



Salem, Saturday, March 30.

WAGON ROADS.

Next to fencing and building, nothing adds so much to the real value of farms as good wagon roads. Now that the country is being opened up by railroads, it becomes important to the farmer to have a passable road on which he can transport his surplus produce to market. Heretofore during the winter months there has been but little work done on the farms, and as a natural consequence the productive industry of the agricultural population has been at a stand-still in the winter, and in fact a large portion of the producers have become consumers during such period. This has been the reason why wheat and other farm produce have not been raised as cheaply in this country as in others. When the farmer can only carry on operations during one half of the year, he must receive a compensation for the six months he labors that will enable him to live through the six months of suspension; and if the price of grain will not present a margin of profit sufficient to permit this, he, as a matter of necessity, must quit grain-growing. Under the pre-existing condition of the wagon roads and means of transportation in this State, and to some extent yet existing, it is not only incumbent on the farmer to grow his crop during the dry months, but he must withdraw all his teams and hands from the farm and place them on the road in order to get his crop within reach of a market before the roads cease to be of any practicable use on account of the mud. In view of the short distance that any of the farms in this valley are situated from the river or railroads, the matter of road-making does not present a very formidable barrier. That good roads can be made in this country, there is no doubt. Suppose that a good road be laid out, constructed, and improved, on such a route from each neighborhood that it will pass by the railroad station directly toward the warehouse on the river. Then, in hauling to market, if the price of grain at the railroad did not suit the farmer, he could just crack his whip at the railroad monopoly, and independently drive down to the river warehouse and ship on the people's line, if they are so lucky as to have one. In this view of the case, you see how important it is to have your wagon roads judiciously located. The farmers can control these wagon roads, and they ought to study routes and lines, so as to secure the best location, and then none of the labor in opening and improving them would be lost.

With good roads, the teams and hands can be employed on the farm until the rainy season sets in, and then the same teams that were used in raising the crops would be amply sufficient to get it to market in good time. The teams and hands must live during the winter, but they do not live at a profit if there is no grain to market, or other labor to be engaged in. We do not pretend that good roads would enable the farmer to employ the whole rainy season profitably, but they would certainly add two or three months to the profitable operations of the year, and give the farmer time to plant and sow many more acres of grain than he can at present.

Not only the farmers, but also the merchants and mechanics of the villages, are interested in this matter. As regularly as our winter rains come, there comes an increase in the price of living. This can only be met by increasing wages and profits on merchandise and goods. It is not alone the farmers and their teams who toil and sweat along our heavy winter roads that suffer, but the blacksmith must either strike more blows, or charge more for those he does strike, because the wood or coal

hauled through the mud and mire has cost him more cash than if delivered over good roads; and so with other mechanics. Let all hands, therefore, unite to get rid of this mud tax, by building good roads.

HOLLADAY'S INTIMIDATORS.

When Jim Fisk, Jr., was murdered in New York, there were not a few newspapers to exult over the crime, as if Fiske was the meanest, most lascivious, and despicable wretch unhung. Yet circumstances are coming to light every day that demonstrate that the railroad ring in Portland is incomparably meaner and more dangerous than ever was the Erie ring, of which Fisk was the head. So complete is Holladay's ring organized, that if any body in Oregon offends against him, he cracks his whip in the style of a ring-master to a circus, and out trots one of his sleek lash-enterers, appearing as if a half a barrel of lard had been used in putting him in "condition," receives his orders, and executes his commission with an alacrity and subserviency that would surprise the most visionary writer of fiction. If the offense has been committed in Portland, Salem, Albany, Eugene, or any other town of the valley, all the trained hounds of the ring in that particular locality are turned loose upon the track of the offender, and he is worried by libels and falsehoods, and all means adopted from which will result inconvenience and vexation in business.

