

**OREGONIAN RAILWAY TIME TABLE.**

|                          |                          |                          |
|--------------------------|--------------------------|--------------------------|
| North.                   | April 1, 1891.           | South.                   |
| Ev. Newberg, 7:55 a. m.  | Lv. Portland, 9:40 a. m. | Ar. Newberg, 12:15 p. m. |
| Lv. Newberg, 12:30 p. m. | Lv. Portland, 4:20 p. m. | Ar. Newberg, 6:55 p. m.  |
| Ar. Newberg, 7:30 p. m.  | Lv. Portland, 9:40 p. m. | Ar. Newberg, 12:15 a. m. |

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**NEWBERG GRAPHIC.**

ISSUED EVERY FRIDAY MORNING.

EDITORS AND PUBLISHERS:  
E. H. WOODWARD & ORM. C. EMERY.

FRIDAY, OCTOBER 30, 1891.

Entered as second class matter at the post office at Newberg, Oregon.

If CHILL doesn't stop her foolishness pretty soon Uncle Sam may feel inclined to make it hot for her.

PHY the sorters of an Oregon newspaper man who is so hard up for business that he advertises for the Police Gazette.

WILLIAM A. PINKERTON, general western superintendent of Pinkerton's national detective agency, has established an agency in Portland.

THERE are people who think that all Binger Hermann needs to secure the unqualified support of the Capital Journal is to get the nomination.

THE Woodburn Packing Co. have decided to move their plant to Nehalem, the canning business at Woodburn having proved a losing venture.

The more sensible a man is when he is sober the bigger fool he appears to be when he is drunk.—*Lebanon Express.*

Or rather the bigger fool he is if he drinks that which will make him drunk.

THE Young Men's Christian Association, of Los Angeles, California, dedicated their new building on the night of the 6th of this month. Governor Markham and other distinguished guests were present. The building cost \$75,000.

THE strained relations between this country and Chili may tend to prevent that semi-barbaric little country from participating in the Columbian exposition. But Oregon can furnish the potatoes and the guano can be dispensed with.

Work has actually commenced on the single track engine at Portland. If Dr. Mahenna succeeds in transforming his imagination into reality he will have done more for the world than any other man during the last half of this century.

We believe that one of the kindest hearted men in Oregon is Hoyer, of the *Capital-Journal*. A genuine case of distress always gets a friendly word from him, no matter whether the unfortunate be a human being or a brute. The world needs more such men.

THE coroner's jury in the case of the negro recently lynched at Omaha brought in a verdict of "Frightened to death by unknown persons." There is probably no law defining this kind of killing as a crime. The people up at Walla two times will make a note of this for future reference.

It should not be forgotten that the greatest benefit that could accrue to the people of this valley would be by a railroad connection with Astoria. Portland, with its absolute power, levies a tribute on every box of fruit or bushel of grain. Give us a direct outlet to the sea and these things would not be.

It is to be hoped that the discussion of the relative virtues of Mr. So-and-so and Dr. What-his-name's baking powder will be settled before the entire country has been depopulated by means of ammonia and arsenic. There may be a trifle in it for the newspapers, but we imagine it is becoming very stale to their readers.

THE warehouses at Portland are crowded with wheat but the grain from Europe which is already arriving is the largest ever known in Portland. A large fleet means lower rates of shipping and this is always an advantage to the farmer even though the Portland buyers strive to get all the advantage to be derived from the low rates.

WHAT with the discussion between Drs. Rowland and Lane relative to the age and general all-round effectiveness of the insane asylum bed bugs, and Messrs. Clark and Varny's little tilt over the San Jose scale business, one is led to think that Oregon may soon be taken by "varments" of one kind or another, and the reading public will be well prepared for the campaign of '92.

THE North Yamhill Leader favors Sunday trains on the west side road, to enable "business men to get their mail every day in the week." Six days in a week is all we or any one else need for business purposes, Bro. Phelps, unless the people on the west side road are very different from ordinary mortals. To advocate Sunday railroading these days is progressing backwards.

THE Oregonian in speaking of prohibition says that it has had its day and that it now only remains for those states that indulged into to correct the blunder into which they were betrayed, adopt high license and control a traffic which they cannot arbitrarily stamp out. If an evil has such a hold on the life of a nation that it can't be stamped out, how can it be "controlled"? When the Oregonian shows that states that have adopted high license have "controlled" the whiskey business one half as well as the prohibition states will knock under. The very fact that all the whiskey men in the country along with the Oregonian want high license, is reason enough for temperance people to oppose it.

