SACRAMENTO DAILY RECORD-UNION.

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SACRAMENTO, WEDNESDAY MORNING, SEPTEMBER 22, 1880.

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SIX-PAGE EDITION

THE DAILY RECORD-UNION.

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Advertisements of Situations Wanted, Houses to Let, Society Meetings, etc., of FIVE LINES OR LESS, will be inserted in the DAILY RECORD-UNION as follows:

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Three times.....50 cents
One week.....75 cents

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THE WEEKLY UNION

[Published in semi-weekly parts],

Is issued on Wednesday and Saturday of each week, comprising Eight Pages in each issue, or Sixteen Pages each week, and is the cheapest and most desirable Home, News and Literary Journal published on the Pacific coast.

Terms, One Year.....$2 50

WANTED, LOST AND FOUND.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

PERSONAL—IF THIS SHOULD MEET THE eye of MARK EDWARDS, who left Duckenfield, Cheshire, England, for Australia, in or about 1839, and when last heard from was in Sacramento, or any person who could give any information of his whereabouts, would communicate with his brother, EMANUEL EDWARDS, of Coal City, Grundy county, Illinois, would hear something to his advantage. s21-1w*

100 TEAMS WANTED TO WORK ON LEVEE. Wages for two-horse teams, $1 25 per day and feed; wages for driver, $1 25 per day and board. Apply at once to C. A. STRATTON & CO., Marysville, or to the undersigned at the works on Yuba river. {s21-1w} JOHN WELCH.

STRAYED OR STOLEN—FROM Thirty-first and H streets, on Friday night, September 17th, Two Large MILCH COWS—one dark red and the other light red. A liberal reward will be paid for their recovery. W. A. McCOY, Thirty-first and H streets. s20-1w

$5.000. WANTED—A MAN WITH FROM $5,000 to $10,000 to take control for Sacramento and the upper country of the agency for the most complete sewing machine ever invented. The Company's sales now amount to over one thousand machines per week. Only principals need apply. A splendid opportunity for a thorough business man to make money. Address, for one week, N. E. C., this office. s17-6t*

WANTED,

200 MEN TO WORK ON THE YUBA DAM; wages, $35 per month. One hundred teams, $1 25 per day. Inquire of W. TURTON, on the work. s16-1w

CARPENTERS WANTED.

50 GOOD, ABLE-BODIED CARPENTERS Wanted on Miscene Mining Company's Flumes, near Oroville, Butte county. Wages, $3 per day. Board, $5 per week. Apply to G. W. CUMMINGS, Oroville, Butte county. s15-1plw

EMPLOYMENT OFFICE.

WANTED—ALL KINDS HELP, MALE AND Female. Particular attention paid to Furnishing Hotels, Private Families and Farmers with Help, Free of Charge to employers. HOUSTON & CO., one door south of Fourth and K streets, Sacramento city. au13-1ptf

TO LET OR FOR SALE.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

FOR SALE—A FAMILY CARRIAGE, NEARLY new, at a very low price; a Buggy, Harness and Horse, at $150; also, a Single Open Buggy, for $75. Inquire of CARL STROBEL, Commission Agent, No. 521 J street. s21-1plw*

TO LET—TWO FURNISHED ROOMS, AT NO. 731 I street, corner of Eighth. s18-1w*

TO LET—THE CHEAPEST AND NEATEST Furnished Rooms in the city is at GLEEMAN HOUSE, No. 1018 Fourth street, between J and K. Also, Lodging during Fair, 50 cents s18-tf

TO RENT—1,500 ACRES OF PASTURE LAND, five miles east of Woodland. Will rent until the 1st of December. Address S. WATERMAN, No. 512 Van Ness Avenue; or, T. C. HOPPIN, Cacheville. s10-2w*

MONEY TO LOAN ON REAL ESTATE, AT a low rate of interest, by P. BOHL. s9-1ptf

FOR SALE—A PLATFORM SPRING WAGON, suitable for carrying fruit, and will hold from 4,000 to 5,000 pounds. Apply to W. KUHNLE, K street, between Eleventh and Twelfth au27-tf

TO LET—SAIL AND ROW BOATS, FOR FISHing or pleasure parties, by A. BREWER, Eagle Hotel, Front street, between M and N. au27-1plm

FAIR WEEK.

