

W. B. CARTER, EDITOR

PROTECTION VS. FREE TRADE.

Quite a discussion has lately arisen in the Oregon press in regard to this question, and particular attention has been given to it by the Daily Oregonian. We are glad to note the increasing interest by the reading public in this very important subject. No doubt great good will be accomplished by the discussion. It is a subject of vital importance to us as a nation. The view taken by many of the leading State papers seems to be that we should abolish the tariff altogether, or modify it so that certain articles such, for instance, as steel rails and other iron used in the construction of railroads in this State and on the Pacific coast may be admitted free of duty.

We have been a constant reader of the discussion, and must say that as yet we are not convinced that the change, so persistently urged, would in the end result in any great benefit to us. It is true, as the free trade organs say, with some propriety, that in isolated cases the tariff works seeming hardship. But we must recognize this fact, first of all, that governments are instituted among men to protect not only the subjects in their person and property but also the government itself from the assaults of rival powers—and in order to fully protect its subjects and itself there must be a revenue sufficient, from some source, or sources, to do fully and completely execute the laws—and maintain the national character and dignity.

As self protection is the first law of nature, so it is also the first and prime law of nations. Our government is only about a century old, but a striping in years compared with other great powers of the world, and instead of taxing its subjects direct to support the government (the ward of the people) has adopted a much easier and better plan of compelling the nation's of the earth who seek our markets with their wares to contribute to the support of our institutions by paying duty on their goods. From this source alone is derived hundreds of millions of revenue; yet not enough, enormous as it is, to liquidate the nation's yearly expenses, and the balance is made up out of revenue its subjects pay on tobacco, cigars, liquors, matches and other articles made at home. The prevailing theory of Republican Governments is, the greatest good to the greatest number, consistent with the largest liberty of its subjects. Essentially is our government of, by and for the people.

The strongest free trader admits that the government should enforce a tariff on imports sufficient to meet the demands of revenue only, and in the same breath exclaims the present tariff is too high. Why? Because English steel rails, they say, can be imported to this coast and sold much cheaper than those of American manufacture, provided the tariff was abolished or only sufficient tariff enforced to meet the revenue of the government. The idea seems prevalent among them that the government is speculating out of imports. How absurd. It's a fact, patent to every one that the present tariff is entirely too light, or, in other words, the increase from the tariff is not sufficient to meet the expenses of the government, for the free-traders admit that there should be some tariff. Then from the premise stated, if it is right in principle to impose a tariff at all, then it is equally right for the government to enforce such a tariff as will amount to a prohibition, if necessary.

But this question is higher, and above parties, or localities, it is national in character. We ought to feel a just pride in the growth and development of the whole country; and not feel that because Pennsylvania or Massachusetts is being benefited, at our expense, as the free-trader puts it, that the money is entirely thrown away, for we are protected in our industries; our coasts and harbors are improved by the general government, and what tends to develop at part of our common country indirectly, if not directly, benefits the Pacific coast. Were it not for the present tariff, other nations who mine and manufacture on labor not as well paid as ours, would flood our markets with their wares and undersell our manufacturers, and the result would be to close our factories and work

shops and throw out of employment hundreds of thousands who are dependent upon their daily labor for support, and are totally ignorant of any other pursuit or calling, and consequently unfitted to earn a livelihood in any other employment than the one they have been trained to from their childhood. Why is it that if free trade is such a blessing to a country, that there is such distress and beggary in the great manufacturing centers of England to-day? Long since, the English Parliament repealed the tariff and opened her points to the world; and she has striven, by depressing her laboring classes from year to year, to manufacture cheap enough to command the markets of the world; and while, to some extent, she has succeeded in doing this, at what painful cost and actual ruin to the laboring classes? To-day the laboring classes of England are taxed to death, to support a vast army and navy and the nobility. While not one cent of direct tax does American laborers pay towards the support of the government.

To-day Americans are selling American manufactured cutlery, cotton goods, woolen goods and beef in English markets, and are fast getting a large share of the trade. Under the tariff, which keeps out, to a large extent, foreign imports we are prosperous, and are developing our unbounded resources with a rapidity that astoundes the world.

