

**Willamette Farmer.**  
 ISSUED EVERY FRIDAY, BY  
**CLARK & CRAIG,**  
 PUBLISHERS AND PROPRIETORS.  
 Terms of Subscription:  
 One copy one year (52 numbers).....\$3 50  
 One copy six months (26 numbers)..... 1 75  
 One copy three months (13 numbers)..... 75  
 If not paid within six months, it will be charged one year's subscription.  
 PORTLAND, MAY 9, 1879.

**TELEGRAPHIC.**  
 EASTERN STATES.

**The Government and the Pacific Railroads.**

WASHINGTON, May 5.—Supreme court decision No. 973: Central Pacific Railroad Company et al. appellants, vs. Albo Beert Gallatin; appeal from the circuit court of the U. S. for the district of California. And No. 1,083: Union Pacific R. R. Co., appellant, vs. the United States; appeal from the court of claims. These two cases, which were argued together, involve the constitutionality of the so-called "Thurman act" of May 7, 1878. The object of that act was to secure the interest of the U. S. in the Union and Central Pacific railroad companies by providing that 25 per cent. of the annual net earnings of those roads, including the whole or the compensation due them for services rendered to the government, should be paid to the treasurer of the United States, to be by him applied partly in payment of accrued interest upon bonds issued by the government to the two companies and partly to establishment of a sinking fund in the U. S. treasury for the final payment of the companies' bonded indebtedness. The decision in the first named case, and judgment in the second are affirmed by this court with costs. The decision was announced by the chief justice. No written opinion was rendered, but one will be filed in due time. Justice Field dissented from the opinion of the court and was joined therein by Justices Bradford and Strong. The grounds on which he dissents are as follows:

1st. Because the act of Congress of May 7, 1878, which decision sustains changes in the contract between the United States and railroad companies and the contract between those companies and holders of first mortgage bonds.

2d. Because the decision in effect declares that the United States are not bound to keep their contracts, and whether they shall do so in any case is a question of policy and not of duty, a doctrine which will, in Justice Field's opinion, subject the government to just reproach and bring only evil upon the country.

3d. Because the act of Congress which the decision sustains, interferes with the right and power of the State of California to control its own corporations.

**King Cotton Alarmed.**

VICKSBURG, May 5.—Notwithstanding the reports of a cholera epidemic, planters throughout Mississippi and the upper portion of Louisiana are unmistakably alarmed. Your correspondent has thoroughly examined the situation in 15 counties of this State and the adjoining parishes in Louisiana, and is satisfied that unless something now unforeseen occurs, a northward migration of enormous magnitude will take place in the Fall. There is no use disguising the situation, and those most directly concerned are making no attempt to do so. Anticipations of cotton planters and kindred movements are taking shape every day. Stephen Duncan, a capitalist of New York, and owner of large plantation interests here, has authorized Major George E. Waddell of Madison parish, to secure for him five hundred Chinese, and subscriptions are being raised to bring laborers from California at once. Arrangements are consummated by which gangs of three hundred at a time can be shipped from San Francisco at twenty-four hours' notice. These men are hired at \$10 to \$15 per month and quarters and rations. Their passage is contracted for at \$15 per capita from San Francisco to Vicksburg and vicinity. This movement is entirely independent of the New Orleans joint stock company, which proposes to import from the cotton-growing regions of China. This latter project will take time, and the situation is deemed too critical to admit of delay.

**Invasion to be Prevented.**

The cabinet at its meeting to-day, was mainly occupied with the consideration of the threatened invasion of the Indian territory by squatters. The attorney general gave a verbal opinion that under the treaties of 1866, with the Creeks and Seminoles, by which lands were surrendered in consequence of the desire of the government "to locate civilized Indians and freedom thereon, the lands were opened to white settlers. Considerable time was spent in discussing the authority to use the military to prevent invasion under restrictive legislation of Congress. It was, however, agreed that the law authorizing the superintendent of Indian affairs to call upon the military to assist him in ejecting intruders was unimpaired, and that a very general request for that purpose would be sufficient authority for military intervention, and that every effort should be put forth to prevent squatters from obtaining a permanent foothold there.

The reported discovery of silver mines was widely discredited, being regarded as a canard to aid the scheme of invasion. Latest reports indicate that in view of the active measures taken by government, squatters will not go into the territory in a body but break up into small squads and cross the line at various points. The point of destination is lands lying north and south of the north fork of Canadian, near the center of the territory. Carpenter, who was to head the expedition, is reported to have gone north.

