

Local Notes from Old Linn.

Charity Grange, No. 103, February 1, 1878. Editor Willamette Farmer: The officers of Charity Grange were installed on the 29th ult. Bro. A. D. McMichael of Oak Plain, No. 6, being present and acting as installing officer in a very acceptable manner.

The "Pike" school under the management of Mr. Elliott, closed to-day. Mr. E. begins school again in one week. The school at "Center," under the charge of Mr. Witting is in a very flourishing condition.

The "Franklin Literary Society" have regular meetings on every Friday evening. They are going to have a "way up" exhibition to-morrow evening. They are still pestered with those scums of the earth, the hoodlums. A little judicial murdering would be a very salutary thing for such quadrupeds.

The roads in this part of the country are absolutely terrible. This brings up the suggestion that there should be some remedy for such things, hence would it not be well for our solons when they meet again, instead of spending all their time in squabbling over the U. S. Senatorship, or some other political crow-bait, to devote a part to making laws that will be of some benefit to the tax payers, for instance, let them amend our Road law, levying a tax, say of five mills to be set apart as a road fund, then appoint or elect some suitable person in each district to superintend the work and put all those tramps and hummers that are infesting the country to work and keep them at it, paying them reasonable wages, and not have them preying upon society in the way of petty larcenies, &c.

Again, we should have a compulsory School law, compelling those young bloods that are charging over the prairies with a shot gun on their backs, to go to school and when they are found any where else to give a good reason why they are not in school. Remember young man, that the time is coming when a man must either know some thing or be nothing.

I wish that the Granges would take these things under advisement and talk them them up in their meetings. Come, brothers and sisters, let us see if we can't do something to better the condition of ourselves and those dependent upon us, and society generally by looking after those things that largely flow than us think are beneath their notice. Let us lay aside political and religious prejudice and work together for the general good.

Now, Mr. Editor, I have spun this article quite long enough if you think it worth a place in your paper, please publish, if not, you have the waste basket handy.

More anon, JERICHO.

Letter from Sheridan.

ED. FARMER.—The health of our community is very good. There has been some cases of typhoid fever and two deaths to record. Mrs. Tabitha Ridgeway and her youngest son, James aged about 19. The sale of her property come on the 28th, consisting of horses, cattle, hogs, sheep, hay and oats and household goods and farming implements. They have a large amount of wheat and bacon on hand to sell at private sale. Dr. John Jackson being administrator.

There has been a great amount of plowing done this winter, mostly hill land. There are many persons employed in grubbing and clearing land; some employ Chinamen, some Indians, and some prefer white men. The Chinese, are undoubtedly the cheapest, as they can be worked at 90 cents per day and board themselves. There seems to be work for all.

All the talk hereabouts is railroad. The Dayton, Sheridan and Grand Ronde Railroad Company, seem determined to accomplish the object they set out for, and we think the iron horse will be on the track from Dayton to Sheridan by the 1st of September next. Land along the route is now held at from \$5 to \$10 per acre more than before the company was organized. Some sales have been made at an advance of \$6 on last summer's prices.

Mr. William Slippy, while working in a saw mill, accidentally cut off his right hand between the wrist and thumb. Dr. O. D. Deane was called and dressed the wound, assisted as I understand by Mrs. Dr. Dabson.

Sheridan Grange, No. 98, installed their officers on the third Saturday in this month. T. R. Bowley, Master; A. Edwards, Overseer; M. V. Ensey, Secretary. The Grange meets 1st and 3d, Saturdays of each month. Brother T. R. Bowley, installed the officers of Mill Creek Grange, No. 91, on the 26th. I will not say anything about the dinner set up by the sisters of these Granges, as I cannot do the subject justice; suffice it to say, we had plenty, and to spare.

The officers of Mill Creek Grange, are Master, B. B. Branson; Overseer, E. Depey; Secretary, T. L. Butler; Treasurer, Jacob Daran; one of Colonel Nesmith's emigrants of '43. We are much encouraged by the news we get in the FARMER from the different Granges. Mill Creek Grange meets on the 2nd and 4th, Saturdays in each month, at the M. E. Church, on Mill Creek, members of the Order in good standing are invited to pay them a visit.

Notes of Travel.

