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EAST OF THE MOUNTAINS.

The present year shows far more favorable crop prospects east of the Cascades, both in Oregon and Washington, than existed last year. Then a very unusual dry season...

Owing to the pressing demands of the harvest, no doubt, farmers to whom we addressed inquiries have delayed their answers from that section, but we are now receiving many reports from eastern counties of this State and Washington...

Our reports from Umatilla county show that crops there are wonderfully prolific and fully sustain all that has been claimed for that wheat producing region. Reports cover all parts of the country east of the Umatilla river.

We are told that good cultivation in eastern Umatilla county will bring a yield in some instances of 65 bushels per acre, and 35 to 45 is often mentioned, while several correspondents assert that a yield of 20 to 30 bushels to the acre will be had where the seed was simply sown and harrowed, or the land run over with a cultivator.

The Walla Walla region is still all the agricultural lands to the head of Snake river, seems to be producing much as the same proportion as what we have described in Umatilla county. The most successful farming is carried on near the Blue Mountains, especially in the foot hills, but there is no doubt that nearly all the land from Snake river and the Columbia, lying from the Umatilla river east to Snake river, can be made to produce results which it is not too steep to be properly cultivated.

North of Snake river, too, including all the Ploose country, this is a surprising year for production and harvest, even to correspond with the general results from the districts south of there, to which we have referred. So far we can judge by known facts, the whole upper country is producing well in all cases of cereals and vegetables, and also of fruits. The testimony we receive is that all the products of temperate zones are abundant in yield and excellent as to their quality.

Hay is the favorite product for feeding horses and does so well that in parts of the upper country it supercedes hay altogether. When there shall be established through connection with the East this profitable region will find a sure market for its own and beautiful fruits in great Eastern cities and will fully rival the fame of California in this connection. We look to this as one of the great resources of the future. Fruit culture must be made a branch where fruit can be grown so certainly and of such singular excellence. Not only will it be shipped as green fruit to a considerable extent, but it will become profitable to can fruit for the markets of the world. We have lately quoted from California journals to show the great increase in fruit growing, and that

wealthy men have taken hold of fruit growing and drying with the expectation of finding a growing and inexhaustible market for such fruits in Europe. Therefore, we look confidently to the time when such a business shall be established in the Columbia region.

Taking the returns received and all the news gathered from other sources, we conclude that the eastern part of Oregon and Washington are as prosperous as can be expected of a new country so situated. If inland and ocean freights were reasonably cheap there could be no question as to the prosperity of that people. From will remedy such complaints, Ocean freights will come down, and will be put to work at grading within three weeks. Offers have been made by 300 men with teams to go to work immediately after harvest at the same wages paid by the narrow gauge company—\$3.25 per day.

WESTERN OREGON.

The reports we have received from Western Oregon show that the crop prospects of that section of our State are satisfactory. Last year we had very excellent crops, and had the price paid for wheat here equal to the average of five years previous, the prosperity of the Willamette valley would have been unexampled. So far in the history of Oregon, it is shown that fair crops are the rule. The crops of the present year seem to be about equal to last year's, and there is little difference in average or yield. We estimated then that the average yield of wheat was about 22 bushels to the acre, and it looks as if we can expect as much in 1881. That is a greater yield than is averaged by any State in the Union in ordinary years, and twice as much as some of the great wheat growing States of the West will average the present year, while it is far below the average of production East of the Cascade range, in our own State.

Another remarkable fact concerning this year's wheat crop in this valley is, that it is realized—as also the immense yield East of us—in a year when California has failed to make much over half the crop realized in 1880. Then one of the leading grain houses wrote us their production would average 17 bushels, (when this State averaged 22) so that this year their yield cannot go over 10 bushels to the acre. This illustrates the difference in climate, which brings crops with so much more certainty in Oregon than California, and shows so much greater inducement for our growers to come to this State.

