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THE LEGISLATURE. The present session of the Legislative Assembly will close at ten o'clock tonight, and we shall soon know what has been done and what has not been accomplished.

Whether its sins of commission will exceed those of omission, we do not at present know, as the complete record of its acts is not before us.

One thing must be borne in mind—it is a Republican body. It contains seventy-two Republicans and eighteen Democrats, so the Republicans have had full sway, and they are responsible for what has been done amiss, and for what they have failed to accomplish.

The first noted act of the Senate was the election of Hon. Joseph Simon to preside over that body. He had been denounced by every Republican newspaper in the State as a political corruptionist and trickster, and as a man, unworthy to lead or rule his party, and a demand went all along the Republican line two years ago for his deposition from the Chairmanship of the Republican State Central committee for alleged treachery to his party.

The next important act was the election of Hon. J. N. Dolph to the United States Senate for a term of six years. For years the noted attorney of the railroad and, when in the Senate, their friend and defender, his re-election shows that the Republican party of this State is the vassal and tool of a corporate power to a greater extent than ever before.

The people expected legislation reducing railroad charges, but nothing could be done. Railroad influence had complete control and it could not be shaken. The campaign seems already begun to secure the re-election of Senator Mitchell two years hence.

Thirteen convicts from Seattle arrived at the Walla Walla penitentiary Wednesday night, and thirty more are expected soon.

HENRY BEAN told the dear people last May, when seeking votes, how he would labor to reduce freight charges on railroads, if he should be elected. What did he do in that line? He voted for Dolph, the railroad attorney, for U. S. Senator. So did Mr. Kirk. Their party was in power by a very large majority, and they should have done something.

The passage of the Supreme Court bill virtually makes Pendleton the judicial center of Eastern Oregon. When the Canyon City road is opened this city will be as accessible to Canyon City as Baker is now.

THE LUCKY ONES. Those Who Will Receive the Fat Office in the Gift of the Oregon Legislature. The new bill creating the three railroad commissioners provides that no more than two shall be of any political party. This required the appointment of one Democrat, Clow being the Democratic nominee.

Senator Dawson's Railroad Commission bill was passed over the governor's veto, much to that functionary's disappointment. At the caucus of the Republican members of both Houses to decide who should be the party nominees for the various offices within the gift of the Legislature, the following were declared the nominees, the nomination being equivalent to an election:

Railroad Commissioners—J. P. Faulk, of Baker; George W. Colvig, of Douglas; Robert Clow, of Polk. Fish Commissioners—E. P. Thompson, E. C. Reed, and Campbell. Pilot Commissioners—Captain J. A. Brown, Captain L. Wilson and A. Montgomery.

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