

WILLAMETTE FARMER.

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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.

FARMERS' STATE CONVENTION.

We give below the resolutions, etc., of the late Farmers' State Convention that have not yet appeared in our columns.

The committee on memorial to Congress submitted the following report, which was adopted:

To the Senate and House of Representatives in Congress assembled: We, your memorialists, farmers of Oregon in convention assembled in the city of Salem, June 12th, 1873, would respectfully represent that we are inhabitants of a district of our common country, embracing the counties of Marion, Yamhill, Polk, Benton, Linn, and Lane, and that said counties are rich in agricultural resources, developed and undeveloped, which makes this a center of production at present, and prospectively second to no district of the same area in the United States; that the climate and conditions surrounding this district are such that it has never yet, during the thirty years of its settlement and cultivation, failed to yield remunerative crops to the cultivator; that in seasons when crops fail for lack of rain in California, this district is a never-failing source of supply to the population south of it, thus making the facilities for moving crops from it of importance to the people of this entire coast, and of vital interest to us as inhabitants of the country; that the facilities for transportation of crops from this district afforded by the Willamette river and its tributaries are available a portion of the year only, and that an expenditure of \$55,000 in the Willamette, \$10,000 in the Yamhill, and \$10,000 in the Luckiamute rivers for the purpose of improving the facilities for transportation upon the various streams, would render them navigable the entire year. We would, therefore, respectfully ask you, as the guardians of the best interests of the nation, to remember these facts in your annual appropriations for such purposes.

Mr. Minto introduced the following resolution, which was referred to the Committee on Finance:

WHEREAS, We, the farmers of Oregon, have by past experience felt the destructive and injurious effects of contentions between rival transportation companies, when rich, powerful, and unscrupulous companies have succeeded in driving off weaker companies, or forcing them to sell their property and retire from business; and,

WHEREAS, We believe that the power of law may be justly applied to protect the weak against the strong in business as well as other relations; therefore

Resolved, That we are in favor of legislation to limit to within ten per cent. of the lowest rates of freight tariff which said companies may adopt, and to punish as extortion any further rise of freight tariff in cases where they may succeed in crushing out opposition; and we would also invoke the aid of law to punish as extortion any charge upon freight in small quantities which shall be more than 25 per cent. above the charges upon freight in large quantities.

Mr. Curry introduced the following resolution which was agreed to:

Resolved, That the Committee on Markets be instructed to investigate and report at the next meeting, in a tabular form, the amount and value of produce exported from Oregon, the imports of the State, and also the costs of producing exportable commodities in the State, including State and county taxes, life, fire, and marine insurance, interest on capital invested, and capital procured from abroad.

Mr. Ruble introduced the following which was adopted:

Resolved, That the State Board be directed to solicit and open correspondence with the farmers of the State who wish to make direct shipments on their own account, the object being to ascertain in a tangible way the amount of surplus available for such purpose, so that if a favorable opportunity offers to secure vessels at reasonable rates direct shipments may be made, and report the same to this Union at its next meeting.

The following resolution was adopted:

Resolved, That a committee of one from each county in the State be appointed by the President to report to the Board of Directors what the annual losses of sheep are by dogs, wolves and disease, and to report on such under separate headings.

Names of committee published in last week's FARMER.

Mr. Davidson offered the following resolution, which was adopted:

Resolved, That if the producers of wheat in the Willamette Valley can receive satisfactory proof that a saving of expenses and wastage of wheat in its transportation to the seaboard can be had by sending it directly for shipment or storage to Astoria, we mutually pledge ourselves to ship to that point.

BY-LAWS.

This Union, in its deliberations, will be governed by the code of rules commonly known as Parliamentary rules or laws.

The Board of Directors will see that the various officers are provided with suitable books, stationery and postage stamps, to enable them to perform the duties of their offices; and to this end it will be authorized to use the funds of the Union for that purpose, filling their vouchers of such purchases with the Secretary to enable him to keep a correct account of all the purchases made and properly expended for the use of the Union.

The Secretary shall receive as compensation for his services \$3 per day for each day actually employed in attending to the business of the Union. The Secretary shall draw his pay upon the certificate of the presiding officer certifying to the number of days' service performed.