While it seems true that we shall have a fair yield of all sorts of products and a fine wheat surplus to export, we also notice that our correspondents speak freely of the evils of poor cultivation, and where they give small crop returns, almost invariably attribute the fact to poor cultivation, which generally means that the land was in need of summer-fallowing to rid it of weeds, chaff or ches and wild oats, which were encouraged to grow by the mild season and early fall rains, and so took possession of the ground. Many fields so affected were cut for hay, which was a good thing where the timothy meadows were scant, as was the case this year. They also speak encouragingly of the fact that much more land than ought to be summer-fallowed. Farmers, they say, are taking more pains to clear their land and improve their cultivation. The fact is that many have been very remiss in their work, and so called to expect Nature to favor them without thought or heed on their own part. The point we make is that good farming returns a good average of yield, and while we maintain an average of over 20 bushels per acre it is the fault of careless work and very poor farming that the average is not higher.

The oat crop in this valley seems to be a great improvement on ordinary years, and with the late rains to bring forward late sown crops the yield should be even better than we have had reported to us.

Barley is a favorite crop East of the Cascades, but has not been so much grown with us, but our reports show that more barley has been sown than usual, and has done so well that farmers are inclined to grow more of it in future. Very important features of the Minnesota Chief are that the separating capacity being larger than any other machine, and the ease of unusual size, the effect is to save the grain perfectly and clean it, so that it is put in marketable condition as a threshed grain. These also have just received, by last steamer, two carloads of Morrison plows and a carload of Waterbury wagons, goods that are known to be of best quality and very popular with Oregon farmers.

WINDING UP BUSINESS.

Farmers must not forget that since the death of Dr. Hawthorne, the business of Newberry, Hawthorne & Co. is being wound up, and the stock sold at lower rates, including the Esterly drills and seeders, farming implements and many agricultural tools for which the working farmer has constant need. The large advertisement of the executors of the estate will be found elsewhere, and all we have to say is that our readers can see for themselves that these standard goods are being sold off to close up a business, and no doubt will be sold at a bargain. There are instances constantly occurring among Jews and Gentiles, where "selling off at cost" is a sale made to the great advantage of the seller, and the death of the chief owner, and those having it in charge are very anxious to wind up the estate and close its accounts.

THE OREGON PACIFIC RAILROAD.

Mr. Wallis Nash, of Corvallis, Vice President of the Oregon Pacific Railroad, has received a telegram from New York informing him that three steamers had left Cardiff bound for Yaguana bay with six thousand tons of steel rails for the Oregon Pacific Railroad. Mr. Nash states that two engineering parties under charge of Messrs. E. Pihl and T. Bowme are now in the field locating the line between Corvallis and Yaguana Bay. The road will be of standard gauge, and laid with 50 pound steel rails. The use of 1,000 Chinamen has been secured, and they will be put to work at grading within three weeks. Offers have been made by 300 men with teams to go to work immediately after harvest at the same wages paid by the narrow gauge company—\$3.25 per day.

The road will have three tunnels, the greatest 240 feet long. Perforations will have to be made through soft sandstone, and it is estimated by the engineers in charge that progress will be made at the rate of 18 feet per day—9 feet at each end. Bids have been received for 130,000 hewn and sawed ties—more than enough for the line—and proposals are now in receipt to New York for approval by the executive board. Contracts require that the ties be delivered by Dec. 1st. The heaviest grade eastward will not exceed 100 feet to the mile, and westward there will probably be none half so heavy. Ten miles of the road is already graded.

The chief engineer and the superintendent of construction, selected by the New York board, are en route to Oregon, and their arrival here is expected by the next steamer. A more resolution passed by the directors, the Corvallis division must be completed by January 1, 1882. This, Mr. Nash thinks, will be accomplished. The money necessary to carry on the enterprise has been raised in England and America.

PACIFIC MUTUAL LIFE INSURANCE CO.

