



Salem, Saturday, Feb. 22.

FARM FOR SALE.—Read the advertisement of Mr. Joseph H. Foss, in to-day's paper.

NEW CHURCH.—The M. E. Church South, of Salem, has purchased ground at the northeast corner of Court and Liberty streets, and proceeding to erect a church building thereon. The edifice is to be of wood.

Rock Point Farmers' Club had a regular meeting, Feb. 8th, and elected the following named as officers for the ensuing term: President, G. W. Hunt; Vice President, John P. Anderson; Secretary, I. E. Gleason; Ass't Sec'y, G. S. Downing; Treasurer, John Downing; Librarian, E. T. Perkins.

CAPITOL COMMISSIONERS.—Hon. Samuel Brown having declined the appointment of Capitol Commissioner, Mr. Samuel Allen, of Marion county, has been appointed to the place. All the Commissioners have now accepted and qualified, and preparations will soon be made for work. The Commissioners are, John F. Miller, Henry Klippel, and Samuel Allen. It is understood that Joseph Holman, Esq., will be selected as the Superintendent of the work on the ground. No better selection could be made.

State Temperance Alliance.

This body met in Salem on Thursday, at Reed's Opera House, and effected a permanent organization by the election of E. W. Ryan, of Portland, President; T. H. Cann, C. H. Walker, S. Bowers, Vice Presidents; M. Miller, Secretary; W. F. West, Cor. Sec'y; J. H. D. Henderson, Chaplain; Wm. Lemon, Sergeant-at-Arms.

A committee on credentials was appointed, consisting of E. Hays, J. Quinn Thornton, and A. G. Walling.

The session of the afternoon was rather boisterous and disorderly, caused by the report of the committee on credentials, which recommended the exclusion of delegates from the woman suffrage convention, on the ground that they represented a political organization, and should not be represented in the Alliance. The report, after much wrangling, was finally adopted.

Resolutions were also adopted, declaring against the introduction of political or sectarian matters in discussions; and one limiting speaking to five minutes.

A committee on resolutions was appointed—G. W. Vollum, J. L. Parrish, D. Newson, D. Watts, and A. M. Smith. Also a committee on constitution and by-laws—L. Leland, G. W. Dimick, D. Payton, S. H. Todd, and L. L. Rowland.

At the evening session, a very large crowd was in attendance, aside from the members of the Convention, who alone numbered nearly two hundred. Gen. Palmer was admitted to represent the Siletz Reservation, and J. L. Parrish the Penitentiary.

An ineffectual attempt was made to admit Mrs. A. J. Duniway as a delegate from the State at large.

A resolution asking the Legislature to establish an asylum for inebriates was passed—also one to appoint three persons in each county to hold meetings at least once a month.

Rev. S. Bowers then delivered an eloquent and powerful address on the subject of temperance, of nearly an hour in length, which was listened to with the greatest attention throughout.

On Friday morning a resolution was passed admitting Mrs. Duniway as delegate at large. In the afternoon, several amendments to the constitution were adopted, and about forty delegates withdrew from the Convention.

Seattle, Feb. 17.—James Scott, a student at the Territorial University, was found dead in his bed at the University boarding house yesterday morning. It is supposed he died during an epileptic fit, as there are evidences of struggling and his head and face are somewhat bruised.

The Beaver Hosiery Company at Jefferson, in this State, received a very favorable notice in a late number of the New York Mercantile Journal.

Senatorial Elections.

There are many good reasons why the President should be elected by direct vote of the people. And there are at least as many good reasons why U. S. Senators should be elected in the same way. There never was any good sense in the present system, and its evils are becoming more and more apparent every year. The present squabble in Kansas is bringing the matter before the country. The mere charges of fraud and corruption in themselves indicate a terrible state of things. And it is very doubtful whether the half has ever been told. Everybody knows the Senatorial contest begins before the Legislative nominations are made. It goes on after the election until the time of balloting, and often continues the better half of the session. And, to say nothing of the frauds that are practiced, the mere facts of our legislative sessions being thus wasted, and of our legislators being selected in view of this election rather than in view of their qualifications as law makers, are sufficient to condemn the present system. It is well known that the best part of two out of three of our own legislative sessions is worse than wasted by these demoralizing contests. We ask our political exchanges, in all candor, is there any good reason why the people of the States should not elect their Senators by a direct vote?

