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NOTICE TO SUBSCRIBERS.
The date appearing after the printed name on the paper is the date of the EXPIRATION of subscription.

NEWS BY TELEGRAPH.

New York, March 24.—A number of citizens of New York and New Jersey have organized themselves into a co-operative body. They propose to remove to California and settle upon lands yet to be selected. They propose to locate upon the line of the Pacific Railroad, where their numbers will entitle them to a depot and Post-office. They have chosen officers, all of whom except the Secretary, are to act without compensation. The labor of the community is to be mutual, as well as the benefits thereof.

Louisville, (Ky.), March 24.—The suit of Lent vs. Arnold and Robert Slack, for \$350,000, was dismissed today in the United States Court by consent of parties. The suit grew out of the notorious California diamond swindle. The dismissal was the result of a compromise—Arnold paying Lent \$150,000 cash and each party paying their own costs.

New York, March 24.—The Erie investigation to day developed the fact that General Sickles received \$75,000 for his services in connection with change of Directors.

Nashville, March 24.—Mayor Kerchval has received a letter from the Secretary of President Grant, saying that it would be impossible for the President to visit Nashville, as he had been compelled to postpone indefinitely his trip through the Southern States.

New York, March 24.—Mr. Passos, counsel for Stokes, made application today in the Court of Oyer and Terminer for an order to show cause why the judgment record in the case should not be amended, on the ground that it does not include material facts. The Court took the papers.

The widow of Foster, the murderer who was hanged on Friday last, is utterly prostrated, and not expected to live.

Washington, March 24.—In the Senate Clayton asked an act of justice to himself and his State that his case be taken up. It was taken up by a vote of thirty-six to fourteen.

Wright said that after a consultation with the other members the committee had come to the conclusion that the subject should go over to-day, as the Senate was not ready for discussion.

The report of the committee was then read, but no further action was taken.

The resignation of Caldwell was occasioned by his knowledge that many Republican Senators would vote for Ferry's resolution for expulsion, though it was not certain that the necessary two-thirds vote would have been secured. It is believed that a majority might have been obtained. Caldwell did not desire to remain in the Senate with even a minority vote for expulsion, but preferred to resign and refer the whole matter to the people of Kansas.

The commissions of the present Ministers to the Central American States will expire on the 1st of July, when by the law of Congress the missions will be consolidated and only one Minister be assigned to all those States. It is said to-night that in all probabilities Colonel Williamson of Shreveport, Louisiana, will secure the appointment.

New York, March 25.—A Washington special says that up to the present time only one-half of the members of Congress have drawn their extra pay. The inconsistency exhibited by many Representatives is well illustrated in the case of the three New Hampshire members—Hibbard, Bell and Parker, all Democrats. These gentlemen voted against the increase of salary and extra \$5,000, and returned to their homes to assist in the election contest involving the question of their own return to the Forty-third Congress, and made considerable capital for themselves by proclaiming their opposition to the bill for increase of salary. As soon as the election was over, Hibbard, who was not returned to Congress, and Parker who was, immediately wrote and drew the \$5,000

extra pay. Mr. Bell, whose election is still involved in doubt, has not applied for his extra salary as yet.

Chicago, March 25.—One of the worst snow-storms of this terrible season has raged since morning. A foot of snow has fallen, and it has drifted terribly. Street railroad travel has ceased, and trains on railroads have stopped or are badly delayed. Thermometer 24 degrees above zero.

St. Louis, March 25.—A driving snow-storm has prevailed here since early this morning.

Colonel Sheridan and Forsyth, of Sheridan's staff, passed through here to-night to visit and inspect the military posts in Texas and along the line of the Rio Grande. They will be joined in May at some point not yet designated, by the Secretary of War, General Sheridan and the whole party will return via New Orleans.

Washington, March 26.—The Committee on Privileges and Elections, heretofore instructed to inquire into the most practicable mode of electing President and Vice President, were given leave to hold sessions in Washington or elsewhere.

Senators Brownlow, Cameron, Pratt, Davis, Edmond, Flanagan, Hamilton and Wadleigh have left Washington—Gilbert, Merriman, and Wright leave to-night. A few Senators will remain several days, but the larger number leave for their homes to-morrow.

The members of the Senate Committee on Public Buildings will remain a few days after adjournment to consult as to the improvement of the Senate wing of the Capitol during the recess.

RUSSIAN.

London, March 24.—In the House of Commons to-day, Gladstone, in reply to an inquiry by Vernon Harcourt, stated that the Government did not intend, with reference to the finances of the present year, to propose a vote to supply the sum awarded at Geneva, as the financial year would end on the 31st of the present month.