Those papers that are making such a hue-and-cry over Judge Boise's Sawdust decision, and claiming that the sawdust is killing off the food fishes in the streams of Oregon, would do well to busy themselves in an attempt to prevent the salmon hatcheries from throwing dead salmon back into the streams. These rotten fish will do more toward driving the fish out of our streams than all the sawdust in Oregon.

LIEUT. RUSSELL and party, who were sent out to Alaska by the Smithsonian Institute to survey Mount St. Elias, have returned, and report a fair degree of success in their undertaking. They were prevented from ascending the summit of the mountain by almost constant storms. They however reached a height of 14,000 feet and from calculations there made, place the height of the mountain at between 18,000 and 19,000 feet. They also discovered the largest glacier in the world.

GOVERNOR BOIES, of Iowa, who is a candidate for re-election said in a speech the other day that a boy who could not be saved without a prohibitory law was not worth saving. How about Dick Yates, of Illinois, one of the grandest statesmen the Mississippi valley ever furnished the country? Would he not have been worth saving even though it took a prohibitory law to do it? When it is an acknowledged fact that some of the brightest lights the world has ever known have gone out in darkness and disgrace to fill a drunkard's grave, such statements as that made by Boies are foolish to say the least.

MR. E. W. EVANS, an old miner who has lived here for a few years past, is firm in the belief that before many years southern Oregon will become the scene of the greatest gold mining excitement the world has ever known. He says that somewhere in that section of the state is hidden away the main treasure house of wealth in this country, of which the gold fields of California were but a hint. A greater part of the gold found in northern California was most probably carried there by glacial action from the mountains farther north. Oregon is already rich in gold and silver mines, and more are continually being discovered. It is safe to predict that this will some day become the foremost gold and silver producing state in the Union.

A CRUSADE against the selling of tobacco to minors seems to have been commenced in this state, and a good many papers are lending effective aid in this line. Wherever a prosecution has been attempted it has been successful, as the law is very plain on this point, even making a gift of tobacco a sale in the meaning of the law. This is all right, and it should be enforced, but how funny it looks to see a law which makes it a crime to sell tobacco to a person seventeen years, eleven months and twenty-nine days old, and gives him the right to sell it to him one day later. In other words, if it is wrong for a boy to use tobacco under eighteen years, where is the ethical authority that makes it right as soon as he has passed that period of life?

THE Torrens system of transferring real estate titles, will probably be the next reform to claim the attention of all who have the real good of the country at heart. Like the ballot system recently adopted by so many of the states, it comes from Australia, where it has been tested and found in every way satisfactory. To establish a title it must first be passed upon by a state board of examiners, who, upon finding it clear, recommend that the title be invested indefeasibly in the applicant. Back of this base it is unnecessary to go, and as the registrar gives a certificate of title, it is only necessary thereafter to transfer the certificate as would be done in selling stocks or bonds. Such a system would simplify our present cumbersome abstracting process, and every land owner should make it a point to post up on the matter. There is no telling how soon it may be brought up for serious consideration in our legislative assemblies.

CALIFORNIANS follow the fruit business, not specially for their health, but for the money there is in it. They not only cultivate their orchards to perfection but when a new pest makes its appearance they make a close study of it and then look about for a remedy. The San Jose *Mercury* in speaking of new scale enemies says: "The steamer Mariposa had in her cargo two small packages from Prof. Albert Koebele, who was dispatched some time since on a tour in quest of parasitic enemies of the various insect pests. His first stopping place was at Honolulu, and he found there two species of coccinella which are the deadly enemy of the black scale and also of the scale that infests the apricot. The insects in question are innocent-looking grayish lady-bugs with black spots, and the shipment consisted of 50 specimens of both sexes.

As was done with the vedalia, it will be necessary to propagate the coccinella, and for this purpose the consignment just received has been sent to Mountain View, Santa Clara county, where the bugs will be domiciled in an orchard and given an opportunity to increase and multiply. By next spring it is expected enough will have been bred to enable the State Horticultural Commissioners to distribute them wherever needed, which is in a great many localities.

