



Salem, Friday, July 28, 1876.

State Grange Deputies for 1876

Table listing State Grange Deputies for 1876, including names, districts, and locations.

Many counties where the Deputy is pointed is not the most suitable, and the granges of the locality will properly indicate to me a choice.

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

Clackamas County Council.

The Clackamas County Council meets on the fourth Friday of each month at 11 o'clock a. m.

Officers—N. W. Randall, President; A. Nichols, Vice President; W. W. H. Samson, Secretary, P. O. No. 2; John Ross, Treasurer; Frank Vail, 1st Steward; N. H. Deane, 2d Steward; Wm. Rigg, Gatekeeper.

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.

ENLARGED.—The Christian Messenger, published at Mouthout, has been enlarged recently, and its form changed to that of an eight-page paper.

The George W. Elder, the new steamship soon to be placed on the route between San Francisco and Portland arrived at the former port on Monday the 24th of July.

General Howard has requested the County Judge of Union county to cause the arrest of Finley and McNeil, who killed the Indian at the District Court.

The collegiate year for 1876-77 of the Willamette University will commence the first Monday in September next, with the following corps of teachers: T. M. Hatch, President and Professor of Mental and Moral Philosophy; L. J. Powell, Professor of Mathematics and Natural Science; Emily Stuart, Preceptress and teacher of Modern Languages; Ellen J. Chamberlin, teacher in Academic Department; Blanche G. Patterson, teacher of Instrumental Music.

The following is the executive committee appointed to make arrangements for the State Teachers' Institute, to meet in this city on the 23d, 24th and 25th of August: Prof. Thos. H. Crawford, Mrs. Blanche C. Potter, Miss Ellen J. Chamberlin, Mrs. Olive England, Miss Mollie Smith, Miss Rose and Miss Ada A. Jones.

SUMMER PLEASURES.

The harvest time that brings extra labor and solitude to the farmer, brings dullness to the town. Midsummer brings a longing for change of scene, and from the centers of trade and manufacturing interests many eyes are being turned towards the sea-shore.

Smith's ferry, in Marion county, twenty-six miles east of Salem, is at the crossing of the North Fork of the Santiam, just below where the Little North Fork swells that stream.

Smith's Ferry and vicinity constitute a favorite resort for Salem people. The attractions are various. At the ferry itself Mrs. Smith can get up as good a meal as any could wish, and besides that has a pleasant and cheerful way that suits us all.

Another especial advantage this locality possesses is the excellence of the roads that approach it from the west. Leaving Salem, crossing the track at the depot and passing up Mill Creek, through Herren's gap and thence to Turner's, you then follow up the valley of Mill Creek to Aumsville, crossing that stream nine times in its winding course.

Still skirting the hills we push eastward, the spurs of the Cascades growing plainer to view and the Waldo hills changing to a ruder character, a spur of the mountains that is known as Fern Ridge, on which many settlers are making excellent farms.

Personal.—George S. Dawkins, Esq. of Sublimity, returned on the last steamer, Tuesday, from a visit to the Centennial Exhibition, Geo. Leslie, Esq. of Silverton, also reached Salem on Wednesday.

Also COME HOME.—Hon. David Shump and daughter returned also from the East last steamer. Our readers will almost regret his return when they know that it will cause his letters to cease, though we hope to hear from him still further concerning his experience during his absence.

The following is the executive committee appointed to make arrangements for the State Teachers' Institute, to meet in this city on the 23d, 24th and 25th of August: Prof. Thos. H. Crawford, Mrs. Blanche C. Potter, Miss Ellen J. Chamberlin, Mrs. Olive England, Miss Mollie Smith, Miss Rose and Miss Ada A. Jones.

to be rich in due course of time, though it strikes us that the prospect of the completion in course of years of the Minto Pass wagon road promises more for it than do the uncertain richness of its mines.

It is amusing to see a Salem family pack up for a camping expedition. There are the bedding, the provisions, the kitchen furniture, and the etceteras, all to be stowed away, and still leave room for the folks and the children.

Beyond Smith's Ferry, a mile, we have a tract of land that combines much of the romantic with the practically useful. There is where we rusticate and our friends can find us. A small cabin answers for the weather is inclement; a fine pasture furnishes luxurious grazing for our horses, with a good fence to persuade them to be quiet.

As to the future of that foot-hill region, it is safe to predict that it will become more and more popular as a summer resort, and that in a few years hundreds of those denizens of towns who consider health worth seeking will be found with their families either camping out, or boarding with the farmers of that region, many of whom are becoming pleasantly as well as comfortably fixed with all that makes life agreeable.

