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An article from G. H. Eilers, of Polk county relating to assessment and taxation will appear next week. We endorse all he says.

DURING ONE OF THE hot days of June a Connecticut lady thought she smelled something burning upstairs. In searching for the fire, she entered a small, close garret room used for storage. She opened a window and instantly a bag of carpet rags hanging there burst into flame. The rags had been there all winter. The fire was promptly smothered; and when the bag was opened, it was found that only balls of cotton rags were burned. Whether the rags had been dyed is not stated. Scientific American.

It is absolutely sickening to read the accounts of murders, suicides, murderous assaults and robberies that take place continually around us. Of course the great progress making through the Pacific Northwest calls hither thousands of a low order of humanity. Many working men have excellent characters, and the fact that a man works on a railroad is not justification for classing him as low; but many of those who work there are profligates who squander their money when carned, and are robbed by the human birds of prey that are sure to congregate wherever there is a chance to swindle or rob. But we also hear continually of murders and robberies elsewhere than "at the front." They happen in this valley and in the out-of-the-way stations on the frontier. It is evident that we have many bad men among us, and perhaps the law can be framed to carry more terror to the

THE REPUBLICANS OF California have nominated M. M. Estee as their candidate for Governor, on a strong Anti-Monopoly platform. He responded by a speech, in which he talked very freely of the impositions practiced by the Central Pacific Railroad. We look with some interest to see how the election wil go, because the monopoly has always managed to run things pretty much their own way in that State. Under the new constitution a railroad commission, elected by the people, have absolute control of railroad and transportation matters. Of the three commissioners elected two years ago, the railroad soon got possession of two, and so had their own way. The commissioner they did not control. Gen, Stoneman has been nominated for Governor by the Democrats. The Republicans have now put out an Anti-Monopolply platform and candidate. If they really mean to emancipate themselves from railroad control they have the power. The world will watch with interest to see if either of the political parties of California really mean what they say,

THE ALBANY Herald objects, because the WILLAMETTE FARMER has an opinion concerning candidates for the Senate from Oregon, This objection comes from a source that is polluted by money paid for what little influence it can give. The slangy attack on the Editor of the FARMER, we understand, was furnished from headquarters elsewhere. Of course, we have no answer to make to ribaldry, which is unworthy of even the Herold, and a weak thing to come from a Senatorial aspirant. We have nothing to add to what we have said. Representing in some degree the respectability of Oregon, and advocating the interests of the class whose industry builds up the fortunes of all, we claim that it of Civil Service reform, who is reliably a as to attempt to amend the laws we have. the senate of the United States, and will never prostitute itshenor to selfish ends. never prostitute itshener to selfish ends.

CORPORATIONS AND THE PEOPLE.

This paper is always open to expressions of the sentiments of its readers, and is their natural organ and mouthpiece. There is no power they need fear to question in our columns. We have never failed to defend the interests of the producer against the exactions of trade and oppression of corporations. We believe in the people and that their rights should be secured and their interests preserved by all legal methods. So far as corporations are concerned, a just view of their position will show that there is mutuality of interest between the producer and the carrier. The transportation company should encourage production and prosper by having its surplus to transport. There is a great change going on in this region, caused by the outlay of capital to develop the whole Pacific Northwest. If the transportation companies appreciate their best interests and identify themselves with the country they develop, as they should, satisfied to make reasonable interest for money invested, there will be a prosperous community and harmony between capital and

It is always proper for every community to exact safeguards and protection as against improper exactions, and no doubt legislation will in due time define the relations between the transportation companies and the people-Corporations should have nothing to fear from reasonable legislation. The time is evidently coming, when political parties will have to meet this transportation problem, because the exactions of such corporations as the Union and Central Pacific are unbearable. Let us hope that a more beneficent policy will bring prosperity to our own section, and that it can never be said, as it is said in California, that the railroads and the political parties make senators and control legislation.

It is very easy to arouse the jealousy of the nasses by appeals to their fears or cupidity. It is the work of a demagogue to make capi ta! by inflamatory statements, but a journal which respects itself should never consent to methods of that kind. It should only seek to do right and be just to all. The have supreme rights that no power should be allowed to transgress. As representing that supreme principle, the journalist should be earless but never unjust. We owe it to capital that seeks investment in improving and developing this region, to accord it every right we claim for ourselves, and to reward it for its use. The FARMER has never sought favor with the world by taking ultra ground on any question, merely to win applause. It has never failed to be outspoken in a manly way when the rights of the people were involved.

