

CITY AND COUNTY.

The Hop Question.

A correspondent writing to the Woodburn Independent, says:

The hop growers are very peculiar in their ways; they evidently take great pleasure in impressing upon the grower's mind that the market is not in demand for hops, and that consequently they cannot make an offer for our hops here at any figure and in the very next breath they say to you familiarly upon the shoulder, "Well, you know the best thing you can do is to consign your hops to us and ship them to New York. They admit that New York's crop will not grade more than one-fourth of the crop, and that in consequence three-fourths are trash which will be thrown upon the market at any price and that we can do nothing with our hops until the N. Y. trash is consumed; while heretofore when N. Y. has an inferior crop our hops were always in extra demand, because they were choice. All N. Y. dispatches say: No prospect of export demand. Now taking English market quotations, choice Oregon and Washington hops are worth one and a half times from 17 to 25 cents per lb., and from 17 to 25 cents per lb. at all for N. Y. hops. This with no demand to be drawn is that N. Y. has no prospect of sufficiently good quality to bear exporting. The enormous German hop crop of such unexceptionable quality which the dealers have been so pleased to keep away from our eyes, samples of which arrived in England some time ago and were offered from 6 to 12 cents a lb. and failed to draw a bid at any price, so it looks like that they had been riden to death. Taking all things into consideration all must be expected to arrive at the following conclusions: 1st, that N. Y. has no hops that will bear exporting. 2nd, that the German hops are not wanted in England; such being the facts Pacific are the only hops that will bear exporting.

Now as to the cause of the present condition of our hop market: In the first place there are about nine thousand bales of Pacific Coast contracted by the brewers which go into immediate consumption, and will be distributed so as to keep all brewers off the market as long as possible. The dealers are making frantic efforts to induce the brewers to consign and ship their hops to New York; (where they say there is no market) and doubtless will succeed in many instances; as a majority of the hop growers are compelled to release in perhaps 30 days, having borrowed money to pick with. My idea is that that all who consign will be disappointed, for when their hops are placed in the hands of dealers they will be shipped to England, where they will be sold from 15 to 25 cents per pound, and perhaps after several months they will be re-shipped in New York at New York hop prices. My advice to all hop growers, whose financial conditions will possibly permit, is to keep all choice hops in their own stores believing confidently that their choice hops will be wanted during the season at remunerative prices.

A Reporter's Imagination.

The item given below, taken from a Salem paper, mixes the truth in every particular, except that Mr. Friedman was not heard of the wrecked train. There was no car that had the end knocked off, and no narrow escape.

S. H. Friedman, of Eugene, a brother-in-law of J. Simon, of this city, was a passenger on the wrecked train and his berth was the first one in the front end of the wrecked car. His escape from a horrible death was a narrow one. Just before the wreck occurred he ordered the porter to arrange his bed and while waiting, he thought he would step into the next car behind, and as he was about to do so, he saw the train was about to crash. Just as he reached the other car and before the porter had commenced to arrange the bed, a terrific shock was felt and the train came to a standstill. Rushing to the platform nothing but a cloud of smoke and steam could be seen, but it was certain the train was wrecked. The car in which Mr. Friedman lay had his berth, had plunged into a freight car loaded with railway iron and the whole end of the car was torn to pieces. His berth was a wreck. Had the accident happened a few moments later he perhaps would not have been in Salem to-day to relate the circumstances.

Letter List.

Letters for the following persons remained uncollected for at the postoffice in Eugene City, Oregon, Oct. 25, 1889:

Barnes, A. S. Baker, Elmina
Barnes, Sam E. Carr, Miss J. L. (2)
Colby, J. T. Dunnington, F. V.
Dunn, William Edmonson, Miss M.
Eastland, Mrs. S. M. Fitch, Mrs. J. R.
James, A. Johnson, Frank B.
Jones, John W. Jones, John W.
Ludell, James Mansfield, J. M.
Merrill, Anderson Morrison, Wm.
Mumby, W. Newman, Mrs.
Parker, Jack Pope, Public
Pierro, Miss Annie Raderda, Clyde
Limmer, Albert Robertson, Jos
Seantledge, Wm Woolley, Geo

A charge of one cent will be made on each letter given out.

Persons calling for the above will please be advertised, giving the name of the sender.

