THE OREGON RACIFIC RAILROAD.

with confidence in the success of his undertakings, greatly as we have desired their suceess, but he seems to be on a firm financial basis at last, and we see no reason to doubt rails for that the road will soon connect this valley with Yaquina Bay, and it is to be hoped that the plans for Eastern connection will be fully realized, as he confidently asserts.

COL, HOGG'S SPEECH.

Ladies and Gentlemen, Fellow Citizens: there was lacking one element to testify to there was lacking one element to testify to the cordiality of my greeting, it is found in this crowded room upon such a tempestuous night. As I came down the street and into the hall to meet this throng, I felt almost ashamed to see so many ladies venturing from ashamed to see so many ladies venturing from their homes on such a night. I assure you that the compliment you have paid me in meeting me here to-night is fully appreciated. I feel, however, that you are here to testify to the conscientiousness of your efforts as well as mine, in endeavoring to bring about these conditions which we are here to-night to pass congratulations upon, one with an-

at an early day of putting into active force plans and purposes which we believed then to be sure of accomplishment. But you did not be sure of accomplishment of the foes of reckon on the enmity and force of the foes of the central portion of the State, of the industhe central portion of the State, of the industrial portion, and their determination that we should not (if in their power to prevent it) carry forward our plans for development of the resources of the State and take your crops away and bring to your doors the means of reaping the profits of your produce and business. Their long and persevering opposition was met, till it seemed at times that their success was about to overthrow our schemes. uccess was about to overthrow our schemes But a divinity presides; determined that cir-cumstances shall not override justice, industry and determined effort. You at home sent greetings to me in the East. You were of great benefit to me in many things. You gave me courage by counsel and I have striven to realize to you your hopes and earn your good opinion. But I am not here to make a good opinion. But I am not here to make a speech but to tell you what has been done and what we intend to do.

and what we intend to do.

The means necessary to construct the line of Oregon Pacific Railway from Yaquina Bay to the eastern part of our State, and thence to Boise City, have been secured, and we all hope the result will be speedy construction of the same. [Cheers.] The very opposition that we met with and which seemed at times to be overwhelming, called the attention of those who were seeking investments to our project, and thus the persevering effort to defeat us was the best argument that our enterprise was good. We are to night prepared to say (and we believe that facts will bear out the assertion) that before the slose of another twelve-month the Oregon Pacific road will be built to a point east of the

ascade mountains. [Applause.]
It has been said that when our line from Yaquina Bay into the Willamette Valley is sompleted, our road will be starved to death by the roads traversing the valley north and south. Our response is, that whether the lines running north and south give us one ton of freight or not, we are independent of them. After we shall have completed our road to the valley, it is our purpose to place steam barges upon the Willamette river to draw freight to the Willamette river to draw freight to Freight can be taken from the banks of God's highway, the river, and it requires no railroad to draw freight down that stream.

When we shall have extended our lines east of the Cascades to the Columbia river. Upon that stream we will also place steam barges and draw freight from the north and south on the Columbia and Snake rivers. But our immediate work is the grand trunk line through to join hands with those building to meet us at Boise City, and I promise you now that within two years and a half we shall have the work completed, and by joining with Eastern connections will make a grand trunk line through to the East from Yaquina hay. Eastern connections will make a grand trunk line through to the East from Yaquina bay. In behalf of that line we promise you, because people have a right to the promise. Great companies only should enjoy rights at the hands of the public so long as they fairly minister to the wants of the public, so long as they fairly serve it and so long as they properly use the capital invested in their ventures. We promise that this road shall reap no advantage in watered stocks; that there shall be no inflations of atock necessary to consume large earnings. We promise that it shall not cost a bushel of wheat to market a bushel, and we sak no favors if we do not carry as

cost a bushel of wheat to market a bushel, and we ask no favors if we do not carry as cheaply as other lines of transportation.

The Oregon Pacific line, by its connections eastward from Boise City, will be shorter than any of the trunk lines now built or proposed by nearly three bundred miles. If you will examine the map you will find that it is almost an air line from Chicago. Railroads may be built wherever there is money to build them; but they should be built upon common sense principles, where they may earn a fair return upon money invested and can be instrumental in developing a country. We had intended to have pushed our line east from Yaquina bay into the valley of the Willamette before the close of the present year, but the elements over which we have no control have compelled us to somewhat movify our plans. Railroads may be built under any cirsumstances if money be squandered upon them, but if lines are to be built with econthem, but if lines are to be built with econ-omy they must be constructed with a reason-are not through harvesting, so that there will able regard to outlay of money. Early Winter not be much time left for fall sowing.

