



Salem, Friday, Oct. 13, 1876.

RAILROAD CONNECTION.

Much interest is felt in some quarters in favor of the passage of an act that will grant sufficient aid from the State to guarantee the construction of a railroad to connect Oregon with the outside world. The importance of such connection is evident to all who realize and appreciate the modern idea of progress. It is true that some very worthy persons do not appreciate it, but claim that we have population and business, and advantages enough and that a railroad would add nothing to the general good. The argument in favor of dullness, slowness and mediocrity is plausible, but would carry us back to patriarchal times as fulfilling the highest limits of human happiness.

But there is a great majority who look to a future when Oregon shall take her place among the States as one of the most prosperous of the national sisterhood; when our valleys and hills shall teem with population; when our cities shall grow rich as commercial and manufacturing centres; when our products shall freight larger fleets and our manufacturers will vie with those of the East.

All this is probable and possible in the future, and with it shall come more perfect civilization, greater social and educational advantages, and emancipation from the capital and the labor of other lands to which we now pay such heavy tribute.

How distant that future will be depends on how soon we can realize the much desired railroad connection with the outside world. Give us the same advantages that California possesses and the development of our resources would correspond with, and in some degree would exceed hers. We should claim a fair share of the Asiatic trade; should see our mines of precious metals made productive, and better yet should be able to more fully utilize our coal beds; our magnificent forests, and the mines of iron ore that in themselves constitute untold riches, but wait the touch of the magician that shall call them into use and make them a source of wealth. The future of Oregon may rival the fabled wealth of the Isles of the Arabian Nights, if an era of quick development could dawn upon us.

While all this is true, and possible, there is no disguising the fact that great difficulties lie in the way of securing the speedy development we desire. The negotiations with the Central Pacific seem to have come to a stand still, and the Wimmerequa project is abandoned. The Columbia river and Salt Lake road is brought before the legislature in a new shape and has friends who urge the granting of State aid. We feel like saying: Let the State give all the aid we can possibly afford to this or some other practicable railroad scheme; and then the question arises: How much aid can the State afford? We have something over 100,000 population and we are assessed as worth \$40,000,000. With that paucity of numbers and comparative absence of wealth how much can we pledge the State to expend for railroads?

It is true that the construction of a connecting road would add greatly to this population and wealth, and so the road would add to our resources and make the payments more easy. We cannot afford to assist the construction of railroads beyond the Oregon line, and if we grant a subsidy for the construction of 250 miles of road through Oregon we must have some guarantee that the road through Idaho, to connect with the Union Pacific, will also be built; for to impose a burden of \$125,000 per annum on our people for construction of a road to the Oregon line would be a fraud, unless it was certain that the connection beyond would be speedily completed. If any such measures passes it must be most carefully guarded to insure through connection, or the State may be bankrupted without any show for an equivalent.

As we look upon it, the building of one line to connect Oregon with the rest of the States insures the advent of a better day, and places us where the future will take care of itself. Give us available outlet and we shall see population flow in and wealth increase so that other needed enterprises will take form and be built as a matter of course. To aid the construction of one needed line is like planting seed. Plant the seed in good soil and the oak follows. Until we possess the facilities of travel we cannot draw to us those who would

willingly come. The world would be sure to claim a share of the advantages we possess if we could offer facilities for reaching here that could be reasonably made use of.

Leasing the Penitentiary.

A bill has been pending before the legislature proposing to lease the penitentiary and convict labor for a period of ten years, to Messrs. W. C. Griswold, D. McCully, and J. H. Hackleman, men of ample means and unquestioned integrity, they to maintain the institution at a cost to the State of \$10,000 per annum.

Great opposition developed against this measure, partly on the belief that the present superintendent is included in the scheme—there being great personal prejudice against him for good reasons, and partly because partisan politicians desire to retain the management of the institution for the benefit of the patronage it affords.

One inducement for making this lease is that it will take the State Prison management out of politics, and we confess to a desire to reduce political patronage to a point where it cannot be used as a wholesale means to corrupt elections; another good to be attained will be to inaugurate home manufactures, and make boots and shoes of coarser kinds that are now imported. This is a most important and desirable result.

The institution can be managed on the same plan as now and as humanely, and we give little force to the specious plea that it will be "inhuman" to lease convict labor. It will actually be a boon to these men to teach them a good trade.

