



Salem, Friday, April 14, 1876.

DIRECTORY.

OFFICERS OF THE NATIONAL GRANGE.

Master—John T. Jones, Barton, Phillips, Ark. Overseer—J. J. Woodman, Paw Paw, Van Buren, Mich. Lecturer—A. B. Smedley, Cresco, Howard, Ia. Steward—A. J. Vaughn, Memphis, Tenn. Asst. Steward—Mortimer Whitehead, Middlebury, Vermont, N. J. Captain—S. H. Ellis, Springbrook, Warren, O. Treasurer—F. M. McDowell, Wayne, Steuben, N. Y. Secretary—O. H. Kelley, Louisville, Ky. Gate-keeper—O. D. Widdie, Orchard Grove, Ind. Fires—Mrs. John T. Jones, Barton, Phillips, Ark. Flora—Mrs. Samuel E. Adams, Monticello, Minn. Pomona—Mrs. Harvey Goddard, North Granby, Ct. Lady Assistant Steward—Miss Caroline A. Hall, Louisville, Ky.

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Officers of Oregon State Grange.

Master—Daniel Clark, Salem, P. O. Secretary—J. H. Smith, Harrisburg. Overseer—Wm. Cyrus, Seilo. Lecturer—E. L. Smith, Olympia, W. T. Steward—W. M. Shelton, Walla Walla, W. T. Asst. Steward—W. M. Powers, Shedd's. Chaplain—M. Peterson, Jacksonville. Treasurer—S. P. Lee, Portland. Gate-keeper—A. A. Mathews, Lookingglass. Fires—Mrs. Jane Cyrus, Seilo. Pomona—Mrs. M. A. Powers, Shedd. Flora—Mrs. L. C. Reed, McMinnville. Lady Asst. Steward—Mrs. L. S. Folsom, Junction. Executive Committee—Daniel Clark, Salem; S. W. Brown, Vancouver, W. T.; C. E. Moor, Corvallis; H. H. Hill, Junction; A. W. Stander, Brownsville; H. C. Crow, Dallas; C. C. Crane, Walla Walla, W. T. State Business Agent—S. P. Lee, Portland.

State Grange Deputies for 1876

Table listing deputies for various counties including Douglas, Baker, Clackamas, Clatsop, Columbia, Crook, Deschutes, Gilliam, Grant, Harney, Jefferson, Josephine, Lincoln, Linn, Marion, Multnomah, Polk, Wasco, Wheeler, Yamhill, and Washington Territory. Lists names and locations for each county.

In any county where the Deputy is pointed is not the most suitable, and the Granges of the locality will properly indicate to me a choice. I will be pleased, for in many instances I have been obliged to make appointments without knowledge.

DANIEL CLARK, Master Oregon State Grange, P. O. H.

Clackamas County Council.

The Clackamas County Council meets on the fourth Friday of each month at 11 o'clock a. m. Place of meeting, at J. G. Trullinger's mill, near the center of the county. Officers—N. W. Randall, President; A. Nichols, Vice President; W. H. Samson, Secretary, P. O. Need; John R. L. Treasurer; Frank Vachse, 1st Steward; N. H. Darnall, 2d Steward; Wm Riggs, Gatekeeper. Brethren in good standing are invited to meet with us. By order of the Council. W. W. H. SAMSON, Sec'y.

Notice to Patrons.

The Post Office address of S. P. Lee, Treasurer of the State Grange of Oregon, is changed from Oregon City to Portland. Express packages will also be forwarded to Portland.

When you visit Portland do not fail to go and see Wood's Museum, with its 70,000 curiosities. Admission only 25 cents.

W. R. Dunbar, G.W.C.T., on the 4th inst., organized a Lodge of Good Templars at Sheridan with thirty-seven charter applicants—T. N. Faulconer is W. C. T.; Lizzie Rowell, W. V. T.; Albert Tanner, W. S.; P. L. Delaah-mutt, W. F. S.; James Miller, P. W. C. T.; and A. Tanner, L. D.

Important Railroad Proposition.