F. W. OSBORN, P. M.

STAR AND CRESCENT.—If the night of Monday, Oct. 29th, chances to be one of those clear and cool nights peculiar to an Oregon October, it will repay star gazers to keep their eyes open, for then they will witness a vision of rare beauty. The new moon for this month will appear on the 24th inst., and make her first quarter on the 31st. On the 28th there will be a conjunction with Jupiter, and the conjunction with Saturn, and the picture of the star and the crescent will be one of rare beauty. The conjunctions for the rest of the month will be with Neptune on the 19th, Mars on the 22d and Mercury on the 23d. The watchers of the stars providing the weather is clear, can enjoy these celestial phenomena. If they have telescopes, powerful field, or what is better, night glasses, will aid them greatly in their observations.

SUPPER FRUIT.—Salem Journal, Oct. 23: S. A. Clark and Son shipped two car loads of dried fruits from this place to-day, one consigned to Helena, Montana, and the other to Butte City, Montana. Mr. Clark has shipped in all five car loads of dried fruits thus far this season, all secured from forty acres of fruit trees. Sixty thousand pounds have so far been dried from this number of acres. Mr. Clark could have found a ready market for double the amount of fruit he will have for sale.

THE WORLD'S RECORD LOWERED.—At Terre Haute, Indiana, on the 12th of last month, Artell, the famous 3-year-old stallion, broke the world's record that afternoon, going a mile in 2:32. Artell's record is 12 seconds better than the 3-year-old world's record. After the race Artell was sold for \$100,000, the highest price ever paid for a horse.

Children Cry for Pitcher's Castoria.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became a Woman, she clung to Castoria.
When she had Children, she gave them Castoria.

