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THE PRESIDENT'S MESSAGE.

In his Message to Congress, now assembled, President Arthur refers briefly to the calamity that has lately befallen the nation, and pays honorable tribute to the great and good qualities of our dead President, General Garfield.

President Arthur sustains the position taken by President Garfield with the European powers that the United States claims a right of prior guarantee with relation to any canal on the Isthmus, and that the interposition of any foreign guarantee may be regarded as a supracarous and unfriendly act.

A special envoy has been accredited to both Chili and Peru, with the hope that the influence of the United States can be used to restore peace to those countries, and so assist in maintaining Republican government and civilization on those continents.

The treaties lately made with China have been ratified on both sides; relations of a diplomatic nature with both China and Japan are treated of at some length.

The report of the Secretary of the Treasury shows that

The ordinary resources from all sources for the fiscal year ending June 30, 1881, were from customs, \$198,159,676 92; from internal revenue, \$136,261,581 51; from public lands, \$22,216,644; from tax on circulation and deposits in banks, \$8,116,732 72; from repayment of interest by Pacific Railway companies, \$10,538 89; from custom fees, fines, penalties, etc., \$1,225,514 80; from fees, consular letters patent and lands, \$2,244,984 99; from proceeds of sales of government property, \$26,217 49; from profits on coinage, \$3,468,485 61; from revenue of the District of Columbia, \$2,019,199 23; from miscellaneous sources, \$6,206,889 13; total ordinary receipts, \$390,782,297. The ordinary expenditures for the same period were, for civil expenses, \$17,944,172 19; for foreign intercourse, \$10,033,540 02; for Indian, \$6,374,160 19; for pensions, \$5,050,279 62; for military establishments, including river and harbor improvements and arsenals, \$49,466,469 52; for the naval establishment, including vessels, machinery and improvements at navy yards, \$15,686,611 60; for miscellaneous expenditures, including public buildings, light houses and collecting the revenue, \$1,837,259 51; for expenditures of accounts of the District of Columbia, \$3,363,932 03; for interest on the public debt, \$82,508,741 18; for premium on bonds purchased, \$1,602,248 98; for extraordinary expenditures, \$309,712,887 59, leaving a surplus of revenue of \$100,089,404 38, which was applied as follows: To the redemption of bonds for the sinking fund, \$74,374,293; fractional currency for the sinking fund, \$10,900,100 00; loan of February, 1861, \$74,139,000; for bonds of 1864, \$2,016,150; five-twentieths of 1865, \$273,000; consols of 1865, \$14,400,000; consols of 1867, \$9,591,200; consols of 1868, \$3,377,430; loan, indemnity stock, \$10,000; old demand compound interest and other notes, \$18,330; and to the increase of cash in Treasury, \$14,637,923 93. The requirements of the sinking fund for the year amounted to \$80,786,064 02, which sum includes a balance of \$47,815,128 78 not provided for. During this previous fiscal year the sum of \$7,448,921 05 was applied to this fund, which left a deficit of \$16,305,878 47. The increase of the revenues of 1881 over those of the previous year was \$29,352,710 18. It is estimated that the receipts during the present fiscal year will reach \$400,000,000, and the expenditures \$270,000,000, leaving a surplus of \$130,000,000 applicable to the sinking fund and the redemption of the public debt.

In accordance with the Act of February 28, 1878, \$102,000,000 standard silver dollars have been coined and only \$31,000,000 in circulation. The President indorses the recommendation of the Secretary of the Treasury that issue of silver certificates be discontinued, and that silver dollars should only be coined as needed.

The receipts from the customs for the past fiscal year were \$191,593,702, an increase of \$11,637,611 42 over that of the preceding year. Of this amount \$138,068,562 39 was collected at the port of New York, leaving \$50,251,113 63 as the amount collected at all other points of the country. Of this sum \$47,977,137 63 was collected on sugar and molasses, \$27,375,624 78 on wool and its manufactures, \$21,462,534 37 on iron and manufactures thereof, \$19,038,665 81 on manufactures of silk, \$16,825,115 21 on manufactures of cotton, and \$6,469,643 on wines and spirits, making a total revenue from these sources of \$133,058,720 81. The expenses of collection for the last year were \$6,419,345 20, an increase over the preceding year of \$387,410.

