



Salem, Saturday, May 25.

Portland Agency.—L. SAMUEL, General Advertising Agent, is authorized to act as sole Agent for the *FARMER* in Portland—to receive and receipt for subscriptions and advertisements.

BEN HOLLADAY IN FIVE CHAPTERS.

Read, and Hand to your Neighbor.

We do not deal in sensations, but in sober facts and calm reason. Readers of the *FARMER*, Citizens of Oregon, these things are published for your good; as friend forewarns friend, so we forewarn you. If you profit, not thereby, it shall not be our fault. Although Holladay, with his wealth of millions, has seen fit to make war upon us, struggling by day's work for daily bread, and with base libels attempted to ruin our business, yet we shall tell you sober truth without any admixture of malice. And this brings us to consider

HOLLADAY AS A LAW-MAKER.

It has not been forgotten by the people of Oregon, and especially not by the people of this city, how Holladay went into the Legislature of 1868 and secured from that Assembly the land grant franchise on which the Oregon and California Railroad has been constructed. It was the shame of this city, and the disgrace of a majority of that Legislature, that Holladay and his satellites held high carnival in Starkey's Block, with wine, whisky, women, and feasts, to which were added, not infrequently, midnight revelings and drunkenness. Easy-going members of that Legislature were wined, dined, made drunk, and put to bed, to wake up supple tools of the great Holladay. Those of a financial turn of mind were enabled to start stock-ranches, and saloons, buy elegant homesteads, pay off old debts, and even have \$2,000 checks to bet on "poker," albeit they came up to this city as poor as church mice, to serve the people at three dollars a day. We have heard it said that the little resolution passed for him cost him fifty thousand dollars in gold coin. The corruption and unlawful means then made use of by him are notorious and undeniable.

But here bear it in mind that we have never denied, and do not now deny, the right of Mr. Holladay to seek by honorable and fair means the legislation he desired. But, mark you again, it is to the unlawful, criminal, and wicked manner of his proceeding, and to the dangerous corruptions he made, and makes, use of, that we do object and protest. Then, for the first time in the history of our fair young State, was the vile leaven of corruption introduced into our halls of legislation.—Then, Citizens of Oregon, did the poison asp of money-influence insert his fangs into the heart of Oregon politics, to eat and destroy with its loathsome virus the purity of our laws and elections and the honor of our public men. Such was the moral code used by Ben Holladay in his efforts as a law-maker in Oregon; and such will ever be his evil influence until voted down by the voice of the people.

But, looking further, we see that the resolution of the Legislature of 1868 was of no use to Holladay without a confirmation by Congress; and to secure such ratifying act of Congress, to give him the lands now patented to his railroad, Mr. Holladay agreed to and accepted the following proviso:

"And provided further, That the lands granted by the Act aforesaid shall be sold to actual settlers only, in quantities not greater than one quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre."

This is another illustration of law-making, and which brings us to consider

HOLLADAY AS A LAW-BREAKER.

Why did Congress put on these railroad lands the above restrictions as to price and settlement? We answer that it was done for the express

purpose of preventing Ben Holladay from speculating with these lands and extorting high prices from the poor settlers. And how has Ben Holladay respected that law of Congress? We answer, again, that he has deliberately violated every provision of it, and basely perverted a law, designed by Congress to aid, protect, and benefit poor settlers, as well as secure a railroad, to his own selfish purposes, and to add millions of dollars to his already colossal fortune. According to his own oath in the Elliott case, Ben Holladay has deserted the poor, landless, homeless men of Oregon, and sold this great land grant to a company of wealthy men, of which he is chief, called the "Oregon and European Land Company," who are now demanding from four to twenty dollars per acre for these lands, which were intended to be sold only to our settlers for two dollars and a half. At the maximum price placed on these lands by Congress, the grant was probably worth ten million dollars, but at the rates it is now being sold by these speculators, it will put in their pockets, as a free gift, thirty or forty millions.

If the proceeds of these lands were applied to the extension of Oregon railroads, there might be some show of excuse for this violation of the law. But the price of the lands is not so expended. The railroad is being built with the proceeds of the sales of the bonds, according to Holladay's own testimony. The lands are not mortgaged to secure the bonds—nothing but the railroad.—Ben Holladay has got all the money used in building this road (according to his own oath) from sales of bonds. He has therefore not invested one dollar of his own money in this railroad. Wherefore, then, is the reason for allowing Ben Holladay, in addition to the railroad purchased with the bonds, millions upon millions of dollars, the proceeds of this great land grant, and for all of which he has never paid one dollar or one honest day's work? This brings us to consider

HOLLADAY THE SAINT AND BENEFACTOR.