We publish this week the full schedule of this company which is something of a home institution, and is engaged in very successful business. Life insurance has become one of the great necessities of our times. On the national plan it is more economical than any other. It is simply a provision a man or woman makes that in case of their death there shall be a fund provided for the care and maintenance of the family that is left dependent. It is a wise provision, and when done with prudent forethought has great advantages. It never should be done in a spirit of speculation, but with serious intention to benefit one's family. Many a farmer dies and leaves a family to struggle along without his care and labor, and perhaps to settle his debts, whereas a moderate insurance that could be met with a small annual outlay, would make all things comfortable for his family and make his own mind much easier.

A simple incident will explain all the advantages of life insurance. Last September George Lowery, who lived on Puget Sound, was insured in this company for \$2,000, and, this Spring about two months ago, was killed when working with machinery. No notice was received of the death, but Mr. McKinnis, the agent, had seen resolutions of condolence for the family and respect for the deceased published by some order to which he belonged, and while he was in his office, he was writing to the officers of the order announcing the fact that Mr. Lowery's life was so insured, a fact of which the family evidently had no knowledge. This case illustrates the importance and need of life insurance, and one can imagine the relief this family experienced to learn that the kind providence of husband and father had thus cared for their wants when living. Not only is life insurance of great importance, but the Pacific Mutual is a good company to take out a policy with.

MINNESOTA CHIEF THRESHERS.

Mr. Appleford, agent at this place for Seymour, Sibley & Co., informs us that the Minnesota Chief threshers sold this year, having been introduced through all parts of this country in two years past, have given such general satisfaction as to cause great increase of sales, both East of the Cascades and in the Willamette valley, larger machines being usually preferred in the upper country. Since becoming practically acquainted with the harvest needs of Oregon their machines have been especially adapted thereto by such changes as make them entirely satisfactory, and induce great increase of sales, so that it is probable sales equal those of any other make. The great growth of business on this coast has induced the firm to establish a branch factory at Oakland, California, which has been done by no other house in this line of trade. Their separators range in size from 24 to 40 bushels, and cost, for complete sets, with Stillwater or steam engines, or horse power, from \$700 to \$2,000. This firm builds their own engines, ranging from 10 to 16 horse power, to burn wood, coal or straw, that are as excellent and as cheap as any other machines of the kind made. They always keep on hand a full line of extras.

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SHEEP HUSBANDRY.

Speaking of this matter in connection with the denser settlement of the eastern country, a correspondent of the Dayton W. T. News writes:

The objection is frequently urged that a great proportion of this large tract of country spoken of, being susceptible of settlement and cultivation, sheep husbandry will be crowded out. The position is false. It is true that certain localities will not eventually sustain such large herds as at present, but the quality will be improved and greater numbers of our fatter agriculturalists will engage to such an extent as their circumstances will permit, in the keeping of this most useful animal. The slow, but constant, improvement being made in the stock, will compensate infinitely more in the quantity as well as quality and profitableness of the wool, than will be caused by the decimation in numbers that must of necessity take place in those localities too thickly populated to maintain them. Fifty years hence, should grain producing be pushed to the utmost extent of the capacity of our soil, without the liberal application of fertilizers, or a systematic rotation of crops, it could not, in our opinion, be made to produce annually more than fifty per cent of its present average per acre, while we feel fully warranted in the prediction, that should only such quantities of the soil be cultivated as will supply our actual needs without stripping our agricultural population should direct their attention to the keeping of live-stock as might prove most profitable, among which sheep would figure prominently—our soil at the lapse of the same time would be capable of producing double the present average per acre. Then suppose that the net profits of stock raised and grain raised for the intermediate time were equal we should, if engaged in the former, be four times as wealthy as we should be if we pursued the latter separate branch of industry.

Freight on the West Side.

