The Courier.

Oregon City, Jan. 31, 1890.

BECAUSE we admit hides free of duty, American boots and shoes are sold in England and France in successful competition with like articles manufactured there at what the protectionists call "pauper wages."

No one should fail to sign his name to a copy of the remonstrance against the county road railroad franchise asked from the county court by Messrs. Drake and Barlow. All the signatures to the remonstrance must be placed before the county court next week. The court will convene in regular session on February 5th.

THE democratic party of Oregon is justly proud of two democratic officeholders who have marked their official career by stern integrity and strict attention to duty. They are Governor Pennoyer and United States Marshal John Myers. Both belong to the plain people. Both hold to the axiom, "A public office is a public trust."

H. L. GARSEY, a bed-rock democrat, of Helena, Mont., said to a friend in Washington recently: "There is one thing sure, when Montana votes again she will roll up such a democratic majority that it will make the men who are engaged in the present conspiracy sick. I think the effect of this steal of two United States senators will make Montana a reliable democratic state in the future."

Gov. HILL's last master stroke entitles him to an honorary membership of the republican national committee. He has selected as his mouth-organ the Albany *Times*, owned and edited by Theophilus C. Callicot, a professional betrayer of his own party for years, and an ex-convict. As a member of the New York assembly in 1863, he sold out to the republicans for $1200, and being appointed two years later by Andy Johnson internal revenue collector for the third district of the state, he was in 1868 convicted in the United States district court of being concerned with others in defrauding the government. His sentence was a fine of $10,000 and imprisonment in the Albany penitentiary for two years. With such a vile tool Gov. Hill hopes to work his way to the presidential chair. He can't do that with democratic votes.

AT the great Boston banquet, Mr. Carnegie, the millionaire rail-maker, a republican protectionist, made a speech in which he paid ex-President Cleveland the following compliment: "There is another suggestion that comes to mind. Why not run our ex-president? And I, before the next time for voting comes around, may accord him my distinguished support. Whether he gets that or not, this I delight in saying, that, in any position, or in no position, ex-President Cleveland carries with him the genuine respect of all shades of opinion and all parties. When I was at Lucknow I saw the grave of its great defender, and what were the words inscribed on that simple stone? They were his last words: 'I have tried to do my duty. I say, and I am proud to say it, I have said it behind his back, and everywhere I have traveled I have said it; and why cannot I say it now, those words are ex-President Cleveland's, and when he dies he is rightly entitled to them—he has tried to do his duty."

A SPEECH delivered in the senate by Mr. Stewart of Nevada contains the following statement of private debts in the United States, exclusive of the debts of railroads:

[illegible]	[illegible]
Debts to other banks.....	1,865,088,672
Debts to insurance companies, capitalists, etc....	8,000,000,000
	$11,670,818,410

This is an average debt per capita for a population of 60,000,000 of $194.50. The national, state and railroad indebtedness added to this amount would raise the average to about $300 per capita. The Illinois Bureau of Labor Statistics gives the private mortgage debt of that state as $416,000,000. If the private mortgage debts of Ohio, Indiana, Michigan, Wisconsin, Minnesota, Iowa, Nebraska, Kansas, Colorado and Dakota average as much as Illinois, their combined total would reach $4,160,000,000, thus giving in ten Western states over half of Mr. Stewart's estimate of the total indebtedness of the entire United States to insurance companies and usurers.

THE pension issue is one which the republicans in congress must meet. The Washington correspondent of the Burlington (Iowa) *Hawkeye*, discussing the question whether the party can win in 1892, says:

"The answer comes from all over the country, from every Grand Army post: 'No! not unless liberal treatment is given to the veterans of the Union armies.' It is useless to disguise this fact. Through their committee on pensions, in their national encampments, these brave fellows have again and again suggested certain legislation, which congress has again and again failed to enact. They have never heretofore blamed the republican party for these failures. Now, however, the republican party is in power in both houses of congress, and in the White House, and the soldiers expect and demand such legislation as they have heretofore recommended. Some of their leaders do not hesitate to say that unless their wishes are complied with or an effort made to comply with those wishes, they will rebuke the republican party with their ballots in 1892."

