



Salem, Saturday, Oct. 5.

## BUSINESS NOTICE.

S. A. Clarke and D. W. Craig are now associated together, under the firm name of CLARKE & CRAIG, for the purpose of publishing the *Willamette Farmer*. All letters relating to the business of said paper should hereafter be addressed to the name of the paper or to the name of the new firm, and are requested to be particular in that respect, to save trouble or delay.

All advertising heretofore done is payable to Mr. A. L. Stinson. All amounts due on subscription are to be paid to CLARKE & CRAIG, who have purchased those accounts. All whose subscriptions are unpaid are informed that we have to pay cash for their accounts, and would like to have a remittance to cover the same as soon as possible.

CLARKE &amp; CRAIG.

## CHEAP FARES AND FREIGHTS.

It is very natural that, in view of the low prices which at present exist for our products, the people of our State should be anxious for transportation to correspond. The facts are that while our grain must find a foreign market, the ships which can convey it are few and the freights are enormous. Here, at home, the prices of freight may not be as high as they were in the flush times ten to twenty years ago, but it is a fact significant and dangerous that all the interior transportation, by rivers and by railroads, is in the hands of corporations who permit no rivalry and render competition impossible. The products of this valley are all at the command of a steamship company which has an identity of interest with the river steamers and railroads, and by means of these there is a monopoly of the ocean freights secured, which is so entire and peremptory that no opposition steamer line can anywhere near pay expenses, while the profits of the steamships running to Portland amount to not less than half a million dollars a year, two-thirds of which sum is a charge over and above a fair profit on the business.

The State has invested heavily in the canal and locks at the Willamette falls, on the pretence that opening this river to free navigation would be a safe-guard against all monopoly and insure reasonable freights. From recent statements, we read that this great work draws toward completion, and that in two months, or a little more, steamboats can pass up the Willamette river by paying a reasonable charge for tonnage at the falls. This has been hailed as an important enterprise, one in which the State is deeply interested, and so it is, if the results can be attained that have been predicted. What we need is an independent line of steamers on our river, connecting with a steamship line from Portland to San Francisco. We have looked to the completion of the canal and locks with interest, but now, that they are nearly constructed, the questions are: What proof do we have of their utility? where are the steamers that shall make use of them? what show is there for a steamship line to run in connection and carry freights at reasonable prices to and from San Francisco?

It is an undeniable fact that Portland has never favored cheap fares or freights. The metropolis of Oregon has preferred to have the people of the State, on whom it fattened and grew rich, pay onerous tribute to monopoly in the way of high freights and fares, rather than to see cheap transportation, the reason being the selfish one that where rates were high they were able to retain more of the wholesale trade. We protest that it is now time that Portland began to be in fact a metropolis, and to strive to encourage commerce by new lines of travel and to insure reasonable freights. Her merchants have fattened and become millionaires off the sweat of the producers, and now the producers have to be satisfied with very low prices while still the steamships on the ocean route to San Francisco coin hundreds of thousands more than a reasonable profit, and the producer is the one who pays it. Let Portland look to it

that its trade is conducted in such a generous manner that our country merchants will not need to go to San Francisco to buy or else be unable to compete with those who do. Not only so, but let us have some assistance from the wealth to which we have so liberally contributed, to put cheaper transportation within our reach.

As to the canal and locks, we have always felt that whenever monopoly finds the travel through them in the way of its profits, it will be able to buy up the stock, and so impede their usefulness. We have believed, and do believe, that if it were possible for the State to own or control the works they would be then in a safe condition to encourage enterprise and secure capital that could be induced to invest in river and ocean steamers.

Since the intention to write this article was formed, we learn that a bill is introduced into the House to provide for the leasing or the purchase of these locks and canal by the State. It is said that such a movement, if consummated, would induce capital from abroad to open the competing lines on the river and the ocean which we have alluded to as necessary. We have no knowledge of the particulars of the bill, and do not propose to discuss its features, but we have this to say, that if the construction of the canal and locks was necessary, it is equally necessary that they be put in a position to insure to the State the benefits of cheap transportation.

## THE CANAL AND LOCKS.

We understand that the bill now pending in the House known as House Bill No. 77, provides that the State shall lease the canal and locks of the company for ten years, at the sum of \$50,000 per annum, out of which one-tenth goes to the State as a percentage on receipts, and the company has to pay part or all of the expense of maintaining and operating the locks.

