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Notice to Subscribers.

OFFICE OF WLILAMETTE FARMER,

to supply actual prepaid subscriber and we cannot sup-

must arrange to send in their renews a in ample time to reach this other before expiration. All subscribers can tell by the printed tag on "all

13 their paper exactly when their time will expire. 153 Another important point: ALL COMMUNICATIONS AND LETTERS SHOULD BE ADDRESSED TO THE "WILLAMETTE FARMER,"

Drawer 13, Portland, Oregon WE CALL attention to the fact that the

FARMER is the true advocate of all farmers. A word spoken in our behalf cannot be amiso. Try and get us up a club. See our offer on the eighth page.

WE are in receipt of the Commercial Herald published by D. C. Ireland & Co., of this city. The typographical work is first class, and as far as that goes it cannot be bettered, but for heaven's sake, who will start another paper in Portland? Oregon seems to have an overabundance of newspapers. If they would adhere strictly to decent prices for advertisements and insist on each in advance for subscription, all would be well.

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. The building of a large factory that will manufacture Oregon wool and employ hands enough to support a hundred families, will be a crowning mercy for Salem and a resulting benefit to the whole country. We understand that the construction of the woolen factory depends entirely on the conclusion Mr. Stewart, who is interested in the Capital Mills, may come to. M. Stewart is an experienced manufacturer of woolens. His experience is relied on by the rest of those interested, and it he is satisfied to build the work will soon commence. He was to leave Scotland for Oregon on the first of April to come here for the purpose of determining whether or no the woolen factory shall be undertaken. So the people of Salem will soon know the fate of their favorite project. They have subscribed liberally (\$15,000) to the enterprise, as a bonus for its construction, and it is to be hoped that they will not be disappointed.

"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. Mr. Hodge was a good man in the true acceptance of the word. In all respects he was estimable and added to the worth of the world in which he lived. The community of which he was an active and efficient citizen, mourus his loss as it will grieve for very few. He was exceptional and to be envied as alanced mind. He was a worker in the able loss, to have shrunken in its sympathies, and become unkind in its fatalities. We knew and appreciated Mr. Hodge many years, and while we mourn a friend who is no more. what must be the affliction to the home he he was more than words can tell? God comfort them !

WOOL AND THE TARIFF.

The revision of the tariff has made a reduc tion in the duty on wool, which may seem to our wo I growers a blow at their interests, but a look at the existing facts will show that wool production in this region will not suffer. If we correctly understand the matter the old tariff levied a duty of ten cents per pound on imported wool and an additional ad valorem tax of ten per cent. The revised tariff merely leaves the duty ten cents a pound. which is certainly all the protection we need for Oregon wool. Indeed, at the present time wool it worth 15 pence, or 30 cents per round in Australia, and the same would only bring 25 or 26 cents in Oregon. The English market is to day so high that if there was no duty wools could not be imported. Oregon wool can be sent to England now, and sel without loss. With ten cents a p und daty imported wool would have to be of a very unusual price here before our woolen millcould afford to import from Australia. We recollect that some years ago, when wool was worth sixty cents a pound here, the Oregon City mills imported wool, or bought Australjan wool in San Francisco, and handled it at a profit. If a duty can only affect our home wool growers when their wool is worth over 40 cents, then we need not fear evil results. To-day, before mills here could import from Australia, wool would have to be about 4: cents a round. The production of wool is therefore, one of the safest and m st profit able of our domestic industries. In view o

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 Willame te wools. East of the mountains, too, where their flocks are counted by thousands, they breed with care and their wool improves steadily in quality, while Willamette valley fleeces grow as steadily courser and poorer. In this valley they keep sheep more as scav-growing demand for good meats. This city and all the towns have to buy meat and will give a good price for better quality of mutton. The man who go s to work systematically and practically to make his sheep produce good mutton and as good fleeces as can be combined with superior meat, will fill a need that exists now and will greatly increase. We have asked our friends to work up this su'sject in our columns, but have not met with If it is desired by subscribers to secure all losues they responses to correspond with the importance of the subject. The is troduction of Shroph shires is a good move in the right direction, but there are other mutton breeds and desirable crosses. The farmer with a small flock can add considerably to their value by breeding in the right direction to give weight and value to the increase, and if he will pursue the proper course can get price enough to justify care and attention and good breeding through the winter months. This matter of making wool and mutton combine in our Willamette flocks is of great importance to all the land owners of Western Oregon and needs immediate attention.

