

No child; a grass widow is not necessarily green.

CRUMP, who has been such a faithful nurse to the president, will have the sympathy of the whole country in his serious illness, which is caused by the white house malaria.

"DARK THE NEWSPAPERS! why can't they leave such items out?" exclaimed a hard-up undertaker, when he read an article warning people not to indulge too freely in green fruit.

It would seem that the consumption of tea is increasing somewhere, as the acreage devoted to it in India is constantly extending. This year's crop is expected to reach 50,000,000 pounds.

THERE are a few good fat offices left. The health officer of New York gets \$75,000 a year, and the collector of delinquent taxes in Philadelphia \$200,000 a year. The holders are not so very rich, however, as it costs a small fortune to get one of these sinecures.

JAMES R. KEENE heads a company just formed to control freight tonnage on the Mississippi, Missouri and Ohio rivers. The company has 63 steamers and 129 barges, and claims to be able to ship grain and provisions to Europe at half the price by rail from the westward steamer from Atlantic ports.

SOME years ago a bankrupt Michigan editor offered his creditors a warrant for 120 acres of land in satisfaction of their claims, and they refused it, preferring to take other property valued at \$250. The bankrupt editor had a net income of \$16,000 or more from mines.

BEERHOFF'S estimate of the world's supply of wheat shows a deficiency of 20,000,000 bushels, which is without doubt the prime cause of the recent sharp advance. There is no doubt but that good prices will keep up. A temporary decline in the markets cuts no figure whatever in the case.

No party can remain long in power without becoming corrupt. It is the natural order of things. It is inevitable. What the country needs, what our official establishments must have to keep them pure is frequent renovation. Parties are a necessity, but it is a fatal mistake to give either or any of them a perpetual lease of the government.

CIVIL SERVICE reform, according to the New York Tribune, has been killed by the democratic party, which is a cool assertion, considering that the democratic party has been out of power in the National government for twenty years and has had neither patronage nor office to bestow. The Ohio systems of rewards and punishments is what has killed Civil Service reform stone dead.

By a decree of Patricio Lynch, rear admiral and commander-in-chief of the Chilean forces in Peru, a duty of 20 per cent, ad valorem is imposed on all articles imported into Peruvian territory. Upon certain articles, however, as tar and pitch, machinery of certain kinds, pig iron, prints and seeds, the duty is 15 per cent, while upon spirits, wines, tobacco and tea specific duties are imposed. Minister Christiany has forwarded to Secretary Blaine the text of the decree, with full details for the use of the citizens of the United States interested in the Peruvian trade. To use a slang expression Patrick "is coming it rather strong."

INSTRUCTIONS have been received at Mare Island to complete the repairs to the Mohican immediately, to prepare the Inoquo for sea, and to build ways for the Benicia. The cost for carrying out these orders will amount to fully \$1,000,000.

What a million dollars is devoted to three old rotten hulks? Oh! Society, you of the inland empire pray your interposition in this matter. Cannot your great influence be used to divert some of this money towards the completion of the "Casey" locks? It would be nearer home you know, and well similarly to the custom house.

In the "History of the Mexican War," by M. C. Brooks, A. M., published in 1849, it is stated that on the 8th of December, 1848, the first deposit of gold from California was received at the U. S. Mint at Philadelphia. It had been brought by David Garter from San Francisco, over the isthmus, and weighed 1804.59 ounces Troy. On the 9th another deposit was made of 228 ounces. The gold was of two sorts, its external character not apparently different in quality. That from the dry diggings was in grains, averaging from one to two pennyweights; that from the swamps or margins of the streams in spangles of much smaller bulk. Assays of this gold, when smelted, showed an average fineness of 84.