An important proposition has been made, or is about to be made, by the men who own and control the Central Pacific railroad, to the State of Oregon, looking to the construction of a railroad from the Columbia river to connect with the Central road near Humboldt in Nevada. This proposition is the result of negotiation and correspondence carried on for some time between a committee appointed by the Portland Board of Trade and C. P. Huntington, Vice President of the Central Pacific Company, in New York. The particulars, so far as we are able to arrive at them, are given by a gentleman of our State who has for a long time been actively interested in promoting the construction of what is commonly known in Oregon as the Winnemucca railroad, from Eugene, in Oregon, to Winnemucca in Nevada. The full proposition is set forth in the draught of a bill prepared for presentation to the next legislature, but which has not yet reached Oregon.

This proposed Oregon branch of the Central Pacific road will have to cross the difficult Cascade Range and will meet some obstruction, though not for any great distance, in crossing a high ridge beyond Goose Lake. The general line of the road will lie through a dreary and sometimes desert region, capable of being only thinly settled, and not able to produce or sustain a trade or commerce to support the road when completed, or at least with no prospect of maintaining such a road for many years to come. The support, if ever attained, must come from the through traffic and travel, and it is not easy to say in what term of years the enterprise can be expected to meet expenses and repairs and also repay interest on the investment. If the owners of the Central route take this matter in hand, they will be able to carry it through, and no other parties are known who are either able or willing to attempt its construction.

Also, in this same connection, it may safely be inferred that the Central Pacific proprietors, in case they take hold of the road from the Columbia river to Nevada, look to acquiring in the near future the control of the Willamette Valley railroads now built and commenced, and if they become so interested we may look forward to the completion of a system of roads for this part of the State, leading, in course of time, down the west side to Washington County, and deflecting from near Forest Grove towards Astoria, as well as leading down the east side to Portland. Such a route, when constructed, will be 500 miles in length, from the junction with the Central road to Portland, and that will place Portland and San Francisco equidistant from New York by railroad. Should the road be built to Astoria, that place will only be about 40 or 50 miles farther from New York than San Francisco, and will be at least 400 miles nearer China than that city. This summary gives a fair idea of the great advantages to result from the construction of the Oregon branch of the C. P. Railroad.

It is said the road will cost \$30,000,000, and perhaps more; that it cannot be expected to earn the running expenses and interest money for years to come, and after prudently calculating the probable deficiency, and the security necessary to give capitalists who may be induced to advance money on the bonds of the road, Mr. Huntington and his associates have fixed upon the sum of \$200,000 per annum, bonus from the State of Oregon, to be paid for a term of years—how many not yet determined—and with which amount guaranteed them by legislative enactment those gentlemen will immediately commence the work, and endeavor to give us through railroad connection in two years from the commencement. It is also suggested that an extra session of the Oregon legislature should be immediately called on the receipt of the full proposition, made in due form, to give opportunity, if the subsidy asked is accorded, to begin the work actively the present season.

Having given all the facts in our possession or what are supposed to be the facts, we proceed to sum the case up fairly, as follows: Oregon needs railroad connection and cannot expect much increase of wealth or population until we possess it, and the possession of it will soon double both our wealth and population, and thereby, it is claimed, and perhaps with fairness, that the road will soon earn the extra tax by securing increase of property. We do not see that the company proposing to build the road ask anything unreasonable; the only question is: If Oregon can afford to pay the price to secure the promised good. It would be virtually doubling the State tax, though the subsidy would probably only commence when the work was done, and in the mean time our State, or certain parts of our State, would be much benefited by the expenditure of millions among us for labor and supplies.

Would all parts of the State be willing to be taxed to build this road? And in this connection it will be consistently urged that all portions of the State will be directly benefited by a railroad that can bring emigrants to the Columbia river.

Another important question relates to the constitutionality of any measure of the kind, and that is a matter that must receive careful attention.

The Governor will be slow to call an extra session of the legislature when the coming session cannot be anticipated more than three months. It is not probable that much work can be accomplished the present summer, after the extra session shall have adjourned, and there is too much precipitation in the idea. The Governor has too much respect for the people to tempt their adverse criticism by calling the proposed extra session, which would cost at least \$15,000, and prove every way unsatisfactory.