THE FRUIT INTEREST.

Mr. John Mair, superintendent of traffic of the N. P. R. 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. Mr. Muir says the company intends to do all that is reasonable to encourage fruit growing in this section, and he believes that the region the road will traverse is certain to afford a good market for all the fruit we can supply. The Central Pacific charges \$800 a car toad for transporting green fruit to Chicago; the N. P. R. R. is figuring on \$600 to St. Paul, which should prove an equally good market, while the country between us and that point will also consume largely. We shall correspond with Mesars. Drake Bros. to learn their views on this important question, and report the same for the benefit of our readers. The FARMER has continually held up the importance of fruit growing, in favorable localities, and we are now more satisfied, than ever before, that our people have paid too little attention to orcharoing. The Northern Pacific proposes to transport green fruits on passenger time, which will be only five days to St. Paul and less to intermediate points. This will enable our fruit growers to place their products on the eastern market in good condition. Every variety of fruit can be transported on those terms, that can bear the charge of transportation. We shall endeavor to ascertain what fruits will be in best demand and what prices may be counted on. That Northern Mississippi valley region will be a reliable customer ecause they can grow very few fruits to advantage, and, of course, will have to purchase from countries that can produce. They will not only consume our green fruits but will afford the most reliable market for our dried fruits and canned products.

Last fall the writer made a journey to California to observe their methods for growing, the possessor of an even disposition and well drying and canning fruits. It is almost incredible, but the fruit business of California church, a worker in our public schools, a amounts to about ten millions of dollars a leader in all progress, a representative of the year. That state grows semi-tropical fruits best business of Portland, and socially he was in its southern counties, but cannot equal beloved by all who knew him. He could not our northern lands in producing fruits of exhave had an enemy and counted many as his cellent quality natural to the temperate zone. friends. When such a man dies the world Our region has advantages that cannot easily seems, to his friends, to have suffered irrepar- be summed up or estimated, which need only to be taken advantage of to grea ly enrich those who improve them. Seven years ago we commenced planting prunes, and last year-as we have before told-had nearly 2000 pounds of excellent dried fruit off a loved and to the wife and daughter to whom single acre the second time the trees ever bore. The other day we visited the orchard and found 3000 trees going out of bloom and mostly full of fruit germs, giving promise of abundant yield the present season. So far as we can learn the orchards of Western Oregon are promising well and those who have fruit and take good care of it will reap very certain rewards. The opening of the Northern Pacitic road will create a demand for all our products at a reasonable and perhaps a full price. It is now past the season for tree planting. The best season is the autumn. The best I cations we know of are the hill regions of this and other valleys; orchards of apples and pears succeed better than stone fruits on the prairies. In the interest of the farming community we urge that tree planting and fruit growing should assume far greater proportions than that interest has at present.

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 quantity expecting to market it in the green state. The fruit grower should be independent of circumstances. As Mr. Jessup, of California, wrote in a recent letter to the FARMER, the green fruit market is uncertain and liable to loss, while the case with which trust can be dried, so that it will keep for years, makes it possible for the orchardist to become a manufacturer and place his product in a condition to take advantage of the world's demands at his lessure. Excellence in preparing fruit will insure a fair price and our experience is that dried fruit of superior quality can be made by any careful person who has a good drier. The competition in nanufacture of fruit driers has secured several that do excellent work and that are within this fact it is well enough to look at the mat | he means of | ll fruit raisers.

