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The Farmers.

The king may rule o'er land and sea,
The lord may live right royally,
The soldier ride in pomp and pride,
The sailor roam o'er ocean wide,
But this, or that, whate'er befall
The farmer he must feed them all.

The writer thinks, the poet sings,
The craftsman fashion various things,
The doctor heals, the lawyer pleads,
The miner follows the precious lead,
But this, or that, whate'er befall
The farmer he must feed them all.

The merchant he may buy and sell,
The teacher do his duty well;
But men may toil through busy days,
Or men may stroll through pleasant ways,
From king to beggar whate'er befall
The farmer he must feed them all.

The farmer's trade is one of worth,
He's partner with the sky and earth,
He's partner with the sun and rain,
And no man loses for his gain.
And men may rise and men may fall,
But the farmer he must feed them all.

God bless the man who sows the wheat,
Who finds us milk and fruit and meat.
May his purse be heavy, his heart be light,
His cattle and wheat all go right.
God bless the seeds his hands let fall,
For the farmer he must feed them all.

—STEPHEN STAATS.

THE CAUSE OF HARD TIMES.

[EDITOR WEST SIDE.] In your paper of December 30th you asked some of your readers to express their opinion through your columns as to the cause of unrest and political dissatisfaction now so strongly expressed and felt by the farmers and producers of Oregon generally.

GOOD CROPS.

The people of Oregon, while thanking a munificent providence for its great blessings in fertility of soil, abundance of wood, water power, mines, and fisheries, but with a just appreciation of their own labor and production, deprecate severely the unjust distribution of the profits as distributed from their resources under the prevailing rule as fixed by legislation. This feeling of unrest on the part of the people, is general, not local; is widespread not only throughout the mining and agricultural regions of the United States, but throughout the governments of the world; because the governments are at issue with the people representing the few and the creditor class, at the expense of labor. The remedy lies in financial legislation; financial legislation for the people is the necessity of the day, not financial contraction for the benefit of the creditor class as we have it at the present time. We have tried the two old political parties on this point within the last twenty years, and have found them guilty of misrepresentation and broken promises. Each four years they have held to our lips the cup of hope, and broken it to our hearts in bitterness of disappointment. Within the last twenty years we have made great progress, and have done great work which has yielded great profits; the few hold the profits, the many, the fields of labor. The great need of our country is more money, good money, money of ultimate redemption, gold and silver, *the free and unlimited coinage of silver* at the ratio of 16 to 1, that we may have sufficient money metal upon which to base our circulating medium. There is not gold and silver enough in the world to pay twenty-five per cent of the governmental indebtedness of the world, and yet silver was demonetized in 1873 when there were but few millionaires.

DEMONETIZATION.

Since the demonetization of silver it has been made possible for thirty thousand men in the United States to represent more than one-half of the assessed value of the United States. Does it not appear from this that our financial laws are at fault, and the people have cause for unrest and dissatisfaction, with our mines shutting down, wheat selling for 67 cts per bushel, cotton at 7 cts per pound, and other farm products in proportion? There seems to be reason in this for dissatisfaction.

SUPPLY OF GOLD.

There is in the world at the present time, silver aggregating three billion six hundred and forty millions of dollars; gold aggregating three billion five hundred and fifty five million of dollars. Upon this amount all our monetary circulation should be based, but through the demonetization act of 1873 by the United States, closely followed by Germany and other counties, and by England before that time, this large volume of silver of ultimate redemption was made a token money, thereby striking down one-half the world's money.

DEBTOR VS. CREDITOR.

