

O. and C. R. R. Co.

ED. WILLAMETTE FARMER: I perceive that Mr. Villard, present President of the O. and C. R. R. Co., appears in a letter to the Oregonian, giving what he styles a statement of the cost of constructing the said road, and also figures showing the rich earnings of the road for the year 1875, and intimates that it is the intention of the company to raise the rates of freight in the future.

Now, if this road were private property, belonging to Mr. Villard alone and the bond-holders who furnished the money to construct it, and if the success of the road did not depend upon the shippers, or in other words, if there did not exist a mutuality of interest between the road and those who furnish it business, and if the people of Oregon have not by their assent furnished a good and valid consideration for the means which built the road, then, the people might be compelled to say nothing, as a decent regard for good manners would require that they should not intermeddle with other folks' private affairs.

But Mr. Villard, and those he represents, would do well, for a time at least, to keep out of the public prints with such statements as he has seen fit to display in the Portland Oregonian. The people have not yet forgotten the history of the organization of that company,—of its promises—its conduct, etc. Until they shall forget, it would be a piece of the best kind of policy in the railroad company to "lay very low and keep very dark."

The people of Oregon feel that they have paid enough, by way of a land subsidy, to that company, to build and equip the road and then run it throughout all future time without a cent's charge for freight. As a proof that they have done this, let the following figures be taken into consideration: The road is two hundred miles long, costing for constructing and equipping, \$7,000,000. Against this, they have received as a bonus, 6,000 sections of land—enough to make a large county, and capable of furnishing homes to 25,000 families, or 100,000 souls,—5,000 square miles makes 3,480,000 acres.

There is not an acre of this land that is not worth Congress price, or \$2.50, which gives in the aggregate \$9,000,000; \$2,000,000 more than the road cost. Now, this \$2,000,000 at interest at seven per cent. per annum, will yield annually \$182,000; amply enough to pay the running expenses of the road, including large salaries to the officers of the company, a considerable fund to use in elections and to corrupt the legislature, and pay good wages to operatives and laborers, besides leaving enough to construct the "bridge on the Clackamas."

It may be urged that the company have not realized but little as yet from their lands etc. Be it thus, and yet the people are not to blame for that, and ought not to be made to suffer for that for which they are in no way accountable.

It may also be said that I have not allowed any interest upon the \$7,000,000, the cost of constructing the road, etc. Well, neither have I. The people ought not to pay interest on a sum they do not owe. They gave the land as a consideration for building the road. It was a valid consideration covering the whole cost of construction, and therefore the people cannot be taxed thus out of all reason to pay interest on what other people owe.

I have not said anything about the bad faith of the company in failing to comply with their promise, may more than a promise, their contract to build the road through to connect with the California end; neither have I said anything about the private subsidies given that company, and about the right of way the people generously gave that company for the road; nor have I yet adverted to the vast amounts of money which the said railroad company have expended to corrupt the ballot box, and bribe our legislature, and so demoralize the very foundation of the morals of the people! So, I have a particular object in placing this subject in the right light before the public at this time. And part of my object is to inform Mr. Villard that the people of Oregon have all along understood this subject in the right light, but the light has been terribly obscured by bad faith and a want of fair dealing on the part of said railroad company. And further, I would simply inform Mr. Villard and his associates that the people of Oregon have not yet abandoned the idea of taking the matter of regulating the rates of fare and freight into their own hands, through their representatives in the Legislature. Do not be emboldened, gentlemen, by your success two years ago, so much as to cause you to do anything rash. It is not every Legislature you can hoodwink by a letter misrepresenting facts; nor can you find every time you wish to, a man like Col. Reed to pocket a railroad measure, and who will only discharge it by the suspension of a two-thirds rule.