The citizens of Corvallis gave a reception to Col. Hogg on his return from the East on Thursday evening of last week, on which occasion Col. Hogg made a response which we publish below. This address is of such general interest that we publish it nearly in full, and regret that it comes at such a late hour that we cannot devote still more space to so important a subject. We own that Col Hogg's operations have not heretofore inspired us with confidence in the success of his underwill necessarily compel us to withdraw a great Our locomotives have been secured, and some of them are coming across the continent now. Other portions of our machinery are being transported to us via Panama, and that route these two small but beautiful sections. The will be open to us all Winter. All the steel rails for the western section from Yaquina away to the more steady and lasting industry will promote this interest to perfection.

Around Baker City, which is bay to make connections with the Oregon and California road have been purchased and ship-ped by three steamers—the first, the Finchey; second, the Suez, and third, the Monarch. A few hours age I received through the courtesy of Messrs. Hamilton, Job & Co., a telegram as follows: "Tell Mr. Hogg that the steamer Suez is here (San Francisco) with a cargo of steel rails," [Applause.]
That we were in earnest, and endeavored, and intended to lay this line of road at once if

and intended to lay this line of road at once if the elements had not prevented, is evident from the fact that we did not rely upon the slow process of sailing ships, but shipped over steel rails by steamer, and all material pur-chased in America by steam via the Panama

But as I said before, the elements being against us, and being unable to get the full amount of necessary material, prevents us getting the line through as soon as expected. We were somewhat disappointed also with regard to the advancement of our steamers, which, as soon as completed, will be placed on the coast courts and will be found in all rethe coast route and will be found in all re spects at least the equals of any similar line on the American coast. We now find it im-possible to have them upon the line before some time next Summer; but whether in Sumsome time next Summer; but whether in Summer, Spring or Winter, it is absolutely asserted that the material is provided and just so soon as the weather will permit work will be pashed to completion. [Applause.]

And now I have a word to say to the people of Oregon, to the people in the Willamette valley, in Portland, or wherever they claim to be citizens of the State. We hold out the promise that we will carry freight upon terms

be citizens of the State. We hold out the promise that we will carry freight upon terms that will enable them to enjoy its benefit at fair remuneration for the line, and when we cannot meet any other and all other competition, we do not ask for patronage. Another thing we promse is, whereas to reach San Francisco now by way of Portland it takes from three days to three and a half, we will make the time by our line in forcy hours, and we will sign time contracts for the delivery of freight from here to San Francisco in fortyeight hours; and do it at prices aggregating 50 per cent. below ruling rates. [Applause.] per cent. below ruling rates. [Applause.]
I want to say just a word or two with re

gard to the means of exit after our products have reached the seaboard. I noticed a few days ago in remarks made in reference to the development of industries here, and concern-ing the means of export, it was claimed as a great merit that much thought had been be-stowed upon the question of conveying off the large surplus of correspondence had been had in reference to establishing a steamer line of communication to Great Britain, and that parties who own line of steamers on the other side could be in duced to enter into the arrangements if a re turn of five per cent. upon the investment could be made. Now, the fact is that the pioneer effort for steam communication be tween the Pacific Coast and Great Britain is no longer a simple question of correspondence but is reduced to actual fact. I, acting in be half of the Oregon Pacific Railroad, did some half of the Oregon Facinc Railroad, did some months ago, through the agency of the elec-tric cables which girdle the world, enter into correspondence which demonstrated the pos-sibility of establishing this line of steam com-munication with the coast, of providing suita-able loading stations and of carrying off the sat product of this coast, and all surplus wheat product of this coast, and all this at prices which we considered sufficiently remunerative when the difference between the as against steamers are considered.

The first three steamships bringing steel rails for the Oregon Pacific, on their outward voyage, will urrive this month. No pledge of five per cent. was required. All that was necessary was to make them see it in a business point of view, and they did it. And instead of the three ships we asked for seven are now upon the way. The other lines have are now upon the way. The other lines have taken it up since, and our office in New York has had the offer of over fifty steamships for general trade. And they say they are willing to enter into contracts to bring immigrants at \$55 per head, not \$80. Perhaps the difference between \$55 and \$80 is to-day more profits on watered stock; but I have no knowledge of

And now, by inversion, I have a word to say to Judge Burnett, who greeted me on your behalf, for what he had been kind enough to say. I say by inversion, because I should have said that first, but like a child, I desired to preserve the bon-bons to the last. I thank you for all the kindness I have received, for the welcome he has been pleased to offer in your behalf, and I ascept it as being one of you, as a fellow citizen and not as a stranger in your city. And it has been a glorious thought to me whilst in the whirl of business in the East that I was there benefitting everyone of you who have been here working for our mutual interestsi. You were necessary. You have enabled me do what I have done, and again I thank you. [Prolonged applause.]

