

LOCAL AND PERSONAL

Hon. W. H. Biggs of Wasco is in the city.

Mr. and Mrs. C. W. Magill of Wapinitia are in the city.

W. R. Menefee of Dufur paid this office a pleasant call today.

Goldendale is putting on airs. It has got a Woman's Equal Suffrage Club.

Mr. W. A. Vanhoy of Goldendale gave this office a pleasant call Wednesday.

Lost, a pair of nose glasses. Will the finder please return them to this office.

A. C. Kelsay and G. H. Gleason of Antelope are registered at the Umattilla house.

Two loads of wool were received at the Wasco warehouse, Tuesday morning for the Mitchell country.

Mrs. Beesley left this morning on the Regulator on a visit to her grand-daughter Mrs. Oilphant of Albina.

Work has begun on the Methodist church lot preparatory to building a new church building and parsonage.

Mrs. E. Wingate has temporarily moved into the Mooly warehouse, opposite Brooks & Beers' store in the East End.

Louis Rorden left last night for a trip to his native home the island of Fohr in the North Sea, which he has not seen for twenty years.

A private letter lately received in this city reports that Mr. T. T. Turner, lately operator at the Umattilla house telegraph office, is a little better.

L. W. Legrand of Columbia precinct, leaves in the morning for Alseye Bay, where he intends to remain, for the benefit of his wife's health, till next summer.

Three unfortunate horses and three head of cattle were still in the pound, at a late hour yesterday afternoon. They looked very hungry and very melancholy.

R. B. Gilbert has rented his ranch for the coming season and will leave with his family on the Regulator, in the morning, for Corvallis where he intends to reside till next harvest.

Geo. W. Smith, shipped 20 tons of Klickitat wheat by the Regulator Tuesday morning. He has now about 600 sacks at the Rockland Shute. He bought 300 bushels this morning at 77 cents.

A pocket book has been found on the streets of The Dalles, and left at this office, that appears to belong to Henry Houser of Dufer. It contains notes and memoranda of no apparent value except to the owner.

There is a strike today, of the Albina switchmen and in consequence no freight trains have come up from Portland. The men justly want pay for overtime which the company, it is said, has heretofore been unwilling to grant.

The assessment roll of Grant county for 1901 shows a decrease of \$109,730 as compared with that of 1890. The net value of all taxable property is \$1,199,840 which is nearly offset by "money, notes and accounts amounting to \$404,880.

Thomas A. Hudson received today, as agent of the Liverpool, London & Globe Insurance company, checks on the London and San Francisco bank for the sum of \$22,000 to pay out on insurance losses sustained by that company in the late fire.

The Dalles, Portland and Astoria Navigation company have rented and intend to use as an office the Savage building on the northeast corner of Court and Main streets. This will place the office at a convenient distance from the boat landing.

The new Methodist Episcopal church in Dufur will be dedicated next Sunday the 4th October inst. The sermon will be preached by Dr. Harrington, editor of the Pacific Christian Advocate, services commencing at 11 o'clock a. m. A cordial invitation is extended to all.

Mr. and Mrs. E. N. Chandler have returned from Portland, whither Mr. Chandler had gone to purchase a new supply of goods for the grange store, which will be reopened in the building next door to the store of Mr. Newman, corner of Second and Union.

Fourteen cars of cattle from Crook county were shipped last night from the stockyards to Puget Sound. One car of hogs and one car of cattle from La Grande and five cars of cattle from Durkee station were shipped to Portland, making 20 cars of cattle and one of hogs.

A masonic lodge was organized in Wasco this week and the following Masons will attend the ceremony: R. F. Gibson, acting D. G. M., W. E. Garretson, D. L. Cates, Geo. Blakely, Geo. A. Liebe, H. Horn, J. I. Burpee, O. D. Doane and Thomas Olesen.

Saturday last while H. Simons of Eight Mile was coming into town with a load of hay, at the forks of the Benson and Thompson roads his wagon capsized. Fortunately no damage was done beyond the inconvenience and loss of time.