FURNISHED ROOMS.—CLUNIE'S NEW BUILDing, northeast corner Eighth and K streets. Fine Newly Furnished Rooms, in suits or single, by the day or for the week, at reasonable rates. s11-1pt

FOR SALE.

THE FAST TROTTING MARE, "DUTCHESS," formerly owned by D. C. Patten. Has Colt by her side; sire, Great Western, he by Hambletonian. Also, the Fast Pacing Mare, "EDGERTON." They would make the finest Brood Mares in the State.
For particulars, inquire of H. S. BEALS, s11-3ptf No. 415 J street.

FOR SALE.

125 ACRES OF FINE BOTTOM LAND ON ANdrus Island, being a portion of Mr. Drew's ranch, and adjoining the best sugar factory land. The land is in a good state of cultivation and will be sold at a bargain. Apply to SWEETSER & ALSUP, Real Estate and Insurance Agents, 1015 Fourth street, Sacramento. au24-1m

FRUITS, SEEDS AND PRODUCE.

R. LEVY,

WHOLESALE COMMISSION MERCHANT and dealer in Foreign and Domestic Fruits Cigars and Tobacco, Pipes and Smokers' Articles, Cutlery and Notions, Nuts, Candies, etc., No. 54 J street, Sacramento. s11-1plm

D. DEBERNARDI & CO.,

WHOLESALE COMMISSION Dealers in

Butter, Eggs, Poultry, Vegetables,

Fruit, Fish and General Produce.

All orders will be carefully packed. Having had long experience in shipping, we have confidence that we will be able to give satisfaction. Send for Price List.

D. DEBERNARDI & CO.,
Sacramento.....Cal.
au22-tf

W. R. STRONG & CO.,

Wholesale Commission Merchants

AND DEALERS IN ALL KINDS OF

CALIFORNIA GREEN AND DRIED FRUITS,

NUTS, HONEY, SEEDS,

And General Merchandise.

All orders promptly attended to. Address, W. R. STRONG & CO., s8-1plm Nos. 6, 8 and 10 J street, Sacramento.

M. T. BREWER & CO.,

Commission Merchants and Wholesale

DEALERS IN

GREEN FRUIT, DRIED FRUIT, PRODUCE Vegetables, Honey, Seeds, Alfalfa Seed, Etc., Nos. 30 and 32 J Street, Sacramento. s8-1ptf

LYON & BARNES

COMMISSION MERCHANTS AND DEALERS IN Produce, Vegetables, Butter, Eggs, Chees Poultry, Green and Dry Fruits, Honey, Beans, etc. ALFALFA SEED.

Potatoes in car-load lots or less. jy23-1ptf Nos. 21 and 23 J str

HALE & CO., CRITERION STORE.

WE DENY

THAT WE ARE SELLING OUR GOODS

—AT—

COST OR BELOW COST!

In our long and successful mercantile career, we have never done any but a legitimate and honorable business. We certainly do not propose to change our system now.

WHY SHOULD WE?

We are not foolish enough to start in business in any place where we cannot make a reasonable profit, enabling us to cater successfully for the interests of the public, as well as ourselves.

If anyone doubts the justice of our methods, we would simply ask:

WHY HAVE WE OPENED THE BUSINESS HOUSE OF HALE BROS. & CO. IN SACRAMENTO?

WAS IT TO LOSE MONEY, BY SELLING OUR GOODS AT COST OR BELOW COST?

NO; What Then?

We paid Sacramento a visit before we opened here; we examined every store in the city; we looked through their goods; we investigated their expenses, finding them, in some instances, ridiculously high; we reviewed their various methods; and we came to the conclusion that

The People of Sacramento have been humbugged by those Business Houses who most loudly profess to be their friends.

Prices have not been kept down as they should, and have never been as low as the market will justly allow.

THE RESULT IS, that Houses starting with almost nothing a few short years ago, now confess and advertise the fact that their stock is anywhere from $100,000 to $200,000.

