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THE CHINESE BILL having passed in the Senate drags in the House, and there is some suggestion that Mr. Arthur will veto it if it does pass, but we guess not.

FLOODS IN the lower Mississippi have broken down levees and flooded a country a hundred miles wide. The suffering and ruin is beyond estimate, and after lingering for weeks, the floods still cause fresh terror.

A READER of this paper writes a reply to something we lately wrote about swindling in connection with pensions, but he is too lengthy and seems to suppose we oppose granting pensions to soldiers, whereas we complain that the law is so worded as to cause tens of millions of dollars loss by the swindling claimants.

FOR THE benefit of subscribers to newspapers who are inclined to jump their accounts, after having taken a newspaper from the office, we quote the following from the United States postal laws, under which a New York paper has commenced suit against several subscribers for such offense: "The taking of a newspaper and the refusal to pay for the same, is a theft, and any person guilty of such action is liable to criminal prosecution the same as if he had stolen goods to the amount of subscription."

THE Grangers and Anti-Monopoly Leagues of Lane county, says the Albany Democrat, have appointed two committees from each organization, whose instructions are to confer with the substantial men of each precinct with the object of securing as delegates to the county conventions none but honest, upright and representative men. If this is carried forward successfully, and without fear or favor, the results cannot but be good, as such men will not nominate for office anyone who is not both mentally and morally qualified to fill the different offices.

"In 1792," says Senator Slater, "Vancouver entered the Columbia river, and found twenty-seven feet of water on the bar at extreme low water." Now there is not to exceed nineteen feet, while the channel is more tortuous, uncertain and shifting. In ninety years there has been a reduction of nine feet, and the greater part of this has been during the past ten years. The changes of the next ninety years, even if no greater than indicated in the foregoing for the past ninety, will effectually close the stream to all outside commerce whatever, and the probability is that not to exceed ten years will be required for that purpose.

THE Prairie Farmer, of Chicago, is one of the best established of Western newspapers and has a large circulation and wide influence, but after continued embarrassments has been newly organized with abundant capital to put it on a sound financial basis. That newspaper contains no more reading matter, nor better selections, or more able editorials than does the WILLAMETTE FARMER, and with many times our income has found it difficult to keep up. We wonder, often, what would these Eastern journals think of attempting to occupy this field with no more support than we have? They simply wouldn't attempt it. They couldn't, if they did not do the work within one family, as we do.

NATIONAL RAILROAD COMMISSION.

Charles Francis Adams, Jr., has been for many years a member of the Railroad Commission of Massachusetts, which has successfully arbitrated between the corporations and the people of that State, so as to bring about a more satisfactory condition of things than exists in any other State. Mr. Adams' high personal character, and long experience with this subject, have made him the first authority on railroad questions with relation to the State and the public. Eastern journals lately published an address made before the Merchants' Association of the city of Boston, which is too lengthy to go into our columns, but owing to the very great importance of the subject, we will give its substance briefly as possible.

He commences by quoting from the opinions of Robert Stephenson, son of the man who built the first English railroad, uttered in 1836, who so far back saw the question in its widest bearing, as related to the public and the State, and insisted that there should be "a tribunal on these subjects competent to judge and willing to devote its attention to railway subjects." Stephenson insisted that there was need of knowledge of the whole subject, in all its relations, and of restrictions to secure the rights of private persons and of the public. "A tribunal that is impartial and that is thoroughly informed." It will be seen that he saw the question twenty-five years ago precisely as it is presented to-day.

Acting on this view Mr. Adams had framed a bill to be presented to Congress, and we since learn that it will be presented and stands a chance of becoming a law at the present session of Congress. This bill provides for a board of three commissioners on inter-State commerce, to exercise supervision over all the business that passes from one State to another (each State has control of the commerce within its bounds), or through two or more States,

or from foreign countries, limited to questions of commerce within the States and methods of operating roads by corporations, as affecting commerce. The board shall investigate complaints of undue discrimination in charges, or method of rendering service as a common carrier; such complaints to be made to Boards of Trade, or of Commerce, or to State or municipal governments, and if approved by them to be investigated by the commission. This board shall also collect and procure the necessary data for the enactment of a gradual enactment of an intelligent system of national legislation regulating inter-State railroad commerce, and annually report in full to the Secretary of the Interior.