The New York *Post* comments on this: "On the other hand, there are plenty of voters who are so thoroughly disgusted with the pension extravagance that they are sure to rebuke the party if it yields further to these demands."

DECEMBER 25th appeared for the first time as the day on which Christmas was to be celebrated in the list of holidays of the church in the year 354. The Greeks, and particularly the Alexandrians, were opposed to the selection of the day. In Constantinople the date was first recognized in 376 and in Alexandria in 431; notwithstanding great confusion existed until the middle of the sixth century. Some congregations celebrated the birth and baptism of Jesus on January 6th, others separate, i. e., the one on the 25th of December and the other on January 6th. The Emperor Justinian made an end to the confusion. He issued an edict in the year 550 deciding that on December 25th the birth should be celebrated and on January 6th the baptism. The Russians observe Christmas also on December 25th, but, as they compute their years according to the style of Julius Caesar, with them the feast falls 12 days later. If President Harrison were to issue proclamations in regard to Christmas and Epiphany, we would think the world had turned back in its orbit. The time is past when the theology of the citizens worried the authorities more than tangible interests. Boodle—pensions, tariffs, subsidies and spoils of office—now engross the attention of those foremost in place and power.

DID BRICE BUY HIS SEAT?

The New York *World* is an organ of Gov. Hill and therefore naturally hostile to the reform wing of the democracy represented by such men as Mr. Cleveland and Mr. Brice, the latter the new senator from Ohio. Why the *Oregonian* relishes the attacks of the *World* on Senator Brice consequently explains itself. Those who pin their faith to the "great daily's" contention that Calvin Brice bought his senatorial seat are requested to peruse the following from the St. Louis *Republic*, a paper which is certainly as good authority as the hand-organ of Joe Simon et al.:

"The election of Hon. Calvin S. Brice to the Ohio senatorship is directly due to the bitter fight made on him by the enemies of Mr. Cleveland and the opponents of tariff reform. Mr. Brice's prominence in the campaign fought on the lines of Mr. Cleveland's reform message made him a natural object of republican attack and arrayed against him the enemies Mr. Cleveland had made in suppressing the so-called 'Randall wing' of the democratic party. These began to charge at once that Mr. Brice was buying the senatorship, and they have reiterated the charge for several months without producing in that time a shred of evidence that Mr. Brice had spent a cent in his campaign. They have not been able to make even a definite charge, and they have done nothing but ask the public to take on trust their assumption that because he has money to bribe with he is therefore necessarily a briber. The *Republic* has been able to find less real ground for scandal in the Brice campaign than in any senatorial canvass in Ohio since the times of Thurman and Pendleton. It did not wish to see Mr. Brice attacked as a corruptionist without cause, and it was fully aware of the reason of the fight made upon him by his leading opponents in New York city and Cincinnati. It accepts his election as an emphatic repudiation of the so-called 'protection-democracy,' and it hopes to see Mr. Brice refute by his course in the senate the charge that he is 'nothing but a millionaire.' If he makes a millionaire senator he will be a failure and a clog to the democratic party, but he can show, as Samuel J. Tilden did, that the possession of abundant means does not necessarily make their possessor a plutocrat. His work in the senate is to justify the democrats in Ohio in rallying to him when he was attacked, repudiating the charge that he is a corruptor of politics and selecting him for the senatorship above his able competitors for that high honor and great responsibility."

A Triangular Trade.