Another and very cogent reason is that it will positively save the State a large sum yearly. Tax-payers and producers are interested in this, and if the act is well guarded to secure good treatment for the prisoners and avoid all bad results, we see no reason why the measure should not be entertained without prejudice.

In dealing with such men the State is secure, because the gentlemen named are responsible.

About Freights.

Last winter freights down the river from Salem were scarce more than half what they are now, and if the same rates prevailed now as then, our farmers would receive 75 cents instead of 70 cents per bushel for their wheat. This is the most forcible way we can devise of putting this matter of freights and the cost to the producer of the present monopoly sustained upon the Willamette river.

We had hoped to see some efficient means supplied by the present Legislature to defend the rights of the people in connection with passage of boats through the locks, but the pending bill has been disposed of without any substitute being adopted towards that end. If there is nothing done the locks company will at least have encouragement to maintain the monopoly they have set up.

The session is drawing to an end, and if any thing is to be done no time is to be lost. If the State could purchase the locks at a reasonable price there would be no need of controlling legislation, but as that is a matter of uncertainty we hope some steps will be taken to define the relations of the State to the locks and maintain the rights of the State in the most efficient manner. At present the people are paying a premium to monopoly that will soon amount to the entire cost of constructing the works at the falls. The purchase of those works at a reasonable price, not to exceed cost under any circumstances, would be the easiest solution of the difficulty. As the matter stands at present there is no certainty, or even probability, that any thing will be done in the premises, in which case the people will be left to fight their battle with monopoly as they can.

The State Fair of 1876.

We close our record this week early on Wednesday, without waiting for the great event of the week to culminate. We really have an inclination to go to the Fair ourselves, and those who come to the Fair must realize that it is not easy to keep hands at work through the outgoing turmoil of the busy week. We close our columns always on Wednesday, and on that day the machinery of the State Fair has not more than fairly got well oiled and in steady motion. Not being able to give a proper account of the Fair, we shall defer all comprehensive statements for the next issue, confining ourselves this week to a few general statements as to appearances and prospects. Owing to the taste and labors of the ladies of Salem, the main Pavilion offers a more attractive appearance than ever before, and in addition to the decorations, the display of flowers, the plash of the fountains, and the general improvement effected, produces an effect never realized at any former Fair.

The Fair promises to be in all respects a success, with more matter of interest on exhibition than usual and receipts to justify the great preparation the Society has made.

If the weather continues fair it is not easy to see what can prevent our great annual holiday week from being a perfect success.

By-Laws of the State Grange.

From a proof-sheet kindly furnished us by Mr. J. H. Smith, late Secretary of the State Grange, who was assigned the duty of codifying the amendments so as to incorporate them with the body of the laws, we are enabled to publish in this issue, the complete by-laws as they were perfected at the late session of the State Grange.

Of the thirteen canaries along the banks of the Columbia river and Astoria, eleven are on the Washington Territory bank.

The Canal and Locks.

ED. FARMER: With us in the country, a great interest is felt concerning the rights and property the State has in the Canal and Locks of the Willamette. We desire that in any case additional legislation should be had to define the rights of the people, and make the transportation company in the fullest sense amenable to law in case it carries out its apparent threat to refuse passage to independent boats at the legally established rate of toll.

Many think the State should own and control the locks in the interest of the producers and consumers, and the purchase of the same at a reasonable price would meet with the approbation of the masses, though we require our legislators to make a careful bargain, and not put up a job for speculators.

I find that much opposition to the purchase comes from interested parties who consult their own prospects, and not the public good. For instance, a certain set of federal office holders and politicians that have heretofore always been identified with the railroad interest, seem to oppose the purchase of the locks on any terms. Now isn't it possible that these gentlemen are still in the railroad interest, and working to prevent any measures that would break up the combination by which the river and the railroad charge the same price for freights, which of course insures a very large per cent. of the business for the road at a high freight tariff? I just ask this question for information, and to put our representatives on their guard lest they misapprehend the commotion made against the purchase of the locks by interested parties.

As to this matter, while I know of no actual movement towards the purchase of the locks, I would say that I agree with the conservative views heretofore advanced in the FARMER, that the interests of the people will be advanced if the ownership of the locks can be vested in the State at a reasonable price. Our legislators ought certainly to decide upon a price, that in the view of the interest the State already has in these works, may be considered reasonable.