J. F. AMIS, SPENCER CREEK, June 2, 1876. Letter from Mr. George S. Downing. DRAKEVILLE, DAVIS Co., IOWA, May 22d, 1876. ED. WILLAMETTE FARMER: According to my promise, made before leaving Oregon, to write occasionally. I furnish a few lines which you can publish if you see fit. I left Portland May 5, on board the steamer Orillamune and found on board about forty other Oregonians bound east on visits to different parts of the Atlantic States, to see relatives and attend the great national show at Philadelphia. Accordingly we made ourselves known as being all from Oregon and the gentlemanly superintendent of the Central Pacific road gave a car from San Francisco exclusively to ourselves, about twenty in number being in the company, most of whom were pioneers of Oregon. I will add their names that their friends in Oregon may know what a pleasant trip we had through to Omaha. The names are S. W.

Fischer, L. Frizell, F. S. Pratt, A. Reid, Geo. Leslie, James Wells, S. Edwards, J. B. Wann and mother, Hugh Herren and wife Mrs. Bailey, Mrs. Brown and son, A. C. Nichols, J. M. Brown and wife, and Mrs. Colbert.

I am now on the old homestead taken by my parents in 1843, where your humble servant spent many of boyhood days climbing hickory saplings and basking in the shade of large elm trees, two of which still stand near our old residence and remind me of many pleasant hours spent on this old homestead. But all is changed; our parents gone to their reward; those who were my playmates also left for other parts, many of them, but a few near relatives are still here to give me a friendly welcome after an absence of 23 years.

But, Mr. Editor, a person's feelings, under these circumstances are more easily imagined than described. The farmers about here complain of hard times; many of them would sell and go west, but there are no buyers. The soil in this State is good, except where it has been washed off and the land become almost worthless. The streams have become very much filled up by the soil washing in them, and have not current sufficient to clear themselves, hence we hear of so much damage by high water. This has been a very wet season here, and the farmers are still planting corn, and should they fail to raise a good crop this year, as they did last, they will have very hard times.

GEO. S. DOWNING.

Base Ball in the Country.

SUBLIMITY, June 11, 1876.

ED. FARMER: As base ball is the most prominent feature of summer sports, I will give you a brief description of a match game between Turner Base Ball Club, Captained by Mr. P. Y. Parker, and the Professional Base Ball Club of Sublimity, Captained by Mr. M. W. Hunt, Saturday, June 10, at Turner Station. Although Capt. Parker handled his men with skill, he was not a match for the Professionals; the rain did not improve the ground. The game was very close, the score being 11 to 13; two in favor of Sublimity. Their brand new bat and ball were carried off by the Sublimity men as a trophy of victory. Mr. Parker, the umpire, and Mr. D. D. Coffey, the scorer, did excellent service as their decisions were rendered without partiality to either side. I hear there is to be another match game at the picnic at the Kein's school house next Saturday at one o'clock, between the Amateur's of Stayton, and the Sublimity club, and a lively time is anticipated, as they expect to have a large crowd out.

School Composition.

SCHOOL DISTRICT NO. 27, BENTON CO., June 10, 1876.

ED. FARMER: The lines below were composed by a young lady of my school, and are about the third effort she has made at writing compositions.

THE BROOK.

Over the pebbles it ripples along, Murmuring always a joyous lay, And it carols the same sweet song, It has caroled for many a day.

Down in valleys where shadows are dark, Merrily onward it hastens through, Then in the meadow to meet the lark, Out in the sun neath the sky so blue.

Thus ever onward it takes its course, Bathing in sunshine, sleeping in shade, So in this life just as we may force, Of sunshine or shadow, our lives are made.

SOPHIA E. PAYNE.

SAN FRANCISCO, June 5, 1876.

Arrived here 12 m., June 5th, after a run from bar to bar of 49 1/2 hours. Everything here seems dried up. The hills look seared and the fields assume a golden hue. Grass for hay cut and stacked or baled, and some grain already out. Next week will be general harvest, crops of all kinds are exceedingly good, and abundance and plenty abound throughout the State. The early fruits are coming into market in large quantities daily. So of vegetables of all kinds—Early apples, pears, plums, apricots, currant, berries, etc. Of vegetables I saw in the market potatoes, onions, beans, peas, summer squash, green corn, and many other things in that line too numerous to mention. They feel the panic here, but in the rush of business you do not see it. W. F. WEST.

