

TWO OREGON PIONEERS.

One a Pioneer of 1840 and the Other the Founder of Salem.

Hon. J. B. McClane, who died at his home in North Salem, Tuesday, was one of Salem's earliest settlers—in fact he might be called the founder of Salem, for it was his mill that in the early days demonstrated more than anything else that that was the place for the building of a city. The grist mill occupied the site which in later days became known as the woolen mill property. Mr. McClane was born in Philadelphia, Jan. 21, 1820. He came to Oregon in the spring of 1843, driving the first wagon from Fort Hall to Oregon. Arriving in Oregon, Mr. McClane came to Salem and took as a donation land claim (320 acres the present site of North Salem). He went to the Cayuse war in 1847, and returned with the party detailed to escort the body of Colonel Gilliam to the valley. This memorable trip they made by boat, descending the rapids of the Columbia. In the fall of 1848 Mr. McClane went to California, attracted by the excitement attending the finding of gold, and returned to Oregon in May, 1849. On his return he brought a stock of merchandise, with which he conducted a store at Salem. This was the second store started there. May 9, 1849, he married at Salem Helen C. Judson, daughter of Rev. L. H. Judson, one of the early missionaries.

The death of Charles B. Graves, a pioneer of 1846, occurred at Monmouth Friday morning, after a protracted illness from pneumonia. The deceased was the son of the late Colonel James Graves, of Sheridan. He was born in Kentucky in January, 1824, whence he moved to Missouri with his parents when 8 years old. He crossed the plains and settled first in Yamhill county, and removed to Polk county in 1864, where he has since remained. In 1881 he married Miss May H. Burnett, daughter of the late Rev. Glenn O. Burnett and niece of Peter Burnett. He was first territorial governor of Colorado, and the first president of the Pacific National bank of San Francisco. The children of the deceased are J. L. Graves, of Portland; T. J. Graves, of McCoy; Glen O. Graves, of Monmouth; Mrs. Kerston, wife of the editor of the Medford Mail, and Misses Nettie, Mary and Daisy Graves. The remains were removed to McCoy, where the funeral services were held Monday.

News of Oregon.

F. X. Matthieu still owns the land in Marion county, between Butteville and Aurora, where the first crop of wheat grew that was ever raised in the Northwest. This piece of land illustrates the richness of the Willamette valley soil, for it has grown seventy-five crops of wheat in seventy-six years, and still produces thirty-five bushels to the acre.

Hillsboro Democrat: For some weeks past the farmers northwest of Greenville have been missing sheep and goats. Wilson Davidson having lost twenty-one goats in one night, Ben West and Chaney Benfield commenced to investigate the matter and found that two large-sized panthers were located in the timber near by. West shot one of the panthers with his shotgun. The animal was afterward killed by Charles Ruff. It measured seven feet from the end of its nose to the tip of its tail. The other panther has not been captured as yet.

The first bullion output from Greenhorn mountains was received in Baker City last week, brought down by Mr. A. Tabor, of Granite, and deposited in the first national bank vault for safe keeping. The bullion was in the shape of three silver bricks of about 857 ounces each, the three making a good load for an average burro. The value of the bricks is \$1064.48 each, or \$3183.44 as a whole. The mine from which this grand showing is made is the Morris mine, the original discovery claim of the Greenhorn mountain section, and the yield of \$3183.44 is from a run of twenty-five tons of ore in the Monumental ten-stamp mill at Granite owned and operated by C. S. Miller.

Now that the Oregon Pacific railroad has again passed into control of the bond-holders the inhabitants of eastern Oregon confidently look forward to removal of all the difficulties that have retarded the progress and prosperity of the road during the past few years. The Corvallis Gazette, which has the reputation of speaking from the card in matters pertaining to the road says: The plan of reorganization provides ample means for the completion and equipment of the road to its eastern terminus at Boise City; also provides ample means for additional steamers to carry their extensive freight and passenger traffic between Astoria and San Francisco, thereby providing a better and more reliable service. Under the new organization the company is free from debt, with 146 miles of roadbed, complete, equipped with rolling stock, etc., and one ocean steamer, and three river steamers and is in an excellent condition to begin a new era of prosperity.

There are a few copies of the New Year ENTERPRISE still for sale. Price five cents per copy wrapped ready for mailing.



WINTER CHICKENS.

Profitable, but You Must Take Good Care of Them.

One should never attempt to raise early chickens for the market unless all of the necessary space and accommodations are at hand. I have found it a sticky business, for a cold snap would inevitably come around just at the critical period in the lives of the young chicks, and unless I was thoroughly prepared for it a greater part of my labor was lost. To raise early chicks successfully one must have a favorable location, the proper buildings and a love for the work, in addition to an intelligent knowledge of the difficulties attending the work.

Hatching the eggs in midwinter is only a small part of the business, and yet plenty find sufficient discouragement in this initial step. The early chicks should be brought out in February, and to have them strong and healthy it is necessary to have good eggs, good mothers and good care. They should not be allowed to get chilled, and to avoid this the nests should be in buildings where the temperature can be kept even. Separate each nest so that two hens will not fight over the same nest, each imagining it belongs to her. Have them soft, warm and well situated, so that the old hen will have a pleasant place to spend her long, weary hours. Make her as comfortable as possible and she will not become irritated and harsh to her young when they come forth from the shell.