In an article on the subject of "Our Merchant Marine," David A. Wells shows how the products of our farms pay for the coffee and other merchandise we buy from South America. He says:

"We buy of the West Indies, Central and South America great quantities of sugar, coffee, tropical fruits, India rubber and hides, because we cannot produce the commodities at all, or in sufficient quantity to meet our demands for consumption, and can buy them cheaper of our Southern neighbors than elsewhere. Under our existing tariff, however, especially our tariff on crude materials entering into our manufactures, we are not able to sell in the way of payment to the producers of sugar, coffee, fruits, rubber and hides, such products of our industries as we would like to dispose of, and which the foreigner desires and needs to have, because the latter can buy them cheaper in other countries—mainly in Great Britain. Our indebtedness to South America for our increasing exports is, therefore, settled in another way. England pays the bill in manufactured products, and we pay England by the export to her of our agricultural products, cotton, cereals, meats and the like; and as a matter of fact, this roundabout, unnatural commerce represents what may be termed a triangular voyage. Thus a ship loads at Rio Janeiro, for example, with coffee for New York; unloads there and reloads with grain for England; unloads there again and again reloads with English manufactures for Brazil. And as English vessels are cheaper than any which Americans can build or have a right to own, the English vessels mainly do the work and earn all the profits, and English bankers and capitalists gather in the commissions and accruing interest on the capital employed. Or, to put the case more briefly, our existing tariff gives every foreigner every possible advantage for buying manufactured products in every market of the world other than our own."

A Patriotic Negro.

The following extract from a letter written to the Boston *Transcript* by Andrew J. Chambers, a colored citizen of Durham, N. Carolina, is respectfully submitted to the consideration of our republican brethren:

"I may be wrong in declaring that Christianity has no more devoted adherents on the globe than are to be found among the white men and women of the south, and that their humanity and religion is a better basis for negro security than any contemplated legislative enactments. When I look at the number of negro homes in every southern community, built by negro wage earners; their numerous churches, built in good part by southern philanthropy; while schools ornament every district, asylums honor every state, and every negro sorrow has a white man's sympathy and every negro funeral a white mourner, and then enter an unequivocal protest against the assertion that the negro suffers from a species of outlawry at the hands of the dominant race at the south, it may indicate water on the brain. When every southern state is bearing her legitimate share of national burdens of responsibilities, with both patriotic and heroic pride, I may be a fool for denying that the eruptive fires of another rebellion are smothered in every southern home. To plead with you northern white men to cease jeering the civilization of the south, and treat her, not patronizingly, but patriotically, may sound senseless, but so long as a cold and dictatorial attitude toward her prevails, what guarantee have we of a better and brighter era for for all our land? Concord among you white men must be the precursor of radical adjustment in this country."

LETTER LIST.

The following is a list of letters remaining in the postoffice at Oregon City, Jan. 30, 1890:

Brown, File	Buthla, Oharley
Baker, Dave	Barne, Charles
Cheatham, Sammie	Jones, J
Lawler, Bill	Moore, J M
Mower, William	Nichols, Luella
Osburn, Edna Little	Owens, Chas
Queener, J H	Smith, Hugh
Scott, Chas	Standley, W W
Tiller, A T	Ward, W C
Williams, J R	Williams, W Mrs
Wall, S W	Wilkenson, William

When called for please say when advertised. J. M. BACON, P. M.

ORGANIZED FARMERS.

Consolidation of Interests to Pluck Them is Uniting the Tillers of the Soil into an Alliance that will Revolutionize the Country.

The origin of the widespread organization of the farmers, says the *Southern Farm*, is found in the operation of three of the most powerful and active agencies in modern civilization, whose work is clearly traceable in our recent history—railroads, middle men and banks.

After the war, a spirit of speculation possessed the people. A territory larger than that of the 13 original states was populated in half a dozen years, and foundations for an enormous debt were laid. The Southern states, a large portion of which had been devastated and their people left destitute, presented an inviting field for adventure. Schemes for personal and corporate gain multiplied, and debts, private and municipal, accumulated in unprecedented volume. Congress declared that the national debt should be paid in coin, unless otherwise provided in the contract, and the government started on the road to resumption; contracting the volume of currency at every step, enhancing the value of money and securities, private as well as public, and lessening the value of other kinds of property; thus increasing the burdens of debtors and adding continuously to the influence and power of railroads and banks—one controlling the transportation of the country, the other controlling its money.