It is the pleasure of some men, especially those

"Who bend the supple hinges of the knee,
That thrift may follow fawning."

to point to Holladay as a great benefactor of the State. We do not grant this. He has done nothing more than those he found here were engaged in doing, except to kick out all the pioneers in the work. The only difference is that Elliott and others did not pretend to have any money to build roads, while Holladay has boasted loudly of what he had, but spent not a dollar of his own, but scattered that of his German bond-purchasers. The construction of our railroads by honorable and reasonable men would certainly have been a great benefaction to the State; but Ben Holladay has proven to be a curse. We charge that, by his intrigues and shameless interferences in elections and legislation, he has demoralized public sentiment and corrupted public honor; and that the wrong and injury thus inflicted on the commonwealth exceed any possible pecuniary benefit. We charge, further, that the above-mentioned violation of the land-grant law, by which four millions of acres of our lands have been handed over to a little clique of foreign speculators, with Holladay at their head, and the prices so raised as to render every poor man settling on them a veritable slave, and for which neither the State nor the people receive a single dollar or another foot of railroad—we charge this to be an injury to the State, incalculably in excess of any possible railroad benefit from Ben Holladay. We charge, further, that, by reason of Holladay's monopoly of steamships, railroads, river boats, drays, trucks, and hacks, and by reason of his domineering and tyrannical nature and disposition, that he has alarmed the public and aroused suspicion, that he has frightened away all capital not in his own interest, and effectually checked immigration. No independent banker,

manufacturer, or capitalist is fool enough to come here and invest his money where he can plainly see that his fortune and investments may be ruined at any time by this factious and unreasonable railroad king.—They have stopped coming. No poor man, knowing the state of affairs here, will come to pay Holladay more for timber and brush land than good prairie will cost in Kansas; and especially not when he learns that not a passenger or a pound of freight can get in or out of the State without paying tribute to one man, whose only rule of action is might, and not right. Call you this a beneficial state of affairs? Call you the man who produced it a benefactor? Nay, verily; he is Oregon's worst enemy.

HOLLADAY AS A POLITICIAN.

Every citizen has a right to his political views, and to the free expression of them. But what right has Ben Holladay, a citizen of the State of New York, to be interfering in the politics of Oregon? As the owner of property here, he has a right to demand equal protection for property along with that of our own citizens. And now we ask, has he not always had it? Where is the citizen, where is the party, that has ever proposed any injustice to him, or one rule for him and a different one for other people? There have been two sessions of the Legislature since he came here, in both of which he sought for and received special beneficial legislative favors to himself. And where was the member that proposed to do him an injury? The fact is that Ben Holladay has been feted, and honored, and petted, and fattened by the people of Oregon as no other man ever was by any other State. And how has he returned our hospitality? Look at his malign and corrupting influences in our Legislatures; look at his violation of the land-grant act, in quadrupling the price of lands upon poor settlers; look at the employment of his "red shirts" in the Portland elections; look at his recent interference in the primaries of a political party in the same city; look at his hostility and malice spit out upon every man that does not obey his orders and wishes; look at his compulsion of men to give up their steamboats, hacks, and drays, or submit to ruinous opposition. His political platform is "Rule or ruin," and, for one, we propose to give him a good square fight to see whether he can.

THE REMEDY.

The ballot-box offers you the only remedy to free yourselves from the imposition of this unreasonable man. And we appeal to you, citizens of Oregon, to pass not these words lightly by.

You men of bronzed cheek and horny hands, in the sweat of whose honest toil your daily bread is earned, how do you like the picture?—Are you ready to do Holladay's bidding at the polls, and thus perpetuate his power over your labor and earnings?

And you immigrant and settler on your distant hillside, with your all stored in that humble cabin erected by your hands; you labor like a galley slave to clear that land, earn a living, and for years pay interest and ten dollars per acre for land which Congress told Ben Holladay to sell you for two dollars and a half. You and your wife have come thousands of miles to settle in and build a home in fair young Oregon. You were told that land was here, cheap; and, once here, you cannot retrace your steps. The Congress of your country has endeavored to protect you, but this King Holladay has set at defiance the law made for your protection, and is now engaged in robbing you by slow degrees. No politician or political party in Oregon has dared to speak out in your defense. But the *WILLAMETTE FARMER* has dared to speak, and will continue to defend you. This paper was established and is published for the benefit of the laborers and farmers of Oregon, and it will never be bought, nor threatened, nor bullied off the track. We know neither of the political parties, but we fight for the freedom

and independence of labor and laboring men all the time. Give us an honest man, who will stand by the working men, and oppose the monopolies, and we care not what ticket he is on.

Workingmen, farmers, mechanics, and merchants, citizens all, read this and pass it around, and if any man find aught herein amiss, demand his reason, and send it to us for reply, if you need to do so. But if this doctrine suits you, then we ask you to buckle on your armor and go to work at once, for the time is short. Remember that your enemy is organized, has money to spend, and unscrupulous hirelings at work. Attend all political meetings, call out the candidates, and make them pledge themselves for or against you or the railroad king. Demand fence laws for the railroads, payment for killed stock, equal taxation of the railroads with other property, and full protection for producers and shippers of freight; and, lastly, demand that no man be sent to the Legislature, to Congress, or to the Senate, who will not pledge himself to enforce the two dollars and a half clause of the land-grant act. Holladay's minions will give you a terrible fight; but go to the election to assert and maintain your rights as freemen. If you are opposed by force, or money either, in any part of the State, meet it promptly and effectively;

"Strike for your altars and your fires,
Strike—"

and leave not a single perjured, base-born wretch to tell the tale.

