

Moving Sheep to Eastern Oregon.

ED. FARMER: Some time ago I gave the readers of your paper the benefit, or boredom, of some of the impressions and observations of "A Salemite Abroad." That was a first visit to the land of bunch grass, I may say, for, though I crossed the plains in 1874, owing to the facts that heavy fogs hung over the Grand Rond and Umatilla valleys, that Fall, as I crossed over them, and the emigrant route then following the sterile sage and sand belts of the Lower Columbia, I had little true idea of the interior of the latter valley, as a whole. So, in the interest of my son, who desired to try his fortune with sheep husbandry in that region, I went to "view the land," and finding what I deemed excellent opportunities for securing good locations, I reported accordingly, and subsequently returned to show Jasper Minto and others some noted localities. The result of these two visits to Eastern Oregon was the purchase of a flock of sheep in Western Oregon, to be taken as quickly as possible (having due regard to the well-being of the flock) across the Cascade mountains. The first consideration was to move them so as to keep them free of contagious diseases—scab in particular. The second was to move them so that they suffer the least injury and get the greatest benefit from the change of climate. To effect these two objects we had choice of, first, shipping by the O. S. N. Co. facilities, second, the Barlow road, third, the Lebanon road, and fourth, the McKenzie road. The seasons, spring, summer, autumn or winter. It may seem strange, but I have heard men who claim a great deal of experience advocate driving sheep across the Cascade mountains on the snow, so that they might get the advantage of the very earliest spring grass on the East side. The general impression is, that spring is the best time to effect the change of climate, and other conditions. I am not prepared to say the general judgment is wrong, but I believe it is the very worst time to move a flock, when the first object is to avoid the scab. Men who are so unfortunate as to own scabby sheep seem to vie with each other as to who shall get their diseased flock into the public thoroughfares the earliest. So that, select which you will, the chances are greatly against getting a flock of sheep from Western to Eastern Oregon without its being exposed to the contaminating, costly and injurious disease of scab. Take the expeditious and excellent facilities of the O. S. N. Co. They, I am informed, wash their boats and dust them with sulphur after every flock of sheep they ship, but they cannot do that very well with the cars on their railroad portages, nor can they wash and sulphur the roads which lead to their wharves. Take any of the mountain roads, and the corrals and pasture lots, not to say the road itself, are infested with the contagion. The flock that may have just proceeded yours may have dropped sheep all the way across the mountains, and whether you will or not, these strays will get into your flock. You may and ought to be watchful, and as there is no adequate law to protect you, you must be your own judge as to whether you will let them remain in the flock. If there is reason to believe they are diseased, I think the flock owner to whom they come under such circumstances, should shoot them down and move them off the line of travel. That is the best way I can think of to dispose of sheep dropped out of scabbed flocks.

After taking a view of the entire situation, it was decided to wait the dull season of travel across the mountains, and then take the flock over via the Lebanon road. The movement of the sheep was commenced the first of August, and the flock was taken over the Cascades very successfully, counting fourteen head less at the end than at the beginning of the journey. The force employed was two grown men and three boys. The flock consisted of considerably over 1,000 head, young and old. As indication of the skill in driving acquired by early training, I will say that Jasper, Douglas, and Harry Minto took the flock up and over Seven Mile or Iron mountain, Willis Brown and Prince Byrnes having gone back in search of a few sheep left at the foot of the mountain, where we had injudiciously stopped for breakfast. This is by far the most formidable drive on the road and the flock of 1,000 which proceeded us, with ten men driving, lost 100 head on the same drive. Talking with a gentleman connected with the road on this subject of skill in driving, I received information that went to strengthen my suspicions that had previously entered my mind, namely: that there is likely to grow up a system of sheep catching, or sheep stealing, in connection with driving across the Cascades. The gentleman above alluded to told me one explanation of the loss of the 100 on Seven Mile hill was that two of the drivers gave out—cause, he believes, too much whiskey. Another cause, he had reason to believe, was one of the drivers, who claims to be and hires himself out as an expert driver, is in the habit of dropping sheep out of the flock purposely, and returning, collects them as stragglers and sells them. This man, he informed me, was helping Mr. Saltmarsh, who preceded us about ten days, and as we passed, a fellow came to us inquiring for sheep branded with the figure 8, (the letter S was the intention of the brand) and offering, when he found we had no sheep of that brand, to sell us some. The fellow seemed to be watched, and the brand "S. P." (State Prison) put on him if he is caught. I learned from Lafayette Williams, whom I met at Upper Soda, that there were many sheep in the mountains, in that vicinity, gathered in small lots and seemingly making their way across the mountains to the Willamette valley. I found the Indians on the East side were beginning to pay attention to dropped sheep, and from young Mr. Taylor, who is at Upper Soda, I learned the bear in that region are beginning