HOW THE FARMER FELL.

As years came and went, and as private mortgages and municipal bonds increased in number, it required more wheat, more corn, mere cotton, more cattle, more swine, to meet maturing obligations. A debt contracted when wheat was high, matured when wheat was low. To illustrate: The average price of wheat in 1885 was lower than it had been in 40 years. The national debt, August 1, 1865, was nearly $2,800,000,000. We have been paying the principal of that debt at the rate of $50,000,000 a year, besides the annual interest, which, in the aggregate, has amounted to more than 75 per cent. of the original sum. Still, with all that had been paid, and—available cash in the treasury being reckoned—with but little more than one-third of the original amount yet unpaid, while it would have required 1,600,000,000 bushels of wheat in August, 1865, to pay the whole debt, it would have required nearly as much, or 1,300,000,000 bushels, to pay what remained to be paid 20 years later, after the principal had been reduced by more than one-half, and when, of principal and interest, a good deal more than the whole amount of the original debt had been paid.

Agriculture had made substantial progress, the cultivated area had been greatly enlarged, the number of farms and their value and product had been increased; but estimates, based on the census report of 1850, show that during the 38 years following the railroad interest increased 1580 per cent. and the banking interest 918 per cent., while the farming interest reached only 252 per cent.

Railroads had made profitable agriculture possible in the new states, but they and the elevators and commission merchants took all the profits. They divided one haul into three parts, adding expense at every change. For example, grain or other farm produce shipped from any point in Kansas to New York, was billed to a "Missouri river point"—Kansas City, say—thence to Chicago, and from there to New York; a different freight rate ruling between each two points and the farmer paying his profit to a nominal figure. And the power of the railroads to enforce the rule of exacting "all the traffic will bear," was absolute. In 1882, the railroads charged the Kansas farmers 57 cents a bushel to haul their wheat to the Eastern seaboard. This did not include elevator charges or rehandling, nor the cost of taking the wheat from the farms to Kansas City.

While railroad companies carried off farm products and brought back supplies, charging their own rates for the service, banks and money-changers lent money to the farmers at rates of interest far above legal rates, and higher than any industry could afford long to pay—40 per cent, 50 per cent, often still higher, all along through a dozen years after the war. The monetary system of the country, like the railroad system, had been one-sided, one party in interest controlling all charges for use; and there was no available remedy. With the fall in values of products generally, the value of a dollar in debt grew correspondingly higher, and salaries and public taxes increased every year. The market value of everything but dollars, bonds and mortgages had fallen. Municipal and private indebtedness, for which counties, townships, school districts, and farms were mortgaged, was incurred at a time when farm products were much higher than they have been since. One dollar of debt then, is two dollars now, to the man who has to pay it with products that have depreciated 50 per cent. in value.

Add to these things the vast power of a combination among stock and grain dealers and meat packers, beginning at Chicago, whereby prices of farm products were regulated, and you have the principal features of the situation out of which came the farmers' movement. In their life and work separated, so are they in their business affairs. Their purchases are in small quantities usually, and at highest retail prices; while in business done on a large scale, large interests come under one management and expenses are reduced to the minimum. By reason of his isolation and the smallness of his individual business, the farmer found himself paying tribute to men and corporations who had control of the money and the markets of the country. It was to remedy these wrongs, to obtain their just proportion of the profits arising from their labor, and to restore themselves to their normal place among their fellowmen, that farmers began and are now conducting the greatest revolution ever peacefully inaugurated.

THE VERDICT UNANIMOUS.