CROAKERS.—Some kinds of croakers we like and some we don't. Men who croak about hard times and never do anything to make times better, we have no particular liking for. Crows that croak in the air and quarrel over the offal in the streets are not the most musical of birds, though when hungry they are quite sociable. We cannot say that we like them as well as we do finches and robins. But the truest of all croakers are in the brooks and ponds. They are frogs. Their croaking means spring. We have heard them more or less for several weeks past, though a few evenings past they have seemed a little doubtful about putting their heads above water. We have strong hopes that another week will drive doubt away, and frost also, and that thereafter every evening will bring a full chorus of croakers to the surface.

NOT ALONE.—The farmers of Oregon are not alone in the present agitation concerning freight, monopolies and self-protection. The present awakening is national. Our exchanges from every part of the Union indicate a wide-spread feeling among producers that something must be done. Every great reform begins with just such agitation. We doubt not many blunders will be made. In their haste to right things many will advocate extreme and hurtful measures. But in the end the agitation will bring the desired result. Out of chaos order will come at last. Let farmers be everywhere awake. Let them organize, read, think, and write their thoughts. Let the missiles of healthy agitation fly thick and fast, and the battle will be sooner ended.

A PERPETUAL FAIR.—Prominent citizens of New York are proposing to inaugurate a permanent international exhibition in that city. It is designed to erect permanent buildings of an expensive character, and make the exhibition excel anything of the kind ever witnessed. Each State and Territory is to have a department for the display of its products, and foreign countries are to be granted such privileges as are granted at all World's Fairs. The building is to be nearly one thousand feet square and five stories high, surmounted by a dome of glass and iron surpassing anything of the kind in the world. If the scheme is successful, we predict that this exhibition will be one of the leading attractions of the continent.

ENLARGED.—The *Catholic Sentinel*, published in Portland, by Henry L. Herman, is much enlarged and improved in appearance. It is now printed in eight-page form.

Ship Building.

We are indebted to Gov. Gibbs for a paper containing some statistics on ship building in Maine in 1872, which we condense, as follows: Number of vessels built of all classes, 173; tonnage, 49,635. The comparison with the greatest tonnage built in former years is as follows: 1859, 46,905 tons; 1861, 161 vessels, 57,348 tons; 1872, 173 vessels, 49,635 tons. The excess of tonnage in 1861 was due to the greater proportion of ships and barks. For 1873, the report says that a much greater number of vessels will be built than in 1872, and proposed vessels are named amounting to a total of 57,000 tons, mostly already under contract. The aggregate for the year is expected to reach 65,000 tons, or 8,000 tons more than in any former year—and there is every prospect of going beyond that figure. "Next year will witness the busiest season for many years among our ship-builders, and Maine may not only recover her position as a ship-building State, but take the first in rank."

The report continues: "The turning point in the history of ship-building in the United States has at last been reached, and the actual work of the year 1872 is such as must give great gratification, alike to those who were discouraged by previous misfortunes and incredulous of present improvement, as well as to those who, like ourselves, believed that a new and better system was soon to be attained. With very little, indeed practically nothing, of legislative aid, the year 1872 shows a record of wooden vessels built nearly equal to the best year of previous history, and in iron vessels a very large excess over any previous period. The Act of June 6, 1872, remitted some portion of the duties charged on materials entering into shipbuilding, but very little opportunity was actually afforded to benefit by the proposed measure. In fact, its importance had been greatly exaggerated, and the shipbuilders of Maine appear to have paid very little attention to it. In a detailed report of vessels actually built in Maine during 1872, made at Augusta, Dec. 12, ultimo, no mention is made of the law or its application. The calculated differences between building sailing vessels in the ports of Maine, as compared with like building in the British Provinces, have been illustrative, and to a great extent unfounded in practice. The same is true of all calculated differences between iron shipbuilding on the Delaware and on the Clyde. When practical builders get to work most of the asserted difference disappears."