Now, where does the Money come from that these people boast of?

Out of the Pockets of their Customers, of course.

We propose to act differently, for the following reasons:

We have now all the Capital necessary to carry on an extensive business.

We don't want to amass a rapid fortune, by making as large profits as the merchants here expect.

We merely want an investment for our Capital that will yield us a reasonable rate of interest.

WE SHALL MAKE NO ABSURD SPLURGES, AND TELL NO LIES!

And we will only increase the extent of our business as fast as we see that the trade demands it, and the public appreciate the change. We will not deceive the people (on paper), nor humbug them when they visit us.

Being Eastern People ourselves, we propose to conduct our business on the true Eastern basis, and "Neither toady to anyone, nor act the tyrant over any!"

HALE BROS. & CO.,

No. 812 K street,

BETWEEN EIGHTH AND NINTH, SACRAMENTO.

STREET CARS PASS THE DOOR.

COUNTRY ORDERS RECEIVE SPECIAL ATTENTION.

MECHANICS' STORE.

Visitors to the State Fair

AND OTHERS

Will do well to visit one of the distinctive features of Sacramento,

"THE MECHANICS' STORE"

An Establishment covering over 15,000 Square Feet, occupying Five Buildings, and carrying within its walls anything and everything needed by the human form.

Our Methods of Business are as well known as they are simple and perfect.

Our Terms Are Cash

Our System is, Strictly

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—AND—

OUR PRICES ARE MARKED PLAINLY

ON EVERY ARTICLE!

Cases of Goods are Daily Arriving

For all our Departments, from the Principal Markets of the United States.

We deem it scarcely necessary to enumerate the decided advantage our house offers to the public. The fact that we carry the Largest Assortment, the Choicest Goods, the Best Selections, the Greatest Number of Lines of Goods, and offer them at the Most Favorable Prices, are facts long established and beyond dispute.

Our present immense and constantly increasing trade, as well as our Crowded Stores, are sufficient indications that we are well understood, and that our efforts are fully appreciated.

Our past record is a sufficient guarantee that, as heretofore, we will never permit ourselves to be undersold, but shall always undersell any and all competition.

The recent arrivals of New Goods consist of: Domestics, Flannels, Silks, Satins, Velvets, Fashionable Dress Goods, Black Cashmeres, Blankets, Cloaks, Shawls, Hosiery, Ribbons, Corsets, Underwear, Gloves, Men's and Boys' Overcoats, Fall and Winter Business and Dress Suits, Merino and Flannel Underwear, Boys' School Suits, Dress Suits, Ulsters and Overcoats, Stylish Stiff and Soft Hats, in the latest fashions; Men's and Youths' French Calf, Hand sewed Shoes; Rubber Boots, short and long; Overshoes, Slippers, Ladies' Fine French Kid Shoes, Embroidered Slippers, Children's School Shoes, French Bonnets, Felt Shapes, Feathers, Flowers, Silks and Ornaments, as well as thousands of other items that would require columns to enumerate.

During the present week, an EXTRA FORCE OF SALESMEN will be on hand, in all Departments, to serve customers promptly and facilitate the rush of trade.

For the accommodation of visitors to the Fair, our Business Hours, during Fair Week, will be from 8:30 A. M. to 9 o'clock P. M., and Saturday until 10 P. M.

WEINSTOCK & LUBIN,

—PROPRIETORS OF—

THE MECHANICS' STORE,

Nos. 400, 402, 404, 406, 408 K street, Sacramento.

OPENING ADDRESS.

TWENTY-SEVENTH ANNUAL EXHIBITION OF THE STATE AGRICULTURAL SOCIETY.

Delivered in the Pavilion, Sacramento, Tuesday Evening, September 21, 1880, by H. M. Larue, President of the State Board of Agriculture.