As to the merits of this bill, we have no argument to make, but as the FARMER represents the agricultural community we do not hesitate to assert and insist that the people desire the canal and locks to be kept in operation, and deem them a most potent safeguard against monopoly.

We view it in this light, that the producers pay on the rivers and ocean half a million dollars annually over and above fair freights, and that whatever insures competition will save that much to them; therefore it is necessary to take steps to make competition safe and permanent. We have believed that the State should itself own and operate these works, and so make them available to the public beyond a question. How this can be done we do not pretend to say, but if this Legislative Assembly can devise a way to do it, on fair terms, so as not to countenance any put-up job on the State treasury, the people will certainly endorse the act.

As to the necessity, we view it thus: that the producer sustains the State, and is the consumer, as well; that his interests are paramount in the State; his welfare insures the welfare of all; he is, too, the principal tax-payer; and if you save him, or his class, half a million dollars per annum, the State is the gainer, and can afford to pay something to save so much.

The interest felt for this matter in the Legislature is undeniable, and we have no doubt that the members will treat the subject with fair and earnest consideration, and give it the attention which is due to a matter of such general importance. It is not a question of mere price of rental, or of income from the locks, if the State gets them, but the question is to use the canal and locks as a check on high prices for transportation.

PERSONAL.—J. N. Gale, Esq., formerly a resident of Oregon, but now of Olympia, made us a call this week. He is agent for the *Olympia Transcript*, and represents that paper to be flourishing.

## Twelfth Annual Fair OF THE OREGON STATE AGRICULTURAL SOCIETY

Continued from Third Page.

Wednesday, October 2.

This morning was cloudy and presented indications of rain, which finally came down in a gentle shower. About 9 o'clock, however, the weather took a favorable turn, although the wind continued to blow from the south. It was the intention of the officers to close the entries at 9 o'clock, but there was quite a number to be made or changed, and the books were kept open until 12 m.—The whole number of entries is 1931.

At 9 o'clock the annual election of officers was held, resulting as follows: President, M. Wilkins, Lane county; Vice Presidents, C. P. Burkhardt, of Linn, and Thos. Smith, Douglas co.; Secretary, E. M. Waite, Marion; Treasurer, J. H. Moores, Marion co.; Board of Managers—J. G. Basket, Polk; John Minto, Marion; R. R. Rounds, Benton; M. Luper, Linn; James Bybee, Columbia; R. W. Morrison, Clatsop; S. G. Reed, Multnomah; T. G. Naylor, Washington; Jas. Walton, Douglas; A. R. Shipley, Clackamas; John Whiteaker, Lane; W. C. Myer, Jackson; David Rhinehart, Grant; Samuel Hanna, Union; John Brattain, Baker; Wm. Watson, Wasco; S. A. Young, Yamhill; Aubury White, Tillamook; J. Frazer, Umatilla.

The annual address was delivered by Hon. W. H. Odell, of Lane county, and as the same will be published in the FARMER, I will attempt no abstract of it.

The most interesting spectacle was the grand parade of animals entered for premiums, including horses, cattle, jacks, Jennies, and mules. The cattle were the finest that have ever been exhibited in this State, and the horses were equally as good. As an indication of the interest taken in this department, we will say that at least three-fourths of the people on the ground left the Pavilion and the various places of amusement to witness the display. The following are the names and description of the cattle, as well as we could obtain them:

OWNED BY S. G. REED.

## Short Horns.

Governor General—Bull calf, roan, calved Oct. 28, 1870; bred by M. H. Cochrane, Hillhurst, England.

Acacia—Cow, red and white, calved May 10, 1864; bred by G. Bland, England, imported in 1871.

Central Pacific—Bull calf, out of Acacia, roan, calved Nov. 10, 1871; sold to Dr. W. F. Tolmie, Victoria, V. I., for \$1,000. A splendid animal.

Honeysuckle—Cow, red and white, calved May 5, 1868; bred by Mr. Barnes, imported in 1870.

Lord of the Valley—Bull calf, red and white, calved May 21, 1872; bred by S. G. Reed, Oregon.

Pet Gwynne—Cow, roan, calved Jan. 22, 1868; bred by P. Riell, Ireland, imported 1871.

