

Summer Weather Conditions.

The first summer type of weather conditions appeared Saturday night and Sunday and continues today (the 12th). The appearance of this type marks the commencement of the summer or dry season and the passage of the winter or wet season. From now until the first appearance of the winter conditions next autumn fair weather is more probable than rainy weather. Summer conditions do not mean absolute dryness, but rather fewer rainy periods, more sunshine and more warmth.

In 1895, the first appearance of summer conditions appeared on April 20; rain fell in that year from April 30 to May 9 in showers, and again from May 20 to May 30—the total being 3.42 inches. June had rain on two days. May was cool, and June had normal temperatures.

In 1896, summer conditions did not appear until June 13, and then except a few sprinkles, no rain fell until August 1, when showers occurred for five days.

Winter conditions appeared in 1895 on November 12, and in 1896 on October 20. Frosts west of the Cascades are not, as a rule, injurious after the appearance of summer weather conditions.

Summer conditions are distinguished from winter by the movement of the areas of high and low pressures. In the summer the highs move from off the central California coast northward along the coast to about the 50 degree north latitude, thence eastward. Cool weather appears when the high is between Cape Mendocino and the Columbia River, and it is warmer when the high is moving over the Coast and Cascade ranges. The warmest occurs when the high is to the northeast of Spokane. Under the summer conditions, the low areas retreat to the north and pass eastward about the latitude of Sitka; for this reason, summer rains prevail in Alaska.—Crop and Weather Bulletin.

Killed With Dynamite.

A telegram was received in this city last night stating that Will Kerr, of Philomath, while fishing yesterday was instantly killed by an explosion of giant powder. The message stated that he was not using dynamite to kill fish, but had a stick of the deadly stuff which he had placed upon the ground. In some way it was discharged and the concussion was so great that Kerr's head was blown off, and he was frightfully mangled. The deceased was aged about 22. He resided for several years in Corvallis. His brother is an employe in the service of the O. C. & E. railroad.—Albany Herald.

With all due respect to the Newport News, we would like to file a motion that it be compelled to amend its complaint against Gov. Lord, Secretary of State Kincaid, Prosecuting Attorney Yates, State Senator Carter, Representative Lake, et al., and make it more definite and certain. Its first allegations created some surprise at any rate, and the evidence and testimony in the case was awaited with considerable interest. It begins to look now as if there was going to be no testimony; that the complaint had been filed and now the closing argument was being made. If the men that the News complains of did any or all of the things alleged by it, then let it speak right out and give names, dates and places. Bald allegations will not convict. Amend your papers and then introduce your evidence, and the people will decide mighty quickly whether you have a case, or whether it is a defeated "push" wailing and snarling at a successful "push."

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Southern Pacific In Astoria.

The Southern Pacific Railway Company has entered Astoria formally for business. This movement was anticipated about a year ago by the Astorian, when it predicted that the Southern was the prime mover behind Mr. Hammond in the building of the Astoria & Columbia River railroad.

Mr. J. P. Jones, passenger agent of the Southern, in company with Mr. C. O. Terry, passenger agent of the Burlington, arrived in the city yesterday and appointed Mr. Curtis Trenchard, the well known express and shipping agent, local passenger agent of the Southern Pacific in this city. Undoubtedly the Southern is getting ready for the handling of business when the new line shall be completed.

The Burlington is not asleep in the matter, and the well-known fact that it is rapidly building through the Black Hills an independent line to the coast lends color to the report that she is also interested in the Astoria road. Nothing could be more probable, as the Burlington has always been a progressive, and enterprising railway. She is always at the front, always in the lead, the first to adopt modern methods, and never takes a step backwards. The Southern Pacific, as is well known, is the largest and richest corporation on the Pacific coast. It has been a factor in the development of this country, and is rapidly gaining ground in Oregon. It is beyond a question of doubt an assured fact that other trans-Missouri lines and Eastern truck lines are interested to an extent in the Astoria road, which will open up the best harbor on the Pacific coast. With these railroad connections will come manufactories to develop Oregon's natural resources. Pay rolls are what Oregon needs, and they cannot come too soon.—Astorian.

An Indiana man has been appointed collector of customs for Alaska. This is a disappointment to some Oregon men, as they thought the Alaskan offices belonged to this state. J. W. Ivy, of Portland, was a prominent candidate.

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