PUGET SOUND AND HER PROSPECTS Only a few years ago the Pacific North-

west was comparatively unknown. Paget

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 The whole country is realizing a great era of prosp rity and progress; everything commands a higher value, All this change has been wrought by one corporation. While Oregon and the Willamette Valley proper is receiving so much of this world's goods, our neighboring State of Washington is keeping pace with us. Her towns are growing more populous; her sea ports more and better known, and every product in greater demand. The time will come when the fir clad hills will be covered with fields of growing cereals and dotted with lwellings. It is a fact that underneath those giant trees lies richer soil than Eistern Oregon or Eastern Washington can loast of; soil that extends deep into the earth-the alluvial accumulations of ages, which at present bears with the utmost of case its millions of giant trees. Surely it is just as capable of producing, just as easily, millions of bushe's of grain, for it is highly susceptible of cultivation, the only thing lacking is the enterprising settler to clear it and make it change from a howling wilderness to civiliz tion in its furlest extent. Regarding the capabilities of Puget Sound we can state as follows : During the m nth of March, 1883, the commerce showed the following, as an index to its growing commerce: Coal exports during March aggregated at that port 15,305 tons, all for San Francisco except one cargo, which went to Portland. Twelve ships took cargoes of lumber to foreign ports, their destination being, three for Honolulu, four for Valparaiso, two for Iquiqui, and one each for Callao, Sydney and Melborne. Their cargoes aggregate in value \$118 786, or equivalent to nealy 10,000,000 feet of rough lumber at current rates. Beef has taken another advance, and now retails at 25 cents a pound. For the first time in our history, importations are made from British Columbia, Lumber, commencing the first of April, will be advanced by mills to local trade 50 cents per thousand, rates ranging from \$12.50 to \$20 per thousand feet. according to quality. Great activity exists at this point in steamboat building. Three new steamers have been completed here since the first of January, and six or now building. The hop fields of Washington Territory covered about 1,000 acres of land last year, and produced 1,600,000 pounds of hops, which realized the growers \$1,000,000. It is estimated that 800 acres of new vines have been put in this year, and that the whole yield will be 2,400,000 pounds in 1883. Growers expect to get 50 cents per p und this coming year. The lumbering industry promises to grow rapidly, and is centering around Seattle. four years ago there was only one saw mill in the city and one other on the bay opposite the city. Now there are six within the limits and three more building, with two on the other side of the bay. In the county there are sixteen saw mills, including those building, the aggregate cutting capacity of which is 220,000 feet a day. Within twenty miles

MANUPACTURING ENTERPRISES NEEDED-WAITING OPPORTUNITIES.

of Settle, and including the sixteen in the

county above referred to, are saw mills of one

million feet a day capacity. At no other

point west of the Rocky Mountains is there

such extensive and such a growing lumber

interest as here

At this time, when so much attention is paid to our region, and so much capital and enterprise are enlisting in the development of thing to call the attention of Eastern manufacturers and capitalists to some openings that can be, and should be, filled. Manufacturing interests are devoloping in all directions. Our mines of iron are commencing to be worked on a large scale, and the pig iron made within eight miles of Portland is of the best quality. Our lumbering interests have long constituted an important industry, and have made the shores and waters of Puget Sound, the Columbia river, Yaquina and Coos Bays, and other ocean harbors, alive with working mills and rich in thriving towns. That industry has heretofore been limited to the needs of Pacific countries, but the time has come when cargoes are shipped to the other side of the world, a demand that must rapidly increase, as all old countries, including our own Atlantic States, realize the fact that their forests are growing less, and the price of lumber advancing. The world will have to draw heavily henceforth on our Pacific for its timber, and we may expect an dvance in its value as a consequence. Various projects fer the manufacture of

gricultural machinery in Oregon have been started, at different times, but have failed of successful working, for various reasons we need not name, chief of which was the newness of our region, and the difficulty existing to properly organize great industrial enterprises. But the time has fully come when this region can conduct such manufactures to successful issue. We have here the wood and the iron of best material for such uses. It is actually a question if we ship timber East, to come back in manufactured shape, or build mach nery and wagons here and save reightage both ways. The material for work s here, and the question of labor supply omes pext. In this respect our country las net with great changes. Among the thousands and tens of thousands who are arriving are a full proportion of skilled mechanics. and the completion of the Northern route will brine hither, in great numbers, such laborers as soon as they can be utilized. The whole of Western Oregon abounds in water powers that are unfailing in supply and unlimited in force. No pertion of America has try would caterly welcome and assist all such enterprises.