**Another Market for Our Grain.**

HONOLULU, May 6.—The Journal prints an interesting letter from Fairbanks, a well known missionary in India, regarding the exportation of American grain there. Famine is creating such a need that he thinks shippers would profit by the investment.

**Our Patriot Dead.**

WASHINGTON, May 7.—Congressman Duggett of Nevada has been selected by the Grand Army of the Republic organization to read a poem, and Gen. Keifer of Ohio to deliver an oration at the Arlington National Soldiers' Cemetery on Decoration Day, the 30th inst.

**Will Sign It.**

It is said to-day that the President intends to sign the bill which the House passed yesterday, to prevent military interference at elections. The disposition to make speeches on it in the Senate has correspondingly diminished, and it will therefore probably be the President's wish.

**Relation with Railroads.**

The Supreme Court having affirmed the constitutionality and binding force of the Thurman act, the quiet naves are now directing attention to one of its sections, which provides that if either the Union Pacific or Central Pacific Railroad Company

shall fail to perform all its requirements for the period of six months after such performance may be due, such failure may operate as forfeiture of all rights, privileges, grants and franchises derived by it from the U. S., and instructing the Attorney General to cause such forfeiture to be judicially enforced.

**Re-Opening of the Kellogg Case.**

The Senate to-day consumed nearly all of the seven hours session in reaching the point of action upon the resolution authorizing the committee on privileges and elections to take testimony bearing on the Spofford-Kellogg contest. The effect of the adoption of the resolution as finally amended, is to re-open the entire case and ultimately bring once more before the Senate the apparently interminable subject of Louisiana affairs generally. Although no votes was cast against the resolution, except by Republicans, it is nevertheless known that four or five Democratic Senators have serious doubts as to the propriety and expediency of re-opening this case, which, whatever may have been its original merits, should in their opinion be considered "res adjudicata." The case of Butler, of South Carolina, who was admitted at the same time as Kellogg, is cited as resting on the same grounds.

**Fatal Gas Explosion.**

WILKESBARRE, Pa., May 8.—Last night an explosion of gas in Stanton shaft in Lehigh and Wilkesbarre Coal Mine, severely burned Martin Kerrigan. At midnight while the men were brushing out the accumulation of gas in the lower vein, it came in contact with a "glower," causing a terrific explosion. A large force of men were driving a tunnel at the time, and eight of them were badly burned, the majority it is thought fatally. The mine was set on fire, and some 600 tons of solid coal was burning and had to be flooded.

**Turning the Tables.**

NEW YORK, May 7.—The Times says the impression among the friends of General Stanley, who have closely watched the case, is that the verdict taken to Washington yesterday was acquittal. Stanley received from General Sherman yesterday orders to return to duty at Buffalo, and there wait further instructions from General Hancock, president of the court martial. This fact, added to the course which the court martial has been ordered to pursue, strengthens the opinion among army officers that the authorities in Washington have determined upon the trial of Hazen, and have taken preliminary steps in the matter.

**Railway Strike.**

ST. PAUL, May 7.—A special to the Pioneer Press says that 1,500 men are now engaged in the Canada Pacific strike. Violence is threatened and the strikers are marching under a red flag and threatening to prevent all work until their demands are complied with. A military force has been ordered from Winnipeg to the scene.

**FOREIGN NEWS.**

**British Buyers of U. S. Bonds.**

LONDON, May 3.—The London and Westminster Bank yesterday took five million dollars of United States four per cent. bonds at four and a half, making in all \$35,000,000 worth of United States securities this bank has recently purchased.

**Slavers Bounced.**

LONDON, May 5.—Further advices from upper Egypt report that conflicts between Egyptian troops and slave dealers on the 13th and 14th of January resulted in the complete defeat of the latter, with a loss of 6,000 killed and wounded and prisoners. Loss of Egyptian troops, 200.

**Victory for Hanlan.**

NEWCASTLE-ON-TYNE, May 5.—In the boat race, the course was from the Mansion house to the suspension bridge at Scottswold; distance, 3 miles and 3 furlongs. Hanlan won with the greatest ease by 6 lengths. Hawdon's cutter put in the first appearance, and the banks of the river were crowded. When Hanlan's cutter had arrived on the scene silence reigned amid the vast multitude, and the excitement was unequalled even in the history of the Tyne rowing matches. The appearance of both crews was splendid. Hanlan won the choice of positions and took the inside. Hanlan took two preliminary spins of a couple of hundred yards and came back to the starting point. Betting at this time was two to one in favor of Hanlan. The men soon stripped and rowed in their buff. An excellent start was obtained, but Hanlan soon forged ahead in spite of Hawdon's desperate rowing. When "Skinner's burn" was reached Hanlan was two lengths ahead and rowing comparatively easy, with his long sweep. When Scottswold bridge was reached he was four lengths ahead, winning by this distance. Cheers after cheers rent the air as he was proclaimed winner.