George Christenson's team ran away Wednesday evening, and the old gentleman barely escaped severe injury. He was standing by the side of the back, at the postoffice, talking to Mr. Sawyer, when "Catfish in great numbers are being taken in Cullaby lake, on the Astoria & South coast railroad, and President Bowly was exhibiting a few specimens of these villainous looking pests. The fish are very good eating, and if they could only be confined in Cullaby lake, or some other worthless piece of water, all would be well; but if they once get

among other fish they will soon depopulate our streams of better fish. A catfish will eat anything else that swims, but no other fish can eat a catfish."—*Astorian*.

The newspapers over the state take periodic spells of making a hullabaloo over the catfish, and yet anybody who ever lived in the Mississippi valley knows that they were considered one of the best fish there and were never considered particularly dangerous to other fish. When sir cat was first introduced in this country the Oregonian raised hands in holy horror and read the riot act to the man who brought the fish out, but Mr. catfish has already got a good hold on the waters of Oregon as well as on the palates of the people and the day is not far distant when he will be a royal fish in Oregon.

**PIONEER DAYS IN OREGON.**

Many of our readers know practically nothing about the early history of Oregon, and those who do know something of pioneer life in the Willamette valley from practical experience will no doubt be glad to read what others say of it. We have concluded to give our readers occasional sketches taken from the "History of the Willamette Valley" published by Himes and Long in 1885. There are a number of old settlers around Newberg who could write very interesting articles on the same subject and if our sketches should inspire them to write we will be more than glad to publish what they may have to say.

The emigration of 1842 consisted of one hundred and nine people, fifty-five of them over eighteen years of age. They started from Independence on the sixteenth of May, with sixteen wagons and a number of cattle. In the train was Dr. Elijah White, who had spent three years in Oregon in connection with the Methodist Mission. He had now secured an appointment as Indian Agent for the region west of the Rocky Mountains, and was on his way back to the scene of his missionary labors. Alexander and John McKay, sons of Tom McKay, were also with the party, being homeward bound from a few years of attendance at school in New York State. These three had lived in Oregon, but were not acquainted with the route thither. Judge Columbia Lancaster and his family accompanied them as far as the Kansas River, but he was compelled by the sickness of his wife to abandon the journey and return. A few years later he was more successful and his name is now indelibly stamped upon the pages of Oregon history. Stephen H. Meek, an experienced mountaineer and brother of Col. Jo. Meek, served as guide and general advisor, having trapped for years through the mountains and been in Oregon several times, first with Bonneville and afterwards as an employee of the Hudson's Bay Company. F. X. Matthieu, well known in the State, joined the train at Fort Laramie, with three Frenchmen whose names are unknown. Thomas Fitzpatrick, a former partner in the Rocky Mountain Fur Company, and one of the most experienced mountaineers, was encountered at Fort Laramie and engaged for \$500 to pilot the train to Fort Hall. At Independence Rock a young man named Bailey was killed by the accidental discharge of a rifle; and L. W. Hastings and A. L. Lovejoy, two rames prominent in Oregon history, were captured by Sioux Indians while engaged in carrying their names on the face of the rock. They were ransomed by making their captors a present of a few trinkets and pieces of tobacco; and this was what gave rise to the story in after years that Hastings had been bought for a plug of tobacco. At Green River one-half of the wagons were dismantled and used to make pack saddles, since it was deemed too slow and difficult a task to take the whole train further. This event and the subsequent incidents of the journey are thus related by Hon. Medorum Crawford, one of the party:

"Horses, mules and oxen were packed with such clothing, utensils and provisions as were indispensable for our daily wants, and with heavy hearts many articles of comfort and convenience, which had been carefully carried and cared for on the long journey, were left behind. About the middle of August we arrived at Fort Hall, then an important trading post belonging to the Hudson's Bay Company. From Captain Grant, his officers and employees, we received such favors and assistance as can only be appreciated by worn-out and destitute emigrants. Here the remaining wagons were left, and our company, no longer attempting to keep up an organization, divided into small parties, each traveling as fast as their circumstances would permit, following the well-beaten trail of the Hudson's Bay Company to Fort Walla Walla, near Walla. The small party to which I was attached was one month traveling from Fort Hall to Dr. Whitman's, where we were most hospitably received and supplied with flour and vegetables in abundance, a very acceptable change after subsisting almost entirely on buffalo meat from Laramie to Fort Hall, and on salmon from Fort Hall to Whitman's. In fact there had not been in my possession a mouthful of bread since leaving Laramie. From Walla Walla Dr. Whitman and some others took passage down the Columbia River in the Hudson's Bay Company's boats. Others pursued the journey by land to the Dalles, and there embarked in boats or canoes, and still others, and the larger portion of the emigrants, crossed the Cascade Mountains on the old Indian trail. From Fort Hall to the Willamette no provision was taken against, or the slightest apprehension felt of Indian hostility, nor were we in any instance molested by them; on the contrary, they furnished us with salmon and game, and rendered us valuable assistance for very trifling rewards. From Walla Walla to the Willamette Falls occupied about twenty days, and all things considered, was the hardest part of the entire journey—first with the drifting sandy, rocky cliffs, and rapid streams along the Columbia River, and the gorges, torrents, and thickets of the Cascade Mountains, it seems incredible how, with our worn-out and emaciated animals, we ever reached our destination."

The condition of the valley and the settlers, when these emigrants arrived, is thus delineated by Mr. Crawford:—"On the fifth day of October our little party, tired, ragged and hungry, arrived at the Falls, now Oregon City, where we found the first habitations west of the Cascade Mountains. Here several members of the Methodist Mission were located, and a saw mill was being erected on the island. Our gratification on arriving

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safely after so long and perilous a journey, we were shared by these hospitable people, each of whom seemed anxious to give us a hearty welcome and render us every assistance in their power. From the Falls to Vancouver was a trackless wilderness, communication being only by the river in small boats and canoes. Toward Salem no sign of civilization existed until we reached the French Prairie, where a few farms near the river were cultivated by the former employees of the Hudson's Bay Company. West of the Falls some fifteen miles was Tualatin Plains, where a few settlers, mostly from Red River, had located. Within the present limits of Yamhill County, the only settlers I can remember were Sidney Smith, Amos Cook, Francis Fletcher, James O'Neil, Joseph McLoughlin, Williams, Louis LaBonte and George Gay. There may have been one or two more, but I think not. South of George Gay's on the west end of Salem, on the east side of the Willamette River, there were no settlements in the territory.

"There were in the valley some twelve or fifteen Methodist Missionaries, most of them having families, under the general superintendence of Rev. Jason Lee. Some of them were living at the Falls, some at Salem, and some at the Mission farm, ten miles below Salem, opposite the place now known as Wheatland. At these places, especially at the Falls and Salem, many improvements were being made, and employment was given at fair wages to all who desired work. Payment was made in lumber and flour from their mills at Salem, cattle and horses from their herds, and orders on the mission stores at the Falls, kept by Hon. George Abernethy. There was no money in the country, and in fact I do not remember seeing a piece of money of any description for more than a year after my arrival. A man's financial condition was based upon his cattle, horses, and credit on the Hudson's Bay Company or Abernethy's books. With these he could procure everything that was purchasable in the country. All kinds of tools and implements were scarce and generally of the most primitive character. There were no wagons in the country. Carts of the rudest manufacture were in general use, which, among the French were frequently ironed with raw-hide. Ground was plowed with wooden mould-boards, grain was threshed in flail pens by the tramping of horses and cleaned by winnowing in the wind, and transported in canoes and bateaux to Fort Vancouver to market. Most of our clothing came from the Hudson's Bay Company, was all of one size, and said to have been made to fit Dr. McLoughlin, who was a very large man. Boots and shoes were more difficult to obtain than any other article of clothing; as for myself I had no covering for my feet for two years, either summer or winter, but buckskin moccasins, still I never enjoyed better health in my life.

A number of our company, probably one-third, dissatisfied with the winter and not willing to wait and see what the summer would bring forth—acting on their migratory instincts—determined early in the spring of 1843 to go to California. It was said of some of those that they never remained in one place longer than to obtain the means to travel; and of one family in particular, that they had practically lived in the wagon for more than twenty years, only remaining in one locality long enough to make a crop, which they had done in every State and Territory in the Mississippi Valley. Accordingly, under the lead of L. W. Hastings, they set out as soon as the weather would permit, and, after encountering

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