Notwithstanding the increase in revenue from customs over the preceding year, the gross value of the imports, including free goods, decreased over \$25,000,000. The most marked decrease was in the value of manufactured wool—14,023,682, and in that of scrap and pig iron, \$12,810,671. The value of imports of sugar, on the other hand, showed an increase of \$7,457,474; of steel rails, \$4,343,521; of barley, \$2,154,394; and of steel in bars, ingots, etc., \$629,016.

Contrasted with the imports, the exports were as follows: Domestic merchandise, \$99,839,259 47; foreign merchandise, \$184,513 93; total, \$91,021,773 46. Imports of merchandise \$76,426,046 28; excess of exports over imports, \$15,459,419 74. Compared with the previous year there was an increase of \$66,738,688 in the value of exports of merchandise, and a decrease of \$25,290,118 in the value of imports. The annual average of increase in exports of merchandise over exports thereof for ten years previous to June 30,

1873 was \$1,048,669 22, but for the last six years there has been an excess of exports over imports of merchandise amounting to \$11,806,618,103, an annual average of \$1,867,780 17. The specie value of the exports of domestic merchandise was \$3,766,164 73 in 1870, and \$8,839,259 47 in 1871, an increase of \$3,073,094 74, or 1 3/5 per cent. The value of exports was \$43,595,808 in 1870, and \$64,266,475 80 in 1881, an increase of \$20,670,667, or 47 per cent, during each year.

From 1862 to 1869 inclusive, the exports of specie exceeded the imports. The largest excess of such exports over imports was reached during the year 1864, when it amounted to \$922,049 29; but during the year ending June 30, 1880, the imports of coin and bullion exceeded the exports by \$758,913 91, and during the last fiscal year the excess of imports over exports were \$811,686 50.

The Message alludes to the failure of the refunding bill of the past session and the success of Secretary Windom in continuing \$580,000,000 of bonds drawing 5 and 6 per cent. interest at 3 1/2 per cent., and adds:

The reduction of the annual interest on the public debt through these transactions is as follows: By the reduction of interest to 3 1/2 per cent., \$10,475,952 27; by redemption of bonds, \$6,352,340. Total, \$16,828,292 25. The 3 1/2 per cent. bonds being payable at the pleasure of the government are available for the investment of surplus revenue without the payment of premium. Unless the bonds can be funded at a much lower rate of interest than they now bear, I agree with the Secretary of the Treasury that no legislation respecting them is possible.

It is a matter of congratulation that the business of the country has been so prosperous during the past year as to yield by taxation such a large surplus of income to the government. If the revenue laws remain unchanged this surplus must year by year increase on account of the reduction of the public debt and its burden of interest, and because of the great increase of population.

In 1880, just prior to the institution of our internal revenue system, our population but slightly exceeded 30,000,000; by the census of 1880 it is found to exceed 50,000,000. It is estimated that even if the annual receipts and expenditures should continue as at present the entire debt would be paid in ten years. In view, however, of the heavy load of taxation which our people have already borne, we may well consider whether it is not the part of wisdom to reduce the revenue, even if we delay a little the payment of the debt. It seems to me the time has arrived when people may justly demand some relief from their present enormous burden, and that by due economy in the various branches of the public service this may be readily effected. I hereby concur with the Secretary in recommending the abolition of all internal revenue rates, except those upon tobacco in its various forms, and upon distilled and fermented liquors, and except also the special tax upon liquor manufactured and dealers in such articles. The retention of the latter tax was desirable as affording the officers of this government a proper supervision of these articles for the prevention of fraud. I agree with the Secretary of the Treasury that the law imposing a stamp tax on matches, proprietary articles, playing cards, checks and drafts, may with propriety be repealed, and the law also by which banks and bankers are assessed upon capital and deposits. There seems to be a general sentiment in favor of this measure.

The present condition of your revenue tax upon deposits is especially unjust. It was never imposed in this country until it was deemed proper by the necessities of war, and it was never exacted, I believe, during its greatest exigencies. Bankers are required to secure their circulation by pledging with the Treasurer of the United States bonds of the general government. The interest upon these bonds, which at the time the tax was imposed was 6 per cent., is now, in most instances, 3 1/2 per cent., and besides, the entire circulation was originally limited by law, and in no way was allowed when the existing banks had properly a monopoly of the business. There was force in the suggestion that for the franchise in the favoring practices the government might very properly exact a tax on circulation, but for years the system has been free, and the amount of circulation regulated by the public demand. The tariff laws also need revision, but that the regard may be paid to the conflicting interests of our citizens, important changes should be made with caution.