Meny of our farmers are busy putting in their fall grain. From what we learn, unless there is a longer continuance of good weather than we have reason to expect, the a

Correspondence.

HORSE-BACK RIDE THROUGH POWDER AND GRAND RONDE RIVER VALLEYS.

SUMMERVILLE, Oct. 22, '81.

Editor Willamette Farmer:

of agriculture. Around Baker City, which is instead of by single individuals.

Gibbs,) appointing John Q. Wilson, Judge; ican." George W. Hall, Sheriff; S. A. Clarke, editor of this paper, Clerk. The county seat was Summerville precinct, in the lower end of the Auburn, with a population of 2,500, mostly valley. Adjacent to near by are Cricket flat, miners. This was a mining camp founded by Indian valley and the Wallowa country, all

representation of Oregon's mineral resources and relics of the aborigines. The yield of grain, so Mr. Jas. Welch, of North Powder, informs us, was in the neighborhood of 400. informs us, was in the neighborhood of 400,-000 bushels. Wheat yields from 40 to 60 bushels per acre; oats, 60 to 80; barley, 60 to 80. The best yield is in the lower end of the valley. The only drawback is that grain must be Oct. 30th for this port. sowed in the Spring, and consequently is late The British ship Jennie Landles sailed from harvested and liable to be caught by the Win-Algoa Bay Oct. 23d for this port. sowed in the Spring, and consequently is late ter. Mr. Welch says there was probably one-

sixth of the valley in grain. Coming down from Baker City on the stage, I had my first experience with a stage dog. A Francisco with two locomotives and two Pullstage dog will travel with the stages until he tires, and then lays over, and rests until the next stage comes by. One great peculiarity of his is that he is not particular which way he goes-but go he must. "Calousa Bill," who was our driver, said, oncerning the stage dog, that "when a dog gets to running on the road he ain't worth a dam." The stable men and hostlers treat him with uniform kindness, and always have a bone for him. It seems as fascinating to the canine species as to the human race to tramp, and when they tramp they are lost forever. Speaking of "Calousa Bill" reminds me of how he gained that name. He was driving in Calousa county, Cal., and his drive extended over a river. The ferryman was accustomed to have the boat in readiness, but one day Bill came down the bank with such speed that he was unable to stop the team, and so they went onto the boat and over, but Bill was equal to the emergency, and swam the team across the river, and thus gained through California the name of "Cal-

I visited the ranch of James Ferguson, or Walk creek, a fertile section, where the wild rye grass grew as tall as a man on horseback. Mr. F. has sheep and horses, and is the present owner of Black Stranger, that noble old sire of trotting horses in the Willamette valley. Stranger was imported to Oregon by Gen. J. W. Nesmith, of Polk county, and will do much to raise the standard of horses in Baker county. During the time Gen. Nesmith owned Stranger, he was never on the track, but this Fall the Union County Fair offered a premium of \$100 purse for the best trotting stallion and named Stranger amongst the rest; so Mr. F. gave him to Mr. H. S. Hogoboom, who, in one week's training, produced a record of 2:594 and won the stallion purse. In company with Mr. F., I came to Grand Ronde

made in 1879, and is as follows: Stallions-"Dead Shot," 6 years old; Alcalda by Membrino Chief, dam by Vindex, bought in Frankfort, Ky. "Lemont," by Almont; dam Swagart's Lexington. Mares-"Crest," by Clark Chief; dam by Young Medly. "Smoke," by Selim by son of Tour Hall; dam by Duval's Membrino; he by Membrino Chief. "Codicil," by Administrator; am Little Wax by Ryslli-I have just finished a jaunt through Powder
River valley as well as Grand Ronde valley,