A PROPOSER.

In response to the above, and to verbal inquiry made, as to why this paper takes any ground at all for the purchase of the locks by the State, we say that while we state that we consider it would be to the advantage of the farmers of Oregon if the State owned the locks, we do not care to question or canvass the motives of those who oppose so doing. The FARMER is the representative and the mouth-piece of a class—the producers of the Willamette valley, constituting the larger portion of our patrons—much interested in and depending on the favorable solution of the transportation problem. Today, freights are so high as to reduce the price of wheat 5 cents a bushel, at Salem, less than it would be if freight ruled as one year ago. There is no doubt that eventually, and not very far in the future, the locks will pay a good revenue, and in the meantime the people of this valley are being actually robbed by an oppressive monopoly. It remains with this Legislature to decide if it can furnish any remedy. The fact that our friends are being robbed of their dear-bought earnings is reason enough for our taking an interest in this matter—ED. FARMER.

Oregon Wheat at the Centennial.

Mr. Dickinson, of this city, has received the following letter from Mr. Dufrar:

PHILADELPHIA, Sept. 26, 1876.
O. DICKINSON, Esq.—Dear Sir: Your favor of Sept. 15th is received. The wheat there spoken of was duly received, through the hands of Mr. G. W. Gray, of your city, and was placed on exhibition. Oregon, this far, in her grain exhibit, has beaten the rest of the United States, and will carry off fourteen medals and diplomas. Thanking you for your contribution, I am, very respectfully, yours,
A. J. DUFFAR.

A NEW MARKING PEN.—MR. G. W. Traver, of Portland, is agent for a new and useful marking pen, made of India rubber, just suited to the use of all persons who need to mark small packages. He has placed one at our disposal, and we find it just the thing that every business man needs.

AN ELEGANT ASSORTMENT.—MR. W. W. Martin received, per the last trip of the Geo. W. Elder, one of the finest stocks of goods ever brought to this market in his line. Magnificent watches, elegant cameo sets, stylish shoes, nobly sleeve buttons, pretty rings and other beautiful articles too numerous to mention.

HOUSE KILLED.—On Tuesday evening, about 8 o'clock, a horse broke loose from a buggy, and went running at a fearful rate down the road between the Fair Ground and Salem. About half way to town, he came in collision with the team of Mr. G. Henderson, killing one of his horses and breaking the tongue of the hack. Mr. Henderson secured the runaway animal and brought it to Salem.

Cleanse the Blood of all Impurities, and you neutralize the virus of many diseases at their source. In all Disorders of the Skin, the Glands, the Flethy Tissue, the Secretive Organs, and the Bones, all Scrofulous Complaints, Cancer, &c., Dr. Jayne's Alternative is a standard curative; and while it is a fact in many medicines that before they reach the disease, the patient is prostrated beyond recovery, no such drawback attends this remedy, for it sustains the strength of the sufferer, while eradicating the cause of his complaint.

HOLLOWAY'S PILLS AND OINTMENT.—For Scalds, Leprosy, and cutaneous diseases they are unrivaled. In places where these maladies are prevalent, the cures are marvellous, for the expulsion of pimples, blotches, &c., they are unparalleled, and as a cosmetic the Ointment stands unequalled. Sold every where. 25 cents per box or pot.

The Fame of Glenn's Sulphur Soap as a remedy for eruptions, sores, burns, pimples, blotches and rheumatic and gouty pains has spread far and wide. Physicians recommend it and the demand for it constantly increases.

Trees, Plants, &c., for sale. See list and prices in F. R. FRENCH, Bookbinding Station, 11, 13

HAWLEY, DODD & CO., OREGON, AGRICULTURAL IMPLEMENTS.

