

News Department.

State and Territorial News.

The fish commissioners car arrived last week with 1,200,000 young shad, of these 500,000 were put in the Columbia and 700,000 in the Willamette at Albany.

Eligh Williams, who came to Oregon in 1851, died last Sunday in East Portland, aged 76 years. He was father to Hon. Richard Williams of Portland and Maj. George Williams of Salem.

Negotiations are pending for the transfer, at no remote date, of the Oregon & California road to the Central Pacific management.

The Columbia river is said to be black with fish at Celilo and the catch is about 16,000 pounds a day.

The commencement exercises of the Albany college will be held June 14, 15 and 16.

Nearly all the necessary funds have been raised in Benton county for building a \$20,000 agricultural college building.

Roberts and O'Neil saved the fruit in their orchard near Medford by keeping up a fire during the recent cold night—bonfires of oak wood and dry barnyard manure on the windward side of the orchard. They will have an abundance of peaches.

Governor Squire is advertising for bids, receivable up to June 15th, for sinking artesian wells in Adams county, provided for by the last Legislature.

The following bands of weathers will be started eastward next week from Gilliam, Morrow and Umatilla counties: E. D. Woods, 21,000, destination, Nebraska; Ormsby, 8,000, Nebraska; Graden, 6,000, St. Paul; Fordyce, 6,000, Nebraska; J. H. Hedges, 6,400, Nebraska; Howell, 9,000, Wood river. T. Ash 6,000 stock sheep, Montana. Excepting Messrs. Graden and Ash's bands, who will ship per Northern Pacific from Castle rock, the rest will be driven overland. The total number of sheep in the different bands is 62,400, and the average price paid was \$1.55 a head.

Some parties cleaned out an old tunnel near Jacksonville, to find a complete set of tools for tunnel work including candles and candlesticks to work with and a wheelbarrow.

Railroad building promises to be lively soon, as the O. & C. has to be finished to California, the Oregon Short Line is thinking of building to tide water; the Narrow Gauge is pushing matters, and the O. R. & N. Co. will build the Farmington branch. This, with the work on the Northern Pacific will keep white men and Chinamen employed.

Grass on the cattle ranges is said to be better than ever known at this season. So says Ben Snipes, the cattle king of Eastern Oregon.

Jack Smith, who shot Pete Morgan in Wasco county, last month, has been captured.

Benton county will raise \$20,000 for a new agricultural building.

Roberts & O'Neil, of Rogue River valley, saved their peach crop from frost, by building big fires to windward on a frosty night.

By the time the fishermen got over their strike the salmon got over their big spring run, now it is very light.

Eastern buyers have lately been purchasing cattle in this valley to a large extent. Now we learn that two stock men from Canada have been buying stock in Union and Baker counties to ship to British possessions. They bought a thousand head of J. Q. Shirley, of Grande Ronde.

To improve the muddy flavor of carp, got by growing in dirty water, it is necessary to let them live a few weeks in fresh water before eating them.

Burt Benefield, who was kicked by a horse, says the Lexington Blade, has died of the injury.

W. W. Cochran, of Grant county, after failing to shoot another man, made a successful shot and killed himself.

Fred Sitton, of Yamhill, shot a bear four or five times and then shot himself up a tree, where brain stood guard over him until his cries brought help.

Tip Justus, of Grants Pass, had colic and took too large a dose of liniment, so that it killed him.

Telegraphic News.

The cyclone last week swept through the continent from Kansas to Canada and caused terrible devastation. It was, probably, the most serious ever known.

Beecher has preached on the China question and says we need not fear any bad results from their presence here.

Senator Dolph has introduced a bill to authorize a suit to test the fact if the wagon roads have been so built in Oregon as to earn the lands granted for that purpose.

The men who some time ago robbed the express car of \$200,000 and killed Kellogg, the messenger, near Rock Island, have been run down and arrested.

Prospects are good for an early settlement of the transcontinental railroad troubles.

In San Francisco the police arrested five socialists, who were harranging a crowd in the streets. One of them wanted the crowd to sack the palaces of the magnates on Nob hill.

There is said to be no hope for the passage of the home rule bill, as the sentiment against it increases daily.

Crop returns throughout the United States are very favorable.

A long drouth prevails in parts of Texas, on the plains west of Big Springs. It is dryer than for twenty years before. Cattle are suffering and dying by thousands.

Ex-President Arthur is dying of Bright's disease.

The storm last week, Wednesday, caused immense damage and loss of life in Cincinnati. St. Louis, London, Ontario, and all the middle and western States suffered great loss.

Alderman Jaehene, of New York, on trial for bribing the Broadway railroad case, was convicted. Many ex-aldermen are staying in Canada because they fear similar treatment.

Lewis Lingg was arrested in Chicago, while hiding, and there is positive proof that he threw the bombs that killed so many policemen in the time of the riots.

Heathen evictions have taken place on the estate of Lord Kenmore, in Ireland. His poorest tenants have turned out.

At Madrid, Spain, thirty-two persons were killed and 620 persons injured by a terrible hurricane that devastated that city.

Workmen in a St. Louis sugar refinery struck, and as new men were put on, the old ones formed a riot and beat the new hands.