WOOL IN SAN FRANCISCO.—The *Pacific Rural Press*, May 18th, speaks as follows of the wool prospect in the San Francisco market: "There seems hardly a possibility that wool will maintain even its present value. There are now in store, in San Francisco, over 18,000 bales, including all grades, and every day is adding its quota of receipts from all parts of the State. If we compare the present amount on hand, with the wool clip of last year, it is evident that a very large quantity is still in the hands of the growers, for some of which prices ranging from 40 to 52 cents have already been paid. The receipt of this, in addition to that now on hand, lessened only by a few light sales, will have a tendency rather to lower the price in this market than lift it to a higher figure.

Much of that now coming in is not sold or contracted for, and for the most part is in small lots, from the growers on a small scale, many of whom feel compelled to realize, even at low rates; this will have a further tendency to lower prices; and we now hear of sales of small lots at prices ranging from 36 to 40 cents. On the whole, we do not see what there is to warrant a belief that wool is to advance in price greatly beyond its present market value."

DR. LIVINGSTONE.—The safety of this renowned explorer has at last been assured. Some time since, Mr. Bennett, proprietor of the *New York Herald*, sent out one of his reporters, Mr. Stanly, who started from Zanzibar, penetrated the wilds of Africa, and found Dr. Livingstone alive and well. We shall doubtless soon have full particulars of this adventurous exploit, which redounds so greatly to the credit of the *New York Herald* for its energy and enterprise.

ENGLAND.—The strike of the agricultural laborers in the central counties of England has not yet been adjusted. The demand by the agricultural unions is for an increase of wages from \$3 to \$4 a week. In Warwickshire there have been eighteen district unions formed, and three hundred laborers on the strike.

THE DEBT.—The Secretary of the Treasury reports the reduction in the public debt, for the month of April, at over \$12,000,000. This makes the total reduction since the 4th of March, 1869, about \$328,000,000.

PERSONAL.—Wm. M. Hand, Esq., editor of the *Dalles Mountaineer*, made us a call yesterday.

ABOUT SALEM.

There is much said by different persons about dull times in Salem. There are those of our own citizens who see but a gloomy prospect in the future. Perhaps there is reason in some of the long groans that are uttered on this subject. There is a certain degree of dullness. And there are reasons for this condition of things. The temporary impulse that the railroad gave to business, of necessity ceased when the road went beyond us. We are not yet in railroad connection with the older portions of the country, and are really as much isolated as we ever were. Population is the one thing we need to make business lively, and the highways by which population can come to us are not fully opened. It is dull, and will continue to be dull so long as these reasons for dullness exist. But we can find much to console us on the principle that "misery loves company."

Notwithstanding the boasted terminal prospects of Puget Sound, there is not a point on that "finest body of water in the world" that has any thing like the life and business thrift of our own city. Even in Portland, our boasted commercial emporium, there are numbers of croakers who complain of insufferable dullness. In proportion to the number of people and the advantages of wealth and location it is at least as dull to-day in Portland as it is in Salem. In proportion to the size of the two places there are more empty buildings there than here, both dwellings and business houses. There is nothing like the activity in real estate there that there was two years ago.

Even a more striking example is that of San Francisco. Time and again the telegraph has reported to us the loud cry of "dull times" from Montgomery and Market streets. There is a great depression in her stock market and an immense shrinkage on former prices. Even the auction stands are dull and we are told that fine horses are sold under the hammer for half price. We have witnessed the almost frantic efforts the great committee of one hundred has been making to effect new railroad combinations for the evident purpose of saving San Francisco.

These things should teach us a lesson. We do not expect to become a great commercial city. But we are located in the center of the best farming region on the Pacific coast, and are sure to grow as the country around us develops. Our educational institutions, our agricultural facilities, and our natural hold upon the capital of the State, are sure to make us finally a substantial, growing, and prosperous city.

The only thing we really have to fear is the blindness or meanness of some of our own citizens. Men who own large property in our city, and seem to think that all they have to do is to keep it and grumble about the taxes they pay on it, are our worst enemies. Men who will not lift a hand nor pay a cent to secure the building of a bridge across the Willamette nor the removal of the depot into the city, are doing more to injure us than Ben Holladay, with all his monopolizing tendencies, ever could do if these men were cured of their meanness.

We need more local pride and public spirit. We need to have more influences brought to bear to promote public spirit. When has there ever been a public meeting to consider so important a local question as the changing of the track and removal of the depot into the city? Which one of our daily papers has turned away from its disgraceful political slang or one sided partisan fight long enough to present fully and clearly to its readers any of these great local questions?

And what we say of this community applies to all communities and the State at large.

Any town or State that would grow and prosper must have public spirited men. Vigilance and activity are as necessary to bring prosperity to a city as to bring success in life to any individual. Union of action is necessary, hard work, and some degree