Token," by Shelby Chief by Abdallah; dam and will send you a few items concerning by Cassius M. Clay, jr. This is considered the what have seen and what the outlook is in finest importation of stallions and mares that these two small but beautiful sections. The has ever been made to Oregon by any one old-time mining interests are slowly giving man. Mr. McA. is a lover of fine stock, and

of agriculture. Around Baker City, which is While in the Cove, which is one of the most near the upper end of the valley, are many fertile and pleasant spots in the valley, I visitnear the upper end of the valley, are many fertile and pleasant spots in the valley, a visite fields of grain and large stock farms. There is an unlimited stock range on every side and is an unlimited stock range on every side and extending into Burnt river. Baker City is a vield will be fully 20,000 pounds of dried prothriving place, and is the center of supply for thriving place, and is the center of supply for duct. Dried fruit sells from 15c for plums to the control of the center of supply for duct. a country lying hundreds of miles above and to the Idaho line. The magnitude of the resources of this section is great and varied. Farming is still carried on, and is quite as extensive as of old. All the difference being that the mines are carried on now by corporations, to lose three-fourths of his fruit crops by stead of by single individuals.

1. Trost. He estimates his damage at \$1,000. Mr. Baker county was organized in 1862 by the G. has originated a new prune, which, he Legislature, through the Governor (Hod. A. C. thinks, has merit, and will call it the "Amer-

D. S. Littlefield, Henry Griffith and Captain of which are tributary to Summerville. There Stafford, and is twelve miles from Baker City. At the present time Auburn is in a terribly mill, livery stable, saloon and blacksmith dilapidated state, and is a relic of bygone shop. At present there is a tri-weekly mail days. The educational advantages of Baker from Weston. There is now established a county are exceptionally good. We met Mr. stage line, owned by Morelock & Reinhart. J. A. Payton, and from him we learn that Many residents of Salem will remembes Millthere are nineteen schools, with an attendance and E. Reinhart, M. D., one of the owners. of 1,300 scholars—the wages of teachers range He has an extensive medical practice, and is from \$40 to \$60 and board per month.

Mr. James Virtue, of Baker City, has cabinet of minerals, Indian relies, etc.

This cabinet was taken to the Centennial exposition, and Mr. V. now has in his cabinet the medal of award. There is undoubtedly the nicest collection in this State, and a worthy

He has an extensive medical practice, and is prosperous. The stage line consists of comfortable coaches and good stock. And the route is a pleasant one and good from a riso no night riding. They hope soon to see a daily mail line established from Union to Walla will as it is needed, and will facilitate business, etc. Mr. J. W. Norvelle informs me that about 500,000 bushels of grain were raised this year in the above-named sections, and

SHIPPING NOTES.

The British bark Scotia was at Montevideo

The Loch Fergus and Olive S. Southard are outside awaiting opportunity to cross in. The steamer Willamette is due from San

man coaches. The British bark Ant-Arctic has arrived

at Astoria from Valparaiso under charter to Balfour, Guthrie & Co.

The American bark Wealthy Pendleton and British bark Santon have arrived inside from Yokohama in ballast.

The British bark Langston, 746 tons, Fer guson master, arrived yesterday from Well-ington in ballast.

The British bark Rainbow, 823 tons, Lang ham master, arrived yesterday from Manilla n ballast.

The British bark Canomo, Carpenter mas ter, was cleared yesterday for Que C. Caesar & Co., with 18,699 centals of wheat The new schooner James A. Garfield is in

river from San Francisco, with a general cargo including two large passenger coaches for the O. R. & N. Co. The Derbyshire has cleared from Astoria

with 20,000 centals of wheat and 14,344 bar rels of flour for Liverpool, shipped by the Salem Flouring Mills Co. The British steamer Gulf of Suez arrived at

San Francisco Oct. 27th with 7,714 steel rails and 1,305 bdls fish plates for the Oregon Pacific. The steamer Finchley arrived Monday with similar cargo, and the Monarch is The steamer Willamette sailed from San Francisco Monday for this port with a general freight. She will take freight hence to Seat-

tle and will probably continue like trips, as there is not much business offering at San Francisco for the Sound. The Columbia has a full cargo and will leave here this forenoon for San Francisco. The Chester also has all freight room engaged and has been compelled to refuse more. Among the Columbia's freight is about 6,000

The Alden Besse and Coloms are lying at Smith's dock and will sail in a few days for Hong Kong with about 350 Chinese passengers each. Vast stores of cabbage, rice, aquash, etc., are being stored away on board and the decks are being covered with cabbages.

The steamer Annie Stewart while making respond to the standard mares as well as stallions, and, as a consequence, now has some splendid colts. His importation was

Why They Come Here.