Mr. Adams goes on to show that the members of the commission must have qualifications of a high order, to be competent to perform their duties. His own experience, for fifteen years, as railroad commissioner, is alluded to, and he asserts that with all his study of those matters new features constantly present themselves and fresh problems have to be solved. One commissioner should be a trained railroad man, familiar with every detail of construction and management; another member must have thorough knowledge of constitutional law, for railroad legislation is generally so clumsy that corporations, who always retain the best talent, "can drive a locomotive through them." The third man should be a specialist of a peculiar kind, trained to trace cause and effect; able to handle statistics and supply the theory of political economy as the others do the law and practical knowledge of railroad construction and management.

To indicate the character of this board, Mr. Adams names Judge Cooley, of Michigan, for the lawyer, as the head of the commission, one qualification, besides his eminent legal abilities being that he "has had little experience in politics." Among practical railroad men he names Mr. Harris, general manager of the Erie road; and as statistician and specialist General Francis A. Walker, of the Census Bureau. With such a commission organized and empowered to act, he considers that the railroad problem will present few difficulties. If, instead of such men as these, political partisans shall be chosen as reward for "claims on the party, or any of that kind of cattle," he says, "the commission would be a nuisance and a disgrace and the end will be worse than the beginning." We have here the views of an able man who has been for many years selected to arbitrate between the people of Massachusetts and all the corporations within its limits, and whose efforts have met with such success that we hear little or no complaint of unreasonable exactions there. Applying the principles of action he has laid down, for organization of a National Commission to co-operate with similar commissions to be organized within each individual State, and we may confidently hope that the problem will be solved; but if not satisfactory, we shall expect in time to see the government own and operate the railroads in the interest of the public.

THE OREGON PACIFIC RAILROAD.

Last week we took from the Springfield Republican of March 31, an advertisement offering the bonds of the Oregon Pacific railroad for sale at par, and agreeing to throw in \$300 of the Company's stock with every \$1000 of bonds sold, giving \$1300 of bonds and stock for \$1000 in cash. Reading this we called to mind the speech that Col. Hogg, President of that corporation, made on his return to Corvallis last fall, also the announcements repeatedly made by the representatives of this company that the enterprise was to be conducted on "strictly business principles;" that there would be no imposition by issue of unpaid stock, commonly known as "watered stock," on which to pay dividends, etc., all of which appeared in the public prints, time and again, and must be still fresh in the minds of readers.

We have cordially welcomed the Yaquina Bay enterprise as calculated to do much good. It will open to producers of this valley, if completed, an outlet to the ocean much more convenient than any now existing, and by so doing creates competition for the carrying off their products. That opportunity exists, and when that road is constructed and Yaquina harbor is improved we may expect to see all these benefits accrue.

We have never attached importance to the assertions of Col. Hogg or Mr. Nash that their object is to benefit producers and become public benefactors. That, of course, was merely buncombe. They are working for money and will not be more scrupulous in making it than corporations are commonly supposed to be. They will need to be restrained by law from unreasonable exactions, as much as the Villard combination. The Yaquina Company may be expected to join that, or any other combination, if they can see more profit in so doing, than by "going it alone." They will be certain to make the best terms possible for themselves as the narrow gauge roads have already done.

We have to accuse this company of making false statements, for which they protest here, to farmers whose products they wish to carry, that they intend only to charge such rates as will yield a fair income on cost of their road. They hold out to Eastern capitalists, as an inducement to invest, the assurance that after paying interest on the bonds, the road will also pay twenty per cent. per annum dividends on millions of watered stock.

What is this capital stock? It is nothing but water! If it was anything but watered stock they could not afford to give it away as a bait to sell their bonds.

We suggest that the friends of the Yaquina enterprise quit all unnecessary buncombe and go ahead with their railroad. When they get it completed they can charge what they please, unless the legislature fixes rates for them. We have no fear they will ever make twenty per cent. dividends on stock, but that will not be their fault. They will do their best in that direction.

