THE CORVALLIS GAZETTE, FRIDAY, SEPTEMBER 30, 1892.

Corballis Gazette.

ISSUED BVERY PRIDAY MORNING BY FRANK CONOVER.

SUBSCRIPTION RATES One Year (Saca not suid in advance) ...

TAUGHT BY DEFEAT.

Grover Cleveland has been chastened by adversity. He is a cleverer politician than he was four years ago. His letter of acceptance is a shrewder bid for votes than he ever bethought him to construct, when he believed that he bestrode the democratic party like a colossus and need consult no will but his own. He has hobnobbed with Senator Hill's friends to good purpose. His ut terance on the tariff has all the apparent daplicity and real singleness of purpose of the Brooklyn speech. He seems to endorse the spirit of the Chicago platform by the repetition of the state academic platitudes of his message of 1887, only to close with positive assurance that his conception of tariff reform ends with the placing of raw materials on the free list; that he will conserve carefully the interests of his friends the manufacturers and banish "the specter of impossible free trade" to the farmer and miner of the west. This is the only thing Cleveland -could say on the tariff question, without sacrificing in advance the votes of states necessary to his election, and he says it with as little peremptoriness as is consistent with intelligible speech. Still he can conceal from no one that it is

THE ASTORIA RAILROAD.

A gentleman well known in business circles, who returned from Astoria recently, said to a Telegram reporter the indications were that the Astoria railroad enterprise was about to collapse. He said: "The trouble is a lack of funds. From ten to fifteen miles of the road have been graded, and altogether about \$300,000 expended. But I learn that the contractors

refuse to go ahead until more money is in sight. The contractors have done their work well, and have paid for labor and material. I find that the report of the Southern Pacific being back of the enterprise is not generally believed. The current impression is that the projectors of the enterprise bit off more than they can chew. It is a silos than Oregon, because they bad time to sell railway bonds in can be used to keep up a healthful the eastern markets.

The real estate boom which the during the wet season. There projectors of the enterprise exshould be two silos and use clover pected to precipitate didn't show for summer feed, and corn for up. It flattened out early. Cap. winter feed, thus carrying through tain Flavel is about the only man the whole year. Corn silage makes who has pulled anything out cf a complete ration alone. During the pot, and he was not a subexperiments at the college, 84 tons scriber to the railroad subsidy. of ensilage was harvested per acre Luck just hit him off-hand. He and this with the common grain unloaded his property at a big feed kept up the flow of milk all price and got over \$100,000 of it season. The silo which is just bein cash. It will be a great mising emptied of clover at the colfortune for Astoria to have its lege will be filled with corn in a railroad enterprise nipped in the few weeks. Clover can be put up bud, but perhaps new hands will without running through the cuttake hold of it and put it through ter if one so desires, and can be some day."-Telegram. placed in the silo at a cost of 50cts

DID NOT DO IT.

the clover. If anything, the water The democratic platform dehelps it, especially in dry weather. clares that it is the only party that The silo can be made more subhas given the country a vigorous stantial by building round, the foreign policy. Well, its vigorous boards thus acting as braces and foreign policy did not remove the making it stronger. There is ncinvidious and unfriendly discrimintection a fraud, and the levying ation against us by a large numwhere that the silo can be constructed more cheaply than in ber of European countries, which Oregon, because there are no terneeds of revenue a violation of the positively prohibited the importation of our pork on the untruthful rible hard freezes to injure the pretext that it was dangerous to silage.

of the hope of gains from that part health. THE SINGLE-TRACK SYSTEM. The foreign policy of the present of the country which is thought to desire tariff for revenue only, and republican administration did, and as a declaration of purpose to rely in spite of the high duties and all the difficulties attending the sudden revival of a long-prohibited trade in an officially slandered article, which the people had been taught to believe dangerous, in the few months that have elapsed this new market for the western farmers had amounted to over \$2,-000,000 up to June 30 last. Perhaps that is why the democratic convention amiably remarked in its platform that the republican policy-that policy under which the country has grown steadily greater and more prosperous for thirty years-fosters no industry



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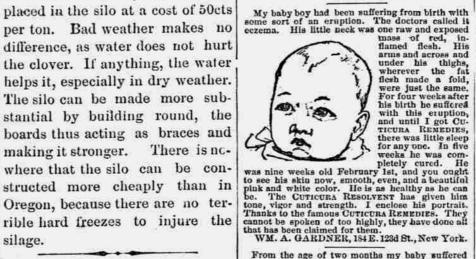
THE state of Washington, despite dull times and a spirit of de-During the first night of the farpression compared with the exmers' institute, Professor French, citement of two years ago, is forgof the agricultural college, spoke ing ahead, but still the report of on the adaptability of the silo to the state auditor shows a peculiar Oregon. He said that there was condition of affairs. The value of no better state in the Union for real estate has decreased from \$286,347,371 in 1891, to \$243,-270,631 in 1892, and the personal ration during the dry season and property from \$52,148,599 to \$38.-843,148. This does not mean that the state is really going backward, but that the estimates of 1891 were founded on the boom prices, while those of 1892 represent

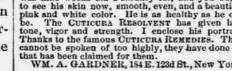
steady prices.