ED. FARMER: Leaving home on the 15th inst. for a short visit to Polk and Yamhill counties, I passed through Howell Prairie, following the road leading northward to Parkersville. Passing the central school house I noticed that a large school was in operation. The grangers of Howell Prairie have a large hall at this place in which they hold their meetings. From this point one gets a fine view of the prairie. Many nice residences may be seen, among which I will mention J. W. Greenwood's, James Kay's, Mr. Cavanaugh's and Mr. Watt's, which were completed during the last summer. Passing the farm of Mr. J. C. Shaw, our genial ex-sheriff, I noticed that he is farming on quite a large scale, he will, no doubt, make more money out of this enterprise than he did from the former. The little fall grain that was sown, looks unusually well. Passing on to Parkersville I noticed that the late high water in Pudding river had scattered the saw logs belonging to the saw-mill at this place in every direction, many going over the dam, and being lost. The grist mill at this place, which had well nigh rotted down, is being repaired, a new foundation having been placed under it; from appearance I concluded it would soon be in operation again and certainly to the great convenience of the farmers in the neighborhood. Half a mile from this place I pass another school-house where some young men are training the young ideas how to shoot. In this neighborhood a number of German families have bought land and are making for themselves substantial homes. Everything around them looks neat; what they do they do well. Oregon should feel justly proud of her German population as they are among her best citizens, being industrious and quiet.

Arriving at the old town site of Belpass, in French Prairie, near the residence of the late Jos. Eagle, I found that all that was left of the town was the ruins. The old college building whose walls twenty years ago echoed and re-echoed the burning oratory of the would be judges and congressmen, has finally given way to the relentless hand of time. It has been razed to the ground and the pieces that knew it so long know it no more. From this place to Hubbard, on the railroad, is four miles, and in passing I observed that the farmers along the road were making permanent improvement in the way of clearing up grub lands. The Colonial was the grubbing machine employed. Arriving at Hubbard I found the place much improved. The place boasts of a good school building and a very interesting school under the management of a Mr. Reop, late from the East. This place will no doubt grow into considerable importance in the near future, in as much as it is surrounded by a good farming district. Here I partook of the hospitalities of Mr. John Knowles, well known to the professors of the whip in the days of starting in Marion county; he is pleasantly situated and is making a good living for himself and family.

Turning westward I passed through the railroad towns of Woodburn and Gervais, which are improving nicely, though Gervais perhaps is making the most rapid improvement of any railroad town in the county. The burnt district of two years ago being nearly all rebuilt. From Gervais we took the road leading to Wheatland on the Willamette, and in passing through the prairie I noticed but little fall grain growing, and farm operations were at a stand-still, the ground being too wet to plow.

Crossing the river at Wheatland we made our way to the foot hills, thence northward on the Salem and Dayton road some five miles and stopped with some old friends from the snaker State. Leaving this point I visited the districts of McMinnville and Amity. All along my line of travel evidence of thrift and enterprise was apparent, in the clearing of lands, enlarging of grain fields, replacing old fences with new ones, &c.

While in the neighborhood of Amity I met and had a conversation with the railroad surveyor relative to railroad matters. I learned from him that the company propose to extend the western road the coming summer as far as Dixie, in Polk county, a distance of twenty-five miles. This addition will be of great importance to the farmers as it passes through a fine agricultural district and about midway between the Willamette river and the coast range of mountains.

The stockholders of the P. F. S. Co., of McMinnville, are well pleased and encouraged with their enterprise. Their two boats on the river (as I learned from the report of the secretary) earned last year \$3,852.41. Their present indebtedness being \$19,000. This the two boats can easily cancel next year and then the company will be able to stock dividends.

I made particular inquiry in reference to the comparative yield of grain on low and high lands, and I was universally informed that the high lands use only produced the greatest amount per acre, but also the best quality. I noticed that the hills were nearly all plowed up, and farmers on the high lands were busy sowing while those on the low lands were lying on their oars. My

observation leads me to the conclusion that one-third more grain will be harvested in these counties this year than ever before, and that the time is near at hand when the high lands in these counties as well as in Marion county, will be acknowledged by all to be the best grain producing districts in the Willamette valley and will command the highest prices per acre.

K. L. HUBBARD, Highland Home, Waldo Hills, Marion Co., Oregon, Jan. 27, 1878.

The Railroad Question.