Abolish the tariff, and in an incredibly short time English iron would be held for the same prices as American iron. Throw down your barriers of protection and the importer will at once take advantage of our needs and put up the price of his goods just in proportion. All that is wanted is to get the tariff out of the way and then add the import duty to the price of the articles imported, in order to more quickly enrich the foreign manufacturer. American sagacity and statesmanship will not take any steps leading to such disastrous results to American industries.

BAY NEWS.

Ed. GAZETTE: Salmon are running; I saw one netting 20 pounds. On the 10th, in company with Capt. Parker, I visited Alsea Bay and saw the Katie Cook. She is injured some, but not leaking; she lays well inside the Bay, and near the river channel; and with a five-inch line generously furnished by Capt. Carroll, of the Duncan, Capt. Parker feels confident of saving his vessel. The Duncan, after being har-bounded at Tillamook three days, arrived here on the 11th, with merchandise to Williams and Hammond. She sailed late in the evening, coming and going all right. On the 11th, Mr. Jno. Jessup, a pioneer of this county, died at his residence, and was buried on the 12th, the funeral being largely attended. Mr. Jessup was a temperate, industrious man, and had shared all the burdens of an early settler in a new country. He was public spirited, giving beyond his means in aid of enterprises for the public good. One of the last acts of his life was to donate a piece of his land, beautifully situated, for a cemetery here, where the last rays of the setting sun gild the mountain tops. A sorrowing family, with many sympathizing friends, laid him to rest. RIALTO, NEWPORT, Sept. 14, 1879.

THE NEW PAVILION—NEW FEATURE OF THE STATE FAIR.

SALEM, Sept. 10, 1879.
TO THE EDITOR OF THE OREGONIAN:
It is probably known to nearly all your readers that the citizens of Salem have erected a new pavilion on the grounds of the Oregon State Agricultural Society, during the past season. I should like to give an extended description of the building, but want of time prevents me now. A few words however, will give the reader a general idea of its size and arrangement. The plan is 450x70 feet. The portion erected this year is 200x70, containing nearly three times more exhibition space than the old building. From floor to ceiling the space is 20 feet; in the old one 14 feet. From the front entrance in the new building to the back, there is a promenade 16 feet wide, also one the same width from the side entrance. The plan of the building is designed for three fountains. The first one will be in the center of the portion already built. It is 12 feet in diameter, with basin 2 feet in depth. In the center of the promenade, from front to back, permanent seats, 4 feet long, are arranged. On each side the main aisle the floral department has been fixed, followed by fruits on the right and left. Several aisles, varying from 4 to 5 1/2 feet in width, cross the building at right angles, so that room will be found for an immense concourse of people without the annoyance common in the old building. The windows are 10x4 feet, those in the old pavilion 7x3. A substantial plank platform 16 feet on the sides and 20 feet in front of the building is completed,

which will be found a great convenience, enabling from 25 to 30 backs to receive or discharge passengers at one time. In about two weeks the building will be ready for exhibitors, though the ceiling will not be placed still after the fair.

But my particular object in writing this communication, was to call attention to a new feature of the pavilion arrangements for this fair, and the rules connected with them. At the last (December) meeting of the board of managers, anticipating either the erection of a new building or the enlargement of the old one, I was authorized to arrange a class in division V, so that persons, by purchasing space, would be allowed to sell in the pavilion such goods as are not offered in the booths, as for instance, optical goods, stencil plates, watches and jewelry, patent inventions of all kinds, fancy goods, etc. A class has been arranged and the rates affixed which includes entry of goods for a premium, as in other divisions and classes, from \$5 to a gold medal; also all charges for space, license, etc.; it being expressly understood that preference shall be given to those placing goods on exhibition and desiring to sell. No charge for space is made except on goods entered in a particular class. Articles entered in other divisions (stock) excepted) can be entered again in this class only, if of 5 or more pieces, so that the opportunities for a double premium are increased by this arrangement, while by it the managers hope to be able to fill the building at the coming fair, it being presumed that, at best, exhibits would not more than double in one year.