The President favors increase of the army to 39,000 men; alludes to Indian troubles in Arizona and elsewhere; various details of signal and other army matters are given; expenditures for the army last year were \$12,122,201 39.

The inefficiency of the navy can only be remedied by a large expenditure, and the President favors the maintaining of national prestige by placing our navy on a footing to correspond with the efforts made in that direction by other great powers.

The report of the Postmaster General is a gratifying exhibit of the growth and efficiency of the postal service. The receipts from postal and other ordinary sources during the present fiscal year were \$36,389,816 58. The receipts from the money order service were \$26,581 39, making a total of \$36,785,397 97. The expenditures for the fiscal year were \$39,251,736 46. The deficit supplied out of the general treasury was \$2,471,129 33. The receipts were \$3,464,918 63 in excess of those of the previous year and \$4,579,297 97 in excess of the estimate made two years ago, before the present period of business prosperity had begun.

The whole number of letters mailed in this country in the last fiscal year exceeded one thousand millions. The registry system is reported to be in excellent condition, having been remodeled during the past four years with good results. The amount of registration fees collected during the last fiscal year was \$712,882 20, an increase over the fiscal year ending June 30, 1877, of \$340,443 40.

The entire number of letters and packages registered during the year was 8,338,919 of which only 2061 were destroyed or lost in transit. The operation of the money order system is multiplying yearly under the impulse of immigration, of the rapid development of newer States and Territories, and the consequent demand for additional means of intercommunication and exchange. During the past year 328 additional money orders of face have been established, making a total of 5499 in operation at the date of the report. During the year the domestic money orders aggregated in value \$105,073,709 35. A modification of the system is suggested, reducing fees for money orders not exceeding five dollars from ten cents to five cents, and making the maximum limit \$100 in place of \$50. Legislation for the disposition of unclaimed money orders in possession of the Postoffice Department is recommended in view of the fact that their total value exceeds \$1,000,000. The attention of Congress is again pointed to the subject of establishing a system of savings depositories in connection with the Postoffice Department. The statistics of mail transportation show that during the past year railroad routes have been increased in length 62,429 miles and in cost \$114,382, while steamboat routes have been decreased in length 2182 miles and in cost \$134,654. The so-called star routes have been decreased in length 3949 miles and in cost \$304,144. Nearly all of the

more expensive routes have been discontinued by railroad service. The cost of service must, therefore, rapidly decrease. Western States and Territories Master General, however, calls the constantly increasing cost of service as a serious difficulty in making the department self-sustaining. Our postal intercourse with foreign countries has kept pace with the growth of the domestic service.

Immense increase of litigation requires modification of the present system of U. S. courts to correspond with the growth of population and business. The so-called "cow boys" of Arizona, 50 to 100 in number, are a band of desperadoes that invade Mexico, as well as depredate and murder in Arizona, and some legislation is desired to enable the courts to reach them.

The Indian problem demands solution. Thousands of lives and hundreds of millions of money have been sacrificed in dealing with native tribes, and complications continually arise involving rights both of Indians and whites. The policy of introducing among the native tribes the customs and pursuits of civilized life, and so gradually absorb them into the mass of citizens, sharing their rights and held to their responsibilities, has been followed by Government for some years past with gratifying results. The President favors extending the laws of the States and Territories over the reservations within their bounds, and enacting of a law that will allot land to deserving Indians who will sever tribal relations and engage in agriculture, such land to be inalienable for 20 or 25 years. The success of Indian schools at Hampton, Carlisle and Forest Grove is matter of encouragement.

The terrible crime of Mormonism is plainly set forth, and legislation recommended to enable the courts to deal with it as it deserves, and as the nation demands.

Government should aid education by all reasonable and possible means. The report of the Commissioner of Education gives gratifying proof that local legislation and private benevolence have done much towards giving educational advantages to the uneducated classes of the population of the Southern States. The President suggests that national aid should be proportioned to the States to correspond with the illiteracy of population, as shown by the census.