Ladies and Gentlemen: Long established custom has assigned to the President of the State Board of Agriculture the duty of extending a formal welcome and courteous greeting to members of the State Agricultural Society, and visitors to the annual exhibition. It is also an established custom on these occasions to inaugurate the annual exhibition by the formality of an opening address. In its inception nothing beyond the welcome already alluded to, and an official declaration that all parts of the exhibition were completely organized and fully opened to inspection, was contemplated by this ceremony. But custom has enlarged upon this original idea and has expanded the opening address into the proportions of an annual message from the executive head of the society, in which the largest latitude in the way of report, suggestion and discussion has been indulged. In discharging the duty thus made incumbent upon the President of the State Board of Agriculture, permit me to call your attention first to the changes made in the laws of our State concerning the organization, appointment and powers of the Board. Very early in the history of this State the people recognized the great educational advantages of agricultural and mechanical exhibitions, and the value to intelligent industry of agricultural and mechanical Societies. The law organizing a State Board of Agriculture and incorporating the State Agricultural Society was among the earliest placed upon our statute books. From time to time liberal appropriations from the State Treasury in aid of the Society and in promotion of its annual exhibitions have been made. But the new Constitution ratified in 1879 contained a sweeping prohibition against appropriations from the public treasury for the benefit of any corporations or associations not under the exclusive management and control of the State. While under the law of 1852 the State Board of Agriculture was the creature of the State, and while by that Act a Department of Agriculture was created as a department of State Government, still the members of the Board were chosen by annual mass meetings of members of the State Agricultural Society, in which only members of the Society were eligible to vote. The State Agricultural Society also possessed the right of control of the annual exhibitions, and the power to adopt, alter or amend the articles of association and the rules governing the Board. The corporation was not under the exclusive control of the State as a distinctively State institution, and therefore within the category of associations ineligible to receive any gift, grant, aid or subsidy from the State Treasury. All this has been changed. By the Act of 1880 the Board of Agriculture is appointed by the Governor of the State. All laws, rules, articles of association, with all legislative authority formerly belonging to the State Agricultural Society, are now by law vested solely in the Board of Agriculture. This, the twenty-seventh annual exhibition of the Society, is the first held under the new order of things. The law creates a Board of twelve Directors, and requires the appointment of the members thereof by the Governor. At the last annual meeting of the Society three members were elected for the ensuing three years. At the close of that meeting the Board as constituted stood as follows: H. M. Larue, L. U. Shippee, S. J. Rose, G. W. Hancock, D. Flint, G. W. Colby, R. H. Newton, Cyrus Jones, W. P. Colman, P. A. Finnegan. The Governor of the State in making appointments to fill the twelve positions created by law appointed all the members of the Board as constituted by the State Agricultural Society, adding two additional names—M. D. Boruck and John Boggs—to complete the additional number. Thus the organization appears to be identical with that existing before the passage of the law of 1880, but, in fact, the entire legal aspects of the Board and Society have undergone a complete revolution. A Department of Agriculture are been established as a department of State government; the members of the Board of Agriculture and State officers, the rules of this exhibition, have the sanction of statutory law; the exhibition itself is held by the authority and under the protection of law; the objects and aims of the State Agricultural Society have been indorsed by this commonwealth; the whole people constitute its membership, while its transactions and exhibitions, its efforts to dignify and ennoble labor, disseminate information on subjects of practical and scientific agriculture, manufactures, mechanics, mining and the fine arts, have been placed side by side with the State University and the common schools—a recognized department in the great system of public education. In the law under consideration the State Agricultural Society is fully recognized. Its mission is by no means at an end. Its annual meetings will still be continued and relieved from many elements of contention growing out of succession in office; the Society can address its efforts to still higher achievements in consonance with the aim of its founders. The agricultural societies of California have accomplished more for the cause of practical education than all the schools of the State. The public recognition of the importance of this department of public instruction is a high achievement, the honor of which belongs to the State Agricultural Society. But there remains other and higher work to be performed, and judging from the past, I am justified in believing that the State Society will not be found wanting in that zeal for which it has been so distinguished.

THE LESSON OF THE SEASON.

The past season has been one of unusual productiveness. The yield of all the staples has been satisfactory. There has been failure in none. The wheat harvest, however, offers the broadest field of suggestion, and to the lessons derived from the experiences of this year I will devote the full limit of this address.

