

Corvallis Gazette.

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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 shrewd 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.

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 bad time to sell railway bonds in the eastern markets. The real estate boom which the projectors of the enterprise expected to precipitate didn't show up. It flattened out early. Captain Flavel is about the only man who has pulled anything out of the pot, and he was not a subscriber to the railroad subsidy. Luck just hit him off-hand. He unloaded his property at a big price and got over \$100,000 of it in cash. It will be a great misfortune for Astoria to have its railroad enterprise nipped in the bud, but perhaps new hands will take hold of it and put it through some day."—Telegram.

DID NOT DO IT.

The democratic platform declares that it is the only party that has given the country a vigorous foreign policy. Well, its vigorous foreign policy did not remove the invidious and unfriendly discrimination against us by a large number of European countries, which positively prohibited the importation of our pork on the untruthful pretext that it was dangerous to health.

The foreign policy of the present republican administration did, and 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 so much as that of the sheriff.—Whitelaw Reid.

THE WOOL INTEREST.

At a meeting of the farmers' institute during the late state fair Hon. John Minto delivered an address on the sheep industry of this coast and of Oregon in particular. Although the audience was limited, owing to the various attractions of the fair, Mr. Minto's able and exhaustive address will have wide circulation that it deserves, as it is printed in full in the Oregonian of the 23d inst. After forty-three years of experience in the business Mr. Minto declares, in his address, that, given the care and labor and stable protective laws, he knows of no stock interest, unless it is that of the dairy, which at present promises better than the production of wool and mutton. But if the Cleveland and Springer policy is adopted the sheep interest of the whole country will be practically ruined.—Statesman.

I DEFY the man in any degree conversant with the history, in any degree acquainted with the annals of this country from 1787 to 1789, when the constitution was adopted, to say that protection of American labor and industry was not a leading, I might almost say the leading motive south as well as north, for the formation of the new government. Without that provision in the constitution it never could have been adopted.—Daniel Webster at Albany in 1844.

The outlook for a good price in hog flesh this fall is excellent. Children Cry for Pitcher's Castoria.

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THE SILO.

During the first night of the farmers' institute, Professor French, of the agricultural college, spoke on the adaptability of the silo to Oregon. He said that there was no better state in the Union for silos than Oregon, because they can be used to keep up a healthful ration during the dry season and during the wet season. There should be two silos and use clover for summer feed, and corn for winter feed, thus carrying through the whole year. Corn silage makes a complete ration alone. During experiments at the college, 8 1/2 tons of ensilage was harvested per acre and this with the common grain feed kept up the flow of milk all season. The silo which is just being emptied of clover at the college will be filled with corn in a few weeks. Clover can be put up without running through the cutter if one so desires, and can be placed in the silo at a cost of 50c per ton. Bad weather makes no difference, as water does not hurt the clover. If anything, the water helps it, especially in dry weather. The silo can be made more substantial by building round, the boards thus acting as braces and making it stronger. There is nowhere that the silo can be constructed more cheaply than in Oregon, because there are no terrible hard freezes to injure the silage.

THE SINGLE-TRACK SYSTEM.

The exhibit in exposition hall which excites most interest and most comment is the queer-looking single-track locomotive. The novelty of the machine attracts attention while many are interested in the problem of cheaper railway construction. The railroads are the great developing agencies of the country, and they are the promoters of a higher civilization. But it requires an enormous sum of money to build a railroad of any length, and, as a rule, they are not paying investments. But few roads in the country today give a direct return on the money invested in them. The profits of railroad building are mainly in the development of the country through which they pass. Yet when they are once built, they have to be maintained and operated. Hence it becomes an important factor to cheapen the cost of construction and operation.

The single-track idea is not a new one. There have been several patents issued on the single-track system, but so far the inventions have not successfully materialized: An Oregon inventor, who has given the system a thorough study, now claims to have perfected the system, and proposes to make a practical test of it. If his claim is well founded it will produce a revolution in railroad building. Chewing the bag is not proof of the pudding, so arrangements have been made with the Portland & Mount Hood Railway company to put down a mile or two of the single track and allow Mr. Mahana to make a practical test of his invention. If it works well, that will settle the whole question.

The advantages claimed for the single-track system are that it increases speed, it climbs better over steep grades, a ten-ton engine will haul as much as a sixty-ton engine of the old style, and that the road 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.

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