to prey upon sheep. He was dressing the skin of one he had just killed, as I came by, the stomach of which he found to be well lined with sheep's wool.

Before concluding this, perhaps, too long paper, it might be worth while to say for the information of those who have not yet taken but may take, sheep over this route, that a wise policy to pursue would be to drive slow from Lebanon to the foot of the mountains, a distance of forty-six miles, and as fast as the sheep can be kept together, up the Seven Mile and Nine Mile mountain; these are the trying drives. From the top of the former to the foot of the latter at Fish Lake is eight miles, not bad traveling, and down hill most of the way, but it is one peculiarity of the Lebanon road, that by the necessity of passing the impediments which have to be overcome, the engineers have often had to go up hill in order to go down again. I do not say this as speaking against either the constructors or present owners of the road. The former earned a good land subsidy by constructing a good road through such a region, and the latter, if inclined to maintain his franchise, has plenty of fault-finding to contend against; some of it from settlers along the line of road, who have found out that much of the way up to the foot of the mountains proper, there is ground for a more level, and even shorter road. These do not seem to reflect that the franchise cannot be moved on to new ground now, and remain valid, consequently they are contending for what cannot be effected. But, as I am asked almost every day my opinion of the north Santiam route as compared with this, I will say no more about it at present. J. MINTO.

P. S. My position on the above trip was man of all work, mostly assisting my wife, who went in theory as an *invalid*, but who drove the team hauling the corral, camp equipage, &c., most of the way, while I kept up three loose coils, the camp cow, and put my hand to the wheel in bad places. We both had some new experiences.

A CARD.

Under a misunderstanding of the intentions of Mr. Mart. V. Brown, we notified all persons not to purchase a note given him by us for the purchase of the *Cultivator*. We now have a satisfactory understanding with Mr. Brown that the note has not been on the market, and is not to be on the market previous to maturity. We were ourselves partly to blame for the misunderstanding that has occurred between us, and which no longer exists. CLARKE & CRAIG.

Hyatt's Life Balm. As a conqueror of Rheumatism, Gout, Neuralgia, and cure for Scrofula and all diseases arising from impurity of blood, the old and reliable Family Medicine, *Hyatt's Life Balm*, stands unequalled, as proven by over 300,000 great cures during the past 30 years. It is a radical vegetable Compound of Sarsaparilla, Dock, Guaiacum, &c., and a permanent cure. Sold by all druggists and country grocers. Take nothing else, and if they haven't it we send by express, boxed, everywhere, at \$1 and \$1.25 per bottle; \$5.00 and \$6.50 half doz. HYATT & HYATT, 246 Grand St., New York.

The Wheat Market.

There is more activity and a firmer tone to the wheat market. Quotations at San Francisco and Portland have advanced somewhat, perhaps due to a weakening of freights and competition for cargoes and no doubt somewhat from the bad news concerning the English harvests, which are being damaged by continued storms.

At this point wheat continues to rule at one dollar per bushel, the same as for weeks past, but of late our Salem buyers have been a trifle above the Portland market. One dollar per bushel, with 5 cents storage, 6 cents sacks, and 7 1/2 cents freight is equal to \$1.97 1/2 per cental at Portland—the highest figure paid there \$1.97 1/2 cents per cental is \$1.98 1/2 per bushel, which is just what the above foots up.