There is a most inviving field for both capi tal and laber, and one that will seen be up preciated and eccupied. The early projector did not possess the financial strength neces sary, for it is useless to attempt such work without it can be carried on in such a manner as great establishments work at the East. It would seem only natural that great Eastern factories should enter this field, with a view to utilizing the iron and wood of the North Pacific for the supply of all our coast with their agricultural machinery. Transportation from some favorable point in Western Ore gon to all parts of the Pacific Northwest and of California, as well as of the other Pacific wheat-growing countries, can be had in a short time, so that we can manufacture here and compete with Eastern works. Labor ought to be at rates paid elsewhere, because the cost of living need not be as much here as in the Miss scippi valley.

Another important feature of our present and future is the fact that we are on the eve of vast production. In the past the trade in agricultural machinery and farming implenents has been immense, but it will vastly increase from year to year, as our interior wheat fields are settled and cultivated and swell our product to tens of millions of bush els of grain. Having traveled over the Inland Empire of this Northwest and discovered that its resources and capacity for production can not be told, because they assume constantly larger proportions as they are better under stood we realize that the demand for such manufactures must greatly increase each year. and will fully justify investment on a grand scale, and al undantly reward the enterprise that shall take hold with financial strength and true business enterprise and energy to occupy the now almost vacant field.

THE interview we publish this week, where until there is some performance of past promthere is some reasonable outlet. Unfortunately, Yaquina Bay cannot be made a haryears of time and expenditure of large sums merce and severe on Yaquina Bay, that canhope will come, when Yaquina Bay will reheve the commerce of Oregon and benefit the farmers of the Willamette, but that time is too remote, from present indications, for any one to bare many hopes upon it.

WILD OATS are proving an unusual crop this season, and many resown fields have come up full of these pests. They can be cut for hay .f the fields will not pay to thresh, and yet people do not like to lose the chance of a good wheat crop. The theory that some advance is, that the loosening of the soil by frost has stimulated the growth of the wild oats and caused them to come up when otherwise they would not have sprouted. How to get rid of wild oats is a question that has never been answered. They once get possession and then occupy in defiance of all efforts to the contrary. People who do not have hould use every effort to keep clear of them. The subject is very important to farmers east of the Cascades where these field pests have not yet got possession. They should sow clean seed and never let a wild oat appear.

Oregon Saddles Abroad

Last week we were in Mr. J. B. Congle's wholesale harness stop and noticing a parcel marked for San Francisco, which proved to be a saddle made to order by this well known establishment. The reputation of Oregon work is good and our readers will probably be surprised when we state that alongside the saddie marked for San Francisce was also one for Montana, while near by was a set of har for Montana, while near by was a sector par-ness for Spokane Fails. Mr Congle informed us that he had within the past year shipped 40 sets of harness to Sait LakeCity. The superio workmanship together with a lesser pric is how Congle comes to send his war through San Francisco to a foreign market.

A RICH MINE DISCOVERED.

A Connor creek correspondent writes the Mountain Sentinal as follows: A splendid discovery was made a few days since in the Conof Mr. Fraule as superintendent of that property it has been his opinion that another valuable ledge independent of one they were wo king existed in the ground, and upon whatever theory that opinion was based its correctness is proven, in driving a cross cut at the five hundred foot level an entirely difterent vein was struck, sunning parellel with the old ledge, and about thirty feet higher up the hill, the new vein where cut is fully elever feet wide and shows the richest rock. I have ever seen. Some of it is so thickly impreg-nated with the precious metal that when bro-ken with a hammer the pieces are held to ken with a hammer the pieces are held to gether by strings of gold. It is impossible to even estimate the value of the discovery, and in viewing it one is reminded of these tabulous tales in Arabian nights, and can alm st pect the adjoining ground

For Coughs and Throat Disorders use Brown's Brownial Troches. Have never changed my mind r pecting them from better facilities of this kind, and as yet they which I began by thinking well of "-Rev. Henry Ward Beecker. Sold only in boxes are not held at exhorbitant prices. The cunNORTHERN IDAHO AND NORTHWESTERN MONTANA

