



Salem, Saturday, May 4.

STATE RAILWAYS.

If we are not mistaken in the signs of the times, the following question will sooner or later force itself upon the consideration of the people, viz, whether it is not better for the State to own and operate the railways and telegraphs, than to allow them to remain in the hands of corporations, who may use their power to meddle with popular elections.

The government of Russia owns all the railways within her domain, and has recently entered the money markets of the world to borrow many millions to extend the national lines into the Caucasus and far Eastern Russia. Turkey asks a loan for a like object, in order to make Constantinople the railway center of Southern Europe and Western Asia; and the Khedive of Egypt, determined not to be behind other nations, wants to borrow money to build government railroads in the great valley of the Nile. Several of the South American republics, with Peru and Harry Meiggs at their head, are borrowing money to build railroads owned by the government. Peru is mortgaging her guano islands, said to be worth fabulous millions of money, to raise the means to build the roads already under contract to Meiggs. And finally comes Japan, waking from the dreams of centuries, and proposes to place in the money markets of the world, a great loan, for the express purpose of quickly raising the means to construct a grand system of national railways, for the promotion and accommodation of her vast inland commerce.

It is seen that every one of these nations is acting upon the principle that it is better for the State to own and operate the railroads. These absolute governments fear to trust to the power of corporations within them, able to construct and operate long lines of railway; and it remains to be seen whether their ideas on this subject are better than ours have been, where the government has exercised less control over business and commerce than any other nation in the world. We believe that our overland line of railway would be better managed by the government than they are by the companies. The genius and spirit of our free institutions do not of course coincide with the absolute and dictatorial rule of the nations we have quoted, but it is not yet certain that our boasted freedom does not in some cases offer temptations to personal frauds and misrule, more detrimental to society than the just and intelligent surveillance of the authority of the people. "Tanunany" and "Eric" have been the ulcer of New York, and the disgrace of the nation for the last ten years. The concentration of vast wealth, influence and power, in a few hands, so manifestly and alarmingly on the increase in these latter times, and so readily and often wrongfully accomplished by means of railroad consolidation, is a strong argument in favor of the State taking control of these vast agencies in the development of States, and the welfare of the people. To do this in Oregon, our State Constitution would have to be amended. It badly needs amendment in various other particulars, so as to make it conform to the altered circumstances and increasing wants of the people. Our State Constitution was prepared for a poor young State, with few wants and small financial resources. Since then the country has grown. Ideas and civil government have grown and developed all over the United States. The new State Constitution of West Virginia, recently formed, contains many checks and safeguards never dreamed of ten years ago. The civil war was a terrible education, and it developed the mind of the nation far more than its moral sense.

ROTATION OF CROPS.

If the farmers of Oregon pursue the same course for the next twenty years that has been followed for the last twenty, poor indeed will be their lands, and poorer still their State.—We well remember when to raise wheat was the easiest thing possible for a farmer. The crops were almost invariably grown from one sowing of seed—the second being called a volunteer crop, and was often as good as the first, and sometimes better. But these same lands have been used for wheat and oats so long that it now requires good farming to produce an average crop. An intelligent farmer of Salem Prairie said he thought the present generation might get a living from our lands, but a future one would have to work for it in a different way from us.

This is the point we wish to get at. Is it best for us to waste away our banks from which we draw, until they are so worn that no real interest is attainable? Shall we leave a used-up soil to future generations?

In England, the strong arm of necessity has forced her people to adopt a different system. Constant rotation of crops and continued applications of manures have enabled them to increase their yield of grain, and it is not uncommon to get sixty bushels of wheat from an acre.—Mixed husbandry is certainly the safest, as well as best for the land, and is most profitable in a series of years to the farmer. It is usually the case that something the farmer can raise will bring him money, and a good price. But to depend upon grain or any one product of the farm from which to get money, makes a farmer hard run sometimes, and he finds it difficult to pay his taxes.—Summer-fallowing and deep plowing are coming in practice more than formerly, but these alone cannot re-uscitate worn-out lands. There must be returned to the soil that which is taken from it, either by occasionally plowing under green crops or adding manure directly.

The philosophy of the rotation of crops is this: Every product takes different chemical elements from the soil, and while one crop is taking one thing from the soil, another element is accumulating which will make food for another product. Hence land may be used almost constantly with a proper rotation of crops. In the application of manure, sheep, for this valley, are the best kind of stock. Worn-out hay lands can be renewed by fencing in small lots and keeping sheep at night in them till the ground is pretty well covered with manure. It is easier to corral sheep on land than to haul manure upon it. With a small lot of portable fence, whole fields of hay lands can be made to produce excellent crops, without the necessity of plowing up the sward. The finest wheat crops in this State are usually pastured with sheep or hogs, making a double return to the farmer in the way of fat sheep, an increased amount of wool, and a greater yield of grain per acre, while the soil is left in a better condition for other crops.

Let us learn to farm with more system, and husband the strength of our soils, and Oregon will be the future paradise of the United States.