Many persons have declined to put faith in the enterprise because of the unnecessary

talk indulged in. Villard may be a terrible fellow, and probably is, judging from the terror many have of him, but he wasted no words about his intentions. The first we all knew he had thousands of men at work and millions of money went into circulation. In this respect we commend his example to the Oregon Pacific people, and if they can improve on it, so much the better. Talk is cheap, and these people seem to talk one way East and another way West. It was Plustaff who said: "Lord, how the world is given to lying!" Well-meaning people we hope will not misunderstand the motive with which we discuss these matters; we are talking plain common sense in the interest of the farmers of this valley. We do not oppose the Oregon Pacific road, but to the contrary. Our business is to keep farmers informed of all matters that interest them. Many seem to think the Yaquina road is to be built merely for public accommodation, of which idea they may as well disabuse themselves.

If the Oregon Pacific chooses to sell their bonds and give away their stock, we make no objection. In our opinion it matters little to the public on what financial scheme roads are built, if the charges for transportation are reasonable. It is proper to charge a sufficient rate to reward the investors, but it is not proper that projectors of an enterprise should in advance try to humbug the soft-headed capitalist on one ocean and the hard-headed farmer on the other ocean.

Public discussion of corporate assumptions can do no harm, and the WILLAMETTE FARMER stands ready to expose double dealing on the part of any, so our readers will see if they have any complaint to make over any reliable signature.

THE MORMON QUESTION SETTLED.

Congress has finally passed the Edmunds bill as it went from the Senate, and so far as stringent legislation can effect, polygamy is doomed in Utah. By its terms the present laws and systems of territorial government are abrogated and power utterly taken from polygamists as a class, and the definition of that crime is made so general by the new Act that there will be no escaping its penalties. A Commission, to be appointed by the President, will govern the territory until a legislature to be elected by non-polygamists can be elected and meet to enact other laws. The Act is framed for the purpose of making non-polygamists independent, and placing them above the terror that Mormon power had established, and which was more powerful than the law. We hear that in Utah the effect has been to encourage the "Gentiles," and give great cause for rejoicing, not only to that class of inhabitants, but also to develop a liberal feeling in the younger members of the Mormon population, who have always been kept under by the elder men. Then young men are generally opposed to polygamy, and now that such radical action on the part of Congress liberates them from the oppression of the church and the tyranny of the elders, they manifest independence, and openly join the ranks of the non-polygamists. This is what was desired—to break down the awful power of the false priesthood and the tyranny of the rulers, and give room for independence in the minds of many who have not dared to assert themselves against the ruling powers, who knew how to enforce their edicts by barbarous deeds worse than murder, or by actual murder, when any of the fraternity dared to show signs of revolt, or even of independence.

Now that the strong hand of national law is to be relied on to uphold them, we hope to see a strong party of the best men and women in the Mormon community come to the support of the government. The Mormon faith may be unreasonable, but merely as a belief it is not dangerous, unless it tyrannizes over conscience and opposes the law. Taking away all temporal power from the church will place it on a level with other denominations, and its influence must gradually lessen when brought into contact with purer teachings. No one doubts that Mormonism has been the very parent of crime, and that its inner history contains as dreadful secrets as ever existed in the darkest ages of human history. With this effectual rebuke to Mormon power, we may hope to see their hideous crimes exposed and brought to light, and their authors punished. As rats for a sinking ship, so many of these misguided people will rejoice to be delivered from bondage, and some of the chief criminals, true to the history of crime in all ages, may be expected to turn State's evidence, and give away their partners in crime. It will be safe to kick the dead lion, and the dead body of Mormon power will be apt to receive many a thrust from the parasites it fed and clothed.

Harrisburg Grange.

The Disincumbitor says: Judge R. P. Boise, W. M. of the Oregon State Grange, visited Harrisburg Grange last Saturday. An unusual number had gathered to welcome the Judge, many of the neighboring Granges being in attendance, this making the meeting very full. After inducing a class of twelve into the mysteries of the order, and doing a small part towards getting away with a magnificent dinner prepared for the occasion, the Judge gave one of his excellent addresses, which was listened to with the closest attention by all present. The facts and figures laid down in the address were conclusive and convincing, and everyone present went away fully satisfied that they were well paid for the long day spent in doing the work, eating the dinner, and listening to the address.

Alfalfa.