The product of the harvest has been variously estimated at from 800,000 to 1,200,000 tons. From reliable data I accept the mean figure between these extremes and adopt the sum of 1,000,000 tons as the aggregate yield of the season. This I am fully persuaded is not an overestimate. At the low market rate now ruling this wheat is worth $25,000,000. The north winds of March and April inflicted great injury upon the growing wheat in many localities, reducing the yield from 30 to 40 per cent. below a full crop. The somewhat unusual occurrence of seeing the wheat appear to ripen twice in the same season was witnessed this year. After harvesting had begun in many cases the apparently dried stalks freshened and the process of filling was resumed. This did not, however, fully compensate the bad effects of the north wind. The aggregate yield has far-reaching significance. It establishes the persistency of the wheat-growing capacity of our soil. Many of our friends who farm with the pen rather than the plow have been warning us that our lands were worn out. In some years past the average yield per acre had fallen so low that many felt a serious discouragement. It was the honest belief of many that the day of large crops had past for California. The splendid yield of this year proves that the character of the season has almost everything to do with the fluctuations of the yield from year to year. The present season has clearly demonstrated the fact that the fertility of our oldest wheat lands is by no means exhausted. The harvest of this year has furnished countless instances where lands which had been cultivated to wheat for a long series of years returned a crop equal to the yield of virgin soil. In fact, it is the universal opinion of all well-informed men that but for the deleterious effect of the north wind early in the season, the average yield of this year over the entire State would have been equal to the best average ever noted. As it is, however, if we exclude the localities injured by the unfavorable character of the season, the average yield per acre is fully equal to the best average ever attained in any former season. I desire to be understood not as undervaluing the rotation of crops and the many highly valuable suggestions for restoring to the soil its depleted fertility. I desire in this connection simply to assert what has been fully established by the crop production of last year, to wit: That the wheat lands of California are not depleted, and that in seasons equally favorable with those of former years, particularly those years which are noted in the agricultural history of the State for the high average yield per acre of their harvests, with a recurrence of the same character of season we find a recurrence of the same high average yield of wheat per acre. We have set the production of wheat in this State for this year at 1,000,000 tons, which is equal to 33,000,000 bushels, and valued at $25,000,000. In comparison with some other States of the Union, this amount does not appear to be a very large production, but when we come to consider the comparative agricultural population of these States, the productive capacity of our soil and climate is brought into view. The entire population of California is about 800,000. Of these, one-third are engaged in mining, one-third more form the metropolitan and manufacturing population of the State, leaving about one-third of the entire population engaged in agricultural pursuits, or less than 300,000 people.

The State Board of Agriculture for the State of Illinois reports the wheat product of that State for this year at 46,000,000 bushels, but the State of Illinois contains about 2,400,000 inhabitants, at least 1,500,000 of whom are operative agriculturists—an agricultural population five times that of the State of California. The large yield of the harvest of this year having established the persistence of our wheat-growing capacity, the next question is how much land remains to be added to the wheat-growing acreage of the State. I am persuaded that already the best wheat-growing sections of the State are fully under cultivation of that cereal, except such sections as require irrigation to make them productive. With the aid of irrigation, however, the wheat lands of the San Joaquin valley alone are capable of producing a larger annual yield than the entire production of the State for this year. There are also lands in the sections of the State possessing sufficient annual rainfall to make a crop which have not as yet been brought under cultivation. It is probably no exaggeration to claim for California a possible annual production of wheat equal to 100,000,000 bushels. This is presented as within the reach of early possibility.