**English Crops and Markets.**

LONDON, May 6.—The Mark Lane Express says: The wheat plant has improved. The prevailing depression has caused farmers to draw largely on reserves of wheat, and supplies in the provincial markets have been much more liberal than they would have been had the necessity to realize been less pressing. The average price of wheat declined 3d per quarter. In the country trade is dull. Last week's arrivals of foreign into London up to Friday, 32,000 quarters; and as the visible supply of American has decreased a million bushels, trade has been firm, but mainly confined to supplying the wants of country millers, and the demand was met at previous prices.

Maize has been offered in vain at 20s and 6d, and freight and insurance, for new mixed American, but there has not been any quotable change in value.

Old corn ex store sold at retail at 21s 6d @ 21s 9d. The demand however is very small as distilleries are well stocked.

Sales of English wheat last week were 59,837 quarters at 40s 9d, against 42,420 quarters at 52s and a penny for the corresponding period of the previous year. Imports into the United Kingdom for the week ending April 26th were 1,372,645 cwt wheat, 287,378 cwt flour.

**Not So Bad After All.**

ST. PETERSBURG, May 7.—The Journal says that news published abroad about the state of affairs here is untrue. There has been no prohibition against the possession of arms, but persons possessing arms must inform the authorities. Statements that theaters could not be visited without official permit, and that lights in houses would not be allowed after 10 o'clock, are ridiculous inventions. The city lives and works in the same manner as heretofore, without excitement, and undisturbed in its daily life and intercourse.

**The Marriage Question.**

LONDON, May 7.—In the House of Lords last night, the Prince of Wales presented a petition of 3,258 Norfolk farmers in favor of the bill legalizing marriage with a deceased wife's sister. The prince said that he believed the measure would be of great advantage to the community at large and he would support it. Lord Hombton (liberal) moved the second reading of the bill. The government, represented by Lord Cranbrook, strongly opposed it and the second reading was defeated by a vote of 101 to 81. The Prince of Wales, Duke of Edinburgh and

**RAILROAD COMPETITION.**

"Competition is the life of trade," and the proverb applies to the greatest affairs as well as to the ordinary course of traffic. The railroad question at the present time, so far as Oregon is interested, shows this to be the case. Three great railroad corporations are competing for the trade of this coast and they suddenly wake up to the necessity of pushing their enterprises so as to maintain their prestige. The Central and Union Pacific roads apparently constitute one through line and seem to have an identity of interest, but they have never agreed on some points and we now find that the managers of the Central Pacific are pushing the Southern Pacific eastward, with the prospect of soon possessing a through Eastern connection to St. Louis, and so be independent of the Union Pacific. The only remedy for this, on the part of the Union Pacific, is to push out a branch line to the Columbia river, and establish an independent connection with the Asiatic trade, via Portland. And this again, drives the Central Pacific to establish a branch road from Nevada to the Willamette valley, so as to fully maintain their independence of rivalry.

**RAILROAD RUMORS.**

Not having any information of progress in connection with the narrow track railroad which Mr. Pengra and others have in hand, to be constructed along the East side of the Willamette Valley, from Portland to Springfield, we have made enquiries to learn that the enterprise waits the decision of railroad magnates, or rather, that rumor claims such to be the case. Those who have been in sympathy with it, say they do not understand that there is any hindrance to it, and others who claim to know, state that it depends upon the backing of the Central Pacific railroad managers, who had an intention to push a narrow gauge road, as a branch, to connect the Central Pacific with Portland, from a junction in Nevada. It is asserted that the movement has had this intention from the first. But it is claimed, also, that a recent agreement has been made between the Central Pacific and the Union Pacific, that the former for certain considerations, shall not enter Oregon, while the latter will push a branch road from Utah to the Columbia river, as a connection with the Utah Northern.

As we intimated yesterday, the Central Pacific has the advantage in being able to connect with Portland by a shorter line of new road, and also in the fact that it is a more direct route than the other. The disadvantage lies in the fact that the road from the head of this valley to the Nevada connection will be through a country that can afford little business, and must chiefly depend upon through travel for its support.