Mr. Daniel Sheehan, of Williams' Creek, wishes to know what ground will grow alfalfa; says he has good ground but not water to irrigate. We do not understand that alfalfa needs irrigation. If it is good land and the roots can strike down to find water it will do excellently, but no doubt irrigation would be useful at times. Mr. Mintz raises alfalfa on the sandy loam of the island close by Salem, and it ought to do better in Southern Oregon than in any part of this valley. Sow the seed on good rich soil, sandy if possible, on bottom land where the roots can find water within six or eight feet, and they claim it will do well.

SOME RAILROAD FIGURES.

A week or so ago we received two letters relating to railroad matters. One was from Mr. Silas Haight, of Albany, and the other from Mr. A. C. Jennings, of Irving. Mr. Jennings wrote as follows: "Will you please send me Villard's statement, published some time ago, of cost and earnings of our line of his railroad. The main points I want are: 1st. The average cost of construction per mile, from Portland to Roseburg. 2d. Gross and net earnings. 3d. Yearly expense of keeping up the road (iron, ties, grade and bridges.) Some items of the foregoing will be presented at our meeting on Saturday, and I would be glad, if we cannot get the exact amount, to approximate as near as possible."

Not knowing of any published statement and desirous of accommodating a friend, we went to Mr. A. G. Cunningham, Secretary of the O. & C. Road, and showed him the letter. Though a stranger to us, Mr. Cunningham entertained the matter very politely, and finally furnished a manuscript copy of his annual report for the year 1881, which is a concise statement of much of the matter presented in Mr. Jennings' letter of inquiry. As the facts contained in this report are of general interest and subject of special consideration among the people of the Willamette valley at the present time, we publish them in full for the benefit of the public.

OREGON AND CALIFORNIA RAILROAD.

Table with 2 columns: Description and Amount. Includes items like Sale of \$10,000,000 bonds at 60 cents, Net earnings Sept. 1879 to Apr. 1878, etc.

Memorandum of earnings Sept., 1870, to Dec. 1, 1881. Includes Gross Earnings, Gross Expenses, Net Earnings, etc.

Taking the plant of the road to Roseburg at \$5,350,000, average yearly earnings from Sept., 1870, to Dec. 31, 1879, gives \$202,191, or 3 1/2 per cent. per annum interest on the money actually expended, or 1.56 per cent. on bonded debt, and the purchase of the West Side roads at their cost and construction of the Lebanon branch, amounting to \$3,784,932.01, to the total plant has cost \$9,174,020.07.

Average yearly earnings on this amount have been as follows: Jan. 1, 1880, to Dec. 1, 1881, \$92,085.60, which has been a trifle over one per cent. interest on the actual cost of the property.

The company has paid interest, as follows, on the bonds: March, 1875, \$2.45 per cent.; March, 1876, \$2.15 per cent.; March, 1877, \$1.75 per cent.; March, 1878, \$2.12 1/2 per cent.; March, 1879, \$2.01 per cent.; March, 1880, 95 100 per cent.; March, 1881, 75-100 per cent.

The explanation of the low returns of late years lies in the fact that the road has now worn so that much work has to be done to keep it in running order, replacing ties, trestle work and bridge timbers. While the East Side road has not been in any way remunerative, never having paid common interest on the actual cost of construction, the West Side road, owned by the same parties, has even failed to that much and has been a heavy drag.

The completion of the main road to California will make a great improvement in its financial standing, for it will be the great highway of the travel up and down the coast, from British Columbia to Mexico.

Mr. Silas Haight, in a private letter, says it seems strange that wheat is carried from Chicago to New York for the same price, 9 cents, that is paid for taking it here one-tenth of the distance from Albany to Portland. While the railroad war lasted this winter, wheat was taken from Chicago to New York for a very low price; now that the great trunk lines have made peace, the price is 12 cents per bushel, which is also cheap, but the great traffic on these roads makes it profitable to transport grain so cheaply, while our roads have so little to do that they cannot earn a fair dividend charging these higher rates. People must bear these things in mind, and recollect that our roads could make more money if they had ten times the freight to haul, if they could get one-quarter the present price.

Cattle Trade.