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upon the eastern manufacturing states for his election.

flat repudiation of the Chicago

platform, which declares all pro-

of duties in' excess of the actual

constitution. The letter must be

regarded as a deliberate surrender

Senator Hill's influence is to be detected in the paragraph of the letter relating to silver coinage. That clever politician invented the absurd and impossible notion of a silver dollar equal in intrinsic value at all times to the gold dollar, which was eagerly adopted by all the democratic platforms, and has been accepted at last by Mr. Cleveland, in place of the cleancut and honest declarations of his former defiverances upon this subject.

For the rest, the letter does its best to satisfy everybody. He apologizes for the most creditable acts of his former administration. to conciliate the soldier vote, by a declaration in favor of liberal pensions. He truckles to the worst element in his party by inserting the plea for the personal liberty coast and of Oregon in particular. of the liquor seller, whose absence cost him so many votes in New York four years ago. He encourages the project of carrying Illinois and Wisconsin for the democrats on the school question by craftily qualified condemnation of compulsory education. He ofbranch of a blow at the force bill, and tickles the ears of the mugpraise of a civil service reform. politics, Mr. Cleveland speaks vigor. His approval of the Nicathe world's fair enterprise, leaves ruined .- Statesman. nothing to be desired. For the most part, however, the letter is the most politic utterance of Mr. Cleveland's life. It proves that he is capable of learning by defeat .-Oregonian.

MICHIGAN intends working her convicts on the roads. This will leading, I might almost say the be watched with interest throughleading motive south as well as out the states because it will be north, for the formation of the new government. Without that adopted in other states if it proves highly satisfactory when tried. provision in the constitution it

nover could have been adopted .--Daniel Webster at Albany in BERGMAN, who attempted to murder Frick, said: "I did not 1844. expect justice and I did not get it." THE outlook for a good price in

He got twenty-two years. What hog flesh this fall is excellent. did he expect? Was it fifty years ? Children Cry for Pitcher's Castoria.

so much as that of the sheriff .--Whitelaw Reid.

THE WOOL INTEREST.

At a meeting of the farmers' inhave to be maintained and operstitute during the late state fair ated. Hence it becomes an im-Hon. John Minto delivered an adportant factor to cheapen the cost dress on the sheep industry of this of construction and operation.

The single-track idea is not a Although the audience was limit- new one. There have been seved, owing to the various attrac- eral patents issued on the singletions of the fair, Mr. Minto's able track system, but so far the invenand exhaustive address will have tions have not successfully materithe wide circulation that it dealized: An Oregon inventor, who serves, as it is printed in full in has given the system a thorough the Oregonian of the 23d inst. study, now claims to have perfect-After forty-three years of experi- ed the system, and proposes to fers the New York Sun the olive ence in the business Mr. Minto de- make a practical test of it. If his clares, in his address, that, given claim is well founded it will prothe care and labor and stable pro- duce a revolution in railroad wumps with empty words in tective laws, he knows of no building. Chewing the bag is not stock interest, unless it is that of proof of the pudding, so arrange-On subjects not an issue of party the dairy, which at present prom- ments have been made with the ises better than the production of Portland & Mount Hood Railway with his old-time clearness and wool and mutton. But if the company to put down a mile or Cleveland and Springer policy is two of the single track and allow ragua canal enterprise, of judicious adopted the sheep interest of the Mr. Mahana to make a practical restriction of immigration, and of whole country will be practically test of his invention. If it works well, that will settle the whole

> question. The advantages claimed for the I DEFY the man in any degree conversant with the history, in any single-track system are that it indegree acquainted with the annals creases speed, it climbs better over of this country from 1787 to 1789, steep grades, a ten-ton engine will when the constitution was adopthaul as much as a sixty-ton engine ed, to say that protection of Amerof the old style, and that the road ican labor and industry was not a construction and equipment will

be lessened by one-half. If the experiment proves a success, railroads will come into more common use than turnpikes .- Telegram.

THERE has been nearly as great a run on "cholera," says an exchange, in the newspapers as there was of la grippe. Great is journalism as a spreader and magnifier of epidemics, but it could easily engage in nobler business.