Knights of Labor want Congress to tax all immigration.

It is said many liberal members of parliament will not sustain the home rule bill for Ireland and its prospects are not improving.

A Great Business.

Not long since we went through the establishment of the Knapp Burrell & Company, corporation, in Portland, and though we had seen enough agricultural machinery, etc., to supply all the Pacific Northwest in their immense warehouse and stores, four stories high and 50x200 feet on the floor. Indeed this space contained a great variety, but Mr. Knapp invited a further investigation of their resources, so we went to the wharves and storage department on the river, close by, where they keep a great number of engines and heavy machinery, such as threshers, etc. Here were ranged, (on the lower wharf as well as the upper floors) many very expensive engines and machines that will find their way this summer to the harvest fields of this far West. It is astonishing to what an extent this business has advanced in a few years and the immense amount of capital that is required to carry it on.

In the main store building, on Front street, on the north side of the second, we noticed pigeon holes, by the hundred. These proved to be their assortment of extras for the McCormick machines alone, and it illustrates their immense business to say that in this matter of supplying extra pieces for machines they sell, there is enough to constitute a large business of itself.

Grafting Grapes.

An exchange speaking of this subject says: Grafting the grape does not differ, essentially, from other grafting. The ordinary cleft-grafting upon the growing root is usually performed. Wax is not used since, the graft inserted, the earth is then drawn around the graft, which protects it from air. The vine, however, must be grafted either in the winter, the early spring before the sap has started, or so late that the leaves, being out, will prevent flooding, of the graft and its drowning from the bleeding of the root. Anyone who has pruned the vine in spring will easily understand this. Vines may be laid down and grafted as late as mid-summer. Our advice is: Keep your grafts in a cool place until the vine is in full leaf; insert your scions in the root, but leave at least a portion of the original vine, or stock, growing; wait until your grafts have become securely united to the stock and have put forth leaves of their own; then cut away the old vine. The leaves having formed on the new part, the sap will be at least partly, absorbed by them, and the "bleeding" be less.

A horse breeder suggests that if you place a piece of rock salt in the manger of each horse, you will save yourself the trouble of throwing in a handful of salt once a week, as is often the custom among farmers. With rock salt within their reach horses can obtain as much as they want, and when they want it, but when pulverized salt is given to them at intervals of a week or ten days the increased appetites brought on by the waiting will cause them to eat more of it than they need, and it thus becomes an injury instead of a benefit. Unquestionably the best plan for salting horses is to keep it within the reach at all times and there is no better shape to have in than as rock salt.

Female Help Wanted.

Mr. H. W. Cottle, secretary of the State Insurance Company, at Salem, desires to employ a steady middle aged woman to do housework. Apply at once.

Drugs at Port's, 100 State street.

OREGON PACIFIC R. R.

Willamette Valley to San Francisco via Yaquina.

Trains on and after Dec. 15,
Leave Corvallis Tuesday, Thursday, Saturday, 9 A. M.
Leave Yaquina Monday, Wednesday, Friday, 8 A. M.

THE FINE A 1 STEAMSHIP YAUQUINA SAILS

FROM YAUQUINA:	FROM SAN FRANCISCO:
Sunday, April 25, Wednesday, May 5	Monday, May 11, Wednesday, May 19
Monday, May 12, Thursday, May 16	Tuesday, May 17, Friday, May 21
Tuesday, May 13, Saturday, May 17	Wednesday, May 18, Sunday, May 22

The Company reserves the right to change sailing days.

RATES between Corvallis and San Francisco:

Freight at reduced and moderate rates

Willamette River Steamboats

For further information apply to
CHAS. C. HOGUE,
A. G. P. and F. Agent.

BREYMAN BROS.,
MONEY BROKERS!

Money to loan without commission.
In sums to suit on real estate or approved security.
Purchasers of Notes, County and State Warrants.
Mortgage loans made on three to five years time.
Office: Breymann's block, Salem, Oregon.
Feb. 1886

OVERLAND to CALIFORNIA.

..... VIA

OREGON & CALIFORNIA R.R.
And Connections.

Fare from Portland to San Francisco, \$32; to Sacramento, \$30.
Close connections made at Ashland with stages of the O'Fallon, Oregon and Idaho Stage Company.

EAST SIDE DIVISION:
(DAILY EXCEPT SUNDAY)
Between Portland and Ashland—Mail Train.

LEAVE.	ARRIVE.
Portland, 7:30AM	Salem, 10:30AM
Salem, 10:30AM	Ashland, 4:45AM
Ashland, 4:45AM	Portland, 1:25PM
Portland, 1:25PM	Salem, 4:25PM

Albany Express Train.

LEAVE.	ARRIVE.
Portland, 4:00PM	Salem, 7:14PM
Salem, 7:14PM	Lebanon, 9:30PM
Lebanon, 9:30PM	Portland, 6:40AM
Portland, 6:40AM	Salem, 10:50AM

Pullman Palace Sleeping Cars daily between Albany and Ashland. The O. & C. R. R. Ferry makes connection with all the regular trains on the East Side Division, foot of F. street.