PEPPER.—The following petition to the Legislature is being extensively circulated for signatures: To the Hon. Senators and Representatives of the Oregon Legislature at its Ninth Biennial Session:

Your petitioners would very respectfully represent that the means of transportation and travel in Oregon are under the control of three corporations, to wit: The O. & C. R. R. Co., the W. T. & L. Co., and the O. S. N. Co.; that said corporations have formed a combination of interest and work together in union, by which they have increased the rates of freight and fares, and charge for the same such a price as greatly injures the best interests of the people of the State of Oregon; and believing that this monopoly is derogatory to the vital interests of the people, controlling as they do the portage of the Columbia river and the locks of the Willamette river, which last named were built at a heavy expense to the people of the State, and believing there is a disposition on the part of said corporations, and a concerted effort and plan to compel the people to pay more than a fair and reasonable price for transportation, and believing that no relief can be obtained without legislation, and believing further that the people ought, and in justice have a right to demand such relief as will insure to the greatest number the greatest good, and give to every citizen a just equivalent for his labor and not be made to pay more than a reasonable and fair price for transportation, thereby impoverishing him; we therefore very respectfully ask of your honorable body that the Legislature enact a law at its next regular session regulating rates and freights over all the railroads in this State; and your petitioners as in duty bound will ever pray.

PERSONAL.—George S. Dawkins, Esq. of Sublimity, returned on the last steamer, Tuesday, from a visit to the Centennial Exhibition, Geo. Leslie, Esq. of Silverton, also reached Salem on Wednesday.

PERSONAL.—The contractors for building the wing dam in the Willamette are ready for work, and will commence operations as soon as the upper Willamette has sufficient water, which will be sometime next week. The party is at Half Moon Bend, about three miles below Corvallis, and the other is at Buena Vista Bar, about 20 miles above Salem.

PERSONAL.—The troubles in the Golden Chariot are all settled, and M. A. Baldwin, superintendent, is to the front again, sustained by all the miners and citizens of Fairview. Mr. Baldwin will now be of service in making necessary financial arrangements preparatory to starting up the works of the Golden Chariot, and when in

McCormick's Improved Pioneer--1843--Reapers and Mowers, The Leading Machines of the World. THE ONLY TRUE COIN AND STANDARD OF VALUE In the Reaping and Mowing Machine line.

Knowing the McCormick Machines to be superior to all others, we propose to allow responsible Farmers to take our Machines on trial in the field with any or all others, keeping that which suits them best. T. J. JATLOCK, P. of H., Agent for Oregon, and Washington Ter., Portland, Oregon.

AGRICULTURAL DEPARTMENT, PORTLAND BRANCH, LINFORTH, KELLOGG, & CO., Importers, Manufacturers, and Dealers in Agricultural Machinery and Farmers' Tools, CORNER VANHILL AND FRONT STREETS, PORTLAND, OREGON.

Wm. Anson Wood Improved Eagle Mowers and Reapers. Manufactured exclusively by the Eagle Mowing and Reaping Machine Company, of Albany, N. Y.

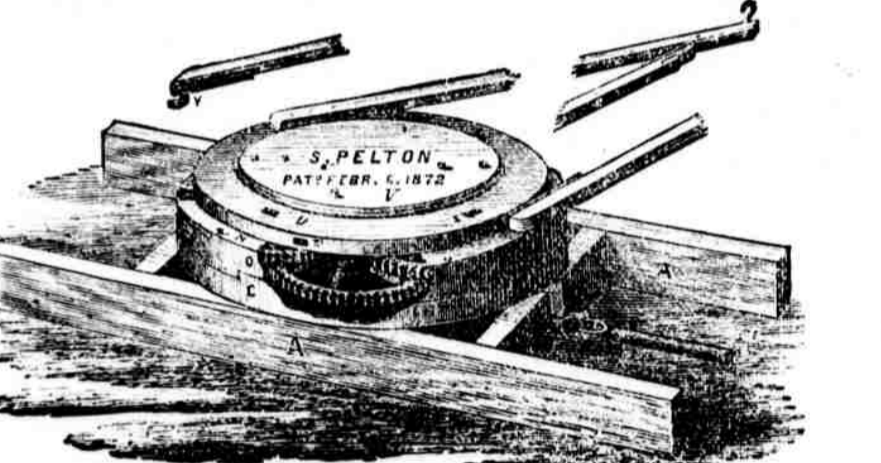
Russell Peerless Mower and Self-Rake Reaper. The superiority of these Celebrated Machines is in its Lightness of Draft, Great Strength, and Ease of Handling.

The Old Reliable Chicago Pitts' Separators and Horse Powers. Manufactured by H. A. Pitts' Sons' Manufacturing Co., Chicago, Ill.

HAINES' GENUINE HEADERS. Both Iron and Wood wheel, ten and twelve foot cut, manufactured and improved expressly for this House.

Also, Garden City Sulky Horse Rakes, Bay State Sulky Horse Rakes, Wood Revolving Horse Rakes, Grain Cradles, Scythes and Swards, Haying Tools of all kinds, Gauger and Caloon Seed Swaths.

Pelton's 6-fold Horse-Power COUNTERBALANCE VIBRATING SEPARATOR.



Work is prepared to manufacture and fill all orders for these unrivaled machines. All our work is fully warranted. For particulars, send for circulars and price list, which will be sent by mail as soon as published.

PELTON & SAVAGE, Salem, Or. LEWIS SAVAGE.

On Friday of last week the clouds burst at different places on Willow creek, Umatilla county. Jerry Crowder was compelled to urge his team to the utmost for some distance to keep from being overtaken by the water on Heppner's fork.

PERSONAL.—The contractors for building the wing dam in the Willamette are ready for work, and will commence operations as soon as the upper Willamette has sufficient water, which will be sometime next week.