

OUR AGENTS. L. P. FISHER & Co., Rooms 20 and 21 New Merchants' Exchange, Sacramento street, are our only authorized agents in San Francisco.

DAILY & STEVENS, cor. Front and Morrison streets, (Opp. stairs), are our authorized agents in Portland.

R. C. LEWIS, Esq., will continue to act for us as General Traveling Agent.

Showing Down

The San Francisco Times shows why it is that the China steamers do not connect with more regularity. The P. M. S. S. Co., is a great overgrown purse-proud monopoly, but we think they may be brought to their senses in the course of time by such remarks often made and verified. The last Panama steamer was delayed twenty-four hours for the purpose of making the promised connection with the Great Republic from China and Japan, at that date overdue four days—and yet the Montana had scarcely passed out the Golden Gate through the dense fog, thick the long and anxiously looked-for steamship from the Orient here in sight. It was then too late, and why? The answer will be furnished by an Oriental correspondent of the Evening Bulletin. We copy:

If the Pacific Mail S. S. Company would make better time brides might right over your Golden State. It is a great mistake, "slowing down," as they do; eighteen days from San Francisco to Yokohama is quite enough. A passenger told me that the Colorado, on her second trip this way, slowed down to 140 miles per day, so as to make the regulation time. Here is the French line cutting into the English line, and our new line imitating the slow coach "P. & O." As an American I have done all that lay in my power, and could have had three passengers the other day to take the Great Republic, but as they only had six months for a run home, and had heard that the Colorado did not connect at San Francisco the first voyage, it might have happened that time, they refused to listen to my arguments.

This, then, is the second failure to make the necessary connection—detaining passengers many days—to say nothing of the 5000 packages of Tea, 300 bales Silk, etc., all destined to New York or to foreign parts. It may not be out of place for us in this connection to allude again to this "slowing down" process. It is no new thing to Californians coming up in the steamers from Panama. The Company's rules are very stringent, and we believe the captain of any one of the Pacific Mail S. S. Co.'s vessels that dare enter the Golden Gate ahead of schedule time. How often have we known of steamers sighting land at the Heads, and actually telegraphed, and yet, forsooth, turn around and take the back track for hours, fearing to enter the harbor until his time was up, much to the discomfort and annoyance of those on board. If these things occur upon the oft travelled route, why not upon the long and more perilous China route. The agent of the Pacific Mail S. S. Co. has not volunteered any explanation for the Great Republic's failure to connect with the Montana. The former was due on the 14th, she, however, did not arrive until the afternoon of the 19th. If this line expects to secure the passenger traffic heretofore monopolized by the French and English companies, they must certainly put on more steam as well as sail; these repeated failures to connect are not calculated to add much to the general reputation of the American line.

A DEFALTER.—J. H. Misener, late Postmaster at Boise City, has died, leaving his surpluses to make up with about \$3,100 on "Money Order Business." Mr. R. H. Lindsay has temporary charge of the office until a new appointment can be made. The Statesman says: "Misener is guilty of the basest ingratitude to numerous persons in Boise, who have been his friends, by subjecting them to the mortification of acknowledging him a public defaulter, to say nothing of the pecuniary considerations of settling up his debts. He is said to be now in Olympia.

The Occident.—We have received from Bancroft & Co., the prospectus of the new Presbyterian paper, to be published by them in San Francisco, beginning in January. The prospectus says: "The Occident will be published weekly (on Friday), in quarto form, of twelve pages, and will be edited by Rev. James Ellis, D. D., with Rev. E. B. Walsworth as Associate. The price will be \$4 per annum, in gold coin, or its equivalent, payable in advance, or \$2 50 for six months, same terms.

The fact that Bancroft & Co. are to be the publishers, is of itself good assurance that the new journal will be a success. The political aspirants of Montana are looking out a plan to convert that Territory into a State.