The report of the Commissioner of Agriculture exhibits the results of the experiments, which that department has been engaged in during the past year, and makes important suggestions in reference to the agricultural development of the country. The steady increase of our population and the consequent addition to the numbers of those engaged in pursuit of husbandry, are giving to this department a growing dignity and importance. The Commissioner's suggestions touching its capacity for greater usefulness deserve attention, as it more and more commends itself to the interests which it was created to promote.

It appears from the reports of the Commissioner of Pensions that since 1869 789,653 original pension claims have been filed, and 450,919 of these have been allowed and inscribed on the pension roll; 72,539 have been rejected and abandoned, being over 13 per cent. of the whole number of claims settled. There are now pending for settlement 266,575 original pension claims, 22,709 of which were filed prior to July 1st, 1880. These when allowed will involve the payment of arrears from the date of death or termination of a prior right. In all other cases from all the data obtainable, it is estimated that 15 per cent. of the number of claims now pending will be rejected or abandoned. This would show the probable rejection of 34,016 cases and the possible addition of about 193,000 claims, all of which involve the payment of arrears of pensions. With the present force employed the number of adjudications remaining on the name and no new business intervening, this number of claims (193,000) could be acted upon in a period of six years, and taking the 1st of January, 1881, as a near period from which to estimate in each case an average amount of arrears, it is found that every case allowed would require for the first payment upon it the sum of \$1435. Multiplying this amount by the whole number of probable admissions I find \$256,000,000 as the sum required for first payments. This represents the sum which must be paid up on claims, which were filed before July 1, 1880, and are now pending and entitled to the benefits of the arrears act. From this amount may be deducted from \$10,000,000 to \$15,000,000 for cases where the claimants dying, there is no person under the law, and the law, under the pension, which leaves \$245,000,000 as the probable amount to be paid in those estimates. No account has been taken of the 38,000 cases filed since June 30, 1880, and now pending, which must receive attention as current business, but which do not involve the payment of any arrears beyond that of the date of filing the claim. Of this number it is estimated 86 per cent. will be allowed, and it has been stated that with the present force of the pension bureau, 675 clerks, it is estimated that it will take six years to dispose of the claims now pending. It is stated by the Commissioner of Pensions that by an addition of 250 clerks, increasing the adjudicating force rather than the mechanical, he doubts the amount of work could be accomplished so that these cases could be acted upon within three years.

The message discusses Civil Service reform in the best possible spirit; advocates putting only competent men in office, but contends that business principles should prevail, competency and efficiency, courtesy and good manners be essentials, and not a mere ability to stand a competitive examination on book learning; that employment in public service should be permanent; with promotion for good conduct and ability and no removal except for cause. He cites the perfection attained by the English civil service after many years of progress, and from a very corrupt system that formerly prevailed and suggests that while in some respects the English civil service will need modification to suit our circumstances, it may be made the ground work of a perfected system based on experience gained in its operation there. President Arthur's ideas are far more consistent than the merely competitive plan proposed for a parrot-like recital of school-book literature as a test of fitness for office.

The message touches upon the causes of the decline of our merchant marine; the need of a territorial government of Alaska; the needs of the District of Columbia; the need of timely legislation with regard to ascertainment and declaration of the vote of Presidential electors; and to define the meaning of the term "ability," when applied to the inability of the President to discharge his functions as

President Arthur concludes as follows: Deeply impressed with the gravity of the responsibilities which will so unexpectedly devolved upon me, it will be my constant purpose to co-operate with you in such measures as will promote the glory of the country and prosperity of its people.

WILL WOODEN SHIPS ANSWER. In days when the "Old Constitution" fought the battles of our early history, and for long afterwards, wooden ships transacted the commerce of all the oceans, and the "Wooden Walls" of nations were considered their best defense. But we have changed all that, and now iron ships are claimed to be as indispensable for commerce as for war. There are still men who claim that wooden ships can be profitably built and used, and it certainly must be easy to decide that question. It is easy enough to compute the average life time of wooden ships and the amount of repairs they require, and with those facts determined satisfactorily, then the next question to arise will be: Can ships be built and equipped to advantage on the Pacific Coast.

We have in mind that a beautiful clipper ship, known as the West Shore, was built on Coos Bay some half dozen years ago, and made the most wonderful voyage on record, carrying grain to Europe, but was wrecked and lost. Shipwreck may come to the best vessel afloat, wood or iron, so the question narrows down to whether the ships already built on this coast have been serviceable and calculated for commerce, and can be used in competition with the iron fleets that are now constructed in England, Norway and other countries. Iron ships answer well when timber is exhausted as ship-building material, and doubtless the necessity came for using iron as a substitute there, but that necessity does not exist here, where we have immense forests of good timber—probably the best that could be desired for that purpose.

