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FARMERS IMPOSED UPON--SKETCHES OF RAILROAD HISTORY.

We published, last week, a set of resolutions passed by the Oakville Anti-Monopoly League, in Linn County, which bear plain evidence that they were framed by S. G. Elliott.

S. G. Elliott is an individual for whom personally we have no ill feeling, but rather the contrary, and who would have no mind to mention from us under any circumstances.

If Anti-Monopoly is a good cause it needs truthful advocates, and can only be damaged if put in the hands of irresponsible demagogues and visionary cranks.

Without specifying what stocks and bonds are meant, the first of these resolutions accuses Mr. Villard with trying to sell stocks and bonds aggregating \$155,000,000, issued on property not worth one-tenth of that sum.

The attempt to disparage Villard's standing, in the same resolution, is the weak egotism of a disappointed man whose sole object in life seems to be to revile and accuse those who have succeeded where he failed.

It was premeditated fraud on the part of Elliott to make false statements and induce honest farmers to adopt them in the shape of resolutions, and it is only justice to these farmers to show the fraud and expose the authorship.

This same resolution characterizes Villard as an "adventurer" and "grand swindler," and advises the people to "make an example" of him by "having the criminal laws of this State enforced against him."

The time has come when the nation is roused to the danger of encroachments by great corporations. Anti-Monopoly is become a principle that calls for organized support.

The second resolution favors honest building of railroads, and guarantees that all roads honestly built shall earn "a fair return on the money actually expended."

and California Railroad, fifteen years ago, and filled that position several years, during which time he was familiar with Elliott's schemes. Such men as E. N. Cooke, J. H. Moores, I. R. Moores and Gov. Woods, composed the Company, and acted solely for the purpose of facilitating the construction of the road.