This was a shrewd thought on the part of the bankers of the world to take from the debtor class fifty per cent of their power to pay and double their necessities to become borrowers. Besides greatly increasing the purchasing power of their accumulated wealth, it is easily seen that the increase in the purchasing power of gold means a decrease in the price of everything else excepting a debt. That law is as fixed as the law of gravitation itself. This robbery perpetrated upon the people through the demonetization act of 1873 has been a very profitable one to the creditor class. They are well organized, have subsidized most of the press of the United States in order that they may have help in perpetuating this wrong against the people. The press is made to say that should we have free coinage of silver our gold would take wings, and, like swallows, fly out of the country, and since we have not free coinage, through fear that we might adopt the double standard, foreign countries are now selling their securities and taking their gold from our country. That the price of silver is governed by the supply and demand for it, and since it is a discount of forty-seven and a fourth cents per ounce, is abundant proof that it will not circulate with gold at a ratio of 16 to 1. Now, as a matter of fact, when the Barring Bros. failed some two years ago, the British bankers sold securities in the United States to the extant of one billion two hundred million dollars. This was done, not fearing their dividends or interest would be paid in silver, but to save the Bank of England from sharing the fate of the Barring Bros. In proof of this is the compromise bill introduced by Senator Sherman in the U. S. Senate about this time, which provided to further increase the purchase of silver bullion by the government, from four million five hundred thousand, to six million ounces per month.

FLIGHT OF GOLD.

The gold seems to be still leaving the United States, as American securities are being sold in order to strengthen the bank reserves of Great Britian, France, Germany, and Austria. They are selling for the same reason that a farmer or merchant who had a certain amount of money to raise on a certain day and hour, would sell, and in order to realize, are selling their best securities. It should be plain to every thinking man that there are no better securities than our American securities, and that the supply of gold is too small to do the business of the world. Hence the necessity of calling home their capital to strengthen their reserves since they are having very troublesome times there just now.

OUR INTEREST CHARGE.

And, again, we pay England annually in interest and dividends on her investments, two hundred and fifty million dollars in gold. The American tourists spend annually in Europe about one hundred million more, in gold. Our trade balance with England is about two hundred and twenty-five millions, and our gold product does not exceed annually, forty two millions. So with or without free coinage of silver, our gold must continue to go. The revenue which we have long derived through the investment of foreign capital in railroad building is now greatly reduced, and our financial policy must be made to conform to our present and future necessities. When silver was demonetized in 1873 it was selling at one and a half per cent premium above gold. It is well known that the principle use of both gold and silver is for money, and that money is a thing which by law, use, and custom, is intended to measure values, consequently when a government withdraws its indorsement from either of these metals, the one or the other's functions as a money of ultimate redemption has been removed, and it is made a commodity. If used as money afterwards it must be as a token money, and as the greater preference is given to the metal supported by the governments, it must follow that the tabooed metal must depreciate as it possesses no royality without law. The same might be said should a law in Oregon be enacted against the use of wheat as flour, it would necessarily follow that the price of corn would advance and the price of wheat fall. To say that legislation would not put silver at par, is to talk as the foolish talk, since legislation makes our currency valuable. Prices must be governed by the volume of money in circulation, and the prosperity of a country, community, or an individual, must be estimated by the amount of money it or he represents—it or his liabilities by it or his indebtedness.

THE BANKING POLICY.

Observe the policy as laid down by the subsidized press which advocates the bankers' policy to shut down our mines and borrow money when we need it. For to produce more money would work a hardship upon our bankers, bondholders, and agents for foreign capital. Bimetallism or free coinage simply means giving us the money provided by the constitution of the United States, our heritage, and right of self-protection against the absorbents of the earth who have gathered to themselves within the last few years the wealth which has taken the masses generations to produce, and who now hold up their hands in horror, that the people should protest that their silver mines should not be closed, and their debts made perpetual.

W. B. LAWLER.

Independence, Jan. 1st, 1893.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.
Royal Baking Powder
ABSOLUTELY PURE

GOOD ROADS EDUCATE.

Great Problems Will Be Solved When the Roadmaking Era Begins.

A country road. Overhead the gray squirrels chatter and a frightened hare scuds swiftly across, like a flying shadow. The trees shoot out long green boughs that knock off a man's hat as he rides unwarily, or brush him in the face with their thick leaves. Here and there a fallen tree obstructs the road, and marks of a detour up the bank and through the broken underbrush of the adjoining wood are visible. A little stream dashes over the road in wet seasons, trickling sweet lullabies as it glides away. In dry seasons there is an ugly and inconvenient furrow left by its overflow. The road would seem to have been left to such wayfarers as gray squirrels—who after all choose the elevated railway of tree boughs—and wild creatures of surer foot than man.