WEST SIDE DIVISION.

Between Portland and Corvallis.

MAIL TRAIN.

LEAVE.	ARRIVE.
Portland, 9:00AM	Corvallis, 4:30PM
Corvallis, 4:30PM	Portland, 3:20PM

EXPRESS TRAIN.

LEAVE.	ARRIVE.
Portland, 5:00PM	McMinnville, 8:00PM
McMinnville, 8:00PM	Portland, 8:20AM

Local tickets for sale and baggage checked at company's up-town office, cor. Stark and Second streets.

Tickets for principal points in California can only be procured and baggage checked at company's office, Cor. F and Front streets, Portland, Or.

Freight will not be received for shipment after five o'clock P. M. on either the East or West Side Division.

R. KOELLER, E. F. ROGERS,
Managers.

G. F. & Pass. Agt.

Great Overland Route!

NORTHERN PACIFIC R. R.

THE ONLY LINE RUNNING

Pullman Palace Sleeping Cars!

Magnificent Day Coaches and Elegant Emigrant Sleeping Cars, with berth free of charge.

From Washington & Oregon

Points to the EAST via

ST. PAUL and MINNEAPOLIS

The only Trans-continental line running

Palace Dining Cars (month free)

Fastest Time Ever Made!

From the Coast over the Northern Pacific railroad to Sioux City, Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Burlington and Quincy.

ST. LOUIS, CHICAGO

And all points through the East and South via St. Paul and Minneapolis.

ST. The only line running THROUGH EMIGRANT SLEEPING CARS FROM PORTLAND and hauled on regular Express trains over the entire length of the Northern Pacific Railroad.

Leave Portland at 1:30 p. m. daily; arrive at Minneapolis or St. Paul at 12:30 p. m. (noon) fourth day.

Connections made at St. Paul and Minneapolis and all points East, South, and Southeast.

PACIFIC DIVISION:—

Trains leave Portland, 9:25 a. m. arrive at New Tacoma 6:05 p. m., connecting with O. R. & N. Co.'s boats for all points on Puget Sound.

A. D. CHARLTON, Gen'l West'n Pass. Agt. No. Washington street, Portland, Oregon.

Oregon Railway and Navigation Company.

THE ONLY ROUTE TO THE EAST.

Transfer steamer connecting with Atlantic Express leaves Ash Street wharf, Portland, daily, at 3:00 P. M.

The Pacific Express arrives at Portland, daily at 10:30 P. M.

Pullman Sleeping Cars run through to St. Paul, Council Bluffs, and Dayton, and close connections made with both Northern Pacific and Union Pacific trains at their western terminus.

SAN FRANCISCO LINE.

Between Portland and San Francisco.

Leaving Alameda Wharf at midnight, as follows:

FROM PORTLAND.	FROM SAN FRANCISCO.
Midnight	10 A. M.

State, Tuesday, May 4; Columbia, Monday, May 3

Columbia, Sunday, May 2; Oregon, Saturday, May 1

Oregon, Friday, May 14; State, Thursday, May 13

State, Wednesday, May 12; Columbia, Tuesday, May 11

Columbia, Monday, May 10; Oregon, Sunday, May 9

Oregon, Saturday, May 8; State, Friday, May 7

State, Thursday, May 6; Columbia, Wednesday, May 5

And every fifth day thereafter until further notice.

Through Tickets sold to all points in the United States, Canada and Europe.

RIVER DIVISION.

Boat leaves Port and for the Cascades and The Dalles at 7 A. M. daily, except Sunday. The R. R. Thompson & "S. G. Reed" leave Portland at 6 A. M. on alternate days for Astoria and way points.

Willamette River.

Boats leave Portland 6 A. M. Sundays, Mondays, Wednesdays and Thursdays, for Corvallis and way points. Returning leave Corvallis Mondays, Tuesdays and Fridays.

Boats leave Portland at 7 A. M. Mondays, Wednesdays, and Fridays for Dayton and way points, returning Tuesdays, Thursdays and Saturdays.

General Offices—Cor. Front and B Sts.

A. L. MAXWELL, Ticket Agent.

JNO. J. BYRNE, Gen. Pass. and Ticket Agt.

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So great is our faith that we can cure you, dear sufferer, that we will mail enough to convince you. FREE. Send no money to cover expense & postage. E. L. LATHROP & CO., Newark, N. J.

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berry crate are the best made. Indorsed by all leading horticulturists. Illustrated Catalogue free. E. L. LATHROP & CO., Newark, N. J.

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FARM MACHINERY.

We are Sole Agents for the following celebrated implements:

BUCKEYE MOWER & REAPER.

These machines are too well known to need comment. Thousands of farmers here have used them, and all speak of them with praise. They are in every way the best and most perfect of the world.

The tests of TWENTY HARVESTS have made manifest the remarkable durability of the BUCKEYE, resulting from the simplicity and perfection of its mechanism, and an immense majority of the farmers in the Pacific States and Territories have given the same verdict as the farmers in every part of the world, where the Buckeye has been used, pronouncing it to be

The only Harvesting Machine that will give Entire Satisfaction to the Purchaser.