The FARMER has seen proper to compliment Mr. Holladay's energy on several occasions, but recently it has deemed it a duty to warn the people against allowing themselves to be drawn into this man's power, which would chain them more securely than was ever the most abject slave that moved under the burning sun of the equator to the flourish of the master's whip. To silence this insubordination on our part, it was circulated around the streets of Portland that we had made a proposition to Holladay to buy us out, and that, failing, we saw proper to make an attack on him. Failing to accomplish anything by this report, Mr. Holladay's paper, the *Bulletin*, has turned loose its last gun, and thinks to send terror into our camp by calling the FARMER a "Democratic organ." This is too thin. If Mr. Holladay expects to skulk behind the Republican party and call persons "Democratic," or if he thinks to crawl in the rear of the Democratic party, and denounce all men as "Republicans," because they oppose his heartless schemes to enslave our people, he shows a weaker brain than we have given him credit for.

The FARMER'S mission is to advise and counsel the people as to their best interests; Mr. Holladay's business is to fleece them to the last farthing. We shall continue on in the discharge of our duty, regardless of threats, and we expect Mr. Holladay to continue on his present course until he is brought up at a "snubbing-post" by the people.

STAGNANT WATER AND MILK.—Bear these facts in mind. Milk or water left standing in a room with sick persons, becomes permeated with the subtle poison of the disease, and will communicate it to any persons drinking it. Stagnant water everywhere is more or less full of poison and disease; and if milk cows drink it, it will make them feverish, and communicate disease to persons drinking their milk. We believe that fever and ague is frequently contracted in this way. Don't leave a pint of stagnant water about your premises.

MT. HOOD, BY C. A. REED.—Orders have been given Mr. C. A. Reed, of this city, by Messrs. Corbett & Macleay, of Portland, to paint a picture of Mt. Hood. The painting will be 4x6 feet, and we predict will be the finest piece of Oregon scenery ever placed upon canvass.

POSTAL.—The post-office at Peoria, Linn county, has been discontinued, and one established at Shedd's.

HOW TO KNOW THE AGE OF A HORSE.

The colt is born with twelve grinders; when four front teeth have made their appearance the colt is twelve days old, and when the next four make their appearance it is about four weeks old. When the corner teeth appear the colt is eight months old; when the latter have attained the height of the front teeth it is one year old. The two-year-old colt has the kernel (the substance in the middle of the tooth's crown) ground out of all the front teeth. In the third year, the middle front teeth are being shifted; and when three years old, these are substituted by the horse teeth. The next four teeth are shifted in the fourth year, and the corner teeth in the fifth.—At six years, the kernel is worn out of the lower middle front teeth, and the bridle teeth have now attained their full growth. At seven years a hook has been formed in the corner teeth of the upper jaw, the kernel of the teeth next at the middle is worn out, and the bridle teeth begin to wear off. At eight years the kernel is worn out of all the lower front teeth, and begins to decrease in the middle upper front. In the ninth year the kernel has wholly disappeared from the upper middle front teeth, the hook on the corner has increased in size, and the bridle teeth lose their points. In the tenth year, the kernel is worn out of the teeth next to the middle front of the upper jaw; and in the eleventh year the kernel has entirely vanished from the corner teeth of the same jaw. At twelve years old, the crown of all the front teeth in the lower jaw has become triangular, and the bridle teeth are much worn down. As the horse advances in age, the gums shrink away from the teeth, which consequently receive a long, narrow appearance, and their kernels have become metamorphosed into darkish points, gray hairs increase in the forehead and over the eyes, and the chin assumes the form of an angle.

The FARMER (Salem) seems to hold to the view of the *Herald* that rates of transportation on our rivers and railroads, and by sea to San Francisco, can be regulated by our Legislative Assembly. If the FARMER will thoroughly examine the subject it will certainly reverse this opinion. It is just as well to be right, when one takes a position, and we should be sorry to think that the FARMER would knowingly deal in shams and clap-traps.—*Oregonian*.