AT THE FRONT, March 30, 1883

ca ying from three to eight miles wide, is partly in Washington and partly in Idaho, it is a bed of time gravel with alluvial mixed wit and is said to bring good crops where can be in igated. The vicinity of Spokan s all gravelly, but is becoming valuable because of the success that attends cultivation wherever attempted. Rathdrum is a point near Lake Cour d'Alene, situated on the worth of this plain, and the po tion of it adoining the town and lying east of it has more diustid, is better soil, and offers good inducements for settlement, S uth of here, all the way to the garge where Snake river emerges trom the Bine Mountains, some distance south of Lewiston, for a hundred miles or more, the choicest lands of the Northwest are found in Idaho in the narrow strip east of the Wash ington and Idaho line and west of the Cour d'Alene Mountains, rauging 'rom ten to thirty miles in width, on the head waters of the Pa louse and other streams, some running north into the Spokane, and some south into the Charwater. Northern Idaho tapers to a point almost, and possesses only this narrow but very fertile strip and its proportion of the road will enable them to get in their supplies Cour d'Alene Mountains. Leaving Rathdrum the railroad turns more northward, following up a pass or valley a few miles wide, until it reaches the upper and of Pen d'Oreille Lake, an arm of which it crosses, follows down its eastern shore to Clarke's fork of the Columbia, and then takes castward, into Montana, following that stream. The country above Rathdrum is sometimes open, but generally covered with forests. There is a saw mill along the road, now and then, but the quantity of good timber is disappointing. It is true the mountains are forest covered, but the proportion of land actually covered with a representative of the Oregonian saw Col. T. good timber is small. We saw no farms all Egerton Hogg, of the Oregon Pacific, in San along this route for over a hundred miles, Francisco, and received more profanity than and no evidence of settlement except that reply to reasonable questions, corresponds saw mills are at work occasionally, where the with our views of that gentleman. We were timber is of good growth. It is doubtless lately assured that by April 1st, thousands of t ne that the best locations will be settled on workmen were to commence rushing work on before long. There are many spots where the the Yaquina road. We did not believe it soil is fair looking, and along the river the then and must say now that Col, Hogg and elevation is not so great as in many of the his consorts have made promises enough and most favored portions of the Palouse country. would do better to pospone further buncome | Pen d'Oreille Lake is only 2,250 feet above the sea level, and considerable land around it ises. It takes millions of money to build should produce well if cleared and cultivated. railroads and capital does not invest without It is a good grass country wherever the native grass can grow, and those who know the region all around tell of rich valleys along the bor to accommodate large vessels without Koolenai and other tributaries of the Columbia. Stock roam these valleys and winter by government. The failure of the river and well. In its present new condition the counharbor bill is a serious injury to Oregon com- toy is not understood or appreciated, but in time some of it will be utilized for civilized not need a railroad until it can be made purposes. It is not easy to discover much a harbor. This proposition is very plain and value to the land grant, from an agricultural so simple in its truth that every reader should standpoint, anywhere in Idaho or Montana see that it is correct. The time may, and we until you reach the neighborhood of Missoula. For nearly 200 miles the road goes through a region whose possibilities it will assist to de velopment, but from which it cannot expect many benefits soon, if ever. It will give value to all territory of the United States north to to the B itish line, and give the valleys we have alluded to every pessible opportunity for improvement. It may be that mineral resources will be found that are not now understood Northern Montana has deposits of precious metals, and these may prove of importance when the railroad makes their devel opment possible. About one hundred miles from Sand Point

(on Lake Pen d'Oreille), after following Clarke's fork through all its windings for that distance (it must be recollected that Pen d'Oreille Lake itself is only the widened channel of the Clarke's fork), we came to a beautiful mountain valley, or rather a moun tain ampitheater six miles wide, of rich alluvial, surrounded by bold eminences, called Horse Plains. The name is prosaic, but the spot is very beautiful, and its soil wonderfully fertile. A gentleman connected with the sur veys of the Northern Pacific, who had the facts in his pocket book, told me that Horse Plains has an elevation of only 2.489 feet above the sea level, which gives it a warmer climate than most of the Palouse and Spokane country has. Its sheltered position is also in its favor. About dozen settlers are located on these beautiful plains. They irrigate the land, except close to the river, and produce enormous crops. I took breakfast in a rather primitive way in a shanty made of rough boards and canvass and kept by Neptune Lynch, the oldest set tler on the plains, who came and located there in 1864. Mr. Lynch has had nineteen years experience and is satisfied with his lot. He took pains to inform me of his methods and his results. Last year he raised 2,300 sacks of potatoes and sold them at 25c to 5c per p und. He also grew cabbages, ruta-begas and turneps, selling at a good price. He ner creek quartz nine, ever since the advent grew corn, 40 bushels to the acre; wheat, 80 bushels; all sorts of vegetables thrive amazingly, including tomatoes and watermelons. It was surprising, but true, that here in Monta a, hundreds of miles beyond Spokane Falls, we found a mountain valley that produces many veg-tables that cannot be as readily grown in the Palouse country south of there. Mr. Lynch told with pride about his orchard and fine apples and pears, plums and cherries.

