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Notes of Travel.

It is not possible to give in brief space the particulars of more than a week of travel, especially when the traveler has been journeying through rich agricultural districts of the Willamette valley...

SCIO TO LEBANON.

There is a beautiful country in the forks of the Santiam, extensive enough to constitute a county of itself, extending far up the streams along the valley and hills.

Lebanon is one of the old towns of the valley, has a good school and seems to do a large trade. The country around it is famous for its grain crops.

LEBANON TO BROWNSVILLE.

Part of the way over rich prairie that was covered with fine fields and part of the way over points of hills that made very rough travel and very tiresome, and we reached Brownsville, on the Galapoola, a town that possesses a woolen mill and shows growth, thrift and enterprise.

BROWNSVILLE TO HALSEY.

From Brownsville out east, through the open prairie to Halsey, is a pleasant drive. This town is on the railroad, and shows newness, life, and activity.

Making an angle, we turned again south easterly, towards the foot-hills passing nearly all the way over prairie as rich as need be, showing everywhere comfortable homes.

In this vicinity we saw a self-binder in successful operation on the farm of Hon. B. R. Grimes, and stopped to see its working. Mr. Grimes assured us that it more than satisfied his expectations, as it did more than Mr. Newbury told him to expect.

IN LANE COUNTY.

Mr. Wilkins lives in the lower edge of Lane county, three miles below Spores' ferry, his home is planted on the edge of the hills, a cove formed by projecting buttes; a beautiful prairie lying towards the West and the hill points affording excellent pasturage on the East.

and profit. We found here fine specimens of grains, grasses, and even vegetables to send to San Francisco to swell the Oregon exhibit. He will also exhibit fine specimens of wools from the same flock that won the Centennial medal.

The next morning we passed on, met our old friend, T. J. Vaughn on the road, crossed Spores' ferry and after traversing as fine a country as the sun shines on reached Eugene. Everywhere we went we endeavored to interest people in the project of making a good exhibit of Oregon products as requested by the Land Department of the R. R. Company, and we found many who entered heartily into the object, but in a week of hurried travel we were not of course able to see one in a hundred of those who could contribute towards that end or call on many friends we should have been delighted to visit.

At Eugene, we called on our friend J. H. McClung, at the Grange store, which has every appearance of being a successful business enterprise, also on F. B. Dunn, who though a stranger hitherto, kindly acted as agent for the FARMER in years past; then we struck out east, on the prairies, to see Mr. Geo. Belshaw and family, whose contributions to the FARMER have had practical value. They were personally strangers, but long acquaintance with the FARMER made us friends, and we enjoyed there a pleasant hospitality and a vision of grand fields of grain not soon to be forgotten.

We nooned at the home of Mr. and Mrs. J. C. Jennings, 8 miles above Junction, found the latter a new and prosperous town of handsome appearance and after visiting Mr. Brasfield, our friendly agent, hitherto a stranger, drove on to Harriburg for the night. Mr. Oliver Tompkins, of this place, an old acquaintance, made our visit there agreeable by kind attentions. The firm of Smith, Brasfield & Co., had pretty much all gone to the mountains, as we found the case with many on the way whom we expected to see.

Crossing back to the west side we passed down by Monroe, missing the road to that place and kept on to Corvallis, taking dinner at the home of Mr. John Harris, one of the most beautiful of all the farmers homes we have seen. At Corvallis we were cordially welcomed at the home of Mr. Harris, the merchant, and Saturday evening we drove over into Linn county, and five miles from Corvallis rested for the Sabbath with Mr. Joseph Hamilton and family, tired and weary and needing rest after a drive of a week through hot sun and over dusty roads.

We attended service at the Union Presbyterian church, not far off, where a large congregation assembled and a good discourse was delivered by Mr. Atchison, the pastor. Linn county has its full share of churches and schools, as many fine church buildings exist apart from the towns.