Nothing but inclemency of the weather will prevent the largest and by far the best exhibition ever held by the society, and I earnestly hope that the citizens of Oregon and the adjoining territories will give to the society their hearty support and assistance. No one who is triumphant will at once take advantage of our needs and put up the price of his goods just in proportion. All that is wanted is to get the tariff out of the way and then add the import duty to the price of the articles imported, in order to more quickly enrich the foreign manufacturer. American sagacity and statesmanship will not take any steps leading to such disastrous results to American industries.

Remember, no charge for space in pavilion, unless articles are entered for selling purposes. E. M. WAITE.

ALSEA INDIANS.

Ed. GAZETTE:—Some time since the citizens of Lower Alsea sent to agent Swan, at Siletz, a numerous signed petition requesting him to visit the Bay and confer with them in regard to removing straggling Indians to the agency. In response to the petition, Mr. Swan came and held a pow-wow with his dusky wards, but was careful to avoid giving a definite answer as to what he intended to do in the premises. Several of these Indians are holding valuable land claims, which they are not entitled to, as they have not, and cannot comply with the law. If they were removed to the agency, where they belong, the land would be taken by white settlers, who would assist in building roads, establishing schools, and otherwise contribute to the prosperity of the country. The residents of Alsea think that as the government has generously provided for the keeping of these Indians, they should be taken to the reservation, and we shall anxiously await agent Swan's decision. BOSTON.

ALSEA BAY, Sept. 13.

A CUP OF COLD WATER.

Under the above caption the Daily Astorian, of the 14th inst., contains the following, which we take great pleasure in publishing, from the fact that Benton county is deeply interested in the Astoria and Winnemucca railroad, as heretofore stated in the GAZETTE. We sincerely hope that the route is practicable, and that an official report, at an early day, will so decide. The Astorian says:

In the Oregonian of the 12th, without credit marks, we find the following blanketed: "The surveying party that went out last week from Forest Grove to survey the old government trail as a route for the Astoria and Winnemucca railroad find the route impracticable—the hills being too high to grade." No surveying party of any kind has been authorized to make any survey from Forest Grove for the Astoria & Winnemucca railroad. The only authorized surveying parties in the field are those of Geo. Cook, Talcott, chief engineer, and Mr. Tomlin. And they have thus far, according to the latest reports, found the route practicable.

It has been the custom, for years, of people who feared that a practicable route for a railroad to Astoria might be found, to send out reports (some surveys) that the route was impracticable. The same influences have prevented capitalists from investigating matters for themselves—but this year Astoria has an interest in the matter, and until you hear it from Astorians themselves, don't consider that any Forest Grove surveying party, or Portland prospector tells the truth, when they report the route impracticable. If the press of Oregon cannot say a favorable word for the Astoria and Winnemucca railroad, please keep your hands off; because there are certain to be two or three railroads built to the Oregon coast from the Willamette within two or three years—and you may bet your last dollar that the Astoria and Winnemucca will be one of them. No more cold water if you please, upon this enterprise. Ignore it in your board of trade reports; never allude to it in any way, if you don't want to; but just keep your jaws open off the impracticable part, because we propose to make the Astorians swallow their own falsehoods, in that respect.

Jacob Ish stabbed L. T. Keith at Jackson, ville on the 10th inst. He was held to await the action of the next grand jury in a bond of \$1000. Keith is recovering. Last week while a party of harvesters were at work on a farm about eight miles above Sheridan a light snow storm came up and snow fell quite lively for a short time. The rollers with which the old "beaver money" was made at Oregon City in 1849 are now in the hands of the Pioneer association, having but recently come into its possession.

TELEGRAPHIC SUMMARY.

Washington, Sept. 8.—Most of the members of the labor committee have returned, and very few of them have returned. The committee states that the depression of labor and business, into the causes of and remedies for which the committee was to inquire, was not very perceptible anywhere on the route, and the further west the committee traveled the more difficult it became to discover any traces of such depression. At Chicago a gentleman who accompanied the committee stated that the depression of labor and business, into the causes of and remedies for which the committee was to inquire, was not very perceptible anywhere on the route, and the further west the committee traveled the more difficult it became to discover any traces of such depression. 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