The Hillside Independent says in fairness of that vicinity, finding it possible to save something in freight, appointed Rolt, Luther, T. H. Young, Major Beck, and J. C. Weis, a committee to look out a wagon road from Hillside to Willamette slough, and a warehouse site there, intending to transport grain from such warehouse to Astoria in barges. They examined the Cornelius pass and found that a road can be made in 13 or 14 miles over which 50 bushels of wheat can be hauled to Hollbrook place on the slough. They represented to the railroad company the facts and proposed reduction of freight rates from \$20 to \$18 a car load. Calling on Mr. E. P. Rogers, freight agent of the road, we ascertained that such a reduction was made, but the Independent made the mistake of saying "ton" when it intended to say "car load," and it also speaks of the company having recently raised freights, whereas Mr. Rogers informs us that there has been no raise; that the former price was \$20, and on the representation of the gentlemen referred to the reduction was made. He also informs us that rates established on the West Side corresponded with the rates on the East Side. The present rate is \$21 to Corvallis, and \$22 to Forest Grove. The Hillside people were active in securing the reduction, seem to have been chiefly strangers, which shows how well members of that order can work together for their mutual interest. It is a pity there is not more grangers if that is the way they manage to help themselves.

PORTLAND BUSINESS COLLEGE.

This old established Commercial School, which has been now running for fifteen years, is continued under favorable circumstances, and with improvements in furniture and appliances. It has A. P. Armstrong as principal, and he has first class assistance to make the institution of the best practical value. The importance of business education, for farmers as well as for others, we have heretofore alluded to. The Portland Business College now has a number of lady students, and we do not see why young ladies in the country cannot avail themselves of the opportunity to become posted in ordinary business affairs. Mr. Armstrong offers greater advantages than heretofore in the way of books, furniture, etc., for imparting instruction. The graduates of the school have a standing in the world that speaks well for the success of the institution, which is no light recommendation. There is also a class in telegraphy, which is taught thoroughly. The Business College has always received a fair support from among farmers, and is determined to deserve its continuance under present management. Those who feel interested can learn full particulars of the instruction given and all that pertains to the school, by addressing Mr. Armstrong through the mail, when he will send copies of the college journal containing all the desired information.

Tax Papers of Oregon.

Messrs. David and W. S. Steel, publishers of the Resources of Oregon and Washington, are also engaged in issuing monthly lists of tax payers of Oregon, a matter of considerable importance to people generally, and especially to business men. The first number of this publication gives a list of tax payers of Linn county, and contains over 2,000 names arranged in alphabetical order, with names in full and postoffice addresses. All names are indicated by a letter L, and they are marked with numbers accompanying each name to which subscribers to the publication are no doubt furnished a key of explanation, so that this small pamphlet, which has of course been compiled with great labor and expense, furnishes very valuable information. The scheme shows energy and enterprise on the part of the publishers and deserves full appreciation. It will be completed in twelve monthly parts.

Suslaw Wagon Road.

State Journal: Quite a heavy force of hands are at work on the Suslaw wagon road, and have completed it across the summit. It is expected that the road will be finished to the coast by Fall. Upwards of 100 people have passed over the trail this Summer. I show what the travel will be when a good road has been constructed. The greater part of the people living at the mouth of the Suslaw river have come into the valley, where they will work in the harvest field.

GENERAL NOTES.

Old "Father Worth", as he was familiarly called, died at his home in Halsey after a sickness of several weeks, aged 83 years. He has been a pastor in the United Presbyterian Church for many years, and has lived for quite awhile in Halsey and Brownsville.

E. C. Madlock exhibits at Oregon city some fine specimens of oats, their height being over six feet, with heads to feet long. One was counted and found to contain about 700 grains. They were raised on his place in Beaver creek precinct.

Goldendale Gazette: Tuesday M. R. Brown of Clackamas county Oregon, a brother of Mrs. Hinchliff of Corvallis, called at this office with his boyhood friend Sheriff Wills. Years ago he romped over these plains after cattle, and has made several trips with stock between here and British Columbia.

State Journal: Some evil minded person has said that rust is coming and most of the farmers are cutting their grain for hay. In reply, we say let anyone visit Creswell and vicinity and be convinced otherwise by looking over the waving fields of grain rearing itself above the level of the fence.

