

The Daily Reporter.

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Willamina to Netarts.

As we stated yesterday, this is a matter worthy of consideration at the hands of the assembly, and we do hope the bill will pass. In his statement Mr. Munroe shows that the people of Oregon are beginning to realize that in the very nature of things there ought to be ten people in Oregon where there are one, and they further realize fully that the only way to bring about the desired result is to do as our fathers did in the wilderness which they reclaimed and populated by the construction of roads through forests and jungles. In no portion of the state are the expectant eyes of the multitude turned with greater interest than to that vast and practically unreclaimed territory which skirts the Pacific ocean, and has its eastern boundary in the western border of the Willamette valley. The results which followed the construction of the OPR are but faint hints of the greater results which are to follow in the near future. In starting this road from Willamina, Mr. Munroe shows that a vast waste of country would be opened up to settlement and points to numerous local industries which would speedily follow. The proposed road will be about forty miles in length. Along the immediate line of the road are excellent opportunities for at least 250 farms. There are now in that isolated region about thirty pioneers and the region north and south of the proposed road abounds in good claims. There is also a very fine and large tract of forest growth which will be traversed by the new road. A portion of the track to be traversed consists of burned timber land similar to that around Yaquina bay and ample testimony can be produced to prove the assertion that the best forage grasses are taking possession of the land and fitting it for a cattle range of unsurpassed value. Timothy grass and white clover wherever

they gain a foothold, flourish as well as anywhere in the northwest and nothing more can be said in this direction. This bill for which we crave public interest is house bill No. 152, introduced by Hon. Charles Lafollett. The road will cost from \$9,000 to \$10,000. It will be necessary to put a substantial bridge across the big Nestucca, costing from \$800 to \$1,000. It is intended to construct the road so substantially that freight teams can pass and repass every day in the year. The value of this work, the fact that it will assist worthy pioneers who have already done their share in making a path in the wilderness, and that it will open the way to homes for hundreds of sturdy farmers, dairymen, lumbermen and fishermen, thereby enriching the state and enlarging its resources, suggests the proposition that the state might, with propriety, appropriate a small sum to aid in an enterprise of such large extent, pushing the same to early completion, so the road may be of value this coming season. The bill is before the assembly on its merits, and is commended to the careful consideration of the honorable members of both houses, who will find on examination that it is, in every sense of the word, worthy of intelligent and hearty support.

The Peach Borer.

Geo. W. Mitchell, of Newberg, sends the Farmer a piece of a young prune tree, that has been killed by borers. In Oregon the borer attacks the peach roots under the ground, on which the prune was grafted, and girdles the young trees often, but does not touch the plum wood above or any tree that is four years old, or bore in below the sap or inner bark. With Mr. Mitchell it has not got to the peach wood, probably because it was too far below the ground surface. It has bored into the wood, to the very heart. He seemed to have dug out the worms, but Mr. Dickinson, to whom it was showed, cut out a worm in the wood. Afterwards he split the stick and found another worm in the very heart of it, coiled up for a winter snooze. It is, apparently the regular peach borer, that is apt to go into plum stock at times. As the tree was set low the worm made its home in the plum or prune wood just under the ground. Mr. Dickinson says he

keeps them off his trees by washing them with a solution of concentrated lye. A can of lye will make a great deal of solution, at least five gallons, and he thinks the use of this has answered the purpose. He recommends, as a more efficient remedy or prevention, to use coal tar to paint the tree six or eight inches above the ground and two below. This he says, will certainly keep them off and not hurt the tree, though it looks a little as if such use of coal tar was liable to shut up the pores and hurt the tree. He says it will not. It is very easy to wash thoroughly with lye water, and such washing is healthy for the tree. If that does not keep them off, try coal tar. The difficulty is, that in plum wood the worm makes no gum exude by its work, and burying itself deep in the wood escapes notice; but they should be searched for and dug out, at whatever cost of labor, and then wash repeatedly with lye water. If the use of lye water will prevent their coming it should be applied once a month, beginning in the first good spring weather and continuing until winter rains set in. One dose of coal tar will do for the season.

Our "Tum Tum" Exactly.

We can fully, and most positively shall endorse any consistent legislation favorable to the lease of our ORN. It is the only railroad route which can aid us in the upbuilding of this state. It is emphatically an Oregon corporation. The NPR is not a friend to Oregon even, never has been, nor never will be. Its whole interest lays in the direction of Puget sound. The CPR, now the southern Pacific, is almost wholly identified with San Francisco. As the Welcome says Sunday: "Oregon would have reaped immense advantage during the late cut in overland passenger rates, if the UPR had controlled the ORN. As it was, the latter company refused to submit to any reduction, demanding and receiving full rates, and as a consequence, the state lost the immigration and the wealth attending it, which poured into every Pacific state reached by the reduced rates. The NPR are doing everything possible to build up Tacoma, and the SPR discriminates, and properly, in favor of San Francisco. If the UPR should do the same for Oregon and Port-

land, the state and city would be always in position of equal advantage with the points named." And that is why we want to see this assembly remove every possible barrier to a full free line.

From this time on will be the working portion of the present legislature. When they get together again, if such thing is possible, there will probably be some lively proceedings during the latter portion of the session.

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