The rut which caused the accident is said to be two feet deep and hard to avoid. The road out that way will be in a sweet state, in another month, if something is not done to improve it.

The Chronicle received the following special communication from Biggs station Tuesday: "William Mercer of Wasco got his leg badly injured late last night while lifting a rack on a wagon, which may result in its amputation. Dr. Rinehart of The Dalles was telegraphed for and we presume it was to attend to Mr. Mercer. Mr. Mercer is well known in this section and his many friends will be sorry to hear of his misfortune.

SUP'T. FARLEY'S REPORT.

We Make a Few Suggestions and Ask to Be Relieved from Service.

CASCADE LOCKS, OR., Sept. 26, 1891.

To the Honorable Sylvester Pennoyer, George W. McBride and Phil. Methuen, constituting the Board of Portage Commissioners of the State of Oregon:

GENTLEMEN—As my work of construction of the Cascade Portage railroad is about completed, I wish to make a par-

The road is about completed except the extreme ends of the east and west inclines. This cannot be done economically at present on account of the high water, and can be done in the spring on both ends for not to exceed \$300. The road, however, can be operated right along just as well until spring and then the inclines must be completed before high water in June. This can be done at odd times by your operating service at hardly any additional expense. Your operating service can also keep up the entire repairs of the road.

I have this day placed insurance on the property, as follows, in the London, Liverpool and Globe Insurance company, of San Francisco, which is the only good standing company I find doing railroad insurance business:

As soon as the policy is issued to the state of Oregon it will be forwarded to the secretary's office.

We have a very good gravity system of water supply for all purposes of the road, including fire, but I still think it wise to carry at least from twenty to twenty-five thousand dollars insurance.

I have done all my work the best I could and think it will bear all criticism, admitting that possibly I have made a few small mistakes. I have purchased the material as low as the market would allow, and I think that no fault can justly be found with the price paid.

There have been some faults found and attacks made against me by parties I have been unable to find, which the majority of the board I think fully understand, and I will leave myself in the hands of the board as to whether I have or have not done my duty honestly, economically and as speedily as possible.

I now wish to make a few suggestions as to the system of operating the portage in a safe manner, and with extremely low expense, and still be a careful and systematic way of doing that which I feel the board wishes to do; that is to please the people and still have the state suffer no loss.

The estimates I have prepared are based on only one boat above and one below feeding the portage, and if one more boat above and below should be put on, increase the expense only one man at \$75 per month. The conductor of the portage to have charge in the absence of the superintendent.

Table with columns: Position, Salary, per month, \$.

Superintendent's Salary, per month, \$ 150.00

Conductor " " " " " " " " " " " " 100.00

Engineer " " " " " " " " " " " " 100.00

Treasurer " " " " " " " " " " " " 75.00

One Brakeman " " " " " " " " " " " " 50.00

One Brakeman " " " " " " " " " " " " 50.00

Wharf best Care-taker and Sailor " " " " " " " " " " " " 50.00

One Night-watch Salary, per month 25.00

Insurance, per month 10.00

Incidental " " " " " " " " " " " " 20.00

Oil for Engines, Cars, Wharf boats, lamps, 4000.00

Total \$1000.00

Making a total expense of not to exceed \$1000 per month the year around, and possibly not over \$900 per month.

I wish to say that I cannot possibly stay longer than November 1st, at the outside, and would like to be excused earlier if possible; on account of my business, but will volunteer to go down occasionally until the river freezes up and assist in getting everything going systematically, and will not make any charge for the same after November 1st, as I think I can get transportation free.

I also think that probably after one year you can get along without any conductor, by having superintendent take charge of train, and do all the clerical work. The transportation companies are required to furnish a press copy of all way-bills and furnish a coupon check for all passengers. Now all the work there is to do is for the superintendent to copy those way-bills and coupon tickets, for his own use, and then turn them over to the secretary of state, with the money earned, collected from transportation companies, keep time of the men who are all hired by the month and send in the payroll to the secretary of state, for the monthly pay account. There is no possible use for a clerk, and after a time throw the offices of superintendent and conductor into one office. I also think it best for the superintendent to give a small bond to the state, for the transportation companies turn the money over to him twice a month and the superintendent then turns it over to the secretary of state. This will relieve the board from all responsibility.