If we can build ships here to advantage, the opportunity should not be wasted. The time seems to have come when enterprise is ready to take hold of whatever our resources make available, and the only way to make the world aware of what we have that is worth using is to publish facts. Take the whole Oregon Coast, or the waters of Puget Sound, or the Columbia river, and you find everywhere boundless forests of ship-building timber. Spruce, fir, pine, cedar, hemlock, tamarack—all these abound. The builder can choose location and commence work with practically no cost to pay for lumber or timbers, except to manufacture the native forests into the desired shape. Here, then, is the national home for ship yards. Let us see if the work can be completed to advantage.

To build wooden ships requires iron, copper, canvas and ropes, all of which must be brought here from abroad, or from the Atlantic States. We have plenty of vessels coming here in ballast, and could import all such ship-building supplies at reasonable cost for transportation from either New York or England. If to put this project in motion, and convert Oregon and Washington into ship-building States require the purchase of all ship-building supplies at foreign cost, surely Congress can be induced to admit all such goods, to be used exclusively for that purpose, free of duty, rather than have our commerce remain in foreign hands. Even if such an Act cannot pass with regard to ship building on the Atlantic, it must be evident that some such concession is due to encourage ship building here, especially when the result must be so great an advantage to producers by creating transportation for his crops.

Mr. Villard is said to be interested in organizing a company to own a line of ships to trade between Oregon and Liverpool, and the possibility of building vessels for that trade must have suggested itself to those who have that important project in view. To work out such a plan will require a great deal of capital, and to effect importation of supplies needed for ship building will need both influence and good management before Congress. We are confident our people will spontaneously endorse and labor for all measures that can aid our commerce. What can be done with capital, and what the people can do to influence legislation, are points of great importance, for to successfully inaugurate ship building here on a grand scale would be a great commercial triumph, and do much to develop our resources and make the world aware of the great and numerous advantages that attach to the Pacific Northwest.

AMENDMENTS PROPOSED TO GRANGE CONSTITUTIONS. We notice in the record of Grange proceedings that several propositions were made to simplify the Grange organization, which we consider very important to the success of the Order. For instance, to abolish all degrees but one. This creating five degrees necessitates much time spent in initiation; besides which, the more simple the workings of the Order, after providing a becoming ritual, the better it will suit the majority. Many probably stay outside of it because they object to secret organizations, and if they understand it is a simple rite, to merely carry out a plan for unity, maintaining order and social harmony, there would be no reason to object.

To our view the Grange should be a combination of local associations, with a district or county gathering once in two or three months, and a State Convention of delegates once a year. This will include all that now exists, and will be more popular, easier of accomplishment and more efficient.

Another proposition was to make any fourth degree member eligible to election as member of the State Grange, which is also a common sense suggestion, for the present plan is exclusive, which only admits Masters and past Masters to membership in the State Grange. To put the Grange in the condition to achieve the greatest success, it should be divested of all surplus forms and ceremonies, all distinctions of degrees other than simple membership, and common sense and the pure benefits of co-operation should be relied on to give it popular standing and influence.

A Private Letter. SNOHOMISH CITY, W. T., Dec. 3, 1881. Editor Willamette Farmer:

I have resided on Puget Sound for twenty-eight years; have read Oregon papers for some time; have taken the FARMER since it was published in Portland, and have been well pleased with its fair and upright course in defense of the farmers and the farming interests of the country, and am now better pleased with it than before, as you are the only editor in Oregon who has stamina enough to give a fair and impartial description of the Puget Sound country, which you have done in your very valuable paper, for which receive many thanks. Also, \$ enclosed for this and the next year's subscription. Yours truly, H. D. MORGAN.

In regard to the above we wish it distinctly understood that the WILLAMETTE FARMER has no local prejudices, but is equally desirous of aiding the development of all parts of Oregon and Washington. It is as much as this region can do to support an agricultural journal, and we hope to deserve the support of all sections of the Pacific Northwest. We were glad of an opportunity that offered to make the trip to the Sound under favorable circumstances, and having been on the ground and made as thorough an investigation as was possible in the time allowed for the journey, we acquired information that we hope will be valuable to the Sound people. Editions of 5,000 copies containing that description have been published, and several thousand copies will be circulated through the Eastern States. We have within a year's time given equally full accounts of every section of Washington and Oregon. We thank Mr. Morgan for his kind words, and hope to describe them some day.