ANNUAL ANNOUNCEMENT

The coming of the fall season brings the time when most of our subscriptions terminate, and removals take placel It is also the season when we try to increase our circulation. We cannot afford to put canvassers in the field, so we shall present the matter plainly to our readers.

While we have a large list, we should have thousands more, and we ask our friends to help us to get them. We offer a liberal reward feel interested in the success of a journal that rons, we hope you will take some pains to procure us subscriptions in your neighbor

Ten years is a long probation, and for ten years we have conducted this newspaper in lation of the same. the interest of the farmers of this region. Examine our columns for that length of time and you can find no instance where we have first of August of each year. failed in our duty. We may have erred in judgment, but never in determination to serve you well.

There is no other journal that covers the ground we do as a farmer's paper; giving such complete market reports; a family paper; general newspaper, containing so many and such excellent communications from the people, so much valuable information concerning practical matters; having a department espe cially adapted to home, wife and children; al ways outspoken for what is righ , earnest advocate for temperance and true religion and honest government.

If you think we deserve your respect, we hope you will try to send some new names for our list.

va. For each new subscriber sent us with \$2 50, we will credit the sender four months on his own subscription.

va. For two new subscribers and \$5, we will redit the sender's time eight months. ve For three new names and \$7 50, we will

redit the sender one year. ta. Any person wishing to canvass his county or district can send to us for terms, which

will be liberal! wa. If you wish to get up a club of five to twenty, write to us for especial rates !

Ts. We wish to have all the territory from California to the British line, and from the Rocky mountains to the Pacific ocean, Rocky mountains to the Pacific ocean, thoroughly canvassed by local agents, and will give great inducements to good workers!

TOO MUCH LEGISLATION.

There is always a flood of bills propose before every Legislature, and the great majoris the duty of this Legislature to send to the ity of them are useless. The work of a Legis-U. S. Senate a man who will be an advocate lature is as much to leave well enough alone triend of purity in politics, and a fair rep. There are a multitude of people who have resentative of the public and private morality axes to grind, and enough more who have of which the State of Oregon has reason to be hobbies to ride or crochets they have faith in, proud. Whoever fills this measure of man- and the result is a host of measures that hood and true citizenship will be acceptable to ought never to pass. The time of a Legislathe people of Oregon. A Senator of the ture is limited to forty days, and there is no United States should be the peer of any man time to waste, so the prudent way is to make living. He should be above the plane of the short work with useless measures and reject mere politician. There should be no scramble them at once. There are great interests to for this high office. Acting for the people and consider, and some important matters that representing the State in all its dignity and should be acted on; and there are always the year. strength this Legislature should-and we points in existing laws that need to be have no doubt will select from among its amended in some respect, so the Legislature distinguished citizens some one who can safe.

A MATTER OF VITAL IMPORTANCE.

The farmers of the State of Oregon are vitally interested in maintaining and increasng the price of wheat. A difference of five cents per bushel in the price of this year's wheat crop would have added about \$200,000 to the farmers' receipts. The price of wheat is governed by certain fixed and and certain variable factors. The profits or the commissions of the merchants who buy the wheat are fixed; the price in the Liverpool market is also fixed, so far as we are concerned. From the price in Liverpool is to be deducted the the merchant's commission and the cost of freight from the shipping point to Liverpool. For some years past freights have been unreasonably high, in consequence of the enormous charges for towage, and the conflicting and injurious provisions of our pilotage laws. The merchant can afford to pay to the farmer all the money he can save in freights, hence farmers of all others are interested in low freights.

To remedy these evils a tug company has been formed, and a powerful tug purchased for service on the Columbia bar, and henceforward there will be good tug service, at low rates, thus cheapening freights to that extent.

In regard to pilotage, the Board of Trade of Portland, acting in connection with the pilots, the Astoria Chamber of Commerce and practical men from other parts of the State. have had a bill prepared by the very best legal talent, which covers the whole ground, It is practical and comprehensive, and if passed, will undoubtedly tend to attract a freights and raise the price of wheat.

The following is an abstract of the principal provisions of the bill : The limits of the "bar" and "river" pilot

ground are clearly defined. A Board of Three Pilot Commissioners provided for; they are each to serve three years, at an annual salary of \$300, and are to nave a Secretary with a salary of \$600 per annum. One of the Commissioners is to be appointed by the Governor of the State, one by the Board of Trade of Postland and one by the Chamber of Commerce of Astoria. (This provision is similar to the law of other States, where the Pilot Commissioners are named by

the mercantile bodies, and ensures the selec-

tion of good men for the positions).