Although the frost has scarcely left the ground, cattle men from the East are arriving in the city for the purpose of gathering up large bands to be driven to the Chicago market. The drive is usually commenced as soon as the grass will furnish food, and terminates about snow fall, when the cattle will probably have arrived in the neighborhood of the Big Horn country. The next year the drive is resumed, and in early summer the cattle arrive at some shipping point on the railways, and from thence on cars they are taken to Chicago or St. Louis, where they arrive in good condition. The drovers say that while a short drive each day has the advantage of keeping the stock in good condition, it is also cheaper, requiring but little more help than to herd without moving. Walls Walls once furnished the greater part of the beef purchased by these buyers, but now they are forced to scour the Yakima, Big Bend and Camas Prairie country in search of the bovines that, like the Indians, are always on the verge of civilization.—Walls Walls Statesman.

A RELIABLE correspondent at Dalles City in a private letter denies that there has been any strife there regarding the public schools, as intimated in some news item we published, copied from some other journal, and says the school election passed with a unanimous vote, only one set of candidates being put in nomination. The strike at Lawrence, Mass., continues and is assuming alarming proportions.

How to Make Rape a Profitable Crop.

How to secure rotation of crops and practice mixed husbandry to advantage is the most important question for our farmers. How to carry on stock raising and farming in a systematic manner just now commands the attention of many. We have suggested that land should be kept in pasture part of the time, and so doing would sustain its fertility, so that its years of cropping would yield much greater profit, and the pasture itself would pay a fair profit on all the investment.

We shall repeat again the experience of Mr. Jaa. Withycombe, Jr., veterinary surgeon of this city, who has a farm in Washington county, where he considers that rape seed furnishes one of his most profitable crops. In the first place rape makes a leaf something like a ruta bago, and has no root that is edible. It is grown for the feed found in the leaf and is excellent in the green state for sheep and hogs; it is not so good for cattle or horses as it causes cattle to bloat if they eat to excess, and it is not safe to try to accustom them to it.

Rape can be sown broadcast, but does very much better drilled in, say 2 1/2 feet apart, and sown rather liberally in the drills. It needs to be carefully worked to secure a prolific growth and make the best possible return. It should be sown as soon as convenient in the spring. To give it all the advantage it needs the farmer should haul out manure and spread liberally, then plow and put the land in best possible condition to raise a good crop. After six weeks, when six inches high, it will do to pasture on it. Either it can be divided in small fields, so as to alternate their use and allow growth during rest, or movable panels can be used and changed as often as necessary, to allow plenty of feed. The ground between the rows should be often cultivated through the summer. Stock can be kept on it from the time it is six inches high for ten months, until the next April, when it can be plowed up and made to yield a prodigious crop of wheat from April sowing.

Sheep can in this manner be well kept through the summer and fall, and through the winter. But its use for keeping hogs in good condition is a very important item, as they can be kept growing all through the year, and indeed fattened in the rape field. Mr. Withycombe has grown rape for a number of years. He assures us that it is the best crop on the farm, and that he intends to make more and more use of it hereafter. While it pays of itself, it also prepares the land for raising immense crops of grain to succeed it. He claims that it insures him 40 bushels of wheat to the acre, as it secures a great deal of manure from droppings of stock, and its roots, that fill the ground as fully as clover roots do, possess the same quality for fertilization that clover roots do, and when plowed under, enrich the soil to a remarkable degree.

We suggest to farmers that they can afford to try one to five acres of this crop to test its value, and then can understand the benefit to be derived from it. It requires about two pounds of seed to the acre to sow in drills, 2 1/2 feet apart.

Portland Board of Trade.

No doubt, the merchants and capitalists of this city are commencing to understand the necessity of actual effort and of liberal expenditure on the part of this city, in view of the speedy construction of the railroad link needed to connect this valley and the upper Columbia with Puget Sound, and the present organization of the Board of Trade represents the public sentiment. After alluding to the new and more efficient organization of that body, the Oregonian sums up its achievements and objects, as follows:

The Board got well on its feet under the new management in November last, and since then has been an active business force. In the past few months it has accomplished measures of the highest importance. It has sent a delegate to Washington—Hon. D. P. Thompson—in the matter of river improvement. It secured the assignment of our Representative in the House of Representatives to the Commerce Committee. It started the movement to put efficient tugs on the bar, the success of which is assured. It has appropriated \$1,000 to the work of dredging the Columbia river. It has, in connection with the O. R. & N. Co., sent three delegates to Idaho to consult with the merchants of that section with reference to turning their trade to Portland. It has secured a permanent crew for the Cape Disappointment life-saving station. It has, through its delegate to Washington, obtained the promise of six stake lights on the Columbia river. It has raised its voice against the attempt to rob the Northern Pacific of its land grant, against the Hawaiian treaty, and will ask the Legislature at its coming session to remedy the pilot laws.