It is fortunate that the proposition comes just before a general election, in time for both

the political conventions to give it fair consideration, and for all legislative candidates to express their views and the people to weigh them, so that the public opinion shall be fully understood and the legislature be in effect instructed by the popular vote. All such propositions should receive such popular ratification or rejection. Having presented the matter as fully and plainly as we can with the light thrown upon it, we turn it over for the consideration of our readers, and invite the most able of our correspondents to take the subject up and exchange views upon it. Let us talk it over thoroughly before election, and until it has been considered and decided at the coming session, and do what lies in our power to solve the important and difficult problem.

Pelton's Horse-Power and Separators.

As we have before mentioned, Mr. Levie Savage and Mr. S. Pelton, the inventor, have formed a partnership for the manufacture, in this city, of the machines of which Mr. Pelton is the inventor, which seem to have been thoroughly tried in California with the most satisfactory results. The castings are now being made at Drake's foundry and machine shops, and we are glad to learn that orders are being received, and the prospect is that many machines will be built this season. The patterns are made with the greatest mechanical skill and exactness, and the work will be a credit to our State.

It is not necessary to enlarge upon the importance of home manufactures, and as these machines are entirely built among us, and Oregon iron as well as Oregon wood can be used in building them, they fill the measure most completely. The horse-power will be about \$550, and the separators \$700, making \$1,250 to \$1,250 for the entire outfit. It will pay any man interested to become acquainted with Mr. Pelton and examine into the merit of his inventions.

The peculiar merits claimed for these machines are: the protection of the power-gearing from dust and external injury, and its ample strength. The draught and friction are reduced to the smallest minimum, and with proper care will last a lifetime. Every cog and journal wears in perfect line. The separator is made in every part in the most thorough manner, and will thresh either wet or dry grain with equal facility, clean and save it perfectly without waste from cracking or from any other cause. It will cause no hindrance from choking, or need to tighten belts, the pulleys being so large that the belts will run when quite loose. No journal requires oiling more than twice a day. With six to ten horses, these machines will do from fifty to one hundred per cent. more work than the best Eastern machines, and save enough grain and time in thirty days' steady work to pay for themselves.

Salem Woolen Mills.

This old concern, the first woolen mill ever started on our side the continent, has lately passed into the full control of Mr. W. C. Griswold, well known among us as an energetic and successful business man, who will devote his energies to the manufacture and sale of woolen goods, and no doubt with success. It is certainly an advantage to this community to have this manufacture conducted by one thorough business man in preference to a corporation. Mr. G. holds the controlling interest in the stock, and also is lessee of the mills, and so has the business closely under control. He will succeed in it, if any man can, and we are rather pleased to know that he has formed business relations that bring him permanently back among us as a working citizen, directly interested in the welfare of Oregon and of this city.

A Public Duty.

In these times when political parties are source of so much corruption and demoralization, every voter owes a duty to the country that is easily discharged. We see parties organizing for the spring campaign, preparing for the general election to be held in June. The place to purify politics is at the primaries; and in behalf of the people at large, as friends of republican and democratic government, it is the duty of every good citizen to attend the primaries of his party, and there endeavor to secure good men as its representatives at the county conventions—men who are not pledged to this or that candidate, in league with this or that ring, and whose known independence and honesty of character will insure the selection by them of good and impartial men for every public position.

BIRD'S-EYE VIEW OF SALEM.—Mr. F. A. Smith, photographer, is getting up a subscription list for the Bird's-eye view of Salem, which has been so much admired by all who have seen it. Single copies will be \$3 or 5 copies for \$15. It is really a perfect representation of our beautiful town and all its important edifices, and as a well executed work of art deserves to be fully appreciated and patronized. We suggest to all interested who have not seen it, that they should call at Mr. Smith's office and examine it, and no doubt the requisite number can easily be procured to insure that the work of publication will be proceeded with.

A friend who has recently traveled extensively in Polk and Yamhill counties, writes us that "the farmers are industriously at work, and are putting in grain a much larger acreage than it was thought they would a few weeks ago. Crops sown last fall give promise of a very large yield. Grass is growing finely, and everybody in good spirits.—The WILLAMETTE FARMER is largely sought after by the people, and is in every locality a welcome visitor."