The articles appearing in the FARMER do not justify the conclusions of the *Oregonian*. We have not contended that the Legislature could fix passenger and freight tariff on the lines of travel now established. We do ask for legislation—not on Holladay's rates, but on the canal and locks at Oregon City, which, when completed, will give any one an equal chance with him in navigating the river, and compel him to reduce his rates on both steamboats and railroads, and on his ocean steamers; and we favor anything else that can be done legally which will get us out from under the oppression of this monopoly. As we have risen and explained, will the *Oregonian* please correct, and relieve us from the position in which we are placed in the above extract?

LEGISLATIVE INVESTIGATION.—At least one of our prominent citizens has expressed a wish to see the next Legislature appoint a committee to investigate the charges of bribery in buying votes in the Legislature four years ago. We second the motion. The FARMER stands ready to name three witnesses who can very quickly tell all they know, or any one else knows, about the bribery of that session—as to the men who sold their votes, and who furnished the money. Let's have an investigating committee.

AGENTS.—A. Gordon, postmaster at Meadowville, Umatilla county, is authorized to act as agent for the FARMER.

Jacob Thompson is authorized to act as our agent at Halsey, Linn county.

THE HOLLADAY MONOPOLY.

EDITOR FARMER: Relying upon your well-known liberality to let all sides have a fair hearing through your columns, I have thought it but just and proper to send you a few suggestions on the so-called monopoly of transportation which you have been so sharply criticizing in your last two issues. I do not propose to reflect upon any political party, or oppose any political movement. Let us look alone at the legitimately business aspects of the question.

It is not true that the steamships of Mr. Holladay are a monopoly. The Columbia river and the ocean are open to all ships, and quite a number of sailing vessels are engaged in the trade. If sailers can afford to carry freights for less than the steamers, they will certainly do so, and always keep the price of freight down.

But what has been the experience of the past on this business? When Holladay commenced running ships to Oregon, the freight on produce to San Francisco was ten dollars per ton. Now, it is about five dollars per ton. Then we had no ships to Puget Sound, Victoria, or Alaska, building up Oregon trade in that direction. Now, we have regular steamship communication with those regions, which, while it pays Oregon well, has proved a losing business to Mr. Holladay. I have reliable information that the steamship company has lost fifty thousand dollars in running ships to Puget Sound, &c., from Portland, during the past year.

The transportation business is like everything else; sometimes it pays, and again it does not. There has been little or no profit to the line between San Francisco and Portland during the past year. The expenses of running steamships are enormous. The trade is divided with sailers, which cost but little to run them. And when you have deducted the running expenses, the interest on cost of construction, the wear and tear of ships, and charged up insurance, it will be found that Holladay's steamship line has not made a dollar within the year.

The line has not only not made any money, but it has not charged unreasonable rates. From a table of rates charged at the port of New York, as compiled by W. J. McAlpine, State Engineer of the State of New York, we learn that the average charge on ocean freights, coastwise voyages, is six mills per ton per mile, on voyages of eight hundred miles. This is about the same rate now charged by the Holladay line to San Francisco, where charges for labor, coal, repairs, and insurance, are greatly above the charges on similar account on the Atlantic coast. So much for the grumble about the five cents increase.

When it comes to the Willamette valley, it is readily admitted by all that Mr. Holladay has, practically, the carrying business in his own hands. Now let us see if he has abused his opportunities. Before Holladay commenced operations in the valley the P. T. Company were charging for carrying flour from Albany to Portland, six dollars per ton, and from Dayton, five dollars. These two points are taken as samples. Now, the boats charge for carrying the same article from Dayton, three dollars per ton; and from Albany, the charge, both on the river and the railroad, is four dollars and sixty cents per ton to Portland. These charges are not only less than what Holladay's predecessors charged, but they are also reasonable charges.—Because a man has acquired all the facilities for transportation in the country, it is no reason he should carry goods for nothing.