If the house is well arranged and kept comfortably warm and well ventilated there is no reason why the eggs should not hatch as well as in spring or summer. When the chicks see the light of day for the first time they must be watched very carefully, or the cold weather will chill them. The temperature of the building should be attended to patiently and allowances made for every sudden change in the weather. Ventilation is just as essential as warmth, and the young chicks will succumb quickly to confined, heated air.

In a week's time the young chicks can endure the cold better, and then they must have fresh air every day. The house should be so arranged that they can get plenty of sunshine every pleasant day, for this is as essential to their growth as to their health. Have a well protected yard, so that they can be given a good airing every fair day in the open sunshine. If protected from the cold winds and snows this will do them great good after they have attained a fair size. The matter of feeding them should also be attended to carefully. The food should always be given to them warmed, and if any is left it should be gathered up and warmed over again. If food is thus left in the yard the chicks will eat it later, when it is cold, and thus injure their digestive organs. The only kind of food to leave for them is cracked corn or millet seed. Wheat, barley, corn and oats may be given to them after they are several weeks old, but not before.—Annie C. Webster in American Cultivator.

Ewes in Winter.

A field of rough grass should always be kept as a winter resort for ewes, and it is well to have it in close proximity to the fold so as to minimize driving. So long as the day is dry, even although a little stormy, sheep will enjoy the liberty. They will give themselves sufficient exercise, and will poke their noses into the old herbage in quest of green grass. Sheep so treated will be far more contented on their return to the fold than if they had been confined; they will enjoy better health, will produce stronger lambs, and parturition will be much easier with them. There is no hard and fast rule that we can lay down as a general principle for the feeding of ewes. Much must be left to the judgment of the master and shepherd.

As lambing approaches you must avoid too high condition and yet guard against poverty, always remembering that the demand on the ewe's strength increases as the fetus matures; therefore you must watch the necessities of the case. All dietaries for live stock should be composed of mixtures. The most common rations used in America for ewes in the winter months are hay, bran, oats and in some instances flaxseed cake; very rarely do they receive pulped roots, which form such a happy and succulent change from continued dry food. Silage is also found to be admirably adapted for all classes of sheep.—Cor. Field and Farm.

Live Stock Points.

A southern stockman says he regards one pound of cotton seed meal practically worth as fast a pound and a half of the unground cotton seed.

Mr. E. W. Cottrell, of Detroit, chief of the live stock department of the Columbian World's fair, is a man who, among his other fine qualities, will impress foreigners that meet him with the fact that we grow fine looking men as well as fine live stock in America.

It is the old story again in the cattle market. First class home grown animals sell for good prices, but some of the ill conditioned western cattle are almost unsalable.

We have had three comparatively mild winters. If, as begins to be believed, weather goes in cycles, then this coming winter will be a severe one. Whether weather moves in cycles or not, however, it will certainly be a safe measure to provide warm quarters and plenty of food for the live stock.

Hogs fatten a third faster in a moderately cool temperature than in the severely cold months. It is economy, therefore, to push the fattening as rapidly as possible in the fall and early winter.

Germany admits our pork under a tariff of slightly more than two cents a pound.

DRAFT OF WAGONS.

Report of Trials Made at the Missouri and Utah Experiment Stations.

Bulletin No. 13 of the Missouri Agricultural college and No. 4 of the Utah experiment station are the sources of the following summary which, from its practical nature, can hardly fail to be interesting to farmers:

1. Wheels with fellos one and a half inches wide drew on moist, but close blue grass sward, 41.6 per cent. harder than wheels with fellos three inches wide did. On a dirt road, slightly moist, the former drew 12.7 per cent. heavier than the latter.

2. Draft on moist roads, according to degree of moisture, is harder than draft on hills varying in rise from one foot in eight to one foot in twenty.

3. Draft on a plank road is about one-fifth of the load and not one-seventh of the draft found on a mud road in its ordinary condition after a rain.

4. A load over the hind wheels drew 10 per cent. easier than over the front wheels. The hind wheels drew 9.3-10 per cent. easier over an obstacle three inches high when the attachment was made to each set of wheels, but by the usual hitch drew harder on account of the downward incline of the reach connecting them with the front wheels.

5. Lowering the reach on the hind wheels decreased draft.

6. Wagons draw easier when the draft has an upward incline and harder when horses are hitched on the end of the pole.

7. Loose burrs reduce the draft 4.5 per cent.

8. Lard, Frazer's axle grease, cylinder oil and castor oil decreased draft in the order named.

9. The load that could be drawn on varying roads tested varied from 1,310 pounds on a loose, gravelly road, just made, to 7,355 pounds on a good gravel road and to over 13,000 pounds on a plank road. Other varieties of roads were tested as well as the influence of grade. Draft varied on grades very closely to their theoretical variations.

