

TOWN AND COUNTY.

L. P. Fisher, 29 and 21 New Merchants Exchange, is our only authorized agent in San Francisco.

The P. T. Company are about ready to transport freight over the bridge between this city and Canemah by railroad again.

Ben Holliday & Co. want 200 white men to blast rock on the line of the O. C. R. R. near this city.

The members of the Oregon City Brass Band desire to return their grateful thanks to Drs. Kell and Wiley, and other gentlemen of Astoria, for the many generous favors rendered them during the fair.

Another gang of Chinamen passed through en route to Salem, on Monday, to begin work on the grade of the East side road. Gen. Coffin came on the same boat, and we expect the West side will soon be employing Chinamen.

On Thursday of last week a son of L. A. Seely, living near Pleasant Hill, was thrown from a horse, the horse falling upon him, breaking his thigh, and otherwise injuring him.

J. C. Trullinger exhibited at the State Fair, his celebrated water-wheel. The peculiar advantage of this wheel is, that it can be worked upon a horizontal as well as a perpendicular shaft.

Mr. Charles Knoblet, of Neely, in this county, entered a fine three-year Rylems colt for a contest of running speed at the State Fair, one day last week.

Messrs. Black, Mearns and Welch our Pennsylvania friends, left Salem on Monday for a tour in the mountains of this county and the northern part of Marion county, about the coal and lime fields of Mr. Frank Cooper.

As usual, Mr. J. W. Lewis took the first premium at the fair on single and double carriages.

Messrs. Lewis & Wolgamot, of this city, entered one of Randall's sulky rakes, two patterns of gang plows, one sulky plow, one walking plow, and their revolving cutting-premium on everything.

Peter M. Rinearson took first and second premiums on a valuable lot of vegetables, barley, etc., to the number of half a dozen or more.

The Oregon City Brass Band, composed of nine pieces, under the leadership of Mr. Thomas Miller, as follows, took the 1st prize for a march.

Mr. J. C. Trullinger took premiums on his patent turbine water wheels. And the Oregon Iron Works took pleasure in showing a stove cast at their furnace.

Geo. W. Walling & Co. entered 56 varieties of fruit, etc., and took a large number of premiums.

THE STATE FAIR.

In addition to what we have said elsewhere relative to the State fair, we would urge upon the Society the propriety of considering the awarding better premiums to industries like the paper manufactory of Messrs. Pitcock & Co.

J. D. Kennedy, an industrious boy, 15 years of age, entered for the premium, in conformity to rule one, class 5, open to boys under 18 years of age only.

The following officers were chosen to serve for the next year: President, Thomas Smith, of Douglas county; Vice Presidents, T. L. Davidson, of Marion, and W. C. Elliott, of Clackamas; Corresponding Secretary, John Minto, of Marion; Recording Secretary, Alfred Luelling, of Washington; Treasurer, J. H. Moore, of Marion; Managers: J. H. Doubill, of Lin; Benj. Stewart, of Yamhill; A. J. Dufur, and C. P. Bloom, of Multnomah; J. G. Dye, of Polk; Wm. Wyatt, of Benton.

ED. ENTERPRISE:

A letter written by the undersigned in reply to a "local" that appeared in the Oregonian during our absence at the State Fair in which a gross injustice was done to the honor of the Clackamas B. B. Club, has met with a rejoinder in yesterday's issue of the same paper from a member of the Pioneer Club.

Feeling that base ball played through newspapers is of no benefit either to its players or the interests of the game at large, I would not reply but for the denial given to my statement that the Pioneer did not challenge this club to meet them at the State Fair. The communication of the Sec'y of the Pioneer written to this club about the middle of September, has been mislaid, and hence I cannot do more than state that it was a simple inquiry whether this club would attend the Fair, and led to my reply published in Thursday's paper.

This club had no idea of attending at Salem, until on the morning of Wednesday, 30th ult., Messrs. Wiley, Bowman, Clement, etc., passed through this city en route, and made very urgent appeals to Capt. Pease and Mr. A. C. Bailey, of our club, to bring our nine up, as they were prepared to contest for the premium with any club. Their friendly and courteous invitation was accepted in good faith by some members of the club. Now as to "friendliness," being the motto of the Pioneer Club, like the practice in adding my testimony to the fact, and at the same time would say that the Clackamas Club did not intend to attend, and when guilty of an honorable act will retire to its own quarters and leave the honors of the field to their more honorable brothers.

When the Pioneer have trod the paths of adversity as long as the Clackamas, they will be ever ready to reciprocate, and will be willing to subscribe to the Pioneer Club, and join rather than to the continuing of an inconsistency of their opponents.

F. D. POPE, Sec'y C. L. B. C.

On the 29th Mr. D. P. Thompson introduced a bill into the Senate, at Salem, to aid in the construction of a canal and locks on the west side of the falls at this city. It is an amended scheme, about which we are not well posted. The bill is as follows:

A bill to appropriate funds for the construction of a Sacoanah Canal at the Wallamet Falls.

WHEREAS, The Wallamet Falls Canal and Lock Company, was duly incorporated under the laws of Oregon, on the 1st day of September, 1868, for the purpose of constructing a canal and locks on the west side of the Wallamet Falls;

AND WHEREAS, It is of great importance to the people of Oregon, that the obstructions to the free navigation of the Wallamet river at that place should be removed, and freights carried on said river should be cheapened; therefore,

Section 1. The Legislative Assembly of the State of Oregon, That the State of Oregon, hereby agrees and pledges its faith to pay to the Wallamet Falls Canal and Lock Company, the sum of two hundred and fifty thousand dollars in gold coin, as hereinafter set forth, out of the funds donated by the United States to the State of Oregon for the purposes of internal improvements.

Section 2. In order to entitle the said corporation to receive the sum of money hereinafter agreed to be paid, it shall be the duty of the said corporation to construct a canal and locks, at and on the west side of the Wallamet Falls; the said locks to be not less than one hundred feet in length, and forty feet in width, and to be constructed chiefly of cut stone, cement and iron, and otherwise built in a durable and safe manner.

Section 3. The State of Oregon agrees to pay the said sum of money upon the condition that the said corporation, after the completion of the said canal and locks, shall, for a period of ten years after the same are completed, charge a greater rate of tolls than seventy-five cents per ton for all freights, and twenty cents for each passenger, passing through the said canal and locks, in steamboats and other water craft. And after the said period of ten years, the said corporation shall charge a greater rate of tolls than fifty cents per ton for freight, and ten cents for each passenger, going through said canal and locks.

Section 4. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 5. The said sum of money shall be paid out of the fund arising out of the sale of the public lands, and to great pre-emptory rights, approved September 4th, 1841; or, in case the interest on the said fund shall be insufficient to pay the said sum, then the same shall be paid out of the principal of the fund of the United States, as hereinbefore set forth in this act.

Section 6. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 7. The fourth of the State of Oregon is hereby pledged for the payment of the said sum of money, to the said corporation, as hereinbefore set forth in this act.

Section 8. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 9. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 10. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 11. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 12. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 13. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 14. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 15. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 16. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 17. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 18. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 19. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

Section 20. The said corporation shall, for a period of ten years after the same are completed, the State of Oregon shall have the right and privilege to take and appropriate the tolls at its option, until the said canal and locks shall be constructed in the manner hereinbefore provided. And upon the completion thereof, the sum of twenty-five thousand dollars in gold coin, shall be paid over to the said corporation, and the like sum of fifty thousand dollars shall be fully paid.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE OREGON CENTRAL RAILROAD.

THE CARS

THE CARS

THE C