The Pilot Commissioners may be removed from office if they prove incompetent or neglect to discharge their duties faithfully The Board is given full power to summon witnesses and to conduct all examinations necessary to the success of their work. The Secretary is required to attend to all business of the Board, take charge of its finances and keep a record of the commerce of the Columbia river. He is required to give bonds in the sum of \$3,000 for the faithful discharge of his

The Board has power to examine and licen e pi.ots for the bar and river and to hear and determine complaints against any of the pilots. The pilots are required to pay to the which money all expenses of the Board, into all who will send new subscribers. If you cluding the salaries of the Commissioners and can always have good harvests if they will do Secretary, are to be paid. This provision works for your interest and is loyal to its pat- makes the system self-austaining, and saves the tax payers of the State the expense heretofore incurred for this purpose. The Board may make all proper rules for the government of the pilots, and may fine any pilot for a vio-

> The Board is required to make a full report of all its proceedings to the Governor by the

> Pilots applying for a license are to be carefully examined, and if found qualified by the Board are to be licensed for one year. is to be renewed, of course, unless the pilot proves unworthy or inefficient.

> The Board may revoke the license of any pilot who is found unfit for his duties, after he has had a hearing before them.

> and in case of a bar pilot he must be attached in the sum of \$5,000 to the State, which bonds vessel may suffer in consequence of his fault or negligence.

The bar pilots are required to keep a pilot boat cruising upon or outside of the bar to supply pilots to vessels bound in.

The pilots may take charge of any vessel compulsory pilotage.

In the following cases vessels are exempt from compulsory pilotage :

First. A vessel in tow of a steam tug anywhere on the river pilot ground. Second. A vessel engaged in the whaling

or fishing trade. Third. A vessel licensed or engaged exlusively in the coasting trade between the Columbia river and any port on the Pacific

Coast. The rates of pilotage are as follows : From without the bar to Astoria, \$6 per toot for the first twelve feet, and \$8 for each additional foot of the vessel's draft. From below Sand Island to Astoria, half the above. From Sand Island, one quarter of the same.

On outward bound vessels from Astoria to the sea, 85 per foot for the first twelve feet, and \$7 for each additional foot. Between the last day of October and the first day of April pilots shall receive the sum of \$10 in addition to the above compensation.

These rates are somewhat less than at present, and are deemed fair to all concerned. The extra \$10 given during the winter is be-

same as at present.

unless a vessel is in danger, in which case she shall be first cared for.

The same pilot who brings a vessel in is to take her out, unless the Board, for good cause, allows the Captain to employ another

Pilots are required to report all their business to the Board once a month, including a statement of their earnings and the vessels piloted. The pilot boats are required to carry supply of water and provisions, and to afford all possible aid to vessels in distress. Neither of the Commissioners nor the Secretary is allowed to own any interest in any pilot boat or steam tug.

All laws now in force on the subject of pilotage or towage are repealed.

We strongly urge our readers and the memwhen it is presented. Such a measure is for and imposes no burden upon the treasury of the State.

There is no political element about the bill. The Commissioners are selected by the governer and by mercantile bodies who have the be carnestly hoped that so worthy a measure may be speedily enacted into law.

CROPS IN THE UPPER COUNTRY.

It is true that the present year has been one of the worst ever known for crops. The season has been unusually dry, no rains, of consequence, having fallen since the early spring. When we were in the Spokan region in July we ascertained that the harvest was turning out much better than could have been exsuperior class of wheat vessels; it will lower pected. In all cases, where wheat was sowed in the fall, the returns were from twenty-five to forty bushels to the acre, and in many instances spring sown grain was also making a good yield where little or no rain had fallen since it was sown. Reports from Walla Walla and Uumatilla grain fields show good returns, where wheat was well put in in the fall. East of Walla Walla, and south of Snake river, as we are informed by Mr. Lewis McMorris, of Dayton, the crops are not so good as about Walla Walla, because there was a smaller proportion of fall sown grain, and spring sowing was done late in the season. But Mr. Me-Morris says wherever grain was well nut in last fall they have had good crops.

Mr. J. W. Range, of Cheney, who has since harvest made a journey from Cheney to Dayton, traversing the midst of the Palouse country, tells us that he found everywhere good crops, ranging from thirty to forty bushels to the acre, where the grain was put in last fall. and in many instances' wheat sowed late in the spring has made an excellent crop.