ED. FARMER: Your articles on political corruption meet with the approbation of nearly all who read them. Two articles were in the FARMER of the 16th of March, entitled "The Crisis Coming" and "Vote for Honest Men," are the best I have ever seen in print in any paper. I have carried the paper around and read it to honest farmers, and others, and they have endorsed it to a man. Please give us more of them. They express the sentiments of all honest men. We want a railroad, but we will not be made slaves by a monopoly.

To elect honest men for the Legislature that cannot be bought or sold, is our only salvation. Though tricky politicians and plunderers may not heed your advice, farmers and mechanics will. More anon.

JACKSON.

MR. JOHNS' LETTER.

We dislike to dispel a delusion from the mind of a person who is really happy in its enjoyment, but we cannot refrain from reminding our correspondent that there is a great difference in the public mind between George Washington and Ben Holladay. Some, we know, think the latter the greater of the two, but they are generally legislators who have been paid several times more than they were worth for voting in a certain direction, and think that Holladay's "high" appreciation deserves a similar "high" appreciation on their part in return. When Columbus sailed on his perilous voyage; when Washington enlisted to fight for our independence; when Franklin bottled lightning, and when Morse turned it loose on the wire, history fails to record that they first figured on the number of acres of land they would get by the move, or asked subsidies. They were impelled by patriotism—by philanthropy, a pure love for the human race. The difference between these noble men and Mr. Holladay is the difference between patriotism and avarice. Mr. Holladay came to Oregon to make money, and he is making it. No love of mankind ennobles his existence any more than it does that of a clam or an oyster.

We accord to Mr. Holladay all the credit due him for the improvements he has effected in the State. Not a word has the FARMER ever said or ever will say to discourage these improvements. The people to be prosperous must have them, and more of them. But when the FARMER raises its voice against a monopoly, one that will be grinding on generations yet to come if once firmly established, why does Mr. Johns come in and argue in defense of the man who is working to establish that monopoly?

To show the beauties of a monopoly, suppose Mr. Johns and another party are buying the farmers' wheat at Marion; Mr. Johns is "in" with the monopoly, but the other party is not, and Mr. J. complains to the monopoly aforesaid that he cannot compete with his opponent, and asks for protection. The monopoly man informs Mr. J.'s opponent that he cannot ship the wheat he buys at that place to Portland on the cars or boats for less than fifty cents per bushel. Mr. J.'s opponent withdraws from the market, and any one can see that the farmers' wheat must go for what Mr. Johns will pay for it. And can't any one see that the only safety to the producer is in competition?

The railroad is now paying sufficient to enable Mr. Holladay to pay the steamship Constantine \$35,000 per year to not run in opposition to his steamships on the San Francisco and Portland route! Whence comes this \$35,000 but from the pockets of the farmers and producers of Oregon?

While it is true that he has a monopoly of the carrying trade, yet the completion of the locks presents an opening by which an opposition can be successfully run against him, and a fair competition had for the carrying trade of the Willamette valley. Prices for transportation will then settle to a just scale, and the producer as well as the carrier can have a show for his "life."

But Mr. Johns says that he "supposes there is not a farmer or a merchant in Oregon who desires a monopoly of the carrying trade in the hands of one man or company." Then why not unite with the FARMER in asking that men be sent to the Legislature who cannot be corrupted—men that will stand fast for the rights of our people, and who under no consideration will desert their posts of duty? We don't ask for politicians in the Legislature—we want honest men, and we believe that nine-tenths of the people are with us.

When we shall see the canal and locks open for the passage of any craft that presents itself, and rates of transportation at such a figure that the farmer, merchant, mechanic and laborer can live, then we will join with Mr. Johns in his last sentence, "Let us have peace." Until that time we "propose to fight it out on this line."

THE FARMERS SOLD OUT.

If the farmers of Oregon think they are supporting an organ devoted to their pursuits or interest when they patronize the WILLAMETTE FARMER, they are egregiously in error. It is a Grover organ, and has clearly sold itself to advocate his party and partisan interest. It is a Salem Ring organ in disguise—a wolf in sheep's clothing—and every farmer ought to cease from further support of it, whatever his political sentiments; but especially any who are Republicans. A paper devoted to Agriculture and kindred pursuits has no call or reason to engage hotly in a political campaign as a paid party organ—and this the FARMER does. An honest and worthy Agricultural paper leaves to the political or party organs the discussion of political questions and the wrangling over party matters. But the FARMER is devoted almost exclusively to the most malignant, slanderous and unscrupulous partisan warfare against the Republican party, and in behalf of Governor Grover and his Salem Ring. In its venom it stops at no falsehood, however base, and balks at no trickery, however despicable. Is it in Salem what the Democratic Press was two years ago, when under the control of the Ring "Association of Gentlemen, so called," and the filth which the true gentleman who controls the Mercury will not permit to defile its columns is given place in the FARMER. It is a disgrace to the Agricultural interests of the State, and a swindle upon all who have patronized it as an organ devoted to these interests. Its publisher knows nothing about farming, and in publishing his only object is to make money. It is not to be fairly presumed that the man who will sell his columns to a certain political party, and to a Ring of politicians, will likewise sell them to the speculators in wheat or in wool, or in anything else the farmer raises or produces, and against the producing classes? Has not the FARMER played into the hands of speculators, and against the farmers of Oregon within the past year, in regard to wheat and wool? Let the farmers themselves examine and reflect upon the subject. A publisher whose only object is to make money, and who is ever ready to sell for the highest price—without regard to persons or parties or interests is not the kind of publisher to conduct a paper for the Agricultural interest of Oregon. And we commend the fact we state to the consideration of those who have been swindled into patronizing the Salem Ring's FARMER.—Bulletin of Tuesday.