W. D. Sult, Druggist, Bippus, Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle sold has given relief in every case. One man took six bottles, and was cured of Rheumatism of 10 years' standing." Abraham Hare, druggist, Belleville, Ohio, affirms: "The best selling medicine I have ever handled in my 20 years' experience, is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters do cure all diseases of the Liver, Kidneys or Blood. Only a half dollar a bottle at G. A. Harding's drugstore.

CORRESPONDENCE.

Good Character.

The following address was delivered before the Young People's Society of Christian Endeavor in Beaver Creek by John S Jones, who was president of the society during the past year. The address is pithy and is fully worth a careful perusal:

Good character is the crown of life. It adorns every situation from the poor working man to the highest in the land. This is the most valuable pearl in man's possession. Once a man has won for himself a good character no one but himself can destroy it; and if once a man loses his character it is very difficult to build it up again.

The way to form a good character is to live according to constant habits based upon constant principles. The work of forming a character is gradual; it is not one act or occassional acts that make it up, but our habitual walk in life. Character cannot be formed in a moment as a prize is drawn in a lottery, and it cannot be brought into perfection in a few hours like the mushroom.

Good character is of very slow growth, but nevertheless sure and solid as a rock. It is by perseverance alone we can lay hold of this valuable pearl, therefore it is of the greatest moment that we pay due regard to the importance of forming a good character. Of what benefit are all other things without good character? How worthless a man is without this. He may have wealth, but this will not furnish him real enjoyment or respect if without a good character. It is seldom a man of bad character succeeds in life. Thousands, however, started in life with all advantages in their favor, have failed simply on account of lacking this, while others have succeeded in spite of every disadvantage by the help and influence of a good character.

Youth is the time to form a good character; as the child is, will be the man. A man may be poor; he may not be learned nor talented; still, if he has a good character his influence for good wherever he turns is great. Men of good character are the strength of society and the real founders of the greatness of every civilized nation. The strength, industry and civilization of every kingdom depend entirely upon the personal character of each of its subjects individually. This is the foundation upon which the safety and success of every country rest.

What constitutes the good character of a country? The morality and religion of its inhabitants. Then if our character is good we raise the morality of the place we live in. A man's moral character is his only real property; and since it is of such importance, we should be very careful not to injure it. This is the only property transferable to another world. While we must leave everything else behind, our character will follow us.

This is the standard by which we shall stand, approved or not approved before God—amen and amen.

Mr. Wm. Phillips' Opinion.

CLACKAMAS, January 25, 1890.

EDITOR COURIER: The sentiment of nine-tenths of the people of this part of the county seems to be adverse to the motor line franchise as sought to be obtained from the county, believing the county court has no right to grant special privileges to private parties on the public highways. Even if they had, it would be a great inconvenience to public travel. The county may grant a charter to turn a common road into a toll road when all have an equal chance. But a railroad is a special privilege and unwarranted by the spirit of our institutions.

So, also, is the MOLINE dam of the Clackamas river condemned. Under that franchise none but those who own the franchise can float logs down that stream without paying for the privilege, while, as I understand, other floating property comes free. If the companyload obtained a charter from the county to open the river for common floating or rowing purposes, from its mouth to the mountains, to be kept in good repair the year round, then they should be allowed to collect reasonable toll on all property floated thereon. But these special privileges are a nuisance.

So, also, was and is the building of the Oregon City bridge condemned. Public travel did not call for the building of that bridge, without which the county court had no right to appropriate one dollar thereto. It was built, as many people in this part of the county believe, for speculative purposes, and without constitutional or other legal warrant. But as the tendency of our government, from the actions of congress to those of a county commissioners' court, is toward centralization, the people should not hesitate to throw on the brake at once lest worse conditions follow. WM. PHILLIPS.

[It is a fact which Mr. Phillips may not know that there is more travel over the bridge at Oregon City than over any other bridge in Clackamas county.—Ed.]

MULINO NOTES.