Mr. McMorris says the country about Mor ow and Farmington, and all along the Com d'Alene Mountains, has secured good crops, though generally put in very late. So it seems that the farmers of the upper country need only to do good work to get good crops. They have demonstrated what they can do in a year when they have no rain from seed time to har vest, and with the experience gained as to the importance of summer-fallowing land and Board 5 per cent. of their earnings, out of putting in seed early in the fall they should never again depend on spring sowing. They good work.

We consider the results of this year surprising and satisfactory. They teach that the country, east of the Cascades, can be sure of good wheat crops if the farmers there will deserve them. The same is true of the Willam ette valley, and all the country west of the Cascades, for wherever fall wheat was well put in the result has been good crops.

OUR ROAD LAW.

For many years past we have urged the secure better roads. Our roads need to be hardships endured by the pioneer, and by improved, and under the present law not one half is accomplished that can be and should be if the intention of the law was well carried out. The work done is seldom well done. A pilot must be an American citizen, 21 The people who work the roads seldom make years of age, and well skilled in his profession; such a day's work as they would expect when Territory needs some of the idle capital of the hiring work done for themselves. The only East invested in her coal and iron mines, in to a pilot boat. Each pilot must give bonds way to secure good work on the roads of the country will be to have supervisors who are 1,800 miles of shore line on Puget Sound and shall be liable to make good any damages any good managers, and give them the money to do the work with. To this end the road tax that can be usefully employed in her fisheries should be paid in money, collected as other taxes are collected, and similarly disbursed. For every dollar paid out good work should be rendered. If any able-bodied man in the district wants to earn wages towards paying over twenty-five tons burden not exempt from his road tax, that can be managed, but for all that, each man's tax should be colleted in money, and the whole business well managed.

If any class are interested in reforming the road laws, it should be the farmers, who have so much occasion to use the roads, and probably many of them will make bitter opposition to the only plan that can thoroughly accomplish the best results. It is for the farmers that we make protest. They are imposed upon in this matter. Many of them are willing to perform their full share of work, and do so, but the rest shirk, do poor work, if work at all, and in some instances we hear of they refuse to do anything in the shape of road work.

When we consider how much importance attaches to good roads, and how deficient the country is in that respect; also, how work is evaded under the present road law, it seems necessary to hange the law so as to have it bear equally on all, and accomplish a much desired end.

The Hop Pickers.

Very few of the hop growers in the Puyal* lup valley have all the help they require, cause of the increased danger and difficulty of either the Indian market being scantier or the pilot service during the stormy season of the hop harvest more prolific than ever before For this reason hop picking has not proceeded River pilotage shall be \$4 per foot, the very extensively this week, but it will doubtless be in full blast in a few days. A good There are provisions for paying a pilot who many people from this city will visit the val shall be detained on a vessel or carried to sea. ley during the progress of the harvest, to witshall be detained on a vessel or carried to sea.

Bar pilots are required to speak all vessels in ness the rare sights and scenes in the hop fields.—Tacoma News.

THE STATE PAIR

Next Monday the State Fair commences at Salem. If the weather is pleasant there is every reason to anticipate that it will be a success financially. We remember State Fairs when the people turned out from far and near, and the occasion was memorable in many respects. Let us have such another Fair next week, and not only come yourselves but assist the exhibit to the extent of your ability also. The neglect of farmers and others to display what they have that is worthy of exhibit, is lamentable. Competition in making display adds to the general interest We have not much admiration for those who act on speculation, and strive only to earn premiums and make a profit from so doing. There must be a ers of the Legislature to support this bill great deal of material worthy of exhibition, and especially stock of all kinds. The pavilthe common good of all, it benefits all classes ion has attractions, not to be gainsaid, but for your actual farmer and man of the world th. stock vard contains attractions of the highest order. What is necessary above all, is to show a presence of superior animals of various breeds of horses, cattle, sheep and swine good of the community at heart, and it is to Some enjoy one and some another branch of stock, while others appreciate all kinds. It is to be hoped that we shall have a superior stock display.

Take a well equipped State Fair, and it pos esses great attractions and conveys a world of information. If well conducted, they are public educators of no mean order. For that eason we object to the sale of liquor and pernitting of gambling schemes, and selling of racing pools on the grounds. The yeung who go there should be influenced for good, and not educated in evil. That comes soon enough in this world, but an agricultural fair should be an exponent of the farmers' products, and proof of his progress, instead of a place to lead him astray.

LEGISLATIVE.