Our readers must understand that when we quote the price at Salem, per bushel, we refer to wheat alone, unsacked, run through the cleaner and poured into the bin direct from the wagon. Portland quotations, per cental, refer to wheat sacked, and delivered there, which of course includes charges for storage and freight.

The condition of the market may be considered somewhat improved and this improvement, or steadiness of the market, it is thought will continue through the present month. Those who are getting one dollar per bushel have a safe thing and quite an amount of wheat is changing hands at that figure. W. J. Herren informs us that he has taken in about 60,000 bushels at the Farmers' Warehouse, that he has bought 50,000 of it to fill orders, and that over 25,000 bushels has already been shipped down the river. Mr. Kinney, at Salem Mills, informs us that he has taken in about 60,000 bushels. It will be seen that a large amount of wheat has already been hauled to market, and the proportion is probably as large elsewhere as here. All things considered the prospect looks somewhat more reliable for the maintenance of prices than a week ago. It is not probable that any immediate reaction will occur. We find that many are disposing of their wheat on the principle that a good price is a safe thing. If the price holds up it will be a golden season for our farmers who seem to be realizing a liberal degree of prosperity all over the land.

European Grain Market.

LONDON, Sept. 3.—The *Agricultural Gazette* says: We have returns from Yorkshire and Lincolnshire, from Norfolk, Suffolk, Cambridge, Bedfordshire, from Kent, Sussex, Hants and Dorset, and from Shropshire, Staffordshire and Lancashire separately, and returns thus read in separate lots do nothing whatever to diminish the gloomy character of the prospect. In first of these groups of 31 wheat reports, 21 are below average and only one above. Of 30 barley reports, 15 are average and 14 under. Of 23 oat reports, 17 are average and only two over. In the eastern county group, of 41 wheat reports, 38 are under average, of 39 oat reports, 24 are average, 6 over and 9 under. In the southern county group, of 33 wheat reports, 9 are average and all the rest under. Of 35 barley reports, 24 are average and 9 under. Of 35 oat reports, 19 are average

6 over, 11 under. In the western county group, of 16 wheat reports, 12 are under average. Of 17 barley, 8 are under average. Of 18 oats, 6 are under average, 10 average and 2 over.

The Salem Markets.

Salem market quotations for country produce bought of farmers are as follows: Hay \$12 per ton; apples 40 to 50 cents; pears 75c to \$1; potatoes 40 to 50 cents; plums 75c to \$1 per bushel. Eggs 25 cents per doz; butter 25 cents per lb, and something higher for choice rolls.

Groceries and provisions remain as for weeks past; sugars hold their own at the same high figures heretofore.

OATS.—There is a large yield of oats all through this valley, and a large area has been sowed to oats the present season. We hear of 45 cents per bushel being offered for large lots. There will be a large surplus and we may look for an active demand from California through the entire season for the month has seriously affected the feed supply of that State. There will be an active demand from Oregon for San Francisco, of oats, hay and mill feed.

San Francisco Market.

[BY TELEGRAPH.] San Francisco, Sept. 4. Wheat—Strong; shipping, \$2 90@2 97 1/2; milling, \$2 20@2 30. Flour—Shipping extras \$4 50; bakers and family, Jobbing \$7 50; superfine, \$1 50@1 55. Oats—\$1 80@1 85. Potatoes—\$1 30@1 35. Gold—106 1/2; Greenbacks, 91 1/2@95; Silver, 62 1/2@64 discount.

Portland Produce Market.

We copy the following from the Oregonian of the 5th: Wheat—No large sales are noted; market quiet; holders claiming \$2, buyers offering offering \$1 85@1 97 1/2. Flour—Best brands \$6 50 per bbl.; outside and country brands, \$6 00; fine and superfine, \$5 25@5 50. Hay—Choice timothy, baled, \$12@13; loose \$10@12. Oats—Best 50c, common, 47c. Bacon—Sides 11@11 1/2; hams 12@14; shoulders, 9c. Lard—Oregon-made, fresh, in 100 lbs tins, 14c; in kegs, 13 1/2c. Chickens—\$3 00@4 25 per dozen. Butter—18a20c; Cheese, 15@16c. Eggs—25c per doz. Barley—Choice brewing \$1 67 1/2; feed, \$1 50 per cwt. Wool—Dull sale at 23 1/2@23c.