ED. FARMER: I notice an article in your paper of date Jan. 15, headed "Northern Pacific Railroad: petition to Congress," &c., &c., earnestly praying that honorable body to extend the time wherein the N. P. R. Co. may construct their transcontinental line and earn the proceeds from the sale of lands heretofore granted to them by law, under the following conditions to wit: 1. Such extension of time to be given to said N. P. R. Co. independent of any other projected transcontinental railroad or connection therewith; 2. said N. P. R. Co. to give guarantees that it will construct and maintain an independent line; 3. that it will construct its line down the south side of the Columbia river to Portland, Oregon, &c. I also note in the same article that other petitions have been circulated in the interest of Senator Mitchell's bill receiving many signatures, but since understanding the matter more fully they have signed the petition as adopted by Pomona Grange of Marion county. Now, Mr. Editor, my experience with petitions has been that they are very cheap, that people sign them simply because it costs nothing and others have signed before them, this may not hold good in all cases, but is true in the main; let that be as it may, we have here a question that is of vital importance to every citizen of Oregon, a question that we should reasonably understand, and what will be the effects, not only now but in the near future. For one, I am free to admit that I do not understand this petition. Can it possibly be that the Pomona Grange has lost its balance and turned its objects and aims in the interest of monopolies? This certainly cannot be, but let us see. Please let any of your positioners read the first, second, and third conditions carefully and put them together and see what more could be added to make this a first class monopoly; while should Senator Mitchell's bill become a law there would be competition for the carrying trade of the Columbia river, but we are told if this bill becomes a law we will get neither road. Well, now, this is very fine; is any body fool enough to believe such nonsense. Allow me to ask, is it the intention that they shall have ten years to build their road to Portland, and are they to own and control the Columbia river for this time? This certainly is the condition asked and to be allowed. If so, this will surely make it an independent line. Allow me to ask again is there any person that believes that the N. P. R. Co. will ever build a railroad down the Columbia river so long as they own and control the Oregon Steam Navigation Co. of the Columbia? Would it not be just as reasonable to believe that a farmer would go to Portland and buy two threshing machines to thresh his crop of one thousand bushels of wheat, as it would be to expect the company to build this road where they can build at least a dozen boats for what it will cost to build five miles of railroad through the Cascades, and as this would not be in the interest of the company none could expect it to complete its road down the Columbia in less time than ten years, this being the time asked by the company of Congress for the completion of the road. Now, Brother Grangers, let me call your attention to the fact that in less than ten years millions of dollars will be ready to invest in railroads down the Columbia river; and all that will be asked will be the right of way to this vast field of wealth, Eastern Oregon and Washington Territory (that will be a state). Remember that twenty five years ago the little steamer Columbia, of eight hundred tons came to Portland some times twice a month, some times not so often; there were to be seen sometimes a bark or brig of a five hundred tons burthen tied to a stump in absence of a wharf. How is it to-day? What is the tonnage of the steamers that arrive and depart every month? What is the number of first class ships that have been seen at your wharf? Then ask yourself, why is all of this? The answer is at hand: Twenty five years ago we produced hardly sufficient to meet our wants, while to day we produce millions of bushels of grain to feed the hungry millions. If all this great change has been brought about in twenty-five years, what may we expect will be the change in ten years to come with the immigration that is flocking to our shores. Remember that we are giving away to a monopoly forty-seven millions acres of land worth one hundred and twenty millions of dollars, and all we ask of them in return is that they will be an independent company, a name that you are surely paying dear for and will regret in the near future. Now, in conclusion, let me say, had this petition been addressed to our representatives in Congress praying for the early completion of the roads, at the Cascades and the Delta of the Columbia river, that men of limited means might enter into competition with this independent company as we see being done on the Willamette river, none would have been surprised, but this petition emanating from an order whose very existence is built on opposition to monopolies of whatsoever kind, one is ready to exclaim in the language of the poet, "Consistency, thou art a jewel!"

Silverton, Jan. 29, 1878.

GRANGER.

The above puts the case so strongly as it can be made, and we proceed to answer the questions as to our own views and the reasons why we oppose the bill of Mr. Mitchell. 1st, Under terms of its charter, the N. P. R. Co., cannot become more a monopoly than are railroads in general. 2d, The Columbia river is to be opened up to free navigation, and that will deprive either the projected railroad or the O. S. N. Co., of opportunity to monopolize traffic. We must act together to urge the speedy opening of that river. 3d, The N. P. R. Co., will do more for us than all other roads can, and the mere fact

that Mr. Mitchell is unfriendly to it, is reason enough to oppose his schemes, especially when we have reason to believe that he is the paid agent of the Union and Central Pacific Co's., and receiving large fees from them. Their interests are not our interests, and he cannot be a reliable friend of Oregon interests and be the agent of those monopolies. 4th, If the N. P. R. Co., built the Salt Lake road is sure to be built also, within a few years, whereas, if the N. P. R. Co. is discouraged now, it may not be built for many years to come. We do not wish to make any factious opposition to Senator Mitchell, but we want to be independent and have a railroad of our own, and the N. P. R. Co. is the only one that can be called such.