By request of the chief signal officer the Board has appointed a meteorological committee which makes monthly inspections of the signal station here, and reports any recommendations it may deem necessary for improving the same; makes monthly statements of the condition of the office, and also aids the signal officer to secure anything needed for the successful working of his office.

But the most important work of the Board is its record of statistics. In November last, Mr. Benjamin I. Cohen was engaged as assistant secretary and statistician, and he immediately opened a set of commercial records. As an example, the price of wheat is reported each day by five leading firms, as Lewis & Sibson, Church & Co., Balfour, Guthrie & Co., C. Cesar & Co., and Corbett & Maclean, is recorded and averaged. At the close of each month these daily averages are averaged. Thus, for December, the average price of wheat per cental is shown to have been—For Willamette valley, \$1.56 100-288; Walls Walls, \$1.53 45-104; for January—Valley, \$1.58 9-200; Walls Walls, \$1.54 9-25; for February—Valley, \$1.58 134 192; Walls Walls, \$1.54 470-576. In another book are recorded the entries and clearances of the port, the name of each vessel arriving or departing, her master, tonnage, destination, cargo, consignee and charter rate being given. A daily report of all articles received or shipped by both the river and ocean divisions of the Oregon Railway and Navigation Company is recorded; and also a similar monthly report of the business of the Oregon and California Railroad Company, and a weekly report of the produce carrying business of Wells, Fargo & Co. These records are open to public examination and may be seen at the office of the very efficient assistant secretary, Mr. Cohen, in the counting room of Messrs. Corbett & Maclean. A synopsis of the matter will appear in the usual report of the secretary, to be published in August. The Board of Trade has come to be an intelligent and an active guardian of the business interests of Portland, and for its usefulness great credit is due President Donald Maclean and Secretary F. K. Arnold.

Mr. JOHN LUPER says the weather at Tangent continues cold and wet, no farm work going on, feed getting scarce; people commenced feeding earlier than usual; stock has got on well so far and if it comes growing weather soon stock will come through all right.

GENERAL NOTES.

Spoken Chronicle: What is known as the Blue Bend country, situated west of this city and north of Sprague, contains about 80,000 acres of rich wheat and grass lands, with sufficient timber for farm purposes. A gentleman, just from that district, informs us that at no time this winter cattle have been without outdoor feed. The Indians have raised good corn in that locality, and many of the whites intend to make the experiment.

Albany Democrat: Fruit raising is eventually to become one of the best paying industries of the Willamette valley. There is probably no place in the world that raises as good apples and pears, nor so prolifically. At the present time there is nothing which has such a ready market, there being a sale for any quantity which may be brought into market. However, extensive the industry may become here this ready market will not change; it is bound to remain good, and not only that, but improve as the superiority of Oregon fruit becomes generally known. One of our citizens being asked by letter if there was a good way to invest \$3,000 or \$4,000 here, wrote that it could not be better expended than in the purchase of 60 or 70 acres somewhere in the valley and the laying of it out to a fruit orchard. Such advice is being given every day, and is sound.

For several years the Albany Farmers' Company have been talking about putting up a flouring mill, and matters are now beginning to take definite shape. A meeting of the stockholders has been called for the 17th instant, at which time they will consider the question of building a mill. It is almost a certainty that they should do so, as the building of warehouses by the railroad company will scold the dearth knoll of the present warehouse business.

Patahs Spirit: Thomas Benbow informs us that last harvest he threshed on Patahs Prairie 31,000 bushels of grain from 952 acres of land being an average of over 32 bushels to the acre. He threshed for 20 persons who together own 3435 acres of land, two-thirds of which will soon be under cultivation. This will give 109,820 bushels of grain for only 20 persons on Patahs Prairie.

Lewiston News: Cattle buyers are still busy in Camas Prairie and Salmon River. The latest sale is that of John Dumac, on Salmon River, who has sold his entire band, about 600 head, and also his ranch on the river, at satisfactory prices.