We clip the following report of market from the Osborne, Kansas, Journal. No wonder the farmers and others there are so laid up, when the prices of farm produce are so low: Wheat, No. 2 hard, 15c; No. 3, 14c; No. 4, 13c; No. 5, 12c; No. 6, 11c; No. 7, 10c; No. 8, 9c; No. 9, 8c; No. 10, 7c; No. 11, 6c; No. 12, 5c; No. 13, 4c; No. 14, 3c; No. 15, 2c; No. 16, 1c; No. 17, 10c; No. 18, 9c; No. 19, 8c; No. 20, 7c; No. 21, 6c; No. 22, 5c; No. 23, 4c; No. 24, 3c; No. 25, 2c; No. 26, 1c; No. 27, 10c; No. 28, 9c; No. 29, 8c; No. 30, 7c; No. 31, 6c; No. 32, 5c; No. 33, 4c; No. 34, 3c; No. 35, 2c; No. 36, 1c; No. 37, 10c; No. 38, 9c; No. 39, 8c; No. 40, 7c; No. 41, 6c; No. 42, 5c; No. 43, 4c; No. 44, 3c; No. 45, 2c; No. 46, 1c; No. 47, 10c; No. 48, 9c; No. 49, 8c; No. 50, 7c; No. 51, 6c; No. 52, 5c; No. 53, 4c; No. 54, 3c; No. 55, 2c; No. 56, 1c; No. 57, 10c; No. 58, 9c; No. 59, 8c; No. 60, 7c; No. 61, 6c; No. 62, 5c; No. 63, 4c; No. 64, 3c; No. 65, 2c; No. 66, 1c; No. 67, 10c; No. 68, 9c; No. 69, 8c; No. 70, 7c; No. 71, 6c; No. 72, 5c; No. 73, 4c; No. 74, 3c; No. 75, 2c; 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No. 694, 3c; No. 695, 2c; No. 696, 1c; No. 697, 10c; No. 698, 9c; No. 699, 8c; No. 700, 7c; No. 701, 6c; No. 702, 5c; No. 703, 4c; No. 704, 3c; No. 705, 2c; No. 706, 1c; No. 707, 10c; No. 708, 9c; No. 709, 8c; No. 710, 7c; No. 711, 6c; No. 712, 5c; No. 713, 4c; No. 714, 3c; No. 715, 2c; No. 716, 1c; No. 717, 10c; No. 718, 9c; No. 719, 8c; No. 720, 7c; No. 721, 6c; No. 722, 5c; No. 723, 4c; No. 724, 3c; No. 725, 2c; No. 726, 1c; No. 727, 10c; No. 728, 9c; No. 729, 8c; No. 730, 7c; No. 731, 6c; No. 732, 5c; No. 733, 4c; No. 734, 3c; No. 735, 2c; No. 736, 1c; No. 737, 10c; No. 738, 9c; No. 739, 8c; No. 740, 7c; No. 741, 6c; No. 742, 5c; No. 743, 4c; No. 744, 3c; No. 745, 2c; No. 746, 1c; No. 747, 10c; No. 748, 9c; No. 749, 8c; No. 750, 7c; No. 751, 6c; No. 752, 5c; No. 753, 4c; No. 754, 3c; No. 755, 2c; No. 756, 1c; No. 757, 10c; No. 758, 9c; No. 759, 8c; No. 760, 7c; No. 761, 6c; No. 762, 5c; No. 763, 4c; No. 764, 3c; No. 765, 2c; No. 766, 1c; No. 767, 10c; No. 768, 9c; No. 769, 8c; No. 770, 7c; No. 771, 6c; No. 772, 5c; No. 773, 4c; No. 774, 3c; No. 775, 2c; No. 776, 1c; No. 777, 10c; No. 778, 9c; No. 779, 8c; No. 780, 7c; No. 781, 6c; No. 782, 5c; No. 783, 4c; No. 784, 3c; No. 785, 2c; No. 786, 1c; No. 787, 10c; No. 788, 9c; No. 789, 8c; No. 790, 7c; No. 791, 6c; No. 792, 5c; No. 793, 4c; No. 794, 3c; No. 795, 2c; No. 796, 1c; No. 797, 10c; No. 798, 9c; No. 799, 8c; No. 800, 7c; No. 801, 6c; No. 802, 5c; No. 803, 4c; No. 804, 3c; No. 805, 2c; No. 806, 1c; No. 807, 10c; No. 808, 9c; No. 809, 8c; No. 810, 7c; No. 811, 6c; No. 812, 5c; No. 813, 4c; No. 814, 3c; No. 815, 2c; No. 816, 1c; No. 817, 10c; No. 818, 9c; No. 819, 8c; No. 820, 7c; No. 821, 6c; No. 822, 5c; No. 823, 4c; No. 824, 3c; No. 825, 2c; No. 826, 1c; No. 827, 10c; No. 828, 9c; No. 829, 8c; No. 830, 7c; No. 831, 6c; No. 832, 5c; No. 833, 4c; No. 834, 3c; No. 835, 2c; No. 836, 1c; No. 837, 10c; No. 838, 9c; No. 839, 8c; No. 840, 7c; No. 841, 6c; No. 842, 5c; No. 843, 4c; No. 844, 3c; No. 845, 2c; No. 846, 1c; No. 847, 10c; No. 848, 9c; No. 849, 8c; No. 850, 7c; No. 851, 6c; No. 852, 5c; No. 853, 4c; No. 854, 3c; No. 855, 2c; No. 856, 1c; No. 857, 10c; No. 858, 9c; No. 859, 8c; No. 860, 7c; No. 861, 6c; No. 862, 5c; No. 863, 4c; No. 864, 3c; No. 865, 2c; No. 866, 1c; No. 867, 10c; No. 868, 9c; No. 869, 8c; No. 870, 7c; No. 871, 6c; No. 872, 5c; No. 873, 4c; No. 874, 3c; No. 875, 2c; No. 876, 1c; No. 877, 10c; No. 878, 9c; No. 879, 8c; No. 880, 7c; No. 881, 6c; No. 882, 5c; No. 883, 4c; No. 884, 3c; No. 885, 2c; No. 886, 1c; No. 887, 10c; No. 888, 9c; No. 889, 8c; No. 890, 7c; No. 891, 6c; No. 892, 5c; No. 893, 4c; No. 894, 3c; No. 895, 2c; No. 896, 1c; No. 897, 10c; No. 898, 9c; No. 899, 8c; No. 900, 7c; No. 901, 6c; No. 902, 5c; No. 903, 4c; No. 904, 3c; No. 905, 2c; No. 906, 1c; No. 907, 10c; No. 908, 9c; No. 909, 8c; No. 910, 7c; No. 911, 6c; No. 912, 5c; No. 913, 4c; No. 914, 3c; No. 915, 2c; No. 916, 1c; No. 917, 10c; No. 918, 9c; No. 919, 8c; No. 920, 7c; No. 921, 6c; No. 922, 5c; No. 923, 4c; No. 924, 3c; No. 925, 2c; No. 926, 1c; No. 927, 10c; No. 928, 9c; No. 929, 8c; No. 930, 7c; No. 931, 6c; No. 932, 5c; No. 933, 4c; No. 934, 3c; No. 935, 2c; No. 936, 1c; No. 937,