The members of the Legislature were all present and the two houses were organized or Monday, as follows:

In the House of Representatives, Geo. W. McBride, of Columbia, was elected speaker: J. W. Strange, of Douglas, clerk; S. G. Irvin, of Douglas, assistant clerk; E. C. Hadaway, of Yambill, sergeant-at-arms; B. Califf, of Clackamas, door-keeper; E. E. Hewitt and Frank Nicklin, pages.

in the Senate, W. J. McConnell, of Yamnill, was elected president; A. Mires, of Douglas, clerk; Wm. Gibbs, of Multnomah, assistant clerk; Wiley Chapman, of Clackamas, sergeant-at-arms; C. E. DuRois, of Multnomah, door-keeper.

In the Senate, on motion of Mr. Voorhes. committee of five, consisting of Senators Starkweather, Prim, Hall, Clow and Davenport were elected to select the various standing committees.

On Wednesday, inauguration ceremonie ecupied much of the day, and the Governor's nessege was delivered. A large number of bills are already introduced but no work of importance has been effected. The Senatorial uestion is the absorbing topic.

We have lately published a list of members of both houses.

Puget Sound.

The San Francisco correspondent of the coast is now in a more durable form than at any time since its settlement. The large number of immigrants to Oregon and Washington, principally from Germany, has enhanced property in those localities a hundredfold. These are not a broken down lot of fortune seekers, neither a class who expect to of farm life. They at once enter upon the their frugality and industry, are soon comfortably surrounded by all the necessaries and many of the luxuries of life. While this class is so desirable for Oregon and Eastern Washington, the western portion of the latter her lumber interests and fisheries. Take see the vast amount of capital and muscle alone, and remember that but one or two indifferent canning establishments of limited means now occupy this vast area. Her lumber interests are on a much larger scale. The day is in the near future when this grand in land ocean will be alive with humanity and machinery, and there will be as many Herald reporters to write the news across the continent as there are now houses in that section outside of the towns and villages which loom up at long distances along the shore. Oregon, too, has her coal and iron deposits in the mountain ranges, but so far her chief employment has been directed to agricultural and manufacturing interests.

The Comic Opera. Elsewhere we publish the advertisement of

the Hattie Moore Opera Company. This company has been performing to good house in Portland, and meet with well deserved success. They will visit the State Fair, and we have no doubt that they will play to crowded houses. A comic opera is composed of singing in both choruses and duets, besides, much dialogue. This is the largest opera company that has ever visited Oregon, and they carry with them their own costumes. The scenic effect, together with gorgeous costumes, grand orches-tra, cannot tail but to attract. There is a ballet of young ladies who, with their shape-ly forms, do much toward making the play a success. A full list of the day, together with the Opera, to be performed, can be found else-

*Persons whose blood has been corrupted, and the circulation deranged by foul secre-tions—the result of the disordered chemistry tions—the result of the disordered chemical, of the body—need for their purification something like an inward baptism at the hands of Mrs. Lyda E. Pinkham, whose laboratory is the bound of the bound o

STATE NEWS.

They have an amateur minstrel club formed in Union, Oregon.

There are 100 scholars in attendance at the The government snag boat is at work on

the upper Willamette river. Bears are quite numerous in the mountains around Grand Roude valley.

The Pendleton flouring mills can hardly supply the demand for flour.

Major Keifer, United States Paymaster, has been ordered to Kentucky. Six families and 60 head of hroses passed through Union one day last week.

It is claimed that Baker county, Oregon, is a better quartz district than the Wood river

Extensive forest fires are raging in the Cas-cade Mountains, on the head waters of the A large number of immigrants have settled

in and about La Grande, Union county, and are generally well pleased with the country. Thirteen thousand more people came into the State by way of the Columbia river than left it, during the year ending June 30, 1882,

The Board of Directors of the Blue Mountain University have appointed a building committee, and will improve the building very much. The store of Col. Cornelius, in Cornelius,

was retered by burglars one night last week, and \$80 in money, a silver watch and some tobacco taken. The Chinese employed on the Blue Mountain branch of the O. R. & N. Co. have struck because their wages were reduced to

\$26 per month. Quite en excitement concerning the new mines in Mineral district, opposite the mouth of Burnt river, is raging. One man was of-fered \$150,000 cash for his mine.

Says the Grande Ronde Post: Mr. J. H. coster displayed at his meat market last Thursday three hogs, whose combined weight was 1766 pounds. The same was raised by A. B. Conley, near the Cove, and are unusually large for this country.

TERRITORIAL.