The problems of both the present and future are transportation and market. We have from the harvest of this year a surplus for export of 800,000 tons. To reach its market this wheat must be transported to the seaboard by rail and thence by ocean around Cape Horn to Liverpool. This is the longest voyage made upon the earth for commercial purposes. Our wheat must make a longer voyage and pay a higher rate of transportation than any offered in the market at Liverpool. Owing to this great distance we cannot take advantage of the rise in the breadstuffs in Europe, because we cannot reach the European market until the demand has been in a great measure supplied from the wheat ports of our Atlantic seaboard and of the Black Sea. A rise in the prices of breadstuffs in Europe to-day, which would cause a general movement of wheat from the interior to the seaboard, would at once overtax the carrying capacity of the railroads and the rivers of California. The first great need of the producers of this State is cheap warehouse facilities at tidewater. This is the one imperative necessity of the California farmer. As soon as the harvest begins the wheat should be moved to the seaboard and stored in warehouses accessible to sea-going vessels. We have produced 33,000,000 bushels of wheat, but when we offer this in the market we find a combination of forces producing a low price. The market is in the hands of merchants, commission men and brokers. The large yield for export has raised the rate of ocean tonnage, while the storage capacity of our warehouses is hopelessly inadequate. To overcome these disadvantages it will be necessary to form associations of wheat producers to build and own wharves and warehouses at the seaboard. These associations, holding large quantities of wheat ready to ship, could be placed in receipt of the same information as to movements in breadstuffs in the leading markets of the world now monopolized by the commission merchant.

The great natural outlet for the products of the Sacramento and San Joaquin valleys is at the Straits of Carquinez. It is already clearly manifest that this natural outlet will in the near future be the point of the largest export commerce of any port on the Pacific. Whether by rail or by water, all commercial lines converge at Carquinez. The construction of warehouses and wharves at that port of sufficient capacity to answer the demands for storage of our export surplus would confer the largest benefit upon the grain-producers of the State. But the grain-growers can confer this great benefit upon themselves, and to the advantage of facilitating the surplus product to its market add the saving of commission and brokerage, and reap the profit of wharfage and storage. The aggregate of these items upon this year's surplus will not fall short of $3,000,000. I most earnestly commend this suggestion to the careful consideration of the intelligent and enterprising farmers of this State.

PRODUCTION AND TRANSPORTATION.

During the year our State has been visited by a gentleman holding credentials as Commissioner of Agriculture for the Government of Great Britain. The object of his visit to California was to ascertain, first, our capacity for the production of breadstuffs and beef, and second, the probable future persistency of this capacity. This inquiry on the part of the Government of Great Britain grows out of the fact that the facilities for transportation of beef and breadstuffs are such, that they may be produced in this country and transported to the consumers in England cheaper than they can be produced on the other side of the ocean. The freight rates from the great centers of the West and from the Atlantic seaboard, are so low that the beef and breadstuffs raised in Nebraska and Kansas are delivered in the markets of England at a rate below the cost of home products of that country. The question is already mooted as to whether the lands of England and Ireland may not be more profitably devoted to other products than breadstuffs and beef. The present disturbed relation between the tenantry and the landlords of Ireland grows out of the fact that the staple articles of human food are produced in America and transported at such low rates as to very greatly reduce the profits of the tenants, thus reducing his ability to pay the rents heretofore obtaining. It is already manifest that America will raise all the breadstuffs and beef for the European market, and more than successfully compete with the production of these staples in those countries. This result is due to two leading causes. First, the progress made in the invention and application of agricultural machinery. Within a quarter of a century the labor of each operative agriculturist has been supplemented by labor-saving machinery, augmenting the productive power to an almost incredible degree. It is the sober conclusion of investigators that the agricultural machinery employed in the United States is equal to the productive capacity of 300,000,000 of men. A single farmer in this State has chiefly, through the aid of agricultural machinery, raised nearly one million bushels of wheat in a single season. There is an instance in this State of a single farm of 50,000 acres being cultivated by the employment of less than 300 men. Before the advent of machinery the same results could not not have been attained by the employment of 5,000 men.