The Ochoco mail-carrier reports five miles of snow on the Summit. Parties who have recently crossed by the military road report fifteen miles of snow by that route.

MARRIED:

June 8th, 1876, at the residence of the bride's mother, by Rev. C. H. Wallace, Mr. C. C. Lyon, of Marion county, to Miss Annie Rawlings, of Lane county.

DIED:

At the residence of his father, near Abilene, Marion county, June 9th, 1876, James J. Hook, aged 80 years.

WAKELEE'S

Squirrel and Gopher EXTERMINATOR. The Best in Use. Agents for Portland, T. A. DAVIS & CO., 71 Front street.

LEBANON HOTEL,

LEBANON, LINN CO. S. H. CLAUGHTON, Proprietor. The undersigned would announce to the citizens of Linn and adjoining counties, and to the traveling public, that he has thoroughly refitted and refurnished this well known Hotel with new furniture throughout, and is now prepared to accommodate those who may favor him with a call, in the most satisfactory manner. The Table will be amply supplied with the best the market affords, and the utmost pains will be taken to please all. Special pains will be taken to procure comfortable conveniences for parties wishing to visit the GODD SPRINGS at Goddsville, three miles from Lebanon, where a few days or even weeks may be pleasantly passed during the heated term.

Stock Advertisements.

TO BREEDERS

Trotting and Draft Horses.



THE FOLLOWING STALLIONS WILL make the season of 1876 at Five Oaks Farm, Washington County, 5 miles N. E. of Hillsboro, commencing APRIL 1st.

The Pure-Bred Imported Clydesdale Stallion, YOUNG MARQUIS. TERMS—\$40 to insure.

The Trotting Stallion AUTOCRAT. TERMS—\$50 to insure.

Mares served by either of the above Stallions and disposed of before foaling time, must be paid for as in foal. Good Pasturage furnished Mares from a distance free of charge. Escapes or accidents at owners' risk. Apply to S. G. REED, Portland, Or ALECK LOTHIAN, At Five Oaks Farm, P. O. address, Hillsboro.

CAPTAIN JACK, THOROUGH BRED Stallion. Will stand through April and May at my farm, ten miles south of Salem, via the road leading from Salem to Bigna Vista, at the following low rates: \$10 for single service, \$15 the season, and \$30 for insurance; or I will breed a limited number of mares on shares.

CAPTAIN JACK is a bright bay, with black mane, tail, and feet, is fifteen and three-quarter hands high, stud measure, and will weigh, when fat, about 1200 pounds. PEDIGREE: Capt. Jack was sired by Jack Miner; dam Kate Burnett, by old Hiffman; grand dam, Flora Burnett, by Constellation, see "Youatt on the Horse"; g. g. dam by Warren's Messenger, he by Mambrino, he by Imported Messenger. Farmers, try a thoroughbred cross. G. G. GLENN, May 1, 1876.

THOROUGH BRED STOCK. B. E. STEWART & SONS, Importers and Breeders of Thoroughbred Shorthorn and HOLSTEIN CATTLE, Pure-bred Merino and Cotswold Sheep, Berkshire Hogs, and Fancy Fowls.

HAVE on hand a number of fine young BULLS. One and two years old, and of the most approved pedigree, bred from stock shipped by us from among the most reliable breeders in the Eastern States and Canada. These will be sold at a bargain, and those wishing to improve their stock will do well to pay us a visit and see our stock. Our farms are situated one mile from North Yamhill Station on Oregon Central Railroad. Address, North Yamhill, Yamhill Co., Oregon.

TO BREEDERS Trotting and Draft Horses. THE following named Stallions will make the season of 1876 at the farm of REDMOND & SMITH, three miles southwest of McMinnville. That beautiful type of Roadster, MILTON, Half brother to Caledonia Chief, the famous trotting Stallion in Canada. Terms, \$40 to insure. Also, the Canada-bred CLYDESDALE STALLION VICTOR. Terms, \$40 to insure.