The more roads the better, and the sooner we have them the better. The Northern Pacific evidently aims for Puget Sound, but unless it makes haste less slowly than it has, it will not reach the Sound or any other ocean connection during the present century.

The Central Pacific has this advantage, that it can make a connection between its line in Nevada and the head of this valley by a road about 360 miles long, which will give us a more direct route to Salt Lake than the continuation of the Utah Northern can be, and less than half the number of miles of new construction will be required that would be needed to connect Portland and Salt Lake, by way of the Utah Northern.

**DEATH OF HON. E. N. COOKE.**

This gentleman, so well known and much esteemed, died at his residence in Salem, Tuesday noon, May 6, aged 69 years. He came to Oregon with the immigration of 1851, in company with Hiram Smith, deceased, a former resident of Portland. They crossed the plains with companies, bringing stock and stopping at Salt Lake for a while to trade merchandise for cattle made a delightful passage of what was to many a journey of great hardship. Mr. Cooke was an invalid when he started across the plains and the journey seemed to renew his lease of life. He was fond of active pursuits, and during his life in Oregon has preserved his health by many excursions, part of the time engaging in the active life of the farm. It was the good fortune of the writer to know him in Sandusky, Ohio, where he was a merchant in 1848, and since his residence in this State, and to have made excursions in his company, and so to realize the character of the man as no casual acquaintance could. He met life and its cares with genial fortitude, and a pleasanter companion never was met, in mountain wilderness or in social life. He was everywhere the soother of trouble and the creator of delightful pleasures. It is given to few men to possess such equanimity of mind and such calm and prudent judgment, and to live and die so thoroughly retaining the respect, the confidence and the affection of all who knew him. He was a Christian gentleman in the full and ripe sense, and while no bigot in religion he lived to show his earnest love for God and his fellow men. It may be left to others to tell the facts of a life's routine, but to one who has lost a friend remains the pleasanter task, and the duty, to dwell upon the traits of character that place a man above his fellows and make a few among us superior in all the kind and humane attributes that the best are only capable of. No man could be more missed from the delightful circle of Salem society, for none have ever dispensed a kinder hospitality. We cannot but mourn for the wife so widowed. She, too, possesses the love of many. They had only one daughter, the wife of Hon. T. McF. Patton.

Mr. Cooke was State Treasurer from 1866 to 1872, and his public life is too well known to need recital. He was born in New York State; his family removed to Ohio in 1817, and he resided there until he came to Oregon in 1851. He realized his condition through his last illness and died surrounded by those he loved, and conscious to the moment when the wing of the waiting angel wafted the soul away.

The Baltimore Every Saturday says a capitalist may get up a "corner" on grain, but there is no way of getting a corner on pretty girls. Perhaps not; but there is a way of getting a pretty girl into a corner, after the old folks have retired, and the gas turned down, that makes a young man forget all the corners in this world.

A young officer tried to puzzle the editor of the Le Figaro by asking him when two men of equal rank and age met, which should be the first to bow. The editor calmly replied, "The more polite of the two."

**SURVEYS TO COMMENCE.**

To-morrow morning Mr. Thielsen will leave for the upper Columbia, with several others, and Mr. Villard will follow in a few days. They will proceed to Baker City and organize a party, and will then go on to Boise City and commence a reconnaissance of the route to Fort Hall, and it is probable that on the return a thorough survey will be made and the road located. This we give from the best information attainable, and we also hear it intimated that a surveying party, under the younger Thielsen, will soon make surveys from the Dalles, down the Columbia, to Portland.

It really looks as if there was light breaking through the clouds to indicate that our region will soon have independent railroad connection with the outside world, and we know of no more cheerful intelligence that could be offered us at this time. If the Salt Lake road is ever to be built, it must be with the direct aid and good will of the Union Pacific, and this seems to be an active movement of that corporation in this connection. It must be remembered that Mr. Villard is interested in that corporation, and may be supposed to represent it directly.

**The Folly of Virtue.**

A very good and pious-looking young man applied for a position in a well known store, last week. After he had introduced himself and made known his wants, the proprietor informed him that he would like to have a clerk if he would get one that would suit him.