Sabbath evening we drove on five miles to our friend W. M. Powers, residence, near Shedd, where Mr. and Mrs. Powers gave proof of generous hospitality. Their farm is on high prairie and every thing betoken good farming, which is more than can be said of some places in the neighborhood, and in fact there is less good farming in Oregon than would be desirable, though slovenly work is an exception. Clean fields and good crops show good farming, and speak for themselves as the traveler passes by. Mr. Powers is a successful man and surrounded with all home comforts, and yet, besides the care of a large farm he has time to indulge a taste for flowers and shrubbery and has fifteen varieties of shade trees about his premises.

From Shedd's home was a day's drive, past Knox's Butte, stopping a moment at the home of Mr. J. W. Gay, meeting there Miss Jessie, a young but valuable contributor to our Home Circle. Crossing the river at Jefferson we nooned at Mrs. Looney's, and with the experience gained by a nine days continuous travel over all sorts of farming land, we must concede that through the Santiam valley this side of Jefferson, and the red hills towards Salem, we saw as good farming, as fine promise and abundant yield as can be found in Oregon. The hills of Marion and Polk counties grow in value every year.

San Francisco, July 24.—The steamer City of Chester, which sailed yesterday for Portland, had on board the 2d U. S. Infantry, just arrived from Atlanta, Georgia, Col. Whiston, commanding, numbering 500 men. They go to the scene of the Idaho war.

HOP CIRCULAR.

To the Hop Growers of Oregon and Washington Territory:

GENTLEMEN:—In view of the increasing magnitude of the Hop business, and deeming it of the utmost importance that growers should be well informed as the proper manner of curing and baling, we give the following extract from a letter received from our New York Agency, in regard to the same: "Messrs. Corbitt & McCleay, Portland, Oregon—Gentlemen: In reference to the Oregon and Washington Territory Hops, of which I have inspected the whole belonging to, or handled by, you, and have done it with a great deal of care, I wish to state that about two hundred bales of these Hops were improperly cured, and made unmerchantable thereby, and could only be sold to parties to overhaul, separate and sell in small lots. I would recommend to the growers to press their Hops in bales of not less weight than 185 lbs., and not to exceed 200 lbs; that if Hops are pressed too light, and too large a quantity put in the bale, they are very apt to heat, and be injured for sale; and, therefore, from 185 to 200 lbs. put into a bale, experience has proved, is the best to keep. They should not be pressed too tight.

Some of the Hops we received were pressed altogether too tight, as in inspection it was very difficult to get at the middle of the bale, in order to see how they had kept, and the quality of the Hop; and in this market, for shipping or for brewers' use, they will receive no bales of Hops without taking a sample from the middle of each bale. I have been through, and have taken a sample from every bale of Hops received from Oregon and Washington Territory, through your house, and am perfectly conversant with the quality of the goods, and the style of putting up. I had in that lot about fifty bales that were almost wholly spoiled, and that did not fetch but three cents per pound, which, of course would not pay the freight; and had those very Hops been packed in an ordinary bale of from 185 to 200 lbs., the chances are, although put up a little green, that they would not have so completely spoiled as they did.

The quality of a great many of the Hops was fine, and although they were a very light bodied Hops, and for some brewers would not do at all; yet, for some fine brewers, they were exactly suited. We would point out as a specialty, that the "T. & M." lot was the best cured, the brightest, and altogether more desirable than almost any other lot. As a general thing, they were pretty cleanly picked, but some of them, which I do not now remember, were not so carefully picked as is desirable. On the whole they were a very good lot, and had they met the market a short time before they did, they would all have sold, except the heated and damaged, as fast as landed, at prices ranging from 30 to 35 cents per pound.

As it was, the sale was pressed forward as fast as it was possible to sell. There were only a few buyers in the market, and we lost no opportunity of making a sale whenever it was possible to do so.

I wish further to say that one lot sold to be shipped to Liverpool, became heated, and there was a fearful loss on them, solely on account of the green packing and tight baling; and it was a very fortunate thing that they were sold on arrival, and got away before they showed any signs of heating with us, as the loss was very heavy indeed."

Referring to the above, we would state that we shall be fully prepared, the coming Hop season, to handle all the Hops entrusted to our care, on the most reasonable terms, and to the very best advantage for our consignors. Sales to be made either in our home market, or shipped East, or to Europe and Australia, as they may designate. We feel confident that with our past season's experience, and the advantages of our San Francisco House, New York and Foreign Agents, we shall be able to make sales to the satisfaction of all, provided the instructions in regard to curing and packing are carried out.