Speaking of the earnings of the portage, at the present tariff I think it will be safe to say they will at least amount to \$1800 per month the year around. This, however, is a hard matter to calculate on and I base my estimate on the amount of freight which passes to and from The Dalles. However, your tariff is subject to change at any time without notice, and it will be the duty of your superintendent to carefully watch this matter and secure this tariff as soon as he finds it necessary. The board is aware that I lost my residence in the fire at The Dalles, therefore it is essential that I be relieved from service as soon as possible to attend to my own affairs, but please bear in mind that I will not neglect my duty to the board until I am relieved by my successor. I will do everything in my power at all times to assist the board or its officers of the portage in any way I can.

I also think it absolutely necessary to have the duplicate of all bills left to the superintendent for reference, also the eight bills, as there are some over charges of freight and it can be collected by the rebate process of railroads, but in order to do this must have the freight bills.

I have put on an operating crew and had a hard time to look up good men and I do hope, as long as these men do their duty faithfully, the state will employ them, as I had to make, in some instances, promises of steady work. The conductor I have employed is E. M. Stevens, and is a thorough, competent railroad man and an expert engineer is William Laycock, and he is also perfectly reliable. Both are men of property and responsible for their acts.

My commission reads "To construct, equip and operate the Portage railway, therefore I trust I have not overstepped my office by employing a good, competent operating service for the portage.

In conclusion permit me to say I have no hesitancy in stating that the state of Oregon has a good substantial portage and fully equipped to do all the service that may be brought to it and I feel sure that the relief asked for by the people of Eastern Oregon is accomplished. Again I thank you, gentlemen, for my appointment and for the kindness and sympathy extended to me as your servant and trust my services have been satisfactory to you and to the state of Oregon. I am your obedient servant,

G. E. FARLEY, Superintendent.

For best braided rug, Mrs. J. A. Varney 1st. For best drawn rug Mrs. A. F. Fisher 1st, same 2d. For best pair pillow shams Mrs. J. D. Lee 1st. For best bed quilt, crazy patchwork, Mrs. Waters 1st, Mrs. M. Learned 2d. For best bed quilt, cotton patchwork, Mrs. M. Learned 1st, Mrs. L. L. McCartney 2d. For best bed quilt, silk patchwork, plain, Mrs. C. L. Phillips 1st. For best lambkins, size and finished considered, Wm. Tackman 1st, same 2d. For best table cover, Wm. Tackman 1st. For best splasher, Wm. Tackman 1st. For best exhibit of machine work, Wm. Tackman 1st. For best ladies dress, Mrs. L. L. McCartney 1st. For best bureau scarf, Mrs. C. L. Phillips 1st. Mrs. J. D. Lee 2d. For best specimen of hand work, design and finish considered, Mrs. J. D. Lee 1st. For best collar, Mrs. Hedwig Hauslich 1st. For largest and best exhibit of lace, hand made, Miss H. Hanslich 1st. For best and largest exhibit of lace, Miss M. Learned 1st, Mrs. C. L. Phillips 2d. For best table cover, Mrs. C. L. Phillips 1st. For best sofa cushion, Mrs. Hugh Gourlay 1st, Mrs. C. L. Phillips 2d. For best chair bolster, Mrs. C. L. Phillips 1st. For best infants skirt, Mrs. A. H. Tackman 1st. For best blanket, Mrs. A. H. Tackman 1st. For best lace handkerchief, Mrs. A. H. Tackman 1st. For best specimen of worsted work, Mrs. L. L. McCartney 1st. For best tidy, Miss Laura Kibbie 1st. For best lady's skirt, hand embroidered, Mrs. Hugh Gourlay 1st. For best lady's knit shawl, Julia Thomas 1st, same 2d. For best knit lace, Julia Thomas 1st, Mrs. Mary Learned 2d. For best tidy, white, corset, Mrs. Mary Learned 1st, Mrs. M. A. McLeod. For best crochet lace, Mrs. C. L. Phillips 1st, Minnie Deland 2d. For best pillow shams, darned net, Mrs. Jane Rice 1st. For best specimen of patchwork, Mrs. C. L. Phillips 1st. For best specimen of bargaren embroidery, Miss Bessie Lang 1st. For best specimen drawn cord work, Mrs. Eva Waters 1st, Miss Bessie Lang 2d. For best display of drawn cord work, Mrs. Eva Waters 1st. For best pair knit slippers, Mrs. C. L. Phillips 1st. For largest and best exhibit of lams, Lorene Lee 1st. For best flannel skirt, Lorene Lee 1st. For best collar, same, 1st. For best patch work quilt, Mrs. L. McCartney 1st, Eddie Fisher 2d.