British manufacturers of agricultural implements have resolved not to take part in the Vienna Exhibition.

Petersburg, March 25.—The Goulois declares that the only issue of the expedition to Khiva must be complete and unconditional submission of the Khivans to Russian sway.

London, March 25.—Dispatches from Madrid say it is reported that Bismarck refuses to endorse the recognition of the Spanish Republic, declaring that it does not represent the true will of the Assembly, which yielded to the pressure of the masses in proclaiming it. It is also rumored that the Russian and Austrian Governments have intimated that they withheld recognition on similar grounds.

An International Patent Rights' Congress will be held in Vienna during the Exhibition. It will be composed of manufacturers, scientific men and others.

THE NEW NORTHWEST.—Mrs. A. J. Duniway announces to her patrons that the publication of her paper will be suspended for a few months, owing to recent illness in her family, which prostrated her boys—her working force—and this course is absolutely necessary to give them rest. We are sorry to lose the *New Northwest* from our table for even a few short months, as there is certainly no paper on our exchange list that we open with more interest. Aside from its pre-eminent editorial ability, it presents the neatest typographic appearance of any weekly in the State, and is a credit to the fraternity. On resumption of publication, Mrs. Duniway hopes to issue her paper both daily and weekly. Success to the enterprise. And right here we may add that, in our opinion, in the distribution of official patronage, Mrs. Duniway was entitled to, and should have received, the office of P. M. at Portland.

Reform or Revolution.

CHICAGO, March 14, 1873.

Editor Willamette Farmer:

Henry Ward Beecher says of the contest between the railroad monopolies and the people, "it is a question of reformation or revolution." That remark is well said. And when such a sentiment is uttered it is not for alarm. Profound excitement prevails in the whole farming community of the great West. The free people of this Republic have been robbed for years back; they are being robbed now; they begin to realize the fact; they will resort to legal measures for redress, but at the end there is force which all other means failing, will assert itself in revolution. The Legislature of Illinois, two years ago passed laws in relation to transportation tariffs in this State. The railroad companies have violated them in every particular, and now the farmers of this great State are rising in a body to uphold their rights and collisions between farmers and railroad employees are frequent. At a town on the Illinois Central Railway a few days since, a party wished to ride a few miles, and tendered legal fare. The Conductor switched their car off on a side track and left it there with the doors locked. Quite a number of ladies were in the car who had friends in the neighborhood, who soon gathered in large numbers bringing along axes. Doors, windows, windowblinds, and seats were broken, before the passengers were liberated.

The people have threatened to tear up railroads, but the more sober minded have prevailed against such proceedings so far. These facts are not overdrawn, but are a plain statement. To say that the people of Illinois are in open rebellion against railroad monopolies is but telling the truth. Nearly every county in the State has its farmers' clubs. Meetings are held over the entire State, which are bringing things to a crisis. Resolutions are passed, instructing the members of the present Legislature how to vote and legislate upon the various railroad bills which have been drafted.

In 1861, when the war commenced, this State had 2,867 miles of railway. During the period of tumult and war, and of the scarcely less exciting period of reconstruction, the companies added 4,000 miles to the system. In 1870, the people began to arouse and wake up to the emergencies of the times. They began to see the completeness of the tyranny established over them. These 4,000 miles were built, not to accommodate them, but to oppress them and to absorb their substance. It has been said that "the people are long suffering and slow to anger," but when aroused no power can successfully stand against them. The people of Illinois have determined to throw off the incubus of the system of oppression which has become synonymous with railroad management. A late Chicago daily says: "In Illinois they (the people) have determined upon the mode of throwing off this oppression; and neither courts, nor legislatures, nor governments, can defeat their solemnly-formed purpose any more than a civil engineer can dam Niagara."

In 1861, when the railroad monop-

olies began to tighten their grasp upon the industries of the country and make themselves felt as an oppression, the Rebellion commenced. The integrity of the Republic distracted the attention of the farmers from the peril of property interests. But while the farmers and mechanics shouldered their muskets and went to the front to crush out the Rebellion, the railroad companies commenced to seek new grants, to build new lines, water stock, charge exorbitant tariffs for transportation, and to draw their coils more tightly around the farmers of the country, till they held them subjugated. But the spell is broken, and the people, are standing forth in their might, and the railroad monopolies of this country must either reform or else the farmers will revolt and take the law into their own hands.

Salem Farmers' Club

Met at Legislative Hall, Salem, on March 15th, 1873.

The resolution discussed was the following: "Resolved, that the present means of transportation do not meet the requirements of western Oregon."

Mr. Minto read an essay upon the affirmative, which was published in last week's FARMER.