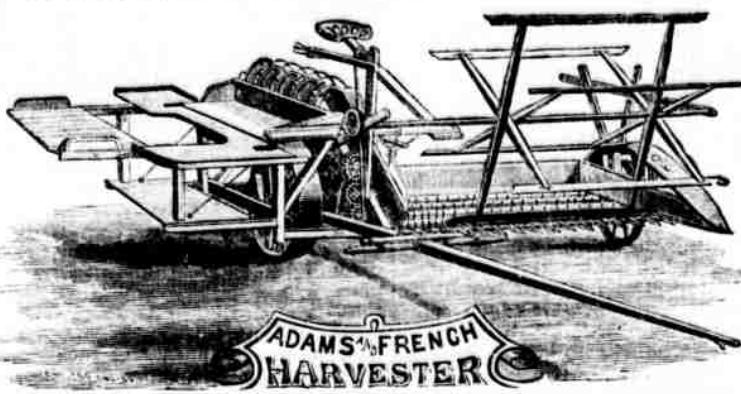
Insurance of the above-named Stallions to be paid the 1st of January, 1877. All accidents to mares at the risk of the owners. Mares served by either of these Stallions and disposed of before foaling, must be paid for as in foal. Good Pasturage furnished mares at fifty cents per week. Escapes or accidents at owners' risk. Apply to JOHN REDMOND, McMinnville, Yamhill Co., April 11, 1876.

C. W. DIMICK, Hubbard, Marion Co., Breeder of Shorthorn and Devon Cattle, Berkshire Pigs & Light Brahma Chickens. I HAVE ONE DEVON AND EIGHT SHORT-HORN Bulls one year old and over, which I offer CHEAP FOR CASH, or on one or two years' time, at ten per cent., with good security. PIGS at the Ranch, \$5—11 boxed and shipped, \$6, or \$11 per pair. Correspondence solicited. Oak Grove Stock Farm, April 3, 1876.

BELT & SON, (Successors to Cox & Bell.) Druggists and Apothecaries, AND DEALERS in Chemicals, Perfumery, Patent Medicines, Pure Wines and Liquors, &c., Moore's Block, Commercial Street, SALEM. HARRY BEAR will have charge of the Prescription Department.

1876. T. CUNNINGHAM & Co. OFFER FOR THE HARVEST OF 1876 THE CELEBRATED ADAMS AND FRENCH HARVESTER, "Conqueror,"

With Special Improvements for this Season. Wanted to be the BEST RIDING and BINDING Harvester in the World.



Wm. Anson Wood's Celebrated Mowers and Reapers, BUCKEYE Mowers and Reapers, BRADLEY MOWERS AND REAPERS, SANDWICH MOWERS, Haines' Headers, SINGLE and DOUBLE GEAR, with new and special improvements. PITT'S Thrashers, or THREE DIFFERENT STYLES.

NEWTON WAGONS, Made expressly for this market, and warranted to be the VERY BEST WAGONS ever brought to the Pacific coast—LARGE AXLES; deep rims, and heavy tire, new improved seat, &c. Newton Hacks and Carriages, made for Oregon trade, with Patent Savers Wheels, solid Collar Axles, Oil-tempered Springs, Patent Bodies and Seats. Send for Circulars of all the above-named Goods, which will be mailed free to any address. T. CUNNINGHAM & CO. SALEM, June 9, 1876.

CENTENNIAL GREETING!!

Farmers are Invited TO CALL AND SEE THE UNPRECEDENTEDLY low prices of all our goods for 1876. Having just returned from San Francisco with a fine and Well-Selected Stock

GOODS! PURCHASED AT A Reduction of 30 Per Cent!

Caused by the liquidation sales of two large French importing houses, we are enabled now to sell LOWER THAN EVER! Our stock consists, as usual, of all descriptions of Goods usually kept in a well-regulated FARMERS' STORE. We call particular attention to our LARGE STOCKS OF

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Parasols, Ties, Gloves, Shawls, Table Linen, &c., CLOTHING, The Most Complete Stock

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The Only Well-Assorted Stock in the City!! GROCERIES, AND CROCKERY & GLASSWARE.