An insect of some kind has been destroying wheat in Yamhill county at a fearful rate, cutting the stalk off at the surface of the ground. Some of the farmers have lost very heavily on account of it. Jos. Watt, Esq., of Amity, loses 200 acres of wheat, and other farmers lose quite largely.

The Oregon City Enterprise says: Uncle Sam Miller, residing about two miles from here across the river, was stricken with paralysis last Saturday afternoon, and at last accounts was no better. One side of his whole body is completely paralyzed, and he is scarcely able to make himself understood, and is entirely helpless.

Enterprise: A. B. Sturges, of Madalla, brought to this office some specimens of bunch cocks last Monday. The seed came from New York, four in number, five years ago. The first year he got a pair of seed. Now he has a large flock that produces fifty bushels to the acre. The stacks he brought in measured 4 feet and a inches high and half an inch thick, and the pods grow in clusters on the extreme top of the vines.

It is stated the Oregonian Railway Co. limited, have decided to ignore the town freight and passenger. The road now passes nearly a mile to the right of the place, and the company claim that Sen has never given the road a pound of freight or a passenger since it was completed. Now the company proposes to take no freight or passengers from Sen, though the train will run within sight of the town.

The St. Helens Columbia says: John Henry Smith, an old pioneer now a resident of Linn Co., Oregon, was in town on Wednesday and left for Portland. He has lately been prospecting in the mountains near the headwaters of the Coquille River. He has found 2 ledges of which assay 30 dollars to the ton, but very accessible. He will still continue his explorations. W. T. White and brother are of his party.

Vancouver Independent: Gay Hayden, Sr., has some thing in the way of strawberries, a new variety, from which he this week picked a third crop of very large berries. The original plants were brought from California by Mrs. Hayden. He, after full trial of two years or more, they continue to produce as they have begun, they will be a grand accession for the gardeners of this country. The plants were sent in Los Angeles, but very accessible. He will still continue his explorations. W. T. White and brother are of his party.

Baker County Reville: Eight or ten emigrant wagons passed through town last Sunday. They were en route for the Spokane country, and the most of them were from Pennsylvania, traveling by railroad as far as Kelton. Judging from their conversation and the appearance of their wagons, horses, &c., they are the better class of emigrants. Baker county contains to-day better land and climate, and is better country generally than that to which they are going; but it is the supreme folly to try to cause anybody with the Spokane fever to settle in Baker country. This fever must run its course like thyroid and other low-grade fevers.

Lebanon Correspondent Albany Herald: Our farmers are reveling in anticipation of an abundant harvest and some are wondering if they will, as usual, have to haul their grain to your city for storage; but we think not, as some of our live men are now figuring on a what a house, which we are assured will undoubtedly be built in time to store the present crop. Mr. E. Koehler, President of the O. & C. R. R., has renewed his offer to give the \$1,000 subscribed by the citizens of this place for the construction of the Lebanon branch, to the people of this vicinity to assist in building a warehouse, and we now think it can't be built, as the parties interested certainly can't afford to refuse this liberal offer. Mr. A. DeLong, we also have well as along with his work, as he has the material all ready to put upon the ground.

Traveling correspondent Albany Herald: A year since was at Brownsville, and again called there last week; was struck with the most improvements during that time and the most of business activity there at this season, while most towns in the valley are doing nothing. The completion of the railroad since this date is the line and also the commencement of regular traffic to Woodburn this week. The South Scammon bridge is nearly and stood the test of 140 tons, and the road is now in good order all the way and most of it gravelled, etc. At Brownsville a large force is laying track on towards Colby, the proposed present terminus. A company is putting up a large warehouse, 45x80 feet, with steam hoists and elevator, and a new passenger depot will soon be up. New dwellings already front the depot, and others to be up soon.

New Grass in Southern Oregon.