The rains have washed deep and rough gullies; the rocks stand up bare and sharp of tooth on one side, and deep mudholes on the other entrap even the cautious. If two vehicles meet, there is no room to pass, although unused land on either side stretches to the edge of vision. If the drivers are respectively man and woman, the man, with instinctive gallantry, drags his vehicle out of the way, backing, turning and taking all risks himself; if two men, they settle the matter with much strong language.

The battered and broken vehicles tell a story, with their long succession of rude mendings, the harness tied together with bits of rope or roughly patched, the horses tired and thin and melancholy with hard pulling. Truly the gray squirrels have the best of it.

There are few houses along the road. A population remains sparse and scattered where there are no roads, and there, too, are found those pathetic households of the old and helpless. The young men—aye, and often young women—are gone to the towns—gone anywhere there is a chance for them. If they had raised good crops, fine fruits, how transport them to market? If they had good horses, the hard wear and tear of the roads used them up. If they were ingenious or thrifty there were no neighbors to give a word or two of wholesome praise, to keep up a friendly competition, to trade the barter ideas with; there was worn out thinking in the old grooves as well as worn out harness. And in the short winter days and long winter nights the house was drearily isolated from other houses by long stretches of muddy and rough ways, and the sight of a human face at the door was startling.

Do you wonder that old superstitions and prejudices and old feuds survive in lonely country districts, and old despairs and fears cloud the brain? It has been said that the Salem madness of witch murder was greatly due to the slow and infrequent communication between the towns of old days. There was time for unhealthy brooding. We don't hate our neighbors if there is a brisk intercourse; if we have cried over their dead and rejoiced at their good luck and been helped by them on days of worries and hurries. We don't doubt the divine kindness when we see it revealed in the kindly faces of men and women about us.

The loneliness and isolation of country places where no roads, or worse than none, separate—not connect—places, this is the secret of human overflow into large towns, and when those who go are mentally and morally uneducated, of crowded slums and tenement houses and even viler places. Man needs man. The best part of education is not in nature, not in books—it is in human intercourse. The free shows of the streets and bulletin boards, word flashing to meet word, the continual presence where news is made, where life is acted, getting knowledge at first hand—this is a part of the city's training.

But you will say truly that it is but poor stuff many of its scholars get—profanity, vice, all manner of vileness—and that they ought not to need to come to town to get its better elements. Well, give them, then, a wholesome country intercourse, neighborly talk set in clear air, the spectacular play of shower and sunset with others beside them to look, too—a country with roads and they will stay content. A nation of roadmakers is a nation of educators, of civilizers, and the day when a hearty interest in road making springs up in the country will be the day which marks the beginning of the solution of some of our most serious social and political problems.—Ella F. Mosby in Kate Field's Washington.

Massachusetts to Have Good Roads.

The preliminary account of the work now in hand by the Massachusetts state highway commission indicates that a fairly complete survey, so far as finding out what ought to be done, will be made of the chief highways of the state before the next legislature assembles. What has already been ascertained in regard to the deficiencies of these roads shows that the commission was not undertaken too soon. Many roads have been found which were in a deplorable condition in certain sections, and which will be put in proper order as the result of this commission.

More important than this will be the introduction of a system of roadmaking that is scientific, and will be made universal for the whole state. If roads are made at the charge of the state, also they will be probably located where they are most conducive to the larger interests of the commonwealth, and where they will most benefit neglected portions of the community. In any event the effect will be to improve our common roads and open many parts of the state to greater accessibility.—Boston Herald.

A Suggestion from Kansas.

A paper published by the Kansas Agricultural college makes this suggestion: "For a starter, here is a recipe that will maintain a fairly good road at all times of almost any material excepting quicksand or prairie mud. First, grade it so perfectly that no water can remain on the surface; second, pike the bad places."