A CHANCE FOR A TRADE.—Any person having a small-sized but gentle, reliable, and sound work horse, and wanting to purchase a new, first-class sewing machine, may secure a good trade by calling at this office,

BUSINESS NOTICES.

S. Friedman, next to the post office, has received lots of goods that will be sold cheap for cash, just received from San Francisco and which will be advertised next week. In the mean time give him a call.

The drug store of C. O. Smith & Co. (connected with S. Friedman's establishment) heretofore in being removed to the eastern store in Patton's block, on State street, where Mr. Smith will be glad to see his customer. M. Meyer, at the old Griswold corner, was first in the market this season, with a large and well selected stock of goods for the spring trade and the same will be duly advertised next week.

Those well known business men, Leopold and Edward Hirsch, are the successors in trade of the late firm of Herman & Hirsch, and we notice that they are receiving a large quantity of goods from the last steamer. They continue at the old stand, the middle store of Griswold's block.

NEW ADVERTISEMENTS.

Messrs. Hodge, Cate & Co., of Portland, put on the market this spring a new squirrel poison, wheat prepared for the purpose, that they are confident will suit all interested. This is the time when squirrels are just out of their holes and blessed with keen appetites.

Mr. C. Uzafogve, one of our oldest Salem merchants, formerly of the boot and shoe firm of A. N. Gilbert & Co., has bought out Mr. Gilbert, and is now carrying on the business alone. Charley has lots of friends who will be glad to hear it.

Belt & Son, successors to Cox & Belt, are in Moore's block, continuing the drug business, and desirous of receiving a fair share of country trade.

Canal and Locks at the Cascades.

Senator Mitchell deserves praise for his success in presenting the matter of the Canal and Locks at the Cascades of the Columbia river, and securing a favorable report from the committee before whom he argued the merits of the case. It is true that the contemplated improvements possess great advantages to the nation at large as well as to the Upper Columbia region, but in these times great skill and address is needed to secure an appropriation for any new work whatever may be its merits, and we have no doubt the Senator made a very able argument. The construction of this great work will change the future of Eastern Oregon and Washington, as if by magic, and double the commerce and production of the Pacific North West in a very few years.

STRUBLE'S WEB-FOOT MAGAZINE.—Wallace R. Struble, a gentleman of literary taste, whose name our readers have seen in connection with poetical efforts, gives notice that he will soon commence the publication of a literary magazine entitled as above. He will not have an easy task to accomplish, and will need, and no doubt deserve, the best efforts of literary persons to aid the enterprise, as well as the support of the reading public.

STATE FAIR, 1876.

Centennial Post Stakes!

The following Post Stakes are offered for the Oregon State Fair, 1876, commencing on Monday, October 9th:

Running—Centennial Post Stake FOR TWO-YEAR OLDS. Premium of \$500 for two year olds, bred in Oregon or Washington Territory, dash of one mile. Entrance \$25, half forfeit; entrance to be added to the purse. To close May 1st, 1876. 1st premium, \$400 00 2d premium, 1/2 of balance. 3d premium, remainder of stake. To name at 12 o'clock on the day previous to the race.

For this stake 4 entries have already been made. Trotting—Centennial Post Stake FOR THREE-YEAR OLDS. Premium of \$500 for three year olds, mile heats 3 in 5, for horses, mares or geldings, bred in Oregon or Washington Territory. Entrance, \$25; half forfeit. Entrance money added to the purse. Entries to close May 21st, 1876. 1st premium, \$400 00 2d premium, 1/2 of balance. 3d premium, remainder of stake. To name at 12 o'clock on the day previous to the race.

For this stake one entry from Walla Walla has been made. As these premiums were designed for the especial benefit of breeders of stock, it is believed a large field will be secured; and for the information of those who may not fully understand the manner of proceeding it may be well to state that any number of colts and fillies may be trained for the race, but the animal or animals to start must be named at 12 o'clock on the day preceding the race. All entries to be addressed to the undersigned, who will give further information if desired. Entries will be published after May 1st. E. M. WAITE, Sec'y Oregon S. A. Society. Salem, April 14, 1876.

TO BREEDERS

Trotting and Draft Horses.

The following named Stallions will make the season of 1876 at the farm of REDMOND & SMITH, three miles southwest of McMinnville. That beautiful type of Roadster.