A representative of the San Francisco Post has been interviewing the passengers on an immigrant train from the East and was surprised to find that the majority of them were bound for Oregon and Washington, The Post man says :

In conversation with an intelligent immi-grant, he gave the following reasons why this State received so few immigrants, and why the bulk of them went North into Washing-

ton Territory and Oregon:
"Your people," he said, "have few or no agents East to offer inducements to immigrants. You keep your State entirely in the dark. If you have lands here that can be secured by immigrants we do not know it. We have never beard of land in California We have never beard of land in California that could be obtained at reasonable rates and on favorable terms. Common report has and on layorable terms. Common report has it that all your valuable lands are held by capitalists, who offer no inducements what-ever to settlers. With Oregon and Washing-ton the case is different. The Territory of Washington, I know, is to-day more thoroughly advertised East by agents, pamphlets, etc., than any other section of the country. The Northern Pacific Railroad has lets, etc., than any other section of the country. The Northern Pacific Railroad has 2,000,000 acres of land in Wastern Washington, where a good living, no doabt, is to be had, and money made in farming, fishing, lumbering, milling, manufacturing trading and mining. The company is now building its road in Eastern Washington, from near the mouth of Snake river, on the Columbia, to Lake Pen d'Orcille, and here they offer 5,000,000 acres at \$2 60 per acre cash or \$4 per acre, one-fourth cash down and the rest in three yearly payments. The immigrant who can pay the quarter down on 160 acres can secure all the credit ter down on 160 acres can secure all the credi cessary to put in a crop and keep his family or a year, at the expiration of which time he has gathered one of the crops, and very often can pay off all his inciebtedness. These are the inducements that bring immigrants from

terms. The result of this is that those sec-tions are filling up rapidly with hard-working, industrious and intelligent people, while your famous Golden State is neglected. The foreign immigrants were mostly from Germany, Holland, Norway and Sweden and could speak no English. There was an entire absence of Irish people en route from Europe.

The nationality selder not farther West than Chicago, preferring to settle down to be cities and accept the onerous duties of mayors, dermen and police officers. The trip through aldermen and bolice officers. The trip through from New York takes about nine days, and the fare, third class, is \$65. Both routes, the Central and Union Pacific, are well patron-ized but the former is preferred.

MARINE DISASTER.

One British Bark Ashore and Another Sunk Near Shoalwater Bay---The Crews

Messrs. Hewett & Co. last evening re-Leadbetter point, at the mouth of Shoalwater bay on Monday last. She is lying easily in a sheltered position and the sands are dry 400 tons of coal on board, went ashore at around her at low tide. The crew are safe on board and the captain is at Astoria. A on board and the captain is at Astoria. A competant man will be sent down to-day to ascertain if it is possible to get her off the sands. The Broughton belongs to P. Iredale, of Glasgow, and is built of iron. Information was at the same time received that the British iron bark Lammerlan, 746 tons, Capt. Pringle, from Newcastle, New South Wales with a cargo of coal for Hodgers, Myer & Co. sank on Monday six miles from the shornear Shoalwater bay. The captain, who wa injured, is at Astoria, and the crew who were

ANOTHER GREAT INCORPORATION, -- The Farmer's Transportation Company has filed articles of incorporation in the office of the Secretary of State, with a capital stock of \$100,000 and the following incorporators, William Denholm, William Lowe and L. W. Graham. The object of the corporation is to construct and equip a line of st-amships and barges on all or any of the Willamette, Co-lumbia and Snake rivers or their tributaries, to construct, equip and operate such railroads, canals, or locks as may be necessary or con-venient for the purpose of the transportation of freight or passengers, and to hold, use, en-joy and convey such wharves, buildings and other real or personal property as may be found necessary in the business. Principal office to be located at Portland.

GOOD APPOINTMENT.-Mr. D. H. Sauborn well and favorably known in business circles here, late traveling agent for W. J. Van Schuyver & Co., has accepted a position as purchasing agent of the Northern Pacific Railroad company. Mr. Sanborn is a popu lar and thoroughly qualified business man, and will fill this important position with credit to himself and satisfaction to the company. The company will shortly open an office and appoint an auditor in this city.

THE SANDY RAILROD BRIDGE .- From a gen tleman who has a contract on the O. R. & N. Co.'s line between here and The Dalles, it is learned that the bridge across the Sandy is

STATE NEWS

Clackamas county has only two papers. Jacksonville is infested with sneak thieves. There are six divorces on the Lane county

Mr. Frazer of Umatilla county, has raised

a cabbage weighing over 39 pounds.

