



WILLAMETTE FARMER PUBLISHING CO. TERMS OF SUBSCRIPTION. One year, (Postage paid), in advance, \$2.50...

Notice to Subscribers.

TO OUR READERS: We publish only a sufficient number of the FARMER to supply actual prepaid subscribers and we cannot supply back numbers.

WE CALL ATTENTION to the fact that the FARMER is the true advocate of all farmers. A word spoken in our behalf cannot be amiss.

WE are in receipt of the Commercial Herald published by D. C. Ireland & Co., of this city. The typographical work is first class.

SALEM is greatly interested in the project for building at that place by the Scotch gentlemen who have taken hold so energetically to assist the fortunes of the Capital city.

"DEATH loves a shining mark." This week we are called upon to announce the decease of Mr. Charles Hodge, of the firm of Hodge, Davis & Co., of this city, who died of pneumonia.

WOOL AND THE TARIFF.

The revision of the tariff has made a reduction in the duty on wool, which may seem to our wool growers a blow at their interests.

ter of wool growing in Western Oregon. Umpqua breeders have taken pains to breed well up in Merino and their wool averages more in price per pound than Willamette wools.

THE FRUIT INTEREST.

Mr. John Muir, superintendent of traffic of the N. P. R. Co., when lately at the east, as he informs us, had a conversation with Messrs. Drake Bros., of St. Paul, a large commission house, with abundant means, who are anxious to handle Oregon fruit when the railroad is running through.

Last fall the writer made a journey to California to observe their methods for growing, drying and canning fruits. It is almost incredible, but the fruit business of California amounts to about ten millions of dollars a year.

While it is well enough to be ready to take advantage of any market that may offer for green fruit, it is unsafe to raise fruit in large quantities expecting to market it in the green state.

PUGET SOUND AND HER PROSPECTS

Only a few years ago the Pacific Northwest was comparatively unknown. Puget Sound, in conjunction with his whole region, was sparsely settled. To-day much interest is taken in the Pacific Northwest; much valuable information is being published; many willing hands are extended to grasp those of the incoming immigrant.

Mr. John Muir, superintendent of traffic of the N. P. R. Co., when lately at the east, as he informs us, had a conversation with Messrs. Drake Bros., of St. Paul, a large commission house, with abundant means, who are anxious to handle Oregon fruit when the railroad is running through.

MANUFACTURING ENTERPRISES NEEDED—WAITING OPPORTUNITIES.

At this time, when so much attention is paid to our region, and so much capital and enterprise are enlisted in the development of the Pacific Northwest, it seems the proper thing to call the attention of Eastern manufacturers and capitalists to some openings that can be, and should be, filled.

A RICH MINE DISCOVERED.

A Connor creek correspondent writes the Mountain Sentinel as follows: A splendid discovery was made a few days since in the Connor creek quartz mine, ever since the advent of Mr. Fraule as superintendent of that property.

For Coughs and Throat Disorders use Brown's Bronchial Trochies. Have never changed my mind respecting them from the first, except I think yet better of them which I began by thinking well of.

NORTHERN IDAHO AND NORTHWESTERN MONTANA

At THE FRONT, March 30, 1883. The Spokane plain, thirty miles in length, varying from three to eight miles wide, is partly in Washington and partly in Idaho.

THE interview we publish this week, where a representative of the Oregonian saw Col. T. Egerton Hogg, of the Oregon Pacific, in San Francisco, and received more profane than reply to reasonable questions, corresponds with our views of that gentleman.

WILD OATS are proving an unusual crop this season, and many reown fields have come up full of these pests. They can be cut for hay if the fields will not pay to thresh, and yet people do not like to lose the chance of a good wheat crop.

Oregon Saddles Abroad.

Last week we were in Mr. J. B. Congie's wholesale harness shop, and noticing a parcel marked for San Francisco, which proved to be a saddle made to order by this well known establishment.

Some little distance beyond Horse Plains is Paradise, a smaller valley of similar character. It is sixty miles from Paradise to Missoula and the road is now finished to the Missoula river.

NORTHERN IDAHO AND NORTHWESTERN MONTANA

At THE FRONT, March 30, 1883. The Spokane plain, thirty miles in length, varying from three to eight miles wide, is partly in Washington and partly in Idaho.

THE interview we publish this week, where a representative of the Oregonian saw Col. T. Egerton Hogg, of the Oregon Pacific, in San Francisco, and received more profane than reply to reasonable questions, corresponds with our views of that gentleman.

WILD OATS are proving an unusual crop this season, and many reown fields have come up full of these pests. They can be cut for hay if the fields will not pay to thresh, and yet people do not like to lose the chance of a good wheat crop.

Oregon Saddles Abroad.

Last week we were in Mr. J. B. Congie's wholesale harness shop, and noticing a parcel marked for San Francisco, which proved to be a saddle made to order by this well known establishment.

Some little distance beyond Horse Plains is Paradise, a smaller valley of similar character. It is sixty miles from Paradise to Missoula and the road is now finished to the Missoula river.

rich. He says their cattle range for over a hundred miles, chiefly in the valley of the Little Flathead river. He says there is excellent range in many directions, and in all the time he has been there snow only fell over two inches in depth at two different times.

Several hundred men are engaged in the construction of the railroad company's new wagon road between Grave and Cow creeks, which will be completed before long.

Oregon Railway and Navigation Company.

OCEAN DIVISION.

Between San Francisco and Portland. Leaving San Francisco at 10 A. M.

Table with columns for State of California, Oregon, and Queen of the Pacific, showing departure and arrival times for various routes.

Through Tickets sold to all points in the United States, Canada and Europe. Right reserved to change steamers or sailing days.

RAILROAD DIVISIONS.

On and after March 15, 1883. LEAVE: Portland at 7:20 A. M.; Albina at 8:00 A. M.

MIDDLE COLUMBIA, WILLAMETTE AND YAMHILL RIVER DIVISION.

Table with columns for Mon., Tues., Wed., Thurs., Fri., Sat. showing departure and arrival times for various routes.

A. L. MAXWELL, Ticket Agent O. R. & N. Co. JOHN MUIR, Superintendent of Traffic.

Commission Merchants.

The following is a list of the Commission Merchants of this City, which we publish for the benefit of our readers. They are perfectly reliable, and any business entrusted to their care will receive prompt attention.

GEORGE HERREN, J. J. HASSELL, HERREN BROS. and HERREN & FARRAR, (SUCCESSORS TO) GENERAL Commission Merchants.

RAIN, WOOL, and FLOUR BAGS, Fleece and Sewing Twines, correspondence and Commissions solicited. Liberal cash advances made on consignments. P. O. Box No. 863.

TODD & BIVEN, No. 10 North Front Street, Portland. Wholesale Grocers.

SIBSON, CHURCH & CO., Shipping and Commission Merchants.

GEO. COHN & BRO., Commission Merchants.

Flour, Feed, Provisions, and Staple Groceries.

Consignments Solicited. Producers will further their interests by corresponding with us. Liberal advances made on approved shipments of grain, wool, flour, hops, hides, etc., etc.