The Questions of the Day amongst Farmers.

Editor Willamette Farmer:

Classed amongst the tillers of the ground, but being so unfortunate in my location as to not have the advantage of a farmers' club, (why so, I cannot tell,) it occurs to me that I can, through the columns of the FARMER, take a part with all the clubs now organized in discussing the questions that are pressing themselves upon the attention of the producing classes of this State—yes, I might say of the entire coast, for the agricultural press of California is ringing the changes upon the same themes that are now being so generally discussed here.

The first and most prominent theme is railroad monopolies, so called. In the last number of the FARMER, "Rex," writing from Chicago, "ARGUS," from Portland, address before the Linn Co. Farmers' Club No. 1, and also from a meeting of farmers at Salem, make that the burden of their discourse, and monopolies, rings, and individuals, who are supposed or assumed to be in the way of more just and fair commercial relations between the Oregon producer and the consuming world outside, come in for their proportion of blame for the present condition of the farming interests of Oregon.

Now, Mr. Editor, I cannot see the justice of many of these complaints and charges of "monopolies." In truth, there never has been a monop-

oly in Oregon at any time, and the Oregon farmer has now a choice of more and better methods of getting his surplus to market than ever before. He has the common road, much improved over its condition of ten, fifteen, or twenty years ago; he has the river, also much improved over what it was last year; and he has the railroad of the east side and half up the west side of the Willamette river, taking the heavy products of three-fourths of the largest cultivated area of the country, at cheaper rates and more expeditiously than ever before. We, as producers, have a choice of at least three different modes of sending our products to market, and one of these at least cannot be affected by monopolies or rings. No man can force us from the common road; I therefore see no justice in the charge made against "rings who have combined to steal from us our hard and honest earnings."

That those who have investments made in the carrying trade of Oregon charge as high rates as they can hope to get consistently with the growth and future development of their business, is most true. That they may sometimes raise their charges too high, is also most probable; but can we farmers, as a class, justly complain of others for these kind of mistakes? Do we not often do the same? Let wheat, for instance, go up to one dollar per bushel, and how many raise in their demand for a higher price? Let wool, under a speculating demand, as last year, go up to fifty and fifty-seven cents per pound, and how many of us are willing to sell for less than all the market will give? Is the principle of asking and taking all the market will give, less just when applied to capital used in carrying crops than when used in their production? I think not. If, however, there can be any means adopted to render producers more independent of those who are engaged in the carrying trade, or the middle-men, as the commercial class are called, I think it perfectly proper to adopt such means. On this subject, Mr. Finlayson, in his address to the Linn Co. Farmers' Club No. 1, has some good thoughts. He evidently believes that the producer's best means of getting his crops cheapest to market is to have all the competition possible in the carrying trade, and therefore he counsels the use of both the river and the railroad. It seems to me that the policy of farmers' combining and building their own grain warehouses, is feasible in such dense communities of grain farmers as those of Albany prairie, in Linn county, and Howell and French Prairies, in Marion county; but if they have such a surplus capital to withdraw from their farming operations as will enable them to build and maintain a system of river transportation, their condition as farmers is certainly not as deplorable as the address issued by the farmers' meeting at Salem would indicate. Mr. Finlayson lets the wind out of some of these loud complaints about grinding monopolies when he tells that he can now go to Oregon City by rail for four dollars and in four hours of time, instead of seven dollars and twenty-four hours of time he used to have to give to the same trip before the railroad was in operation.—This indicates progress in the right direction. Now, if we denizens of the Willamette valley could add to our present means of sending off products another line of railroad, from Salem to Astoria, which would take all the sea-going freight of the Willamette valley at one movement to deep-water navigation, and thereby save the time as well as the present enormous expense of reshipments at Portland, and lighterage, pilotage, and wastage between there and Astoria, another great point would be gained, and either Mr. Finlayson or his grain crop could be passed from Albany to Astoria at little more time and necessary cost than will now pass them from Albany to Portland. It is well enough to talk of the river as a "God-made channel of commerce," but if the country is to de-