Hailey, Idaho, has nine men in jail, all for

A Hop Growers' Union has been formed in Yakima Valley.

Sprague has had a slight conflagration re-cently. The town is said to be convalescent.

The Yakima log drive required 123 days to travel from the headwaters of the Yakima to Ainsworth. The Walia Walia Statesman shows conclusively that that town wants, must have, and will get a new town hall.

Young Mr. Crawford, whose skull was fractured some time ago, at Dayton, is doing well and in a fair way to recover. He is not en-

irely past danger, however. The Dayton, (W. T.) library received last Wednesday, fifty-four new volumes comprising history, science and standard novels. Some new periodicals also, have been added. Says the Palouse Gazette: The U. S. Land Office in this city, which has been closed since the 14th of last month, will be ready to transact business on and after Monday next.

Last Wednesday night, says the Journal, Probate Judge Starner was going to his home in the country, and about three miles from town, he was waylaid by a map named Thos. Rowan, and beaten about the face. Rowan was brought before Justice Ostrander yesterday and the case postponed until next Tues

GENERAL CROP REPORTS

New York, Sept. 12.—In noting discriminations against California merchants by railroads, it would seem that in some instances New York Herald writes as follows: "There is they are not so harsh as they appear. The no doubt that the prosperity of the Pacific supposition is that contracts compel merby steamer, as railroad officials may elect. But it appears that in some cases they allow ship-pers to forward certain classes by clipper. It is at this point that those who ship exclusively by clipper agents, by taking freight of con-tractors who cannot give but a limited amount at the same rate, and sometimes even less than fortune seekers, neither a class who expect to work little and make much, but persons of moderate means and familiar with the routine of farm life. They at once enter properties one equal to that imposed upon shippers by to be shown, they should be shown to those who have stood by the clippers, and who still refuse to make contracts with railrands, al though continually importuned to do so. Au-other instance of the unfairness of clipper agents to those who stand by them is that they favor certain shippers who have railroad contracts by taking their freight at low rates. Regular shippers who believe in sustaining clipper lines to the very end, think that all such shipp rs should be compelled to pay higher rates, or else stand by the route they have selected for transportation of their goods The freight market remains quiet. The Eureka has finished losding her cargo, comprising in part 10,000 cases oil, 2000 bbls rosin, 1000 bbls cement, 210 bbls whisky, 500 bales hemp, 200 coils rope, 300 tens coal, 200 tens muck iron, and 500 tens railroad iron.

Preights via isthmus are still quiet. Yester-day's steamer had for San Francisco 250 bbls rosin, 700 kegs nails, 563 boxes tin, 475 bars steel rails, and 552 bales sheeting for China. Тогека, Kan., Sept. 12.—The State Board of Agriculture's new computation of Board of Agriculture's new computation of the oats and spring wheat yield shows oats average yield is estimated at 35 bushels per acre, and acreage over half a million, an increase of 5-per cent. Total product of 18,300,000 bush

per cent. Total product of 18,300,000 bushels. The greatest previous crop was in 1879, when, with 29 per cent. larger acresse, the yield was only 13,000,000. Only 137,000 acres were sown of spring wheat, estimated to yield 15 bushels per acre. The acreage of this grain declined to the contract of the contract of the series of the contract of the co declined heavily, it being comparatively an unprofitable crop. The estimate of the corn crop remains at 155,000,000 bushels. No unfavorable reports are received, and the yield will be about 35 bushels per acre.

DETROIT, Sept. 13.—Threshing in the couthern frontier counties, according to the DETROIT, Sept. 13.—Threshing in the southern frontier counties, according to the September roport, shows the number of acres threshed to be 107,510, or 7 per cent. of the entire acreage. Yield, 141,855,000 bushels, less than the August estimate, when it was believed one-third of the crop was injured. The damaged wheat that can be marketed at all brings 50 to 75 per cent. of the price of No. 1. Much is entirely worthless. Oats is the best crop ever grown, yiled 31 bushels per acre. Corn promises an average yield. Barley is estimated at 26 bushels per acre. Meadows and partures and clover are excellent and cattle fine.

POR THE STATE PAIR.

We learn that W. C. Myer, importer and breeder of Percheron horses, Shetland ponies, and Jersey cattle, will be at the coming State Fair and has some promising colts sired by Mrs. Lyda E. Pinkham, whose laboratory is at No. 233 Western Avenue, Lynn, Mass. stallions. Also half and full blood Shetland stallions. Also half and full blood Shetland colts for sale. Parties in want of the above stock can see Mr. M. and learn particulars.