The above charges against the FARMER are so specific that no one can be misled as to their meaning. If any single one of them (except the charge that our object is to make money) is true, in whole or in part, the FARMER deserves to be kicked from the houses of all its patrons.

Mr. Holladay is owner of the Oregon Bulletin, and responsible for anything that appears in its columns. The charges are calculated to work an injury to our business, and we demand of Mr. Holladay that he cease to be unequivocally retracted each and all these charges or produce the proof that they are true. One of these two things must be done, or he will have to suffer the consequences.

CENTENNIAL ANNIVERSARY.

Hon. A. J. Dufur, of Multnomah county, Alternate Commissioner from Oregon to make arrangements for the centennial anniversary of American Independence, will leave by the first steamer for San Francisco, with the design of being present at the meeting of the Commissioners on the 22d of May. The meeting to take place at this time will probably settle all the preliminary questions as to the character of this celebration. It appears to be Mr. Dufur's ambition to have the industrial interests of Oregon well represented on the occasion of our World's Fair in 1876. He will make it his special business to ascertain upon what terms our produce, stock, etc., can be sent and returned over the lines of trade. Mr. Dufur has promised to keep us advised of the incidents of interest during his trip.

THANKS.—We are indebted to Hon. H. W. Corbett for a copy of the Report of the Commissioner of Agriculture on the Diseases of Cattle in the United States. It is a quarto volume of more than 200 pages, and contains numerous engravings, illustrating the various diseases treated of.

NOMINATION.—At the Washington Territory Republican Convention, held at Kalama a few days since, Hon. S. Garfield was unanimously re-nominated, on the first ballot, for Delegate to Congress.

RUM AND RAILROADS.

Dr. J. G. Holland, in Scribner's for May, on the above subject, makes the following remarks: "We hear a great deal in these days of the influence of railroad corporations in public affairs,—of their power to control large bodies of men and shape the policy of States. That danger lies in this power, there is no question. In many States it has been the agent of enormous corruption, and in some it has larded it over legislature, judiciary, and executive alike. With abounding means at its disposal, it has done more to corrupt the fountains of legislation than any other interest; and more than any other interest does it need the restraining and guiding hand of the law, on behalf of the popular service and the popular virtue.

There is one influence of railroads, however, that has not been publicly noticed, so far as we know, and to this we call attention.

There is an influence proceeding from the highest managing man in a railroad corporation which reaches further, for good or evil, than that of almost any other man in any community. If the president or the superintendent of a railroad is a man of free and easy social habits; if he is in the habit of taking his stimulating glass, and it is known that he does so, his railroad becomes a canal through which a stream of liquor flows from end to end. A rum-drinking head man, on any railroad, reproduces himself at every post on his line, as a rule. Grog-shops grow up around every station, and for twenty miles on both sides of the iron track, and often for a wider distance, the people are corrupted in their habits and morals. The farmers who transport their produce to the points of shipment on the line, and bring from the depots their supplies, suffer as the servants of the corporations themselves.

This is no imaginary evil. Every careful observer must have noticed how invariably the whole line of a railroad takes its moral hue from the leading man of the corporation. Wherever such a man is a free drinker, his men are free drinkers; and it is not in such men persistently to discountenance a vice that they persistently uphold by the practices of their daily life. A thorough temperance man at the head of a railroad corporation is a great purifier; and his road becomes the distributor of pure influences with every load of merchandise it bears through the country. There is just as wide a difference in the moral influence of railroads on the belts of country through which they pass as there is among men, and that influence is determined almost entirely by the managing man. There are roads that pass through none but clean, well-ordered, and thrifty villages; and there are roads that from one end to the other, give evidence, in every town upon them, that the devil of strong drink rules and ruins. The character of ten thousand towns and villages in the United States is determined, in a greater or less degree, by the character of the men who control the railroads which pass through them. These men have so much influence, and, when they are bad men, are such a shield and cover for vice, that always keeps for them its best bed and its best bottle, that nothing seems competent to neutralize their power.

The least that these corporations—to which the people have given such great privileges—can do, is to see that such men are placed in charge as will protect the people on their lines of road from degeneracy and ruin. To elect one man to a controlling place in a railway corporation whose social habits are bad, is deliberately, in the light of experience and of well-established facts, to place in every ticket-office and freight-office, and every position of service and trust on the line, a man who drinks; to establish grog-shops near every station; and to carry a moral and industrial blight along the whole line of road whose affairs he administers. 'Like master like man;' and like man his companion and friend, wherever he finds him in social communion."

BIBLE SOCIETY.—The anniversary meeting of the Oregon Branch of the American Bible Society will be held May 7th. Rev. Mr. Iser will preach the anniversary sermon.