Visiting Cards.

30 Cards with any name neatly printed thereon sent to any address upon receipt of 25 CENTS, and a 3 cent stamp. Address, W. J. CLARKE, Salem, Oregon.

Citation.

In the County Court of the State of Oregon for the County of Marion. In the matter of the Estate of James Rickey, deceased, James M. Rickey, Administrator. To Henry Rickey, Thomas B. Rickey, James M. Rickey, and all persons claiming as heirs, decedent, and all persons interested in said Estate. In the name of the State of Oregon: YOU and each of you, are hereby cited and required to appear before the above named Court, at the Court House in Salem, in said Marion county, at 1 o'clock p. m. on the 6th day of October, A. D. 1877, to then and there show cause, if any exist, why an order should not be made by said Court authorizing said Administrator to sell the Real Estate of said decedent for the payment of the administration charges and claims against said Estate, as petitioned for by said administrator, said real estate is described as follows: A part of the Donation Land Claim of said James Rickey and wife, in T. 7 S. R. 2 W. and in T. 8 S. R. 2 W: Beginning at the S. W. corner of Claim 96, and the S. E. corner of Claim 54, T. 7 S. R. 2 W. and running thence N. 0 deg. 15 min. W. a 95 chains; thence N. 40 deg. 33 min. E. 39.90 chains; thence N. 4 deg. 15 min. W. 1.48 chains; thence N. 49 deg. 52 min. E. 55.12 chains; thence N. 71 deg. 00 min. E. 5.50 chains; thence N. 8 deg. 30 min. W. 4.50 chains; thence N. 45 deg. 30 min. E. 8.50 chains; thence easterly to intersect the south line of said Claim 54 at a point 8.49 deg. 52 min. E. 4.50 chains from an angle in said south line of said claim 54; thence S. 49 deg. 52 min. W. 38.06 chains to the place of beginning, containing about 36 acres. And that notice of this citation be made on non-resident heirs by publication of the same in the WILLAMETTE FARMER, a weekly newspaper published at Salem, Oregon, once a week for four weeks successively next preceding said 6th day of October, 1877. JOHN C. FEEBLES, County Judge. Salem, Sept. 4, 1877.

Notice.

In the matter of the Guardianship of Edward Doullot and Alfred Doullot, minor heirs of Augustus Doullot, deceased. NOW, on this day, September 4, A. D. 1877, came P. C. SULLIVAN, guardian of said minor heirs, and presented his petition praying for an order to sell the real estate of said minors in Marion county, Oregon, described in his said petition, and it appearing to the satisfaction of the Court that it is necessary and for the best interest of the said minors that the said real estate should be sold, it is hereby ordered and decreed that the next of kin of said wards, and all persons interested in said estate, appear before me at the Court House in the city of Salem, in Marion county, Oregon, on the 6th day of October, 1877, at the hour of 1 o'clock p. m., and show cause, if any they have, why a license should not be granted for the sale of said estate. Service of this order shall be made by publication in the WILLAMETTE FARMER for three weeks successively before the 6th day of October, A. D. 1877. JOHN C. FEEBLES, County Judge. Salem, Sept. 4, 1877.

ADMINISTRATION NOTICE.

Notice is hereby given that we have taken out Letters of Administration upon the estate of Charles Bowker deceased. Persons having claims against said estate will present them to my duty proven at the Law Office of LAWSON & CUTLER in Salem, within six months from this date and persons owing the estate will make immediate payment. H. A. T. BOWKER, Administrator. Aug. 23rd 1877.

DO NOT FAIL TO send for our New Catalogue. It contains valuable information for every person contemplating the purchase of any article for personal or agricultural use. Free to any address. MONTGOMERY WARD & CO., Original Goods Supply House, 22 & 23 Wabash Ave., CHICAGO, Ill.