Inasmuch as the business relations between Mr. Holladay and the merchants and producers of Oregon are of a very intimate nature, and daily becoming more so, I think that any political movement intended to create hostility and prejudice between these parties is to be very greatly deprecated. Being mutually dependent on each other, their relations should be friendly. If the farmers

are not prosperous, the lines of transportation cannot be, and vice versa. I certainly approve the idea of electing the purest and best men to the Legislature. That class of men will possess the intelligence, the courage, and the honor, to do justice to both sides—to all parties.

Respectfully,
JUSTICE,
Portland, March 26, 1872.

PRICE OF SHOOTING.—By a telegram received from Albany on Thursday, we learn that the case of S. A. Clarke vs. Wm. H. Watkins was decided by the jury rendering a verdict of one dollar damages for the plaintiff. This settles the price of shooting at a man in Salem. As there were four shots fired, the jury think it right to charge twenty-five cents a shot. Who wouldn't shoot when it's so cheap?

EDITORIAL CHANGE.—In the last number of the *Mercury*, Mr. Sylvester C. Simpson announces his withdrawal from the editorial charge of that paper. Mr. Wm. Thompson, one of the proprietors, succeeds him as editor.

We are under obligations to Mr. S. C. Simpson for a copy of the report of the Investigating Commission appointed at the last session of the Legislature.

NEWS OF THE WEEK.

MURDER.—On Monday morning last, about 9 o'clock, Jesse V. Boon was shot and instantly killed at Boon's Ferry, on the Willamette river, by a man named Jacob Engle. The deed was done in Clackamas county. The *Herald* gives the following particulars:—Engle is the owner of a large flock of sheep that has been in the habit of roaming the country and doing considerable damage to other property. The flock in its perambulations reached Boon's place, and was by him driven away. This it appears so incensed Engle that he, with shot-gun in hand, repaired to Boon's place and in a threatening manner demanded an explanation. Boon told him to leave, which he refused to do, and without any warning, leveled his gun upon Boon and fired, the load taking effect and causing almost instant death. After firing the fatal shot, Engle, terrified at what he had done, fled and endeavored to escape by concealing himself in the dense forest. The news of the murder and the flight of the murderer spread with rapidity, and in a few hours the citizens in the vicinity were scouring the country in search of Engle. After considerable difficulty he was discovered and taken into custody. Later in the day he was conveyed to Oregon City, where he is at present in charge of Sheriff Warner. The deceased was forty-five years of age, and leaves a wife and six children. Mr. Boon was one of our most worthy and respected citizens, and his death has cast a gloom over the community. He was an old Oregonian, and a man of considerable ability and influence.

CANAL.—The North Santiam Canal Company has been incorporated by Joel Sanford, George W. Sanford, and Andrew J. Sanford. The business in which the Company proposes to engage is expressed by the articles as follows: "To convey water from the North Santiam for manufacturing and irrigating purposes, and to feed and supply a public lock and dam canal from the Santiam river to Salem; also to the Fair Ground and to Howell Prairie; to Joel Sanford's mills on Pudding river; to feed a public canal from Howell Prairie to Salem." The Company proposes to take water from the Santiam river at Wm. D. Carter's land claim, and also at another point in the southwestern quarter of section 15, township 9 south, range 1 east. The canal is to have capacity to run logs and boats for transportation purposes. The capital stock of the Company is \$50,000, in 1,000 shares of \$50 each.

CLACKAMAS COUNTY.—About 200 men are at work on the Locks at Oregon City, and as the work progresses more men are being engaged.

On Saturday the Democrats of Clackamas county nominated the following ticket: State Senator, John Myers; Representatives, Messrs. Ringo, Shipley and Martin; Sheriff, A. F. Hedges; Clerk, Robt. Caulfield; Treasurer, T. J. McCarver; Commissioners, Messrs. Sawtelle and Sharp; School Superintendent, A. Noltner; Assessor, R. Worsam; Coroner, Dr. Saffarans.

BAKER COUNTY.—A correspondent of the *Oregonian*, writing from Baker City under date of March 20th, says: "Weather clear and beautiful. Mining prospects are first rate. Real es-