"I suppose you go to church, eh?" he commended.  
 "Yes, sir."  
 "Do you drink?" continued the merchant, eyeing him sharply.  
 "Never!"  
 "Do you use tobacco in any form?"  
 Here the young man pushed the quid into the roof of his mouth and replied with a smile that was childlike and bland: "I never use the weed, and never did. I consider it the lowest and most shocking habit that a man can be addicted to."  
 "Do you frequent the policy shops?"  
 "No, sir; never!"  
 "Do you go to the National Theatre, dog fights, or boxing exhibitions?"  
 "Never was at any in my life" was the emphatic reply.  
 "Can you tell the ace of diamonds from the king of clubs?"  
 "I know nothing whatever of cards!"  
 "Do you ever bet?"  
 "No, sir, I don't!"  
 "Suppose," said the merchant, "a man should offer to bet \$1,000 to \$10 that a three-legged goat could outrun a greyhound, would you take him?"  
 "No sir!"  
 "Then you won't do for this establishment; we don't want you—we never hire fools!"  
 That youth won't be so good next time.

**PACIFIC COAST.**

Re-instated.  
 SAN FRANCISCO, May 5.—An order was signed to-day by Judge Wright and Auditor Maynard to place the treasury again under Mr. Hubert's control. The treasurer's first step will be to count the money in the vaults and make his regular monthly statement. The office will at once be opened, but regular business will not be transacted until next Thursday.

**Cold Blooded Murder.**

WINNEMCCA, May 5.—During a variety performance at Paradise Village last night, Charles Hymer shot and fatally wounded T. K. West. Witnesses to the affray say that the shooting was unprovoked and that Hymer would have been lynched by the infuriated audience had not a deputy sheriff quickly driven him to this place and locked him in the county jail.

**Fatal Fire.**

VICTORIA, B. C., May 4.—News from Lillooet reports the destruction of the farm house of Thomas Poole, at Pemberton Meadows. Poole and two children perished in the flames. Suspicion of murder and arson by Indians is entertained.

**Iron Horse Coming.**

Large transactions in real estate in the vicinity of this city have taken place within a day or two. The purchasers are supposed to have private information from Ottawa that Esquimaux will be the western terminus of the Canadian Pacific railway.

**Monster Meetings.**

SAN FRANCISCO, May 6.—The workmen held an immense demonstration at the sand lots this evening. It is estimated that 15,000 were present. The meeting was addressed by Kearney, Terry, Barbour and others. There were plenty of bonfires and enthusiasm.

Irish-Americans held a big anti-constitution meeting at Union Hall, which packed the building. J. J. O'Brien presided, and D. J. Toole made the principal speech, followed by the oratory of Chas. A. Sumner. The meeting was enthusiastic and unanimous. The authorities have decided to appoint no special policemen for services to-morrow, but nevertheless it may be definitely asserted that ample precaution will be taken to preserve good order and purity of the ballot box. It is not likely that there will be any disturbance, but should one occur, means will not be lacking to suppress it.

**A Sad Affair.**

SAN FRANCISCO, May 8.—About one week ago a young man named Alfred Burton was taken to the Napa Insane Asylum from Sacramento, where he had been employed in business for over a year. On Monday he was put in a room with a man named Hopper, who had been an inmate of the asylum for nine months and had never shown any disposition to be quarrelsome. He made no objections at having Burton with him. They both went to bed quietly and were found asleep at 9 o'clock by the night watchman. He found them asleep at 10 o'clock, but on the third visit, at 3:15 A. M., yesterday, he found Burton asleep and Hopper awake. The latter simply said that the boy had been up and soiled the floor, but he exhibited no special feeling in the matter. The watchman continued his rounds and at 4 A. M. looked in the room and found Hopper astride of Burton, grasping him by the throat, and he was dead. He said that the boy got up and attacked him, but this is doubtful. Nothing further is known by any of the officers of the institution.

**Miners Killed.**

SUTRO, May 7.—Two miners while engaged in priming cartridges in the Sutro tunnel, were instantly killed last night at 10 o'clock. No one was in the immediate neighborhood, and the cause of the accident is unknown; but it is supposed that one of the men was trying to clean a giant cap sawdust, which caused the explosion. The names of the men are C. C. Chiquette and J. A. McLandrea.

**California's New Constitution Adopted.**

Returns of election as the count has progressed are a complete surprise. The city instead of giving 10,000 or thereabouts against the new constitution, gives a majority of less than 2,000, with returns nearly complete. Returns from the country are incomplete, but indicate that while Alameda, Sacramento, Santa Clara and most of mining counties have gone against, nearly all the agricultural counties have gone heavily for it. As far as heard, the city and State stand 4,300 in favor of adoption, with chances of that majority being materially increased. Disturbances was feared in this city early in the evening, but it soon quieted down, merely a few fights occurring. The workmen are jubilant over what they consider their own particular victory.