For best display of cut flowers, Mrs. Chas. Stabling 1st. For best exhibit of dahlia, same 1st. For best exhibit of pansies, same 1st. For best exhibit of roses, Mrs. J. A. Varney 1st. For best pair of parlor bouquets, Mrs. Chas. Stabling 1st. For best pair of hand bouquets, same 1st. For best exhibit of dried grasses, Mrs. O. F. Angell 1st. For best exhibit of ferns, Mrs. J. M. Marden 1st. For best exhibition of begonias, same 1st. For best specimen of foliage, same 1st.

For best collection of water-color paintings, Miss M. Hollister 1st. For best specimen of still life in water-color, Mrs. Waters 1st, Miss A. M. Lang 2d. For best water-color finished photo portrait, same 1st, Miss Mabel Sterling 2d. For best crayon portrait, Miss M. Hollister 1st, Miss Mabel Sterling 2d. For best collection of crayon drawings, Miss Mabel Sterling 1st. For the best specimen in oil on velvet, Mrs. C. L. Phillips 1st, Miss Lemie Kessler 2d. For best specimen of oil painting of flowers, Mrs. Waters 1st. For the best specimen of oil figure, same 1st, Far the best water-color, Miss A. M. Lang 1st. For the best specimen of oil, still life, Mrs. Waters 1st. For the best collection of painted china, Miss Bessie Lang 1st.

For best specimen of fret sawing, Lynn Lee 1st. For best specimen of join and ink drawing, same 1st. For best specimen of business penmanship, same 1st. For best collection of pressed flowers, J. R. Lee 1st. For best collection of birds' eggs, same 1st. For best specimen of pressed flowers, Althea Lee 1st. For best collection of stuffed birds, Ray Davis 1st. For largest and best display of crayon drawing, Julia Hill 1st.

Superintendent Farley Will Resign His Charge in Another Month.

A meeting of the state portage railway commissioners was held yesterday afternoon in the St. Charles hotel for the purpose of hearing the report of Superintendent Farley. The board discussed the freight schedule formulated by Mr. Farley and unanimously approved it.

It was the sense of the meeting that the rates fixed by Mr. Farley are not too high for the present.

Superintendent Farley's report showed that the portage road is almost completed, with the exception of the extreme ends of the two inclines. This work cannot be finished at present, owing to the high state of the water. Some anchoring will also have to be done in order to hold the trestles down, in the emergency of extreme high water.

The road can be operated, however, and it is being operated with the aid of the government engine used in the construction of the locks.

Although the road is equipped with a good gravity system and a plentiful supply of water, Superintendent Farley deems it advisable to carry from \$20,000 to \$25,000 insurance. He therefore had the plant insured for \$22,000.

Superintendent Farley places the running expenses of the portage road at \$1000 a month and figures that the earnings of the road will amount to about \$1800 a month. He arrives at this conclusion from the amount of freight now passing to and from The Dalles.