That when a subject is referred to one of the standing committees it shall be the duty of such committee to carefully investigate the same, and, unless otherwise ordered by the order of reference, it shall report the result of the investigation to the Secretary of the Union within two months after the date of reference.

Chicago, June 19.—A Washington special says that Meacham, the Peace Commissioner who was wounded at the Canby massacre, will probably attend the coming Court-martial of Captain Jack and his confederates. He is a firm believer in the policy of the Government towards the Indians, and says there are white men in California and Oregon more responsible for the blood of General Canby than Captain Jack himself. He is at present engaged in preparing the report of his attempt to pacificate the Modocs.

While the Modocs were being removed from the Tule Lake Peninsula to Fort Klamath, one of the Indians known as Curley-headed Jack, who surrendered with the Hot Creek band to General Davis at Fairchild's Ranch, shot himself and has since died. It is also reported that some of the Indians who were ironed nearly succeeded in fitting off their irons, but were detected in time to prevent their escape.

If Johnson's Anodyne Linctant is half as valuable as people say it is, no family should be without it. Certainly no person, be he lawyer, doctor, minister, or of any other profession, should start on a journey without it. No sailor, fisherman, or woodsman should be without it. In fact it is needed wherever there is an ache, sprain, cut, bruise, cough or cold.

Rival Companies.

It is not unusual for a railroad or steambot company to set apart at the close of each business year a certain per cent. of the net profits, as a fund to be drawn upon for the purpose of meeting running expenses when in order to drive out a competing company, the freight charges have been reduced below living rates. This has more than once been done in Oregon; and the producers of the country have had occasion to remember that when the weaker organization has been driven off the water, that the farmer has afterwards been compelled to pay an increase of freight charges beyond even the old oppressive rates until the amount thus drawn from the reserve fund, was restored by the sweat and toil of the husbandman. Mr. Holladay, as the controlling power of the old line of boats as well as the Oregon and California Railroad, reduced river charges to one dollar per ton from any point on the river to Portland.—This reduction of freight charges so much below what any company could possibly be warranted in adopting as a paying business, was supposed to be justified by past experience, which induced Mr. Holladay to believe that the farmers would, as heretofore, always give their freights to the boat that would carry for the lowest sum; and Mr. Holladay had no doubt that this stroke of policy would give the coup de grace to the Willamette Transportation Company. But this was a great mistake into which he was led by imagining that the farmers were not as able as he was to learn from experience. The freighting season had approached perhaps its last quarter, there yet remained a large amount of produce to be conveyed to market. And the farmers, remembering the former exactions to which they had been subjected, very naturally believed that to be thus led to give their business to the old line of boats, instead of the new one which had recently relieved them, would be re-enacting an old folly that would in a brief space place them once more in the hands of a monopoly that had fattened and bloated upon the proceeds of their toil. And the sum of the result was that the great bulk of the freight remaining for shipment being carried by the Willamette Transportation Company, Mr. Holladay restored the former charges of the company he represents.

It is plain to see that had the farmers allowed themselves and business to be drawn into the old boats, the consequences would even now be seen to be most disastrous to all their agricultural interests. How does the sowing of crops that grow and ripen in the alternate showers and sunshine of the season's most delectable influences, benefit and bless the farmer when capital is so massed as to absolutely bar his way to market? But even before the new company's boats were launched, it was stated in a thousand forms that the recent organization had neither the moral support of friends nor the material aid of capital, and that its existence must necessarily be brief.—But time has demonstrated that it had both friends and capital, and time will in like manner demonstrate

that the existence will not be brief, and that it will continue to pay its debts as they mature while those of its rival will be most vexatiously delayed to the great detriment of employees and stockholders.

Finally when the Willamette Transportation Company launched a first class boat and reduced the freight charges at least one-half, an individual went through the country seeking to intimidate the farmers by telling them that if they gave their business to the new company, they would be charged double rates as soon as Mr. Holladay had crushed his rival.—This menace was tried also upon leading shippers. But the threat of invidious discrimination failed of its object. No impression was made upon either the original producer or upon the shipper as such, because it was seen that the river must always afford the cheapest highway to market, that the railroad can never compete with it in this respect, and that any policy that would deprive the farmer of cheaper method is to the last degree ruinous.