Report of school taught at Mulino, district No. 84, for the month ending January 24, 1890: Number days school open 19, days attendance 434½, days' absence 141½, boys enrolled 19, girls enrolled 14, total enrolled 33, average daily attendance 23, number times tardy 16, number neither absent nor tardy 1, i. e. Mabel Hobbs. Visitors: Mrs. Hobbs, Mrs. Howard, Messrs. R. A. Bounds, G. F. Ball, J. Gillett, U. G. Kellogg, W. Fletcher, Misses Eliza Mulvania, Nora Gordon and Bertha Albright of Clackamas county, and J. T. Francis of Washington county.

S. A. HUGHES, Teacher.

Mr. Wallace, the merchant at this place, had the misfortune to lose a cow by death last week.

Some of our citizens have the grippe; some the influenza.

John Darnall, Jr., has been very sick but is convalescent.

Grandma Warsham was reported dangerously ill last Saturday morning.

Deep snow is reported in many parts of the state but our burg is blessed with wind and rain instead.

It is the intention to have a spelling school at the schoohouse on Thursday night, January 30.

NOTICE.

HIGHLAND, January 26, '90.

Notice is hereby given to all the people of Highland, Or., that if they want the postoffice longer than June 30, 1890, they must find themselves a new postmaster or the postoffice will be discontinued, for their old postmaster has resigned. As I established this office and taken care of it 20 years, I think I might have a rest. Yours Truly,

G. WALLACE, P. M.

THE HIGHWAY RAILWAY FRANCHISE.

Pointed Criticism of the Scheme by a Molalla Farmer.

MOLALLA, Or., Jan. 27, 1890.

MR. EDITOR: As it is not often that I take the liberty of trespassing on your valuable space, you will perhaps overlook this encroachment.

I have taken the COURIER ever since it made its advent among us, and believe that it upholds the interests of the people in its political views, and also in the financial affairs of our state and county. I hope it will not flatter you if I call it by the name to which it is justly entitled—a clean democratic paper, working for the interests of the laboring classes at large.

I am pleased to note the firm stand the COURIER has taken for the rights of the people in regard to the frachise asked for, viz.: the right to locate and build railroads and operate the same over county roads and bridges in Clackamas county. The first thought that struck me, after a careful perusal of the petition for this right, was, "*Ye gods, what cheek!*" As I am somewhat slow to understand, I take the liberty to propose a few questions which I am unable to answer satisfactorily to myself, viewing them from the standpoint of the greatest good to the greatest number.

1st. How can a one-horse railroad, like the one contemplated, hope or expect to have any net earnings to pay into the Clackamas county treasury, when we consider the fact that they have a rival route already established, running parallel with their proposed route, and it a through line, having direct connection with the East?

2d. How much revenue would Clackamas county derive as her share of net earnings at a 3½ per cent. dividend, taking as a basis for calculation the amount of money derived by the state annually from Goldsmith & Co. as its share of dividends for the series of years since it so generously assisted in building the locks at Oregon City? And I will ask your readers if this is not a good basis for calculating? If our state officials, with the authority of the state of Oregon to back them, collected the enormous sum of perhaps $500 as her share of 10 per cent. dividend for a long series of years, how could we expect as small a corporate body as Clackamas county to successfully cope with a corporation that may shortly become more powerful than Goldsmith & Co. ever was?

I say more powerful than Goldsmith & Co., and why? Is it not only possible, but quite probable, that such rights as are asked for by petitioners would be transferred, perhaps, to some through line of railroad?—and, then, I ask, how much revenue would Clackamas county derive as her share of the divy? Would it not be selling our birthright for a mess of pottage?

But I cannot bring myself to believe even for a moment that our honorable county court would ever think of granting such a right in opposition to public sentiment and the wishes of nearly all the people whose servants they are.

JOHN EVERHART.

CAME ACROSS THE GIRLS.