Yours Respectfully, CORBITT & McCLEAY, Hop Commission Merchants. PORTLAND, July 18, 1877.

The P. P. T. Co.

McMINNVILLE, July 20, 1877. ED. FARMER: At the annual meeting of the stockholders of the People's Protective Transportation Company, held at this place on the 19th, there was quite a large attendance, nearly 200 of the hardy farmers of Marion, Yamhill, and Polk counties being present. Resolutions were passed manifesting a determination to push forward the enterprise, raise more money and build more boats. Considerable new stock was subscribed for that purpose. The following are the directors elected for the ensuing year: Henry Warren, J. C. Cooper, and J. K. Sampson, of Yamhill; Wm. Savage and Jas. K. Sears, of Polk; E. B. Fellows, of Clackamas, Wm. Collard, of Marion.

The board was increased from five to seven. The directors met immediately after the stockholders' meeting adjourned. Henry Warren was re-elected President of the company. Several important resolutions were passed, among others one instructing the executive committee to take immediate steps to procure another boat for the use of the company. Y.

SPECIMEN PRODUCE.—The exhibit now getting up, of Oregon products, promises to be worthy of our State and people. It fairly represented, our present harvest will astonish the world. Perhaps the best, or equal to the best, sample of Winter wheat we have seen was sent to our office from T. W. Davenport, Waldo Hills, who is said to have the best crop in his vicinity. Of oats, the Hamburg variety, F. N. Woodworth, of Howell Prairie, sends us a bundle nearly eight feet high, and well headed. J. C. Jennings, of Junction, sends a single stool of Orchard grass six feet high and with a great deal of fodder attached. Rye from the forks of the Santiam, near Lebanon, is 8½ feet high. These are only a few of the many specimens. I. R. Moores tells us of clover 6½ feet high, at Portland. We have good specimens of many kinds of native and cultivated grasses and some of valuable wood.

Marion County Pomona Grange Will meet on the second Friday in September, 1877, at ten o'clock a. m., at Salem. It is desired that members of other Pomona granges in adjoining counties be present, if possible, as the business of this meeting will be of importance. G. W. HUNT, Master.

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NOTICE TO PERSONS INTENDING TO EMIGRATE TO OREGON.

Direct Passage from New York to Portland, Oregon.

LAND DEPARTMENT O. & C. R. Co., PORTLAND, JUNE 25, 1877.

THE OREGON STEAMSHIP COMPANY HAS agreed to carry on its iron steamship, now being built at Chester Pa., by John Roach & Son, upon her completion, on or about the 15th day of January, 1878 steamer passengers from New York to Portland, direct, via the Straits of Macellan, at the extremely low rate of \$75 00 currency, board included. This steamer will be the best, strongest and most comfortably arranged ship ever built in the United States. Speed, 15½ knots. Dimensions: 290 feet in length; 58 feet beam; 8½ depth of hold; capacity, 2,200 tons; 300 cabin and 500 steerage passengers. The fitting up of the steamer will receive special attention; it will be provided with all modern improvements and its ventilation will be perfect. Every attention will be paid to the comfort of passengers, and the fare will be of the best quality. Part of the deck room will be fitted up for refrigerating purposes, with a view to furnish passengers fresh meat during the whole voyage. The voyage will be made in about sixty days. To assist persons who desire to emigrate to Oregon, agricultural and other implements will be taken at very low rates. For persons here who have friends in the Atlantic States wishing to come to Oregon this offers a rare opportunity, as the annoyances and fatigue of the overland route by rail are avoided, and the passage is considerably less. For particular information address F. C. Schmidt, 1 South William street, New York, or P. SCHULZ, Land Agent O. & C. R. Co., Portland, Ogn.

JOHN G. WRIGHT, Dealer in FAMILY GROCERIES, Crockery and Glassware, Wooden and Willow Ware, Tobacco and Cigars, COMMERCIAL STREET. Salem, April 20, 1875.

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DR. M. F. CHASE, BREVET Lt. Col., late Surgeon U. S. Volunteers. Office, Durbin's block, up stairs. my