Walla Walls Statesman: William Kirkman informs us that cattle are in great demand at present, and that they have advanced 10 or 15 per cent. over last year's prices and for sheep there is even a still larger demand, whereas last year they were selling for \$1.25 per head buyers are now bidding offering \$1.75 and can obtain none at even that figure. Heretofore sheep have been a drug in the market and no demand for them; they are now wanted for mutton to be shipped East; and there is not a sheep holder in the country, but has been approached by buyers to sell; but the investment is now so good that holders prefer to keep their stock to selling them.

Grant County News: We understand that Mrs. Thompson has sold her entire band of stock cattle to parties, who will drive them East soon. The price paid is \$14.75 per head, all above eight months old being included in the sale. This is the highest price yet paid here for a band containing so many cows and calves. The price of cattle has been advancing for some time, owing to competition among buyers who drive to the East.

Baker County Reville: Last Monday a band of 1800 sheep, belonging to B. F. Toney, passed through town on their way to Snake River. They were in splendid condition.

Prineville News: In response to a general call the stock men of this section met at Prineville on Saturday, the 4th, and appointed committees to frame by laws and make other necessary provisions towards organizing a temporary Stockmen's Association. The object of this is mutual assistance and protection, and is a movement that is calculated to be beneficial to all concerned.

According to a Seattle paper, the salmon trade of the Pacific coast, last year, is represented briefly in the following figures: There were on hand Jan. 1st, 1881, 119,000 cases. The Columbia river pack was about 540,000 cases; the Frazier and Skeen pack, 159,000 cases; the Sacramento river pack, 170,000 cases; the Puget Sound and all sources, 42,150 cases. Total exports to Great Britain, Australia, and the Eastern States, and the home consumption, are estimated at 958,784 cases. The quantity on hand, Jan. 1st, 1882, is estimated at 71,300 cases.

Yamhill Reporter: After much careful consideration by the Building Committee, the contract for building McMinnville College was let by them last week. The masonry portion was awarded to Cantel & Co., and the wood-work to Jones, Hill & Co., the contract price being \$17,000. This is a valuable material, which is furnished by the building committee at an expense of \$4,000, making the total cost of building about \$21,000. Work is to be commenced at once, and the building is to be completed by the 1st of next October.

The Albany Register has this item about Jersey cows: Messrs. H. C. Powell and A. Huttsnippler have sold their Jersey cows to Mr. Outman, of Portland, and they will be taken down to-day. Mr. Powell had four, for which he received \$450, and Mr. Huttsnippler two, which he sold for \$250.

Jacksonville Sentinel: Fruit growers say that prospects for a very large fruit crop in Jackson county are most promising. At this date, last year, many almonds and peaches were in bloom, and, consequently, were badly damaged by frost, while at present buds are only beginning to swell, and bloom will be so late that the crop will hardly be caught by frost. A very large number of trees and vines have already been set out this winter, and fruit raising seems to have a new start. In a few years an industry, long neglected, will be one of the most important in this county.

Baker County Reville: We are reliably informed that at last some stock are dying, and, strangest of all, they are in Snake river bottom. This year the snow in that region has been unusually deep, and in other respects the winter has been severe. The prices of cattle are as follows: Yearlings, \$10; 2-year olds, \$16; 3-year olds, \$20. Horses and mules have done and are doing well in Baker county.

Walla Walls Statesman: Crop reports gathered from every portion of the West and Northwest show that winter wheat is in excellent condition, and that the area of spring wheat will be increased should the season prove favorable. The amount of surplus wheat grown last year in Eastern Washington and Oregon is placed at 3,735,000 bushels. The acreage of 1882 will be nearly double that of 1881, and it is estimated that there will be a surplus of 8,000,000 bushels the coming season.

Walla Walls Statesman: Lang & Ryan, the well-known cattle buyers, have purchased about 13,000 head of cattle, which will be driven East this spring. Eastern Oregon papers state that there seems to be plenty of cattle in the market, notwithstanding the large numbers that are driven out of the country each year. However, we have heard stock men remark lately that they have no desire to dispose of their cattle at present, desiring to allow their hands to increase for a time. The price of cattle is advancing in consequence.