The Light-draught Steamer CITY OF SALEM WILL LEAVE PACIFIC WHARF, Portland, for Salem, and Intermediate Ports, On Mondays, Wednesdays, and Fridays, At 6 o'clock A. M. The Light-draught Steamer OHIO Will make Trips to the upper River. U. B. SCOTT & CO. S. J. HATCH, General Manager. aug7

Albany Collegiate Institute, ALBANY, OR.

The Fall Term of this School will begin Monday, Sept. 3d, 1877.

FACULTY: REV. H. W. STRATTON, A. M., President, and Professor of Mental and Moral Science. REV. L. J. POWELL, A. M., Principal, and Professor of Mathematics and Natural Science. H. H. HEWITT, A. M., Professor of Ancient Languages. MISS CLARA PRICE, B. S., Preceptress, and Teacher of French, MISS DORA SALINGER, Teacher of German, MISS NETTIE PIPER, Teacher of Instrumental and Vocal Music, MRS. W. S. PETERS, Teacher of Drawing and Painting.

THE COURSE OF STUDY is such as is (CORRECTED to school of this grade.) CALENDAR. Terms begin September 3d, November 15th, January 25th, and April 8th. Vacation of one week during the holidays. Commencement day June 12th, 1878.

RATES OF TUITION PER TERM: Primary Department, \$5 00; Common English, \$8 00; Higher Branches, including Preparatory Latin and Greek, \$10 00; Collegiate, including Higher Latin and Greek, Advanced Mathematics, Mental and Moral Science, \$12 00; Modern Languages, each extra, \$3 00; Instrumental Music, \$12 00; Use of Piano, \$3 00; Commercial Department, \$3 00; Incidentals, \$5 00.

COMMERCIAL DEPARTMENT. During the second and third terms, a thorough course of instruction will be given in Book-keeping and Business forms. At a comparatively small expense, students may secure, here, what would cost them a large sum of money to obtain at a commercial college. It is impossible for any one to become a finished accountant without a thorough knowledge of the principles of Arithmetic, English Grammar and English Composition; we, therefore, recommend the study of those in connection with Book-keeping.

Special attention given to Elocutionary drill and Oratorical training. Superior advantages offered in this department.

PENMANSHIP. Mr. JOHN A. BRIGMAN, one of the best writing Teachers in the State, has been engaged to give a thorough course of instruction in systematic Penmanship during the second term.

BOARD. Arrangements have been made by which girls and young ladies desiring to attend the College can be boarded either by the Principal or Professor Hewitt. Every care and attention will be given as to deportment, health, morals, study, etc. Price per week, including board, lodging, fuel, lights, etc., \$4.00.

HEALTH. Albany seems to be one of the healthiest localities in the State. It has thus far been comparatively free from those much dreaded scourges—Diphtheria and Typhoid Fever.

APPARATUS. Already a subscription paper has been started and liberally subscribed to purchase a thousand dollar Philosophical and Chemical Apparatus for the benefit of the school. It is confidently believed we will have the amount secured by the 1st of January.

JOHN HUGHES, DEALER IN Groceries and Provisions, PAINTS, OILS, WINDOW GLASS, And Building Materials OF ALL KINDS.

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The Old Immigrant Route Across the Cascade Mountains, NOW OWNED BY THE Cascade Road and Bridge Company. Running via Sandy, Mt. Hood and Barlow's Gate. It is now open, and the route is better than ever. The LAUREL 1177 is a new and improved passenger car, and the LAUREL 1178 is a new and improved freight car. The route is the shortest, the most direct, and the most comfortable. It is the best route for all kinds of travel. For all going and coming from or into Marion, Yamhill, Washington, Lin, Benton, and Polk counties, this is by far the best, nearest, and cheapest route. HARVEY E. CROSS, Sec. KELLY & UNDERWOOD, Carriage & Wagon Makers, Salem, Oregon. HAVE ON HAND A CHOICE LOT OF FOUR Spring Wagons, Carriages, & Buggies, of their own make, Manufactured of the BEST quality of Jersey Hickory. Give us a call, and examine our work, and judge for yourselves. All kinds of Repairing and General Jobbing done at short notice.

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