The second cause is to be found in the increased facilities and constant downward tendency in rates of transportation. The beef raised in the very heart of this continent, even at the foot of the Rocky mountains, is served fresh on the tables of England. In both these directions the limit of possibilities has not been reached. We have scarcely entered the broad domain of labor-saving invention, while the great science of transportation is scarcely beyond its first infancy. From where we now stand we see approaching the time when the fruits of our valleys will appear on the tables of London and Paris as fresh as when picked from the tree and vine. Estimated by a comparison of the cost and facilities of transportation, San Francisco is nearer to London to-day than the city of Buffalo was to the city of New York at the beginning of the century. The unmistakable tendency is to cultivate every product where nature lends the largest measure of assistance. The great advancement made in the means of transportation and communication is working radical changes in the industrial pursuits of the world. The grain fields of the West have forced the almost entire abandonment of grain-growing in New England for the more diligent and more profitable attention to dairy products. In this we find an instance fully illustrating the tendency already alluded to. The same principle has equal application to all productions, whether of the farm or the factory. The peculiar and special advantages possessed by any locality inures to the benefit of all the world. The distribution and assignment of all productions to the soils and climates best adapted to their growth, will prove as advantageous to mankind as has been the division of labor into the various trades, arts and professions. In the production of breadstuffs California possesses in her peculiar climate an advantage enjoyed by no other country of which we have any knowledge. I refer to the absence of rain during the period of harvest. In all other wheat regions of the world inclement and unfavorable weather during harvest time is one of the leading obstacles to successful wheat farming. Rains and storms during the period of harvest throughout the temperate zone often inflict the heaviest damage, not unfrequently resulting in the total loss of crops. In California a disaster from this source is never known or apprehended. From May to November our grain ripens and is harvested under cloudless skies. This is an advantage not easily over-estimated.

The question as to whether all these great discoveries of science and mechanical inventions by which the productive capacity of men is increased and manual labor saved tend to disturb the more equal distribution of wealth, and increase the disparity of condition between the rich and the poor, is one that has engaged the attention of the most profound thinkers and employed the pens of the ablest writers of modern times. I do not propose to enter the arena of discussion with these learned men, either to dispute or agree with their conclusions. I do, however, beg your indulgence while I present a few obvious considerations bearing upon the general subject of the effect of all progress in labor-saving discoveries and machinery. Labor is the chief factor in the production of wealth. Wealth, then, as the product of labor, must become more easily attainable in proportion as the facilities for its creation increases. The harvesting machinery and the more scientific methods of agriculture may diminish the demand for labor in the production of bread, but the cost of bread will be correspondingly diminished. The wants of civilized men multiply and increase with the possibilities of supplying them, and rise higher as the problem of supplying the more primitive wants reaches a more satisfactory solution. The demand for labor to supply the higher comforts, and the intellectual wants of life increases in exact proportion as the demand for labor to supply the physical want diminishes. The list of occupations increases with every new census. New industries and new arts are constantly being added to the profitable occupation of industry. These new occupations relate to the higher tastes and aspirations as mankind is elevated from lower to higher planes of civilized want.

A NEW LINE OF TRANSPORTATION.

The close identity between the interests of production and transportation justifies some reference to the approaching completion of the Southern Pacific Railroad. I have already alluded to the problem of transportation as a leading factor in the profitable production of our staples. The completion of the Southern Pacific Railroad will have an important bearing upon all the leading industries of this State. When the great wheat-growing valleys of California are connected with New Orleans by rail over the level grades of the southern route, the commercial lines to the final market for our wheat will be shortened by 10,000 miles. We will then have a constantly operative means of transportation at what I have reason to hope and believe will be reduced rates. The average inland tonnage on our grain now is about $3 50 per ton. The average ocean tonnage to Liverpool about $13 per ton, aggregating $16 50 per ton from the station or landing to the ultimate market. By the Southern Pacific Railroad the pro rata of ocean to rail transportation will be reversed. The tonnage rate from New Orleans to Liverpool will not exceed $5 per ton. Thus leaving $11 50 per ton as the pro rata to rail transportation, and without increasing the aggregate rate. If expectation in this direction is well founded, the wheat product of California will possess higher advantages in the market than hitherto enjoyed. The completion of this southern route will introduce the now wanting element of competition with the long voyage around Cape Horn. It will also enable the shipper to receive quicker returns. Its further advantages will be found in the opening of markets for the orchard and dairy products of southern California, and it is within the range of possibilities to ship green fruit and fresh beef to the English market by that route. At this time fresh beef is shipped from points on the Missouri and Mississippi rivers by way of New Orleans to England, and the time from Sacramento by rail to the Crescent City is shorter than the time from Kansas City to the same point by water.