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THE OREGON & CALIFORNIA RAILROAD CO. offer their Lands for sale upon the following liberal terms: One tenth of the price in cash; interest on the balance at the rate of seven per cent. one year after sale; and each following year one-tenth of the principal and interest on the balance at the rate of seven per cent per annum. Both principal and interest payable in U. S. Currency. A discount of ten per cent. will be allowed for cash. Letters to be addressed to F. SCHULZE, Secretary Land Department, O. & C. R. R., Portland, Oregon.

SPECTACLES, SPECTACLES! For Old and Young. Far-Sighted and Near-Sighted. Shooting-Glasses for Sportsmen. STEEL, SILVER, AND GOLD FRAMES. I AM prepared to supply Spectacles to fit all eyes, at prices to suit. W. W. MARTIN, Jeweler & Optician, Bank Block, State St., Salem, May 19, 1876.

\$25 a day guaranteed using our Well Ager & Drills. \$100 a month paid to Agent Agents. Auger Leaks Rec. J. H. ROSS & Co., St. Louis, Mo.

REED & CRAWFORD, GENERAL AGENTS, Phoenix Fire Insurance of Hartford

North British and Mercantile Fire Insurance of London and Edinburgh. LIFE ASSOCIATION Of America.

Houses to Rent, Collections Made, Loans Negotiated, Real Estate Bought and Sold.

Parties having land for sale cannot do better than to place it in our hands. Immigrants are invited to call and examine our list of lands for sale. OFFICE—Reed's Opera House, N. E. room, at head of stairs. Salem, May 21st

For the Harvest of 1876. TREADWELL'S FARMING MACHINERY At Reduced Prices. FLANDERS' WAREHOUSE, FRONT STREET, PORTLAND, Or.

WE are prepared for the coming harvest with the largest stock of Improved Machines and Implements ever offered to the FARMERS OF Oregon. These Machines are widely known in Oregon and California as the LATEST STANDARD IMPROVED machines of the country. Our stock consists of

THE ETNA MOWER. Price, \$85 to \$110. Extras for which we always keep on hand. Weight, 650 lbs.; cuts 4 feet 4 inches; has Double Speed to the Knife; and is the Best Machine ever sold in Oregon.

ETNA SELF-RAKE MOWER and RAPEE COMBINED. Same as Mower, with Self-Rake Reaping Platform and Attachment. Cuts 5 feet 6 inches. Price, \$150 to \$200. Treadwell's Patent Single-gear Headers

Made by J. L. Case & Co. The best ever sold in Oregon and California. Ask any man who has used one what he thinks of it, or what is better still, compare and TRY ours with any so-called improved headers, and buy the one you like best. Send for the Testimony of Oregon Farmers. Has the Patent Adjustable Reel—Improved Patent Iron Wheels—the Improved Pitman with Brass Boxes—Improved Elevator, etc.

ROADLEY ENGINES. Automatic, variable regulating cut-off. The BEST Threshing Engines—either wood or straw burners.—Send for cut and new price list. The RUSSELL SEPARATOR. With Laufenburg End-Snake Shoe. These Threshers are the finest in the world, as can be tested by many in OREGON who purchased last year. Send for reduced prices. Pitt's and Russell's Mounted and Down Power

Which will be sold separately, or with Threshers, at reduced prices. The Celebrated Whitewater Wagon. This is the Standard Wagon of the Pacific Coast. Hundreds sold in Oregon. Price, \$100 and upward, according to size. Also, constantly on hand the Paddock Sulky Rakes, Header Trucks, Hay Cutters, Revolving Hakes, Hand Rakes, Barley Forks, Scythes, Snaiths, Flows, and Farming Implements generally, of the newest and best make.

A liberal discount for cash, or endorsed notes. Extras for all our MACHINERY. We keep up with the latest improvements, adopting only the useful and practical. We keep nothing but first class goods. We ship goods promptly. Our terms are cash, unless otherwise agreed upon. We are determined not to be undersold in same quality of goods, and shall be pleased to receive your order, either in person or by letter. Address, L. W. S. DOWNS, P. O. Box 302, my19m3 Flinders' Wharf, Front St., Portland, Or.

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