In concluding his report Superintendent Farley says that he feels certain that the state has secured a good portage system for transporting freight across the obstructions to navigation at the Cascades, and that the people of Eastern Oregon have secured all the relief they asked for.

He asks to be released from the onerous duties of the superintendency on the first of November, or sooner if possible. As for the cost of the road, he expressed the opinion that it could be completed without going to the limit of the \$60,000 appropriation.

The present portage system is operated by a crew of nine men. The rolling stock consists of twelve flat cars and four box cars, put here at a cost of \$8000. The engine that was shipped from Philadelphia on the 12th of this month cost \$4800, and by the time it gets here, freight included, it will cost nearly \$6000.

The New Portage Road.

The weight of evidence, indeed about all the evidence in regard to the building of the Cascades portage railroad, is that the complaints about it have but little foundation. There are always people ready to find fault and make accusations and attacks upon the slightest possible foundation, or one only imaginary, and this seems to be the case here. The road has not been completed and put in operation quite as soon as it was hoped and expected; but this is not proof positive of negligence or incompetency on the part of its builders.

The governor and state treasurer have carefully examined the work, and express themselves as satisfied with it, and pleased with the service of Mr. Farley and his assistants.—Telegram.

Mr. Partridge, the sculptor, is making an heroic bust of James Russell Lowell.

same 1st. For best dish of Health's Ching, same 1st. For best dish of Hill's Chili, same 1st. For best dish of Picquette's late, same 1st. For the best dish of Late Crawford, Mrs. C. L. Phillips 1st.

GRAPEES.

For the best bunch of Chastler Rose, Louis A. Sandoz 1st. For the best bunch of Sweet Water, same 1st.

MISCELLANEOUS.

For the best gallon of sorghum syrup, W. H. Taylor 1st. For the best sample of Peerless potatoes, A. D. Bolton 1st. For the best sample of sorghum stalks, L. L. McCartney 1st.

For the best sample of pumpkins, same 1st, C. L. Phillips 2d. For the best specimen of yellow Danvers onions, L. L. McCartney 1st, W. J. Davidson 2d. For the best exhibit of squash, C. L. Phillips 1st.

For the best cucumbers, same 1st. For the largest and best exhibit of vegetables, L. A. Sandoz 1st. For the largest and best exhibit of cabbage, J. C. Wingfield 1st, W. J. Davidson 2d. For the best exhibit of onions, J. C. Wingfield 1st.

For the best red Waterfield onions, same 1st. For the best yellow Danvers, same 1st. For the best late potatoes, same 1st. For the best early Ohio potatoes, W. H. Taylor 1st. For the best exhibit of cabbage, W. J. Davidson 1st.

For the best exhibit of potatoes, same 1st. For the largest squash, C. L. Phillips 1st.

FLOWERS, ETC.

For best display of cut flowers, Mrs. Chas. Stabling 1st. For best exhibit of dahlia, same 1st. For best exhibit of pansies, same 1st. For best exhibit of roses, Mrs. J. A. Varney 1st.

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WORKS OF ART.

For best collection of water-color paintings, Miss M. Hollister 1st. For best specimen of still life in water-color, Mrs. Waters 1st, Miss A. M. Lang 2d.

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COMMON COUNCIL WAS HELD LAST EVENING with a full attendance. The petition of B. F. Laughlin for permission to build and maintain a switch on the south side of Main street, from the east side of Jefferson to the west side of Laughlin, to connect with the main line of the Union Pacific, was granted.

The petition of Max Vogt and Mrs. Chapman was granted, asking for an amendment of the fire limits, so as to exclude the south half of block 5 in Biglows addition. The petition of Max Vogt & Co., asking for a rebate on the license of the Opera house, since the same has been destroyed by fire, was granted.

The petition of J. C. Baldwin and others asking for an arc light at the head of Court street steps, was granted, and the said light ordered to be placed there.

In the matter of the petition of I. C. Nickelsen, asking for postponement of the order of tax or readjustment, it was ordered that he be not required to pay tax till after next regular meeting.