Thomas Dickey of Umatilla county, was accidentally shot and is not expected to

Three Nez Perce evangelists are at work among the Umatillas and have thus far converted 50.

Two weeks search for George Strong in the mountains of Lane county has resulted unsuc-Baker City expresses fears that North Pow-ler will get ahead of it as the principal town

of that section. Independence has a new opera house, and Stephen Statts made

speech in fine style. Captain Reed of Coos Bay, has taken a con-tract to build a barkentine of 750 tons capac-

ity, of Oregon pine.

Mr. Volk is at Roseburg to engage men on the construction of the O. & C. railroad from

that city towards California. A. J. Tartar, who lives on Snake river, Baker county, has raised 100 bushels of corn and 40 bushels of wheat to the acre.

Jack McCoy's team broke through a bridge over Burnt river recently, killing McCoy and

A shepherd dog belonging to G. F. Billings of Jackson county, recently caught a deer, this is the second one caught by this dog.

The Hume, says the Port Orford Post, was still of Hunter's Point yesterday. Some of her crew came near drowning by getting capsized going ashere.

Henry Tampson of Marquam's, Clackamas county, has raised a squash which weighed 17a pounds. Samson could have raised a the old country. Then, in Oregon the rail-roads there sell lands on as equally reasonable avier one than that we suppose if he had tried.

I. Richardson, pro tem editor of the Jacksonville Times, cut a bullet out of his leg as few days ago that was accidentally lodged there last June. He will make a thoroughbred editor in time.

Thomas Dickey of Butter Creek, Umatilla county, while chopping the head off a chicken accidentally discharged his pistol, the ball en-tering in the ball en-blade. He lies in a critical condition.

The total number of pupils, says the Jack-sonville Sentinel, enrolled in our public school is 218; of these 28 are non-residents. The amount so far collected from rate bills and tuition is \$400.

A whale 45 feet long and 36 feet in circum-ference was found on the beach near Empire City recently. It will produce 500 gallons of oil which will sell for 50 cents a gallon, N. J. Cornwall discovered the bonanza. The tax levy for Benton county for the

Messrs. Hewett & Co. last evening received a telegram from Astoria stating that for State tax current expenses 3 mills for the British bark G. Broughton, Clementshaw school tax, I mill for insace asylum tax, ‡ mill master, consigned to them from Brisbane with interest on Modoc war bonds, 7 mills for ounty purposes

drink but a little rain water which he caught in his hat. He landed above the Siuslaw, coming through the breakers at great risk.

This is the most inclement Fall felt on Coos The O. R. & N. Co's new wharf, 100x30, at

at Salem is nearly completed.

Silver quartz has been found by Dr. Macthe coast, on the Sixes river, that key near ssays over \$20 a ton. The shipments of butter from the Coquille will this year reach about 18 tons and the ex-

oort of fish will amount to about \$30,000. Skidmore of Roseburg beat the Plow Boy of Albany in a foot race over a muddy track on Saturday last, twenty feet in 100 yards. Time

A penitentiary guard while on his way home from a night's frolic in Salem fell into Mill reck on Monday night and narrowly escaped

being drowned. The river at Salem is about fourteen feet above low water mark, and at present is on the stand. Considerable drift wood is floating, causing the ferry to stop running on the

While chopping a fallen tree in Coon county last week it suddenly split and threw Andrew Hendrickson 15 feet in the air, and he came down head first, sustaining a severe scalp wound.

Final Location.

A Portland engineer writes as follows, under date of Ventura, Idaho, October 24th :

I have just returned from a trip 100 miles up Clark's Fork into Montana in the interest of the N. P. R. R. survey. Final location has been made from the north side of Lake Pen d'Oreille to the "Cabin," a point 40 miles above the mouth of the river. Preliminary above the mouth of the river. Freiminary lines have been surveyed and staked as far as Thompson river, which is about 100 miles this side of Missoula. The line as now projected along Clark's Fork will cross the river three times and will pass through a rough, rocky country and will be exceedingly expensive.

DELAYED TRAIN .- On Sunday the freight train for Portland was delayed until the next day by the high water of the Santiam having washed away one of the supports bridge at Jefferson.

A three masted schooner called Annie Lar-sen was launched at Port Blakely on Sat-urday.