We have already stated the rumor that the Central Pacific stands ready to complete the connection, by narrow gauge, as soon as that road reaches the head of the Willamette Valley, and as subscriptions of \$200,000 will insure the construction of one hundred miles of road from Portland to Springfield, and four-fifths of this is already subscribed, and other subscriptions are "in sight," it will be easy to realize the balance of the \$200,000, if parties are in earnest. The rumor that the companies have made a compromise by which the Central is not to come into Oregon may be true, for the companies can afford to make some concessions, and if it is true, we may consider that the Portland and Springfield narrow track will rest for the present.

There can be no doubt that the Union Pacific means business, and will push the work through. It is none the less certain because it has not been bragged of for years in advance. Such great corporations believe more in deeds than words and speak by their actions.

**THE NEAR FUTURE.**

The prospect for the Pacific Northwest was never so favorable as now. Within a few years the great realm of the Upper Columbia region has been demonstrated, and the extent of its agricultural areas verified as never before, and the great tide of immigration that flows thither has drawn the attention of enterprising men and capitalists to the necessity of railroad connection. This has given renewed strength to the Northern Pacific railroad enterprise and encouraged the projectors of the Utah Northern railroad to extend a branch of that road to the Columbia river, as we stated a few days since. The commerce of the North Pacific at last possesses importance sufficient to attract capital. It has always been apparent that the interior must develop before we could calculate the future, and the results of such development will be constantly more and more apparent.

If the North Pacific bill passes, giving extension of time and continuance of the land grant, we may soon expect to see competition possible on the Columbia river, and that is one of the most necessary conditions of actual prosperity. The construction of various short lines of narrow track railroads will soon connect the most important wheat growing valleys of the upper country with the Columbia river. Already there is such a road leading from Walla Walla to the Columbia, and to be extended to Weston and other points inland, and we may confidently expect that others will follow.

The Utah Northern road is a narrow gauge, but can be all the easier pushed ahead, and will, we confidently believe, answer all present purposes, and if the time ever comes when it cannot accommodate the traffic it can be changed to a wide track. The cost of such construction is now much less than it was a few years ago, and what was impracticable of accomplishment ten years ago is now within means of ordinary capital, encouraged as it is by the growth and prosperity of our region.

The fact of railroad connection with the East will have the greatest possible influence on our future, especially if it is situated to compete on fair grounds with the Central Pacific, as no doubt it will be. It will double or quadruple immigration, which hesitates over the sea voyage more than at the long land route. With connected land travel possible and favorable rates established for immigrants, the tide that must set in this direction must be sufficient in a few years to people all the waste places, and such communication will give Portland the ability to compete as a wholesale point with San Francisco, by bringing goods here at a cost no greater than paid by her merchants, and so making it a losing business to go elsewhere to trade. The construction of any through connection will give the Columbia river region an individuality it has never yet had, from the fact that hitherto it must be approached by way of San Francisco, and that that point has necessarily been our base of supplies. When we can go East by direct route from Portland this will all change. The growth of the country, together with improved transportation facilities, will make us independent of San Francisco and give a direct importance to the trade of Portland that has never before been accorded at the East.

But if we are to realize this prosperity of trade, it is necessary that railroad communication should be unbroken. The mere item of detention and expense of transportation from Umatilla to Portland, under present condition of river obstructions, will necessarily impair our commerce, and must lessen our independence. Then it is the interest of the whole country, and especially to Portland, to spare no effort needed, here and at Washington, to secure an early removal of the river obstructions and to facilitate railroad construction, without break, from Portland up the Columbia. To insure the success of direct trade we must have direct and reliable communication and reasonable freight charges.

While weighing the possibilities of the future we must not forget that the Central Pacific possesses the ability to construct the most direct route, via Winnemucca, and also the shortest, and it remains to be seen if the managers of that company will not step in and furnish us the first means of communication, direct from Portland to the East. From Nevada to Portland is not more than half the distance that it is from Portland to Salt Lake, by the Columbia river.

**Catarrh!**  
**POSITIVELY CURED!**

Many who have suffered for years with this disease (Catarrh) and been pronounced incurable, have been restored to perfect health by my treatment, and whom testimonials can be seen at my office. I also treat all chronic and private diseases, and female weakness. Medicines sent to all parts of the country, and all proper questions answered through the mails by enclosing two stamps. Office consultation free. DR. JAMES KIRK, 125 First St., Portland, Oregon. Post office box 508. Cut this out and send it in your letter.