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. As to how people succeed who locate imagine Mr. Fauli must be possessed of Alla-din's lamp, that it is a grand thing for the district who can doubt, surely some enter-prising and viduals can now be found to pros-of the railroad brought him a market for all of the railroad brought him a market for all he could grow. He appreciated the opportunity and evidently prepared for it. As to how he managed to exist before the railroad came he explains that fifteen years ago he had some means at command and bought sixty head of cows with it, that have since increesed to hundreds and have made him and his three

sons rich. He says their cattle range for over a hundred miles, chiefly in the valley of the Little Flathead river. He says there is et. cellent range in many directions, and in all The Spoka e plain, thirty miles in length, the time he has been thore snow only fell over two inches in depth at two different times. His lo-ses do not exceed 20 to 30 head out of 500 or 600 in any winter.

Towards Missoula, and beyond it, and trib. stary to it, there is considerable good country lying in the form of narrow valleys that are already considerably settled. Beyond are the Rocky mountains. At Horse Plains we have passed out of the heavy forest region and find mountains and hills more or less covered with ounch grass.

About Pen d'Orielle and in Clark's Fork there are many fine points of scenery that will attract tourists and interest all who pass You are all the while surrounded by snow capped ranges, except in the summer season, and at all times these mountain vistas, changing and varying with every turn, bring the mind into sublime contemplation of nature and devout communion with the Great Architect of the Universe.

Dyspepsia, the bugbear of epicureans, will ved by Brown's Iron Bitters.

Several huadred men are engaged in the construction of the railroad company's new wagon r ad between Grave and Cow creeks which will be completed before long. This

T. E. Habersham, engineer in charge at Wolf creek, wants a number of two and fourhorse teams to work on the grade there. The former will be paid \$4.75 per day, and the latter \$7, teamsters furnishing their owh feed, or the company will furnish it at cost

The force at work on the extension will soon be operating between the big tunnels.
Owing to the great expense of transporting supplies over the mountains, it is not likely that any grading will be done on this side of the Grave creek tunnel until it is completed.

Three carloads of Chinese laborers passed through Chico recently en route to the terminus of the California and Oregon Rail road, where they will begin work on the ex tension. Their immediate attention will be occupied in building wagon-roads, so that supplies can be hauled to the men at work on ie railroad

Oregon Railway and Naviga tion Company. OCEAN DIVISION.

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

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| pril 21 ay 3 ay 15 | April. 6 April 18 April 30 Way 12 May 24 | April | 3 April |
| Leave | Portland at 12 | :00 o'clock, 1 | Fidnight. |
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On and after March 18, 1883 LEAVE: Portland at 7:20 A. M.; Albina at 8:00 A. M. ARRIVE: at Albina 6:40 P.M.; Portland at 7:00 P. M.

MIDDLE COLUMBIA, WILLAMETTE AND YAMBILL RIVER DIVISION.

| Leave Portland for | Mon. | Tues. | Wed. | Thur | Fri. | Sat. |
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| Dalles and Upper Columbia Astoria and Low- er Columbia Dayton Victoria, B.C. Corvallis and in- termediate pt- | 7 AM 6 AM 7 AM 6 AM | 7 AM 6 AM | 7 AM S 'M 7 AM J AM | 7 AM 6 AM | 7 A M 6 A M 7 A M 6 A M | 7 A M |

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The following is a list of the Commission Merchant: of this City, which we publish for the bearfit of our readers. They are perfect-ly reliable, and any business entrusies to their care will receive prompt attention:

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