OFFER FOR SALE A FULL LINE OF

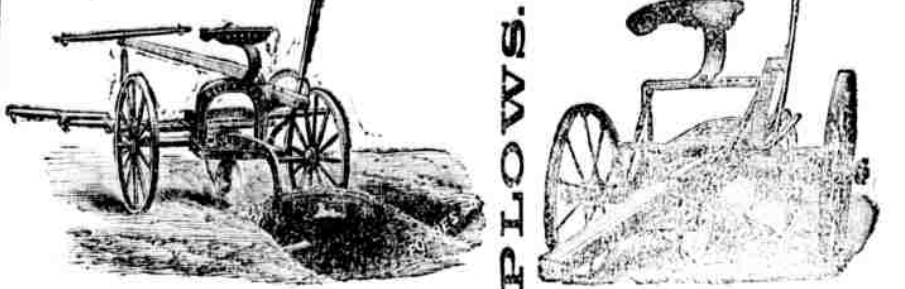
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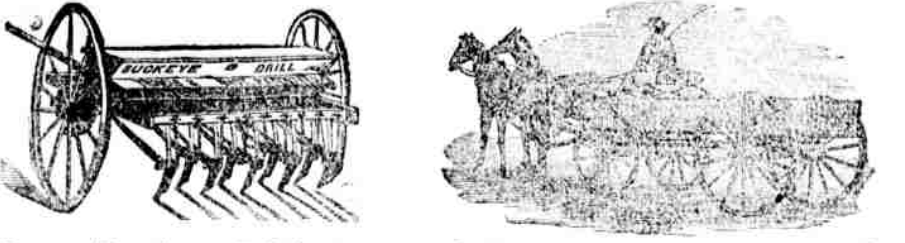
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The Greatest Labor-Saving Implements yet invented. One Hundred and Fifty sold in Oregon in Three Months. Iron Beam, Iron Frame, Iron Wheels. Every Farmer in the State is interested. Sole Agents for the

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Deere Peerless Cultivators, and Buckeye Grain Drills, and

Broadcast Seeders, and

FARM GRIST MILLS, all sizes and prices.

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The Walter A. Wood Harvesting Machines

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FARM, SPRING, HACK, OR EXPRESS; Thimble, Skiff, or Lion Axle; Wide or Narrow Track; Eastern Bed and Top Box, or California Bed and Top Box, with California

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FLIGHT DRAFT and WARRANTED. Every Wheel Rolled in Rolling Oil before the tire is set; and the Wagon has stood the test of California better than any other wagon in the market, and runs four to five hundred pounds lighter than any other, owing to our using a skunk manufacture expressly for us from brass patterns and cast from the celebrated Lake Superior Iron, and from the superior manner in which our skins are set. Every wheel balanced.

R. D. BUFORD & CO., Manufacturers of

THE BUFORD IRON GANG AND SULKY PLOW, AND

The Browne Iron Sulky Plow.

LIGHT DRAFT, Easily adjusted with Screws or Levers for Level or Side-hill Ground.

THESE PLOWS are especially recommended to the Farmers of Oregon and Washington Territory as the most substantial and symmetrical and the most EASILY CONTROLLED, and as doing better work under all conditions than any other PLOW in the market.

The Famous BLACK HAWK SINGLE PLOW.

EASIEST FOR MAN AND BEAST. NEVER FAILS TO CLEAN WELL.

THESE PLOWS have been thoroughly and severely tested in California and elsewhere, and found superior to all others.

ALL THESE PLOWS ARE FULLY WARRANTED TO BE

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A full stock of Extras always on hand for the above Plows.

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SEWING MACHINES.

THESE WELL-KNOWN AND POPULAR MACHINES.

Greatly Improved.

To suit the Centennial Year and warranted to be as represented, are now offered on

MOST FAVORABLE TERMS.

I WILL SELL THEM ON

SIX MONTHS' TIME

WITHOUT INTEREST.

to those who want accommodation—or receive in pay

Wheat

At One Dollar a Bushel!

The

1876 CENTENNIAL

Machines

Are far ahead of anything in the market, and can be returned if not fully up to the mark.

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To Sheep-Breeders.

Messrs. Severance & Peet

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time of the

State Fair in October next.

And offer for sale a few

Choice Spanish Merinoes,

EWES AND RAMS.

Stallion for Sale.

THE FAMOUS DRAFT STALLION

BEN ROY.

Which has made three successful seasons at SALEM, and whose progeny speaks for him through the country far and near, is offered for sale.

I will be at the State Fair grounds next week, where the horse and a collection of his yearling and suckling colts can be seen.

Oct. 6, 1876.

D. GRIERSON.

NOTICE.

If not sold, the horse BEN ROY will stand again at Salem next season. He was tried by YOUNG ENGLAND'S G. O. R. which took the first premium in London as a draft horse.

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