The San Francisco Times New York commercial letter of the 2d of November, says of one item of importance to Oregon farmers: The Wool Market during the last month has been very depressed, particularly for domestic fleeces and pulled, while stocks of the latter named are only light, and prices steadily declining from 2 to 5 cents below former rates.

This state of the market is mostly to be accounted for by the undesirable condition of the wool of the last clip, being generally an inferior one in quality, and with a great portion of unsound staple, heavier than usual and mixed with those hard black or pitch tops, which cause an extra loss in cleansing. In the fleeces there are also dung locks and other impurities, with some exceptions; besides more time than is needed. The Wool Manufacturers' Association, being aware of the defective wool now grown with us, passed at their meeting on the 21 inst., the following resolutions:

"That Manufacturers have suffered from over production of particular kinds of goods. Woolgrowers have equally suffered from over production of certain kinds of wool. The wisest course for each class to adopt, is to increase the variety of its products.

"That it would greatly benefit many branches of the woolen manufacture, if, in addition to the ordinary wools now produced, there should be an increase in fine wools corresponding to the best Silesian wools, and in combing wools of English blood.

Foreign Fine Wools are nominally at former rates, but little doing, notwithstanding the insufficient light stock. The recent accounts from European markets make mention of a depressed state in general, in the manufacturing districts and in the wool markets, in consequence of which the prices of desirable wools had somewhat suffered, and among the family and undesirable kinds the effect was even greater and more apparent. The imports of wool into New York were:

For the year 1885.....Pounds, 82,712,132
Jan. 1 to Sept. 23, 1885..... 15,864,453
Month ending Oct. 26, 1885..... 1,197,001

In all proceedings commenced in bankruptcy the fifty per cent. clause will come into operation. The 33d section of the law provides that "no discharge shall be granted to a debtor whose assets do not pay fifty per cent. of the claims against his estate unless the assent in writing of a majority in number and value of his creditors, who have proved their claims, filed in the case at or before the time of application for the discharge."

The Boise Statesman speaks rather roughly of Mr. S. G. Reed's Stewardship at Washington. Mr. Reed paid his own expenses, we believe, on that trip—and did all that any man could do—called the attention of Congress to the routes, etc., which is more than any Delegate to Congress from Idaho, under pay and absent from Oregon, at his own expense, looking to the good of the public.

One of the most unpleasant features of the manufacturing interest has been the steady decline during the past season of cotton. Cotton has fallen over six cents a pound since July. One great cause of the decline is found in the fact that the cotton of India has been improving wonderfully within the past year or two.

Forney's Press of the 16th of November, contains the articles which seem to make it certain that Grant will be the nominee of the Republican party for President. John W. Forney made James Buchanan President. He is the best "Wire Worker" in the Union no doubt.

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—The following from the Corvallis Gazette speaks well for the father of a liberal son in this city: Our good friend Mr. Diller, whose garden, orchard, and vineyard, are each a model of their kind, and to the bountiful yield of which many of the citizens of Corvallis are indebted for numerous luxuries, did not forget us on Christmas Day. He will accept your thanks for a basket of fine apples, and delicious grapes, of the Isabella variety, just as rich, plump and nice as when plucked from the vine.

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—The rain and the frost combined rendered the Nicolson pavement at Portland slippery indeed. This is the first objection raised to it since it was put down—before that, objections were multitudinous.

—We have no doubt but that the route to Boise via Canyon City, is the shortest, and best. The map teaches us that it is the most direct. The Dalles Mountaineer pronounces it one of the best roads in the country.

—The following officers were chosen by Samaritan Lodge No. 2, of Portland, I. O. O. F.: W. H. Andrews, N. G.; C. A. Dolph, V. G.; J. N. Dolph, R. S.; I. Barman, Treasurer; Trustees, John H. Lyon, H. C. Coulson and E. St. John.

—The stockholders of the Wasco Woolen Company are to meet on the 10th for the purpose of increasing their capital stock. This is the best way to increase stock—it gives better satisfaction than where "two or three are gathered together."