By rock, and by rift, and runnel, by marsh, and meadow, and mound,
He went with his dogs beside him, and marvel'ed no game was found;
Till the length of the whole green gorge, and the grey cliffs gleaming on high,
Rang and re-echoed with horns and the musical hunting cry.
And the hounds broke out of the cover, all baying together in tune,
And the hare sprang panting before them, along up the lawn, dew-set down;
And a bevy of buckskin virgins, dove-breasted, broke from the bowers,
With spears half poised for the hurling, and tresses wreathed with flowers:
Their lips grew ruddy, disparted to draw their deep breaths to the chase,
For the chase, and the cheer thereof ringing, the rapture of dealing death;
Too fine heads eagerly lifted, the pitiless fair eyes fixed,
The flower-fair cheeks flushed flower-like—richly, rich rose commixed;
The slender feet flying swiftly, the slight shapes recoiling like reeds,
When the Thracian breezes of winter descend on the marshy meads;
So they swept along like music; and wildered Actæon fled
Till the last of the maiden rangers was lost in the leafing wood.

A BRAVE IRISH BOY.

A Story of Kentucky.

In the month of May, 1864, a boy of 15, with a small bundle under his arm, might have been seen walking wearily over a rough Kentucky road. His hair was brown, his eyes were gray, and there was a good humored expression on his broad Celtic face, for our hero was an Irish boy, who had gone out into the world to seek his fortune.

"Where will I sleep to-night?" thought Pat Roach, for that was his name. "Last night I slept on the ground, and it's stiff I was this morning."

At this moment his eyes fell upon a large and imposing mansion, on a little eminence to the right.

"Maybe they'll let me sleep in the barn," he thought. "Anyhow, I'll give them the chance."

He turned into the front gate and walked up to the front door and knocked, for there was no bell.

The door was opened by a colored woman.

"Well, child, what do you want?" she asked, not unkindly.

"Can you let me sleep in the barn?" asked Pat.

"What does the boy want, Chloe?" asked a young lady, who had just entered the broad hall.

"He wants to sleep in the barn, Miss Jennie."

The young lady came forward and looked pleasantly at the boy.

"What is your name?" she asked.

"Pat Roach, Miss."

"Where are you going?"

"[illegible]."

"Haven't you a home?"

"Yes, Miss, but there's more of us than father can keep, and I'm the oldest. So I'm going out for myself."

"Where did you sleep last night?"

"On the ground."

"That was a pity. You didn't enjoy it, did you?"

"Not much," answered Pat, shrugging his shoulders. "But it was cheaper."

"I suppose you haven't much money?" said the young lady, smiling.

"Not a cent, Miss."

"Have you had any supper?"

"Yes, Miss, I've had a cracker."

"You must still be hungry?"

"Try me and see," said Pat, drolly.

"I will," said the young lady, smiling. "Chloe, take this boy into the kitchen and give him a good supper."

"And may I sleep in the barn afterward, Miss?"

"No, but you may sleep in the house. Chloe, let him occupy the little back room on the second floor."

"Thank you, Miss," said Pat, gracefully. "It will be a fine thing to sleep in a real bed again."

Chloe was well disposed to second the benevolent intentions of her young mistress. She gave Pat the best meal he had eaten for months, and drew out the boy's story, which Pat was quite ready to tell. In return she told the boy that the estate was owned by Mrs. Stanton and her daughter, who were left wealthy by the late Mr. Stanton, who had died during the last year. Beside herself there was a man-servant, but he was lying sick with a fever.

"You'd better hire me," suggested Pat, "while he's sick."

"You can't do a man's work, chile."

"Try me and see," said Pat. "I can eate a man's supper, anyhow."

"You're right there, honey," said Chloe, showing her teeth.

A little after 8 o'clock, Pat, being fatigued with his long tramp, went to bed and was soon fast asleep. Mrs. Stanton and her daughter sat in a room on the second floor, one working and the other reading aloud, when the daughter approaching the window descried to her alarm a company of men, ten in number, approaching the house.