A Chronicle reporter recently interviewed the general freight agent of the South Pacific Coast railroad, regarding the war now waged between that company and the Southern Pacific. The latter company began by offering rebates to attract business. "When I went to them about it," said the agent, "they accused us of cutting rates. I denied it and challenged them to prove it. Their freight agent, Mr. Bassett, said he had no bills to prove it, but we must be doing so because we got all the business. When I suggested that it might be because we had better facilities and a habit of treating people decently he became angry. As soon as they gave a 25-cent rebate we followed them. We have never cut under them, but in every instance have followed their moves. They have gone down to \$1 a ton, and so have we. To all our customers we say, whatever terms the Southern Pacific offers you you can have from us. If they carry your freight for nothing and give you a chrono, show us the chrono and we will give you a good one. The consequence is that we do not only retain the trade we had, but in ten days they have been cutting under us we have got twenty of their heaviest shippers away from them. The people of the valley remember how they were treated by the monopoly before the road was built, and they look far enough ahead to keep us in the field. There should be no fear about that. We have got the business and we shall keep it. The run between here and San Jose is an easy one and cheap, and we can afford it. Besides that we have got all the redwood mountain country beyond that, where the Southern Pacific cannot touch us, and that will keep us going. The cutting hasn't hurt us. The people of the valley are standing by us nobly, and we can stand it as long as the monopoly can."

The President and the People.

During the last fifty-four days the United States of America—that is to say, a nation of 50,000,000 people—have been deprived to all intents and purposes of a chief ruler. The president, shot down by an assassin on the morning of the 23d of July, is on this evening of the 25th of August still lying on a bed of suffering, and during all this while he has been unable to perform any of the functions of his office. It is said that he was induced to sign his name to a document, the nature of which remains unknown, and that he has written a letter to his mother. But, in point of fact, he has been no more president during these fifty-four days than he would have been were he dead.

Well, what has followed? Nothing. The government has, as the phrase goes, run itself. Its complicated and intricate machinery has worked without jar or friction. Everything has gone on as usual. The revenue has been collected and paid over; the officers of the treasury of the army, of the navy, and of the interior department have discharged their duties as usual; their subordinates have obeyed them; the people have gone on about their daily business as if nothing had happened. There has been a prevalent fear, shared we think by the majority of the people, that the wound of the president would prove fatal. But there has been no panic and no symptom whatever of public disorder.

The people of this great nation know how to govern themselves. They are their own rulers, and they are not afraid of themselves.

The president may live. Every citizen prays and hopes that he may live. The president may die, to the bitter regret of the whole people. But whether the president lives or dies, the nation will survive, and will go on in the path of success which Providence has so clearly marked out for it.

The Wheat Crop.

About two weeks ago the department of Agriculture presented additional estimates of the wheat crop in all the states and territories of the Union. From this table, the general average of the winter wheat was found to be 82 per cent. of the crop of 1890, and the general average of Spring wheat to be 90 per cent. The crop of 1890 was 480,800,000 bushels. Assuming that 90 per cent. of the crop of 1891 is winter wheat, and 40 per cent. of the spring wheat, we have a probable crop of 239,438,400 bushels of winter wheat, and a probable crop of 173,088,000 bushels of spring wheat. This would make a total of 412,526,400, against 480,800,000 last year. The decrease would be 68,273,600, if the acreage was the same both years. But the acreage this year is about two per cent. greater, which would increase the total yield by about 10,000,000 bushels. The actual decrease, then, according to this estimate, would be but about 58,000,000. This is a more favorable showing than some journals have made, but later returns do not indicate a greater falling off than is herein estimated.

The value of the railways as a developing agency is thus strongly set forth by Henry V. Poor in the prefatory essay to his Railroad Manual for 1881: "Over ordinary earth roads, wheat will bear transportation for a distance of only 250 miles, when its value is 75 cents per bushel. When grown at a greater distance from market, these products, without railroads, have no commercial or exportable value. The railroads by transporting at one-twentieth the cost over earth roads, give a marketable value to wheat grown 5,000 miles inland; to Indian corn grown 2,500 miles inland. Beyond a certain limit, consequently, these works are the sole inducement to the production of these staples, in an amount greater than that necessary for consumption by the producer. Railroads are as much the condition of their production as the ship is for the production of wool in Australia. The effect of cheap production is well illustrated in the extraordinary increase in the production of wheat and corn in the western states, and the corresponding populo given to the construction of railroads, the increased mileage of which has only kept pace with that of other industries.—Commercial News.

