be very gravely deficient in potash. It probably would not produce crops of any kind, without fertilizers of potash. The other ingredients are present in fairly good supply, and so far as we can tell by chemical analysis, need not be reinforced with fertilizers."

NEW HYBRID WHEAT.

Washington Experiment Station Crosses Bluestem and Turkey Red.

The Washington State Experiment station now believes it has succeeded in combining Bluestem and Turkey Red wheat into a hybrid variety which can be grown with superior results in the wheat-raising districts of the Pacific Northwest. This experiment was begun in 1903, and the purpose in view was to grow a winter wheat, which would lack the beards of the Turkey Red, and still possess its attractive qualities as a winter wheat. Bluestem being valuable for flour making purposes, but not well adapted to fall sowing, was crossed with the Turkey Red. The result of a cross produces what is known as a "hybrid," the term simply meaning a union between two flowers or plants not of the same variety. In all work of this nature, no definite results are obtainable until the second generation, or, during the second year's growth after the cross has been made. Since the first cross was made, in 1903, each year the station staff has selected the plants that possessed the characteristics of the desired hybrid. Thirteen perfect plants were obtained from the cross of 1903, and now seventeen thousand of them are growing.

The hybrid is peculiar in its intermixing of the qualities of Bluestem and Turkey Red. The straw growth favors Bluestem, but the leaf formation is much like that of the Turkey Red. For this reason Prof. Lawrence, in charge of the experiment, is not absolutely sure that the new wheat will in every way be adapted to all wheat raising districts of Eastern Washington. In nearly all instances the kernel favors the Turkey Red, although in a few instances the grain is white like Bluestem.

To Can Asparagus.

Cut off the tough ends of the asparagus; wash and put the tops in quart glass cans; fill to the brim with cold water; let them stand for ten minutes, then seal tightly; put a wooden rack in the bottom of your wash boiler, stand the cans on it, cover them over with cold water, bring them slowly to a boiling point, boil four hours. Let them stand until the water is cool. See that the lids are tightened before you lift the jars out of the water.