At this time it was not uncommon for small roving bands, passing themselves off as Confederate soldiers, but really only robbers, intent upon plunder, to scour the country, forcing their entrance into lonely houses, and carrying off whatever of value they found.

The bottom has dropped out of the boom in Seattle and Tacoma. Prices are coming down.

Oregon City Market Report.

WHEAT—Per bu. 68c. bulk (without sacks)
OATS—38c ⅌ bushel, with sacks
FLOUR—Roller, retail, $4; country,
EGGS—40c
BUTTER—extra, 60c a roll
ONIONS—1c
VEAL—7c dressed
CHICKENS—Old $4; young $3 a dozen
BEEF—On foot 2½c
MUTTON—$2@2 50
SHINGLES—$2 50 ⅌ thousand.
LARD—10c ⅌ pound.
HIDES—Green, 4c; dry, 8@10c ⅌ lb; one-third off for cull; sheep pelts, 25@30c
HAY—Timothy, $10; clover $15
FEED—Bran, $15 50; shorts, $16 50; chop $18.
PORK—Sides 10c, shoulders 8@10c, hams 11@12c fresh, 5c ½ dressed
APPLES—Per box.
POTATOES—Per bu. $1 00
Cabbage and onions, 1½c
RUTABAGAS—1c a lb
DRIED FRUITS—Evaporated apples 7c, plums 7c, prunes 6@10c, peaches 12c
Turkeys 12½c a pound

PACIFIC COAST NOTES.

A. K. Cutting, the rantankerous editor who caused so much trouble between the United States and Mexico, by being arrested for libel at El Paso a year or two ago, is now in Walla Walla setting type on a paper.

The following appears in the Macleay column of the Silverton *Appeal*: Oscar Eoff and Miss Carter (his mother's hired girl) eloped last week and were married. They returned home, and Oscar is sick a bad.

200 convicts in the Oregon state penitentiary, employed by the Northwestern Stove company, of Portland, manufactured 30,000 stoves the past year. The company only pays the state 40 cents per day for the men, and many of them are capable of earning from $2 to $3 per day for the company. The profits on their stoves is such that it enables them to drive out all competition from the local foundries.

The Mist correspondent of the St Helens *Mist* draws this peculiar picture of rustic life: "There passed this place to-day a female headed for the source of the Nehalem, a female tramp 30 days from Astoria. She claims to be a maid. She is over 50 years of age. Her clothing was slightly dilapidated. She had an axe on her shoulder with a small bundle hung to it. She had a boy with her about 15 years old. On account of the boy some think the maid business rather thin. She is hunting a timber claim—probably one with a man on it would suit her best."

On January 27th one of the boldest robberies that ever occurred happened in the Elite faro bank in Seattle. A stranger entered the place when a game was in progress, bet one dollar and lost. He there remained until all the occupants had departed except the dealer. He then pulled a revolver on the dealer, at the same time demanding $200. By his menacing manner the dealer knew he was not to be trifled with and quietly handed the amount asked for; the bold robber then asked for $500, but at that moment three officers entering made the desperate highwayman retreat. At the same he fired and mortally wounded Dick Rickards, the door keeper of the bank. He escaped and the police did not find him until next day, when he was arrested and placed in jail.

The blockade in the neighborhood of Grant's Pass is something terrible, the snow being 40 feet deep in some places. People who have lived there 35 years say they never saw it equaled. The train that was blockaded returned to San Francisco, and the passengers took the steamer for Oregon. The steamers are doing a big business in consequence of the snow. Rain is falling copiously now at nearly all points along the road. The great damage now is from washouts, which are beginning to manifest their destructive qualities. Several bridges and trestles far south of Ashland are said to be gone, but the exact localities are not yet known. A number of small landslides have occurred, but as no trains are moving nothing but the roadbed can be damaged. Everything about the Southern Pacific's prospects is simply uncertain. The tremendous downpour of rain augmented by the melting snow, is liable to carry out a trestle, or precipitate a land-slide at any time.