velop as we all hope and many believe it will, the Columbia will prove as the Willamette has proven, an inefficient and costly channel; but, while they are both used, it seems to me that a steamer, with a powerful engine and a number of light-draft keel-boats, would be the cheapest means of delivering Willamette valley products at Astoria—(they should never be stopped at Portland.) The steamer could tow a lot of such boats up the river, and they could be run up such streams as the Yamhill, Santiam, and upper branches of the Willamette, and dropped down loaded, by the aid of a few hands. These two—the Astoria railroad, and single steamer and required number of keel or lighter boats—are my plan of creating a more healthy competition in our carrying trade. I do not wish, Mr. Editor, to assume the position of teacher on this subject, for I confess it is a subject on which I am not well posted, and will leave it to such men as Mr. Wm. Ruble, who seems to be giving it his attention.

The next question of importance is the production of crops. This most important question is discussed by both the Highland and Rock Point Farmers' Clubs, and the discussions are published in the FARMER. As both Clubs represent upland districts such as the lands I cultivate, I am much interested in their discussions. The President of the Highland Farmers' Club seems to speak the general views of the members when he gives wool and mutton as his first (and I suppose) most important crop, and Mr. Henry Allen, who seems to lean strongly to grain as his principal crop, fears he has injured his land by too deep and thorough plowing—his "plow will no longer scour," so light has the soil become, and he now proposes to let the sheep eat the weeds, and see if they can put the soil in such condition as will "turn a furrow."

Let me make a suggestion to my friends Geer and Allen: *Sow down to grass* such land as you can get in such condition as Mr. Allen describes, and do not stir it again with the plow until the combined hay and pasturage are not as profitable as a grain crop. I am now plowing orchard-grass sod, laid down in 1864; it has yielded crops of wool and mutton every year since, and now is a much finer, consistent sod than when originally broken. Would not a system of one year in fallow crops for wool, mutton, or milk, one to wheat, one to oats, and four to grass for wool, mutton, or milk again, be a good system? That is the system of light-land farming in Great Britain, and proved so good during a hundred years as in many cases to quadruple the value of such lands. If Mr. K. L. Hibbard is correct when he says he knows he can produce ruta bagas or mangold wurtzels cheaper than Mr. Cranston can buy bran and shorts, and I have no doubt he can, then such a system as I have outlined will prove better and more profitable than grain after grain.

JOHN MINTO.

DEATH OF A PIONEER.—Orin Kellogg, Senior, father of Captain Joseph Kellogg, of Portland, died at the residence of his son, last Friday, and the remains were moved for interment in the Masonic Cemetery near Oregon City yesterday, accompanied by a large delegation of Masons from the various Lodges of this city. The ceremonies were conducted by P. G. M. A. B. Richardson. Deceased was 82 years of age. He was one of the earliest pioneers of Oregon, and up to the time of his death had always manifested a deep interest in the development of the material industries of the State, taking an active part in many enterprises for the public good. He was really one of the fathers of Masonry on the Pacific Coast, having brought the charter from Missouri for the organization of the first Lodge, Multnomah, No. 1, at Oregon City, and the old records show that the working was done after the ancient mode—under the stary canopy of heaven—on the hills surrounding his last final resting place. With the Masons made at that time the first Lodge in California was instituted about the year 1848. His remains were followed to the grave by numerous and sympathizing friends. He is survived by a score or more of his family. A respected and worthy citizen has thus gone to his rest. Peace be to him.—*Bulletin*.