THE WAGON ROADS OF AMERICA.

They Are No Better Today Than They Were Fifty Years Ago.

While improvements in every other direction are being made and the farmers everywhere are building better houses and better barns, have better horses and wagons, better tools and machinery of all sorts, and labor saving appliances in the kitchen, the dairy and the field, the roads by which they go to market remain unchanged. Take the country over, they are no better today than they were fifty years ago, and it is no exaggeration to say that the wagon roads of America are the worst in the civilized world. They have cost enormous sums of money, spent on them in a from hand to mouth way, but they are little better now than when first laid out by the pioneers that settled the country.

From $3,000,000 to $4,000,000 are spent annually on the roads of Illinois, which sum, if properly and judiciously used, would ultimately build in front of every farm in the state a good stone road, but which is now simply thrown into the mud. This is the sum expended upon the reparation of roads under the superintendence, such as it is, of the road supervisors, and yet it is absolutely thrown away, because the supervisors have little or no engineering skill, and the farmers work out their road taxes in the most desultory and incompetent way.

But this vast sum is not all that is lost—nor indeed a fourth part of it—to the people. The farmers lose on their horses, their wagons and their crops enough money yearly to macadamize the roads of the entire state. A good wagon costs about eighty-five dollars. With good roads it will last twenty years, but with our roads as they are it lasts barely ten years. The wear and tear on harness and on the animals are equally great. On a good stone road a team can draw a ton at the rate of three miles an hour. On a dirt road it takes twice as long, and at the end the team is exhausted.

A recent writer estimates the average life of working horses at twelve years, but improved roads would add at least one year to the average, thus effecting an immense saving in this one respect. Then when we think of the discount to the producer through not not being able to reach the markets at all seasons, so as to take advantage of the best prices, it is almost impossible to compute the entire losses suffered solely on account of the inferior roads.

Why is it that in some sections of the country every winter corn has to be used for fuel, while wheat is fed to the hogs? Because the farmer cannot reach the market to exchange these products for proper fuel. It does not pay him to haul his crop to market. The wear and tear on his team and the delays and exposure owing to the state of the roads are too much. But if he had a good macadam road he could bowl merrily along in all weathers and keep himself properly protected as well. What, then, can be more important than good roads?—Chicago Herald.

A Southern Idea.

Rock is the only thing, in my opinion, that will make a solid road in this part of Missouri. Our soil holds the water till the heat or cold dries it up. Now, boys, this is a good time to talk, but a poor time to work; hence we ought to agree upon some plans and be ready to execute them when we can work.

My idea is to first grade the roads up, probably raising and draining the seepy places with tiling, where that is sufficiently large to carry off the water. Then on these seepy, bad places put a thick covering of crushed rock. I think we would then be on the right track for good roads. I would like to hear from others.

I will do as much as any other boy in the community to start this work along, I mean if my system stands it. If we only make one mile a year in this manner, it's that much. We have plenty of stone that is not fit for anything else to make at least twenty-five miles of good roads within two miles of Macon. Now I think that I would be safe in saying that I could get all the rock hauled and spread free of charge that will be crushed in or within two miles of Macon within the next twelve months. I will furnish the first 100 yards at the quarry, and coal and water to run the engine while they are being crushed. These I will furnish free. If everybody who travels the roads will do a little work in this way I think the good work will go on. At least I hope so. Boys, we will never have good roads unless we quit talking so much and "chuck" up something.—G. W. Lawrence in Macon (Ga.) Times.

Mutual Regret.

Lawyer—I am very sorry for you, Herr Muller, but Snip, the tailor, has instructed me to collect that account you owe him.

Muller—And you expect to recover the money? Then I am really very sorry for you.—Deutsche Wespen.

Tantalising.

He—I beg your pardon—might I ask your name?

She—Smith.

He—Would you not like to change it?

She—Yes; what is yours?

He—Smith.—Life.

Fatherly Advice.

Tommy—Pop, is it wrong to call another boy names?

His Pa—No, unless the other boy is bigger than you. [illegible] single.