MILTON,

Half brother to Chelonia Chief, the famous trotting Stallion in Canada. Terms, \$40 to insure. Also, the Canada-bred CLYDESDALE STALLION

VICTOR.

Terms, \$40 to insure. Insurance of the above-named Stallions to be paid the 1st of January, 1877. All accidents to mares at the risk of the owners. Mares served by either of these Stallions and disposed of before foaling, must be paid for as in foal.

Good Pasturage

furnished mares at fifty cents per week. Escapes or accidents at owners' risk. Apply to JOHN REDMOND. McMinnville, Yamhill Co., April 14, 1876.

STRUBLE'S WEBFOOT MAGAZINE

Devoted to Literature, Science and the Arts, Commerce, the Law, and the General Interests of Oregon and Washington Territory. TERMS: \$3 00 A YEAR. The Webfoot Magazine will be issued on or about the first of May next. It will be a thirty-two page monthly, and will be the aim of the publisher to make it second to none other in literary excellence. To this end he would respectfully solicit articles of a literary, scientific, commercial or general nature from all persons who may feel disposed to write. Advertisements inserted at reasonable rates. Address all communications to WALLACE R. STRUBLE, Publisher, P. O. Box 370. PORTLAND, Or.

BELT & SON,

(Successors to Cox & Belt.) Druggists and Apothecaries, AND DEALERS IN Chemicals, Perfumery, Patent Medicines, Pure Wines and Liquors, &c., Moore's Block, Commercial Street, SALEM. HARRY BEAR will have charge of the Prescription Department. (Successor to A. N. Gilbert & Co.)

C. UZAFOGVE,

Dealer in... BOOTS & SHOES, Holman's Block, Commercial St., three doors north of the Post Office, SALEM, Or.

LOST! 150,000 DOLLARS

Oregon Farmers

Annually, by the ravages and depredations of GROUND SQUIRRELS, That can be saved by using

Hodge's Gopher & Squirrel KILLER.

THIS NEWLY-DISCOVERED AND PATENTED remedy is the result of years of study and is to supply a needed want and substitute for the much used and often adulterated strychnine, the dangerous use of Phosphorus and other chemicals. The remedy is carefully put up in quart tin cans, and, used according to directions, will prove a SURE DEATH

of 200 Squirrels. Each can is scented with oils of Gmmin and oil of Rhodium, well known to trappers for their attraction of animals to baits. This preparation is guaranteed superior to any known, for the objects named, as a simple trial will convince. Ask your store-keeper for it. If he has not got it, and will not order it for you, order it direct of the manufacturers.

HODGE, CALEF & Co., Wholesale Druggists,

Portland, Or. Price ONE DOLLAR, with discount to the trade.

Horse-Bills!

Owners of Horses who desire to have Horse-Bills printed, should send their orders to

MUNKERS & REDINGTON,

Book and Job Printers, Commercial St., Salem.

To Farmers and Breeders.

THERE WILL STAND THIS SEASON (IF NOT sold) the beautiful bay Half-Bred Clydesdale Colts, ROMANCE and ADVENTURE, rising three, by Emperor, and property of W. CHALMERS, Cornelia Farm, five miles north of Corvallis, Wash. in ten county, from the first of April to the first of July. Terms, \$20 to insure, payable after the 30th of November. W. CHALMERS, Cornelia Farm, March 24th, 1876.

TO BREEDERS

Trotting and Draft Horses.

THE FOLLOWING STALLIONS WILL make the season of 1876 at

Five Oaks Farm,

Washington County, 5 miles N. E. of Hillsboro, commencing APRIL 1st.

The Pure-Bred Imported Clydesdale Stallion,

YOUNG MARQUIS.

TERMS—\$40 to insure.

The Trotting Stallion AUTOCRAT.

TERMS—\$50 to insure.

Mares served by either of the above Stallions and disposed of before foaling time, must be paid for as in foal.

Good Pasturage

furnished Mares from a distance free of charge. Escapes or accidents at owners' risk. Apply to S. G. REED, Portland, Or. OR ALECK LOTHIAN, At Five Oaks Farm, P. O. address, Hillsboro.