The Grange.

ED. FARMER: It may be interesting to some members of the grange to have an opportunity of reading a short report from me, as I have had the honor of installing the new officers in several subordinate granges during the past month. First, on the first Saturday in January I was honored with a request to install the officers of Salem Grange, No. 17, which was public. The attendance was good, and with a manifestation of increasing interest in the organization. Again on the second Saturday, by invitation, I met with, and with the assistance of Bro. Bryant, installed the officers of Chehalis Grange, No. 68, this installation was also public. The display of interest was only exceeded by the splendid display in the line of refreshments; the social enjoyment was splendid; the commodious hall was filled to its utmost capacity by members and invited guests, all of whom seemed to be in full sympathy with the movement. I was especially pleased to notice my old friend Jacob Conser and lady present. I feel quite sure that Chehalis, like many other granges, has taken a fresh start in the good work and will be more prosperous in the future than in the past. On the fourth Saturday, assisted by Brother Boardoff of Salem Grange, I installed the officers of Turner Grange, No. 18, it was public also, and their spacious hall was well filled, including visitors and friends. The exercises were interspersed with music, essays, short addresses, &c., which added to the interest of the occasion. Turner Grange also shows an unmistakable evidence of progress and prosperity. Our Marion County Pomona Grange, in answer to invitation, visited Gervais Grange on last Friday, and notwithstanding the stormy character of the weather, we met with a pleasant and profitable meeting, and no doubt it would have been much more so had I discharged my duty fully by giving notice through the FARMER of the meeting. I will herewith send you a notice of a visiting meeting of our Pomona Grange with Chehalis Grange, at Jefferson, on the first Friday in March, at 11 o'clock a. m. All members in good standing are invited to meet with us on that occasion, we expect a pleasant and interesting meeting. Truly yours,

DAN L. CLARK, Pleasant Point Farm, Feb. 6, 1878.

In Memoriam.

Lebanon Grange, No. 21, P. of H., Dec. 28, 1877, passed the following: Whereas, the hand of death has visited us and taken from our midst our Sister Zerilda Constable, whose spirit has gone to the God who gave it; therefore, Resolved, That Lebanon Grange, No. 21, be closed by death, a worthy member, one that will ever be missed in our grange meetings. Resolved, That while we mourn, we bow with humble submission to the will of Him who death all things well, and trust that our loss is her eternal gain. Resolved, That we tender the bereaved family and relatives of our departed Sister, our deepest sympathy. Resolved, That these resolutions be spread on the records of this grange, and that a copy be sent to the family of the deceased Sister, also a copy be furnished the WILLAMETTE FARMER and Democrat, with a request to publish the same.

H. G. FIFE, S. J. HOOK, S. A. BLODGET, Committee.

Lambush Lodge, No. 195, I. O. G. T., elected officers for the ensuing term: John Spickard, W. C. T.; Louisa Hubbard, R. S.; Nina McNary, L. S.; Jennie Gorsline, W. V. T. E.; Goodrich, N. S.; Emma Fisher, A. S.; William Goodrich, W. F. S.; Thomas Bruce, W. T.; Mattie McNary, W. M.; Delmer Gorsline, D. M.; Miss Irvine, W. C.; Walter Hubbard, I. G.; L. C. Fisher, O. G.; J. W. Parrish, P. W. C. T.; W. D. Claggett, L. D. The following were elected as delegates to attend the State Territorial Alliance: Resolved—L. C. Fisher, Nina McNary, and Louisa Hubbard. Also notes—Mattie McNary, Emma Fisher, and Jennie Gorsline. Lambush Lodge is doing a good work in this locality this winter. Notwithstanding the rainy weather and muddy roads, you can always see a respectable number gathered at the old school house on Saturday evening, eager to enter upon the discharge of their duties. We are determined to fight intemperance to its bitter end. Visitors always made welcome. L. C. FISHER.