The big, fat, brainless incubus who pastes and scissors for the Oregonian, is kicking like a stuck pig because that flabby sheet missed getting to the city printing. The fact is this rag was out-of-bank on a business proposition and is now crying "stop thief," but the people know Scotty's record too well to be misled by his false alarm. His custom house record has not been forgotten, neither has it been forgotten by the republicans that the Oregonian has repeatedly sold the party to corporations, or else used it for its own contemptible ends. We are glad that the people of Portland recognize this fact and give their patronage to other parties, and yet it is a pity that the only paper receiving associated press dispatches should be enveloped in such a dishonorable cloud. We have but to hope that some day another San Francisco Chronicle will spring up and wrest from this purblind carcass the journalistic supremacy of Oregon.

The most distressing news comes to us to-day in regard to the president's condition. The worst expectations of many of our people is about to come to pass. The president of this republic is lingering close to death's door, after a heroic struggle for life of fifty-four days. It is hard to say that the president of this free and enlightened country was assassinated in as cold and deliberate a manner as if we were in the midst of an absolute monarchy. Although we have lost all idea of Garfield's recovery we can but hope for the best. May God Almighty have mercy on Guiteau's miserable soul, for he will never glory by order of the law.

A DISPATCH received a few days ago at the merchants' exchange, reported the Finckley at Rotterdam loaded with steel piles for San Francisco. It turns out that the Finckley is a British steamer of 1,200 tons, and 250 horse power. She is one of the two steamers reported on the way to San Francisco to load back with wheat. SAN DIEGO streets are sprinkled with ocean water, and the papers say it is a success, giving universal satisfaction, and seems to keep the dust down quite as well if not better than fresh water. It is much cheaper and more plentiful, and no appearance of saline crustations are visible. DR. WOOLSEY'S views on education: "When I was president of Yale College I was asked if I would be willing to admit women as students there. I replied that I would, if Yassar college would admit young men."

TELEGRAPHIC!

SPECIAL DISPATCHES TO THE STATESMAN—WESTERN UNION TELEGRAPH LINE.

NEWS OF THE WORLD.

A COLLECTION OF THE IMPORTANT EVENTS OF THE WEEK.

PACIFIC COAST.

Railroad Matters. SIX FRANCISCO, Aug. 23.—The Stock Exchange to-day publishes an interview with Mark L. McDonald, whose project to build a road between Benicia and Santa Rosa was made a subject of reference yesterday. It says that there is no doubt but what it is the intention of Jay Gould to acquire a complete railway system across the continent. His Wabash road carries him from Detroit, Toledo or Lake Erie to Council Bluffs and Kansas City on the Missouri. Then he has the Union Pacific to Ogden, or the Atchafalaya, Topeka and Santa Fe to Denver or beyond. He is said to be the moving spirit in the schemes of the Mormon Church, which are connecting Salt Lake with every corner of Utah, and from that point to a complete eastern system. Work on the Utah branches will begin this year in case any act of the Union Pacific makes it necessary. Mr. McDonald says that Gould is not interested in the Union Pacific now to any extent. Vanderbilt has the largest interest in that line at the present time, and he is kept pushing his line to Oregon and Washington Territory. The Wabash and Texas systems are taking Gould's attention. When this system reaches Utah it will either connect with some other lines if possible, or else the line will be pushed on to California. McDonald positively asserts that the California branches will begin this year in case any act of the Union Pacific makes it necessary. Mr. McDonald says that Gould is not interested in the Union Pacific now to any extent. Vanderbilt has the largest interest in that line at the present time, and he is kept pushing his line to Oregon and Washington Territory. The Wabash and Texas systems are taking Gould's attention. When this system reaches Utah it will either connect with some other lines if possible, or else the line will be pushed on to California. 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