The June and July rains in this latitude have started what some call buffalo or bunch grass, which is often with great avidity by all kinds of stock. The blade of this grass is of a very fine texture and seems to be very nutritious. Stockmen and others have noticed this new grass all over the mountains and valleys, and remark that it is the first Summer they have seen it. The new fodder, Copious summer rains, so rare with us in this climate, are evidently good for something, even if our farmers do graze it as they are interfering with their harvesting operations.

Hot White Tongue.

demand immediate attention. Nothing so quickly regulates the system and keeps it pure as Warner's Safe Kidney and Liver Cure.

The Nestucca Country.

A. O. Yates writes the Enterprise about the Nestucca country, as follows: It cannot be denied that we have the finest Summer resort on the Oregon coast, and when the road is completed, will be the most popular place. The road will be of an easy grade, as it follows the course of the Little Nestucca river for half the distance of twenty-five miles through the most varied scenery of the finest timber, winding along the river around graded bluffs, and crossing the river four times, it arrives at last in the settlement, bursting upon a beautiful scene of the roadway of the river to the bay, with birdseye view of Sandi cape in the distance. Passing along through the settlement, it at last terminates on the beach at the head of a pretty little freshwater lake, which forms fine camping grounds on its banks of sand, covered with clover. I should have mentioned before that the road touches at the White Sulphur spring, which will be the half-distance camp, affording fine pasture for horses as soon as the owner fences. All through the mountains can be made fine stock ranges for the hardy pioneer who dares to burn and clear away the rotting logs, which is much easier than carrying out a ranch in the dense forest timber. Clover and grass will grow almost spontaneously, and the coldest and sweetest water is running everywhere, the rivers abound with trout, for fifteen miles up the river.

Never have the prospects for a bountiful crop in Lane county been better than at present, notwithstanding the cries of some who are alarmed about rust. Within the past week we have conversed with reliable men from every section of the country where wheat is grown, and have been assured that the yield and quality will be excellent. The heads are large and well filled while the straw is of good length. The report that the rust will injure the crops near Irving considerably, we are informed by a gentleman living near there to be unfounded; time there is some rust on leaves, but that very seldom fails to appear on late sown grain. The crop is far enough advanced so that the yield cannot be materially affected from that cause. Fall and Winter sown, especially where the ground has been summer fallowed, appear to be the best. We do not think we overstate when we say that Lane county will have 1,000,000 bushels surplus this Fall.

Crop Prospects Lane County.

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The Railroad Surveying.

Ashted Tidings. J. S. Howard's surveying party reached the Klamath river, near the mouth of Willow creek, the first of the week, and then returned to the summit to begin work again. They are camped near the Toll House now, and started yesterday morning upon the line down this side the mountain pass. Mr. Hurlbut has also sent a surveyor, a Mr. Austin, from Portland to Josephine county, to seek out a route from this valley to the coast. Mr. Austin will employ his assistants in Josephine county. This move looks as though Villard means to take possession of the coast route we mentioned last week. It would undoubtedly suit the Northern Pacific to have a line, between Portland and San Francisco, entirely independent of the Central Pacific. A line from this valley direct to the coast would suit the people of Jackson county very well, too.

Weather Report—July, 1881.

During July, 1881, there were 5 days during which rain fell, and an aggregate of 1.37 in. of water; 20 clear days and 6 cloudy days, other than those on which rain fell. The mean temperature for the month was 61.44°. Highest daily mean temperature for the month, 73° on the 22d. Lowest daily mean, 53° on the 29th.

Mean temperature for the month at 2 o'clock P. M., 73.22°. Highest temperature for the month, 90° at 2 o'clock P. M., on the 23d. Lowest temperature, 49° at 9 o'clock P. M., on the 6th.

The prevailing winds for the month were from the north during 20 days; south, 5 days; southwest, 5 days; northwest, 1 day. During July, 1880, there were 2 rainy days, and .92 in. of water; 18 clear and 11 cloudy days.

Mean temperature for the month, 63.63°. Highest daily mean temperature for the month, 80° on the 25th. Lowest daily mean temperature for the month, 54° on the 4th.

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