NEW ROUTE FOR CALIFORNIA WHEAT. Late dispatches assert that Vice President Huntington, of the Southern Pacific road, has lately been to New Orleans, and arranged for the completion of the road to that place and to a point on the Gulf of Mexico twenty-five miles east of there, where a good harbor and deep water can be had, which is to be the gulf terminus of the S. P. road where cargo destined for England or Europe will be discharged. This route is to be built and running the coming season, and the S. P. managers expect to move one third of the wheat crop of California by that route next fall. Other dispatches explain that steamers are now being built in Scotland and Ireland to run in connection with this road from both Galveston and New Orleans, and two large steamers are being constructed at Philadelphia to run on the Pacific coast from the Columbia river to the Western terminus of the Southern Pacific. These boats are of 3000 tons each. This news is only carrying out the policy of that company, which we explained in the FARMER a year ago. Every scheme that lessens the demand for this coast for ocean tonnage possesses great importance, as it relieves production of a serious strain.

FULL OF ERRORS. The figures telegraphed with the President's message don't foot up correctly, and no doubt there are many inaccuracies in its transmission over the wires. As it is impossible to supply the correct figures, we let our readers do as we do—guess at what is meant.

Walla Walla Union: For the purpose of more thoroughly prosecuting the thieves, who steal government timber in the Southern States and Territories, First Comptroller Lawrence, of the Treasury Department, has decided that district attorneys are entitled to extra compensation for prosecuting such violators of the law. The attorneys thus furnished with an incentive will probably pursue the forest pirates with a zest born of self-interest.

From all accounts, says the Spokane Chronicle, the Winter is terribly in earnest up in the Pen d'Oreille country, and it requires the utmost spirit and energy to prompt a man to physical labor outdoors, such as is required of railway laborers. The company are experiencing great difficulty in properly provisioning this force.

The Crab Creek country is an objective point for Californians emigrating to Eastern Washington. Within the past two months a large number of people from Santa Clara, Sonoma, and Santa Rosa counties, have located in the Crab Creek region, and they say hundreds will follow in the Spring.

Union County Record: We are informed that there are now at Blue Mountain Station 125,000 sacks of wheat, of which a great portion lies out unsheltered while the rest is stowed away under every available covering, and it is expected that 16,000 sacks more will be brought to that place. One firm, McKinzie & Co., have shipped 618,200 pounds and have five carloads ready for shipment.

J. R. Marriott, recently from the mining region of Mexico, and now located on the Little Spokane, was in town on Friday, buying supplies for the Winter, and showed us a specimen of copper ore, taken from a locality about 8 1/2 miles north of the bridge crossing the Little Spokane. Mr. Marriott is a practical miner, and is confident that many paying claims will be located and opened up in this region next Spring. The specimen indicates about 65 per cent. copper, but is even more valuable as an indication of a galena ledge. In the Spring Mr. Marriott and his party will make a full investigation of this section. So says the Spokane Falls Chronicle.

The Dalles Times: There are about 170 men at work at present, and everything is being pushed as expeditiously as possible. Mr. A. J. Gillespie is now superintendent, and has a force of Chinamen at work on the Oregon side blasting away rock by means of hand drills. Every man knows his place, and is being worked to the best advantage. The contract to clear the channel on the Washington side has been let to Messrs. Chalmers & Holmes, of Portland, who have a large number of derricks erected and a large force of men engaged.

The Dalles Times: Notwithstanding the heavy snow, during the first part of the week the com. any have been pushing forward their work as rapidly as possible between this point and the Cascades. We understand that 100 white and 300 Chinamen are at work between Tunnel No. 2 and this city, on bridge work. The pile drivers are at work about six miles below town, and as soon as the timbers are fished they will be shipped to that point. The bridges are nearly completed to Hood River from the Cascades, and trains are expected to be running by the 15th.

The "Household" took the first premium for Best Family Sewing Machines at the Mechanics' Fair, John B. Garrison, 167 Third street, General Agent.

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