Phillis Gwynne—Cow, red roan, calved Jan. 12, 1869; bred in Ireland, imported in 1871.

Glossy Woodbine—Cow, red, calved March 17, 1869; bred by W. Bolton, Ireland, imported 1871.

Fanny 29th—Cow, red, calved Jan. 14, 1870; bred by J. Meadows, Ireland, imported 1871.

Hillhurst Rose—Cow, roan, calved Sept. 29, 1870.

Weeping Willow—Heifer, red, calved April 12, 1871; bred by W. Torr, England, imported July, 1871.

New Year's Day—Bull, red and little white, calved Jan. 1, 1871; bred by C. C. & R. H. Parks, Illinois; sold to R. R. Thompson for \$1,000. A perfect beauty.

Webfoot Prince—Bull calf, red, calved Jan. 5, 1872; bred by S. G. Reed.

## Ayrshire.

Earl of Lorn—Bull, red and white, calved Nov. 16, 1870; imported in November, 1870, from Compton, Canada.

## Alderney.

Bertha—Cow, dark fawn, calved 1869; imported from the island of Jersey. This breed is noted as great milkers, and Bertha at present is making a pound of butter per day, and has a calf ten months old; she is greatly admired for her peculiar color, beauty of form, and kindness of disposition.

OWNED BY HENRY ANKENY.

## Short Horn.

Illinois, Junior—Bull, roan, weighs 2,100 pounds; calved March 24, 1866. Bred by Thomas Cross, from imported bull Illinois. Sold to Ankeny by Cross.

OWNED BY B. E. &amp; D. C. STEWART.

## Short Horn.

Hannibal—Bull, red, calved Sept. 29, 1869; bred by G. J. Hogarty, Ohio. This animal would pass muster in any herd.

Orphan Will—Heifer, red, calved Feb. 5, 1872; bred by B. E. & D. C. Stewart, Yamhill county, Oregon.

Baron Bedford—Bull, red, calved Dec. 9, 1870; bred by H. Pickereil, Illinois.

Belle of White Oak—Cow, light roan; calved July 6, 1867; bred by J. N. Brown's Sons, Illinois.

Tycoon 2d—Bull calf, roan, out of Belle of White Oak; calved March 15, 1872; bred by B. E. & D. C. Stewart.

Canada Chief—Bull calf, roan, out of Markham Maid, calved March 30, 1872.

Markham Maid—Cow, red, calved Nov. 16, 1868; bred by Geo. Miller, Canada.

Miss Miller—Heifer, red, calved Dec. 16, 1870; bred by Geo. Miller, Canada. (We are informed that Geo. Miller is one of the most extensive breeders and importers in the Province.)

## Ayrshire.

Bess—Cow, red and white, calved Feb. 27, 1870; bred by J. P. Wheeler, Canada.

Rose—Cow, red, calved March 29, 1871; bred by J. P. Wheeler, Canada.

Betsy—Heifer, red and white, calved May, 1872; bred by B. E. & D. C. Stewart.

## Holstein.

Lord of Taxialar—Bull, black and white, calved July, 1871; bred by W. W. Chenery, Boston, Mass.

Midwell 2d—Heifer, black and white, calved March 12, 1871; bred by Chenery.

These, we are informed, are the first of this celebrated German breed ever exhibited in this State, and are noted for their size and milking qualities. The Society added this breed to their list of thoroughbreds, as none before had ever entered Holsteins.

OWNED BY G. W. DIMICK.

## Devon.

Fanny—Cow, red; purchased by Stewart & Son from Seneca Daniels, Sonoma county, Cal.

Victor 3d—Bull calf, red, out of Fanny, calved March 20, 1871; bred by Stewart & Son.

OWNED BY CAPT. COCHRAN.

## Devon.

Victor 2d—Bull, red, calved October, 1868; bred by Daniels, California.

Devons are considered among the best for milkers, and are also very hardy. They are deep red, and, like the Alderneys, they are strongly marked with their peculiarities.

OWNED BY D. B. CRAWFORD.

## Short Horn.

General Sherman—Bull, roan, calved Dec. 17, 1870, bred by the owner, and weighs 1,850 pounds.

## GRADED CATTLE.

Mr. Crawford has on the ground a cow named "Whitey," which is somewhat noted for her milking qualities, averaging forty pounds of milk per day, over five gallons.