Nothing could be written that would more forcibly emphasize the importance of a better construction of the country roads. The varying amounts of power required to move a load on roads according to the smoothness or hardness of their surfaces, or otherwise, should incite all interested to a general movement for their improvement. The advantage of wide over narrow fellos is worthy of note. Again, the comparative value of the substances named as lubricants is not commonly estimated in the order above given.

Imported versus American Grown Seeds.
For several years, according to a bulletin from the New York agricultural station, the market gardeners through the eastern states have found that seed grown from a carefully selected strain of several of the leading varieties of cabbage grown in this country gave better results than imported seed of the same varieties. Only recently, however, has it been claimed that cauliflower seed could be grown here that would approximate in value seed grown in Germany or France. Especially has it been claimed that cauliflower and cabbage seed grown on Puget sound, Wash., excelled all others in vigor of product.

In order to investigate this matter, a trial was made at the station in 1899 between two varieties of eastern grown seed and two varieties from seed grown in Washington, with the results in favor of the Washington grown seed. To further test the matter, a trial of the same kind was made in 1900, using both cabbage and cauliflower seed from three different sources—imported, Long Island grown and Washington grown. The results were carefully noted, and, as exhibited in the tables published, show that neither the Long Island nor the Puget sound grown seed are in any way inferior to those imported, a fact that should cause the growing of these seeds here to be further developed.

As between early and late plantings set in open ground April 29 and July 8, only about half of the early planted cauliflower developed heads, while of the late planted 96.12 per cent. reached maturity. In the case of the cabbage 75.61 per cent. of those planted early and 96.34 per cent. of the late planted made marketable heads.

Marketing Poultry.

Old fowls may get very fat while running at large, but chickens, not fully mature, must be closely confined and bountifully fed with meal in order to wax fat. It is well to wet the meal with boiling water and feed it warm. Two parts corn to one part oats, ground together and mixed with milk to fatten chickens. This feed cannot be excelled. A suitable coop should be provided; the bottom made of bars, and raised high enough to permit scattering dry earth under or clearing away the excrements. Every precaution should be taken to avoid a filthy condition. The top and two of the sides may also be made of bars, thus giving free circulation of air and affording means of making the room smaller by putting in a cross partition between the bars, making the size right to accommodate a small number of chickens, says a writer in The Poultry Yard.

Poultry Don't's.

- Don't kill a bird for market until its crop is empty.
- Don't kill a chicken until it is in good condition.
- Don't wait until the day before going to market before you begin to feed to fatten.
- Don't waste food, but seek to give what is most profitable.
- Don't keep forty hens where only twenty can live.
- Don't allow the hens to roost in the carriage house, washshed or on the big beam over the barn floor.
- Don't try over one breed at a time.
- Don't expect eggs in return for neglect.
- Don't cram today and starve tomorrow.
- Don't expect poultry to thrive in damp quarters.—Maine Farmer.

Popular Gardening commends for low spots the common elder as a summer bloomer.

J. M. Samuels of Kentucky has been appointed chief of horticulture of the World's fair.

There appears to be a permanent and active demand for American apples for European markets.

The orange crop of Florida, according to Florida exchanges, will be the largest in the history of the state.

At the exhibition of the Massachusetts Horticultural society the new seedling strawberry "Beverly" received several prizes.

The following officers were elected at the twenty-third biennial session of the American Pomological society: Prosper J. Beckman, of Augusta, Ga., president; C. L. Watrous, of Des Moines, first vice president; G. C. Brackett, of Denmark, La., secretary; Benjamin G. Smith, of Cambridge, Mass., treasurer.

For Women

Who suffer from nervous and physical debility great help is found in taking Ayer's Sarsaparilla. It produces the rapid effect of a stimulant, without the injurious reaction that follows the use of stimulants. The result of taking this medicine is a permanent increase of strength and vigor, both of mind and body.

"I find Ayer's Sarsaparilla just what I have needed for a long time. I have tried different medicines or tonics, but never found a cure until I used this. My trouble has been a low state of the blood, causing faint turns."—Lena O'Connor, 121 Vernon st., Boston, Mass. "I have been a victim for the past two years of general weakness with turns of fainting. Have tried various remedies, but with little relief till I used Ayer's Sarsaparilla. Some six months since I began to use this remedy, and am greatly benefited."—Miss K. E. White, Somerville, Mass. "This is to certify that I have been using Ayer's Sarsaparilla for some time, and it has done me a world of good. It has cured my headache, cleared my blood, and helped me in every way, and I am determined to use it as long as I need such a medicine."—Mrs. Tal, 122 First street, Lowell, Mass.

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Above trains stop only at the following stations north of Roseburg: East Portland, Oregon City, Woodburn, Salem, Albany, Tangent, Shedd, Halsey, Harrisburg, Junction City, Irving and Eugene.

ROSEBURG MAIL (Daily).

8:0 A. M. Lv Portland Ar	4:00 P. M.
9:00 A. M. Lv Oregon City Lv	2:50 P. M.
5:40 P. M. Ar Roseburg Lv	6:20 A. M.

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20 " Extra C "	1.00
100 " Dry Granulated "	5.65
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Coal Oil, per Gallon	.20

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