The matter of the readjustment of the taxes of persons who have suffered by the fire was referred to a committee of the whole.

It was ordered that if the council shall decide to adopt the consideration of the readjustment of the assessment, the recorder shall be authorized to make diligent inquiry, under oath, into the condition of parties applying for readjustment, as regards amount of actual loss, insurance received, if any, and present financial condition.

The petition of the Fitzgerald heirs was referred.

The petition of J. C. Baldwin for readjustment of assessment was referred.

A communication from the Water Commissioners relating to fire hydrants was also referred, with authority to act as the committee may deem best.

A communication from the water commissioners, demanding vouchers belonging to the water fund from the sale of lands was laid on the table.

The proposal of Long & Scott for furnishing hose and hydrants was referred. The regular monthly reports of the recorder, marshal and street commissioners were read and placed on file.

The report of the city treasurer was read and referred.

The marshal was instructed to proceed to collect the balance due from property owners on the Laughlin street sewer.

The report of Chief Engineer Munger was read and the part relating to housing of hose referred, with authority to act.

The recorder was instructed to tender the thanks of Dalles city to the members of the Portland fire department for their promptness in sending an engine to help extinguish the great fire, and for the further kindness of lending the city the use of a fire engine while ours is being repaired.

Bills allowed will appear in a future issue.

CROP-WEATHER BULLETIN NO. 29. Report for the Week Ending Saturday September 26, 1891.

EASTERN OREGON—WEATHER.

The fore part of the week was cloudy and occasional showers fell; the latter part was generally clear and cool, with frosts on the 20th and 23d, the first general frosts of the season.

CROPS.

Harvesting and threshing is generally over, except in Union, Willows and Baker counties, where threshing is being finished up. Crops have been secured without any damage from climatic conditions, as is the rule. Large yields are reported from every county, varying from 40 to 60 bushels per acre, the average yield varies from 15 bushels per acre in some localities to 30 and 40 bushels per acre in others. In Union county, for example, one field of 600 acres averaged a fraction over 40 bushels per acre.

The corn in Umattilla county is unusually good. Fruit along the Snake river was never so good and plentiful. In Wasco, Unadilla and Union counties the orchards are filled with fruit, and the smaller orchards of the other counties have done remarkably well. The quality has been one of plenty, and the yield of cereals and fruit a good average.

B. S. PAGE, Observer U. S. Weather Bureau.

A SWINDLE.

Be on the Safe Side by Keeping Your Money in Your Pocket.

A man by the name of Gaskel has been working the Dufur neighborhood by obtaining additions to the membership of an alleged association whose members have the privilege of buying everything at the lowest wholesale price in consideration of the purchase of a certificate of membership, which he offers at the price of six dollars. Gaskel offers to furnish the WEEKLY CHRONICLE (so we are informed) to members of the association for a dollar a year and the other papers of the city for a dollar and a half each.

The Times-Mountainaine denied some time ago, having made any such arrangement with anybody. The managers of the Sun made a similar assertion today to a CHRONICLE correspondent, and the CHRONICLE knows nothing of Gaskel whatever. He has no authority from this office to represent himself as its agent. The safest plan is to steer clear of him altogether. Purchasing agents don't do business that way. They are always too glad to get patrons, without charging them a premium for the privilege of becoming such. A purchasing agent always gets his commission from the party from which he makes his purchases, no matter how low he may furnish the goods.

Biggs' Correspondence.

Biggs' Station, Sept. 28, 1891.

Editor of the Chronicle:

One hundred and one wagons, loaded with wheat, were received at Biggs today belonging to seventy-one men. Their loads amounted to 2,768 sacks, or 71,626 bushels and thirty-five pounds.

Thirteen cars of wheat were shipped, weighing 491,000 pounds. The freight bill was \$932.90, the largest day's work this season at this station. On the 20th of last December twenty car loads of wheat were shipped weighing 771,100 pounds, with a freight bill of \$1465.40, the largest day's work of last season.