Mr. John P. Cole thought he was like the little boy sent upon an errand, but forgot what he was sent for. He hadn't much to say, but would say that the means for the carrying trade were sufficient. The way to reduce the price of freight was to raise less grain, for we were destroying our soil, and would make ourselves poor by such a course. Farmers should encourage home manufactures, and grind their own wheat. Flour, wool, bacon, &c., should alone be exported. The production of the State would not warrant rival lines in the carrying trade. Small flat-bottomed boats, with small engines, should be run up the lesser streams, and carry freight to the main river, and then taken direct to Astoria or some other port on the Columbia, where large ships could load free from so much expense and time. He was decidedly in favor of the farmers living among themselves as much as possible, and importing as few articles as necessity required. At the present time a farmer could hardly live. There was very little to be made farming. Farmers were too extravagant; many, if they made one dollar, would spend two. Farmers should keep out of debt; then nobody could take advantage of them. In this way better prices could be obtained for farm products. He thought the Willamette river ample for all transportation. The Osage river, a creek compared with the Willamette, was so improved by wing-dams and other improvements that it did the carrying for as large a population as ours in Oregon.

Mr. T. L. Davidson thought the railroad should be extended to Astoria; then there would be a fair competition in prices for freight by railroad and river; and as we had a railroad and were obliged to support it, we could support one to Astoria better than the little we had. He thought the railroad a little premature for the population of Oregon, it being an expensive way of carrying freights and passengers. The causes of our hard times were attributable to various circumstances. The drain of the railroad, increase of taxes, too much importation, and the mines contributing almost nothing, were the principal causes of hard times. Our exports were chiefly wheat and wool, and for a series of years must be so. He would differ with gentlemen about raising wheat. Being a new country, we must raise something to export to obtain money enough to meet our importations,

and not having manufactories enough for home production and home consumption, we must raise wheat and wool, or cease altogether to import articles we do not manufacture; and this being the case, the country must stand still or go down. The main question to the Oregon farmer is to get a fair price for his produce. To do this, means must be used to ship our produce cheaper—to stop this shaving process of so many middle-men. Six middle-men are too many; two or three are enough. If moneyed men are willing to reciprocate with farmers in making fair profits, then there need be no clashing; but if moneyed power seeks to make more clear profit off the farmer than the farmer can make off the land, it only takes time to bring about a reform. The farmer really holds the key to all wealth, and by using the same judgment that speculators do, can help himself as well.

The President made some excellent remarks to the Club, and various members made remarks not relevant to the main question.

Question for next meeting: "Resolved, that it pays better to feed and house stock in winter than to let it run on pasture."

M. Fiske, affirmative.

The Club adjourned to meet at the Courthouse in Salem on the third Saturday in April, at 1 o'clock p.m.

John P. Cole was elected delegate to the County Convention.

T. L. DAVIDSON, Sec'y.

O. & C. R. Bonds.

New York, March 26.—Ben Holladay's friends treat with levity the *Tribune's* announcement that proceedings are to be instituted against him as President of the California and Oregon Railroad for alleged fraudulent representation in placing the Company's bonds. The *Tribune* says it is stated that the Oregon and California Railroad Company caused Drexel, Morgan and Co., of New York, and Sulzbach Brothers of Frankfurt, Germany, to negotiate \$10,950,000 of its bonds at prices which netted the Company \$6,500,000. President Holladay, it is further asserted, took a contract from this Company to build the road at the rate of about \$30,000 a mile on the proceeds of the sale of these bonds. He built 230 miles, leaving the most difficult and expensive portion of the line still unfinished. It is further asserted that the winter storms have damaged the road very much and that the receipts have not equalled the amount required for interest. The bonds are quoted at 35 in the Berlin market, and at a recent meeting of bondholders a Committee was appointed to begin proceedings against Mr. Holladay and Company to secure the land grant of 1,000,000 acres.

The *Bulletin*, speaking by authority of the Railroad officials, pronounces the above statements of the dispatch from New York, to be "entirely without foundation." It further says:

"Interest has in every instance been paid promptly on the bonds, and provision is made for full payment of the next interest, which falls due on the first of April. No committee has been appointed in Europe or elsewhere to commence legal proceedings, there being no ground therefor. Other statements of the dispatch are pronounced equally unfounded. We have been requested to give these denials for the information of the people of Oregon, who may desire to know whether the statements have foundation or not."

NEW PAPER.—We have received the first number of the *Independent*, a large and fine looking weekly just started at Forest Grove. It makes a good beginning. We wish it success.

A Mr. Montague arrived in Walla Walla last week, from the far north, with 1,800 pounds of valuable furs.

John K. Harrison, a miner, was killed near Uniontown, Jackson county, a short time since, by the caving of a bank.