WELCOME TO THE PRESIDENT.

For the first time in the history of this Society our annual exhibition is honored by the presence of the Chief Magistrate of the nation. As a pioneer looking back to the early isolation of this State, this event has more significance than it can have for those whose residence in California dates since the era of transcontinental railroads. It impresses upon my mind a most forcible realization of the wonderful changes a few years have wrought in the means of communication. From the capital of this great Republic, on the opposite shore of this mighty continent, the President of the nation comes as a visitor to spend a few days with us, and then to return to the seat of government, having enjoyed but a brief vacation from the full burden of official duty. None but a pioneer can know how grateful is the task of extending to him a welcome among us, for none but a pioneer can so well feel that by his presence here we realize anew the nearness of this land of our love and adoption to the homes of our early and hallowed associations. His Excellency will never realize a continent so broad in extent as that still lingering in the consciousness of those who made its transit by ox teams. He will scarcely comprehend the vastness of mountain ranges existing in the geography of those only who toiled on foot up their wearisome slopes. But it will be borne in upon our people by his coming here that all parts of our beloved country are being brought closer and closer together by the discoveries of science, the triumphs of skill and the energies of our civilization. These combined have annihilated time and space, until no part of our common country is distant, no portion of our people neglected or forgotten. In honoring the President of this nation, we do homage to the dignity and majesty of the people. On behalf of the State Board of Agriculture and the members of the State Agricultural Society, I extend a sincere welcome to the President of the United States to this annual exhibition. And finally let us remember the labors of the past year only in the light of the blessings honest toil ever confers. We sowed the seed in hope and trust; we have garnered a bountiful harvest with earnest gratitude. From the path of every industry we have come, bringing the fruits of our toil, the skill of our hands, the inventions of our genius, the inspiration of our minds. All are trophies of that peace and prosperity which rests like a benediction upon our loved California and our honored nation, and not unmindful of that devout gratitude due to the bountiful Giver of all good, I now declare the twenty-seventh exhibition of the State Agricultural Society of the State of California duly open.

BOUND TO SEE THE PRESIDENT.

The *Pajaronian*, published at Watsonville, is responsible for the following:

Our friend, Duncan McPherson, editor of the Santa Cruz *Sentinel*, went to San Francisco last week to receive President Hayes. He thought he would surprise the President by being the only country editor in the State to receive him, but when he arrived in San Francisco Duncan found about five hundred other country editors on the same mission, their pockets filled with crackers, cheese, note books and copies of their papers, roaming along the streets in droves like the famished dogs of Constantinople. Duncan got to bed that night at an unusual hour, owing to his fruitless attempts to get a word with the President. Next day Duncan and his brother editors went to see President Hayes. All the editors were bounced. But Duncan is persistent; if he were not he would never have risen to an editor's chair, and hence could never have received the nomination for Treasurer. So Duncan persisted and resisted the posterior buffetings of fortune, and at length was admitted to the presence of Mr. and Mrs. Hayes. "How do you do," said Mac., "My name is Duncan McPherson of the city of Santa Cruz, State of California; I am a self made man and my friends say my teacher was of no account but I publish a paper the *Santa Cruz Sentinel* which many people say is of no earthly possible use but they lie and I am candidate for County Treasurer and I hope you are well Mrs. Hayes and the *Pajaronian* is not a better paper than mine although the majority of the people say so just to bother me and I am going to be elected and I don't give a damn and won't you take a drink Hayes old boy and you are a brick any way." Mr. Hayes greeted the Santa Cruz editor affably, while General Sherman was holding his breath for a hearty and long laugh after the Santa Cruz man departed. An hour or so after the above notable meeting, the President received a telegram from Mayor Chace of Santa Cruz, asking him to accept, for a day, the hospitalities of that city. Mr. Hayes laughed heartily when he received it, and said he had already had as much fun out of a small county as he could stand, and Sherman acquiescing, the invitation was respectfully declined.

I CONSIDER Hammer's Cascara Sagrada Bitters a superior medicine.
JOHN CLEAVE, Sacramento.

HAMMER'S CASCARA SAGRADA BITTERS for habitual constipation.