—Portland is moving to abate the nuisance of so many runaway teams. We advised them to do this three years ago, and had it have been attended to then, there would now probably be three deformed beings less in the world, that we think of.

—High Mass was celebrated at the Catholic Church in this city on Christmas Eve. The church was beautifully decorated and the music by the choir was highly pleasing. Rev. O'Dillon officiated, and a large audience was present.

—The Courier gave its readers "Andy's last production" in broken doses. "J. W." ought to deal out his leaders in like manner—they would probably act more as an astirgent than. Now they are on the order of an emetic.

—The reception and housing of the new steam engine belonging to Company No. 4, of Portland, was made the occasion of a fine time there amongst firemen on the 25th. Portland now has two steam fire engines.

—Hassalo Lodge No. 15, I. O. O. F., of Portland, elected officers as follows: C. O. Clark, N. G.; W. W. Spaulding, V. G.; J. Bachman, R. S.; C. A. Burchard, Treasurer; W. Dierdorff, L. Goodman, Fi Harbaugh, Trustees.

—Columbia Lodge No. 5, I. O. O. F., at Dalles City, elect officers as follows: O. N. Denny, N. G.; E. Wingate, V. G.; Geo. Ruch, R. S.; S. Kime, P. S.; W. H. Gates, A. W. Ferguson and J. M. P. Cook, Trustees.

—We have received the Prospectus of a new daily which is to make its appearance in Portland on Monday evening next. Conducted by J. F. Atkinson Publisher, and G. W. Cameron solicitor.

—Capt. Corno has again sailed into these waters—this time in command of the brig Breaker at San Francisco. He was out the bar twelve days, for want of a tug or pilot, and finally came in without either. The Breaker was built in Camden, Maine, in 1863, and the same year came around the Horn to San Francisco. She will carry five hundred tons weight.

—The Mountaineer says: "Now that the distance is being so rapidly shortened between here and the Atlantic States by the rapid completion of the Union Pacific Railroad, we begin to feel that it becomes our duty to shorten the distance as much as possible in making the connection with the railroad. We are now getting our letter mail from New York in eighteen days. Next summer, by the Canyon City route, we expect to shorten the time from here to Boise two days! This would leave sixteen days. And as the railroad is rapidly being pushed this way, we may expect by next fall to get our letters from New York in from ten to twelve days. This is an enterprise in which the whole of northern Oregon is interested, and we should be much pleased if our friends would lend us a helping hand, for in the speedy transportation of mails we are alike all interested."

—The projected branch railroad, connecting Idaho and Oregon with the Central Pacific near Salt Lake, has been mapped at Boise City. The Democrat says: According to this map, the road would come down the Rock Creek, instead of Raft River, at the mouth of which creek Snake river can be easily crossed to the north side, and the track laid along its level plain to this place and Umatilla. There are positively no serious obstacles to overcome. With the exception of two or three small water courses and creeks, the work of constructing such a railway could be almost as expeditiously done as through the lowlands of Illinois.

—Lay the map aside, and no doubt more serious obstacles than these would appear. If not, it is an exception, in this country.

—Bro. I. R. Moores of Salem has sent us a copy of a pamphlet issued at Salem giving a plan of life insurance gotten up by Chemeketa Lodge, I. O. O. F. The plan commends itself as a very valuable one. It is submitted to the Order in the hope that it will be adopted by every Lodge and every member. Each Lodge is to have appropriate agents and officers, and the Grand Secretary of the Grand Lodge is to be Actuary. A membership fee of \$1 25 is required, and upon the death of a member an assessment of \$1 is levied on each person, and the proceeds, less the expense of collection, paid as designated by the deceased. Of course, in a large Association this would amount to a considerable sum. The plan is efficient; not liable to abuse; no profits are expended in agencies or advertising, or large salaries and office rent. It is the result of the joint efforts of a committee, composed of Rev. Dr. Wythe, S. E. May, J. J. Murphy and A. H. Stinson. The pamphlet will be sent through the State to the different Lodges for distribution.

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