The following is the school report of District No. 1 for term ending January 31: Average—Agnes Ehlen 98, George Ehlen 94, Carl Ehlen 99, Willie Ehlen 98, James Feller 96, Willie Feller 91, Clara Feller 98, Lizzie Feller 98, Mary Miller 96, Carrie Miller 94, Lizzie Miller 90, Willie Ross 98, Clara Ross 98, Lullie Ross 98, Sarah Hubbard 91, Carrie Hubbard 96, Edwin Whitney 100, Rosa Whitney 92, Emma Whitney 91, George Whitney 94, Otto Whitney 89, Fred Miller 95, Clara Whitney 99, Benjamin Johnson 100. GENELLA JONES, Teacher.

To Poultry Fanciers.—Mr. J. H. Thompson, of Halsey, has an advertisement in the FARMER this week of fancy poultry, a business that is rapidly increasing in Oregon as the advances of different breeds of fowls come to be understood.

The Markets.

The Wheat Market. It is supposed that about 10,000 tons of wheat is now in store in the warehouses in Portland and in the river and railroad warehouses, and vessels to require the same for cargoes are now in port or shortly expected. Holders will not sell at present offerings, and shippers are practically out of the market, no transactions being recorded. The market is stagnant, a condition of things that cannot long endure, because

within a month vessels with capacity of 10,000 tons will be compelled to seek freights, and shippers will pay all they can afford to secure cargoes. The European market shows no decline, though very sensitive. Peace is not assured until after the Vienna conference, and some time must elapse before the Great Powers conclude their deliberations on that subject, and until they do, rumors will be rife and the wheat market will be very sensitive.

It is reported, from Russian authority, that when peace is declared Russia will have 40,000,000 bushels of wheat to ship from Southern parts, which, if true, will seriously effect the situation, but that contingency may not arise for some time.

There is a great deal of wheat still up the Columbia and Snake rivers which cannot find river transportation until the Spring rise of the Columbia, say by the first of June. There is also considerable wheat in farmers hands in this valley, mostly with those more remote from market who were prevented by bad roads from hauling last Fall and cannot haul until roads improve in the Spring. As none of this wheat can reach market within three months, and as each is an uncertain quantity, neither can affect the disposal of wheat now in store and ready for shipment.

European Grain Market.

London, Feb. 5.—The Mark Lane Express says although still upon a limited scale offerings of English wheat have been more liberal than of late in country markets, but supplies at Mark Lane were again small. The condition of the grain market has however undergone some improvement, although neither the better condition nor high supplies have tended towards an improvement of values. In spite of pacific rumors current at the commencement of the week political influences are still paramount in trade, and until the question of peace or war is definitely settled it is in vain to expect millers to operate with any amount of freedom. Although most stagnant as far as actual transactions are concerned, trade is nevertheless in an extremely sensitive state. None will deny that should the hopes of the peace party be dispelled the reaction in favor of a higher price would be severe.

Russian Wheat Exports.

St. Petersburg, Feb. 4.—The Vedomosti calculates that after the conclusion of peace, the Black Sea and Sea of Azof ports will export five million quarters wheat.

The Salem Markets.

SALEM, Feb. 7, 1878. Butter, fresh rolls, 25c to 30c per lb.; eggs 20c per doz.; potatoes 37 1/2c per bush.; apples 50c per bush.; no new bacon yet in market; lard 11c per lb.; hay, from Columbia river, \$17 per ton; oats 45c per bush.; wheat \$1.10 per bush.; At Salem Mills flour \$3.25 per bbl.; bran \$10 per ton; shorts \$33 per ton.

Portland Produce Market.

We copy the following from the Oregonian of the 6th: Wheat—199. Flour—Best brands \$4.75 @ 5.00 per bbl.; outside and country brands, \$6.00; fine and superfine, \$5.25 @ 5.50. Hays—Choice timothy, baled, \$12.43; loose \$11.61 @ 12.00. Oats—Best 45c, common, 45c. Bacon—Sides 11 1/2 @ 12 1/2; hams 13 @ 14; shoulders, 9c. Lard—Oregon-made, fresh, in 10 lb tins, 14c; in kegs, 13 1/4c. Chickens—\$2.50 @ 3.50 per dozen. Butter—18 @ 20; Cheese, 13 @ 16. Eggs—35c per doz. Barley—Choice brewing \$1.45; feed, \$1.55 per cwt. Wool—Dull sale at 22 1/2 @ 24c.

1871. 1878. HODGE, DAVIS & CO.

(Consolidation of Hodge, Sewell & Co. and T. A. Davis & Co.) 71 Front Street.

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