Messrs. Stewart & Son have ten head of graded cattle that will compare well with any herd, but not having time to speak of their various merits, we are constrained to pass them by for the present.

Mr. M. Fisk had a fine lot of his splendid Short Horn and graded cattle on the grounds, but that gentleman being absent we were unable to get any definite information concerning them.

Not being well posted in cattle matters ourselves, we only take the opinion of those we suppose to be competent judges in stating that the cattle shown at the present Fair would do credit to any State in the Union.

## HORSES.

We paid a visit to the stables and made a few notes as the animals were being taken out for the grand parade; but will finish that class of stock to-morrow.

Horse, Wm. Eigham, Dan'l Young owner; running; distance, mile, two years old, Oregon bred, time 1:59, first race. Entered as two-year old, Lexington stock.

Horse, Weazel, John Irvine owner; two-year-old stallion; running; Norwich and George stock; Oregon bred; ran one race and won the "Norwich purse" of \$100 at The Dalles, time 1:57.

Horse, Confidence, Jas. F. Bybee, owner, 3-year old stallion, Oregon bred; running. Won three purses; best time 1:55, at The Dalles.

Horse, Hadley Morgan, Jas. Bates owner; eleven years old; trotter; 6:2 in 2-mile heats, over Fair ground course in 1868.

## MISCELLANEOUS.

Mr. Prettyman, who weighs out the hay for the stock, gives the following figures as two days' rations: Monday, 1,636 pounds; Tuesday, 2,644 pounds.

At 5 o'clock p. m. the race for horse, mare, or gelding, single dash of one mile, was run; 1st premium \$75, 2d \$35. "Sleepy John," Logan Cecil, 1st premium; "Plow Boy," Wm. Gird, 2d p.; time, 1:57. But if the rain does not let up there will be no more trials of speed, as the track is now very heavy.

## Thursday, Oct. 3.

Rain fell this morning quite heavily, and the skies showing threatening signs, many campers folded up their tents and quietly moved away. The continued bad state of the weather had the effect of preventing numbers of people along the railroad from visiting the Fair, thereby reducing the daily receipts very materially.

The different committees are busily at work, examining articles for the purpose of awarding premiums. Apparently this is not a very pleasant position, as almost every exhibitor thinks he alone is entitled to the first premium, and should the committee award differently, they at times receive a verbal cauterizing that is not calculated to make them feel happy. We learn from the different superintendents that the articles exhibited in their respective classes, although not so numerous in some as at former exhibitions, are far superior.

## SWINE.

"Romford Belle," Berkshire sow, two years old, received the 1st premium, which was also awarded to her in England in 1871, also in the winter of the same year at Chicago. And well worthy is she to wear the distinguished honors that have been heaped upon her. In the next pen was "Romford Lad," a boar, ten months old, which received the 2d premium. This is a fine specimen of the Berkshire breed. Next to him is the "Canadian Queen," one year old. This sow received the first premium at the St. Louis Fair in 1871, and the first at this Fair. Close by are "Romford Lady" and "Romford Lass," six months old, which took the first premium. These were all entered by S. G. Reed.

Thomas Cross, of Salem, was inclined to compete with Mr. Reed for the prizes for Berkshires. In one pen was a sow with ten pigs, and the latter received the first premium.—The sow was imported from Illinois. The next pen contained four more of the same age, but they were not entered for premiums. Alongside is an imported sow, a very superior animal. Next is a sow imported from Canada, with a litter of two months' pigs, decorated with red ribbons, indicating that they had won the second premium. The next is an imported boar, from Canada; awarded the first premium. There was an animated discussion between two farmers, at one time during the day, whether a pen marked "Graded" was not the pure blood—showing that men can honestly differ on the hog question as well as others.

There were several pens of Chester Whites that were greatly admired by some, who were inclined to believe they were as good as the Berkshires. One old lady was heard to say that "a hog was a hog any how," and she thought one was as good as another.

The exhibition in this department this year will not likely be excelled for many years to come.

## SHEEP.

The first in this class we noticed were two Cotswold bucks, imported by Thomas Cross from Canada, and originally brought from England.—They were awarded the first premium. Also, two Leicester bucks and a ewe, imported by the same gentleman, which wore the blue ribbon, and a pen of twenty head, covered with red and blue. Mr. Cross had