I believe the latest method of assailing the new company has been by circulating a report all over the country, that an offer of sale had been made to Mr. Holladay. It is scarcely necessary to say that there is not the smallest ground upon which to place so improbable a story. The Willamette Transportation Company is doing a healthful, vigorous and growing business, that is far too encouraging to the company to give the slightest occasion for a thought of sale to anybody. COLUMELLA.

Some of the Fruits.

CHICAGO, May 23, 1873.

Editor Willamette Farmer:

The organizations of farmers in this State have exerted no small influence on the legislation of the last General Assembly which adjourned on May 6th. The farmers did not organize to control the actions of their legislators only so far as the farmers are concerned. The farmers are demonstrating the motto of Emperor Francis Joseph of Austria, that "power and respect come from union, which is strength." They have proved what Macaulay says, that "assemblies of men, associated for a common purpose, are the most powerful and impressive form of agitation." The new movement of the West against railway monopolies, furnishes a most striking illustration of Macaulay's remark. It is a very forcible exemplification of what President Lincoln has said, that "with public sentiment nothing can fail; without it nothing can succeed."

The General Assembly of this State has made an advance in the right direction in passing a railway bill, which has been signed by the Governor. Though the provisions of the bill are not what the most radical may desire, yet it is a decided advance in railway legislation. A writer of the *Prairie Farmer* says, that "the railway legislation is practically a failure. If anything is to be gained by the people, it cannot be realized before 1874. At least one more crop will have to be divided between the railroads and middlemen." This is a wrong view to be taken of the subject. After July next all of the pro-

visions of the bill will be in operation except the 8th section. By this enactment "more than a fair and reasonable rate of toll or compensation," is declared extortion. The penalties are as follows: For the first offense, a fine of not less than \$1,000 nor more than \$5,000, to be recovered in an action of debt, the trial to be by jury; for the second offense, a fine of \$10,000; for the third, a fine of \$20,000, and for every subsequent offense \$25,000. Unjust discrimination is declared to be a violation of this act and is punishable in the same form of action, with like penalties. "Unjust discrimination" is defined as "charging, collecting, or receiving for the transportation of any description for any distance within this State, the same or a greater amount of toll than is at the same time charged, collected, or received for transportation, in the same direction of any passenger or like quantity of freight of the same class over a greater distance of the same railway." In the 8th section, provisions are made whereby the Railway Commissioners shall make a schedule of maximum rates of tariffs, to be presented for the approval of the Assembly which meets in January, 1874.

It is made the duty of the Railway Commissioners to institute and prosecute suits, and they may employ counsel to assist the Attorney General of the State.

It is said on reliable authority, that the principal railway companies whose lines terminate in this city, are making arrangements to begin, on July 1st, the operation of their roads under the law enacted during the last session of the General Assembly of this State. No special rates will be permitted to either persons or places, and the fact that freights are shipped to or from a competing point will not be permitted to influence the charge for transportation. These are some of the first fruits of the farmers' movement, in which some, who look through blue glasses, can see "no ray of hope." The whole people are animated by the same grand truth of right. They claim nothing but justice. They claim that railway monopolies shall mete out exact and equal justice to the producers of the country. Truly, *vox populi, vox Dei*. REX.

IN MICHIGAN.—Some weeks since W. L. Adams, Esq., who has been suffering of late from a very painful disease, started on a trip through Eastern Oregon and Idaho, in the endeavor, by travel, to recover his health. The *Oregonian* of the 18th inst. contains a long letter from him, dated at Leslie, Michigan, descriptive of his journey, which will well repay a perusal. From Salt Lake City he went to Michigan, intending to try the efficacy of some mineral springs he had heard of in that State.

DROWNED.—A young man named Norman Warner, employed as a waiter on board the Fannie Patton, was accidentally drowned, Thursday, at Champoeg. He attempted to draw a bucket of water while the boat was in motion and was jerked overboard. He swam for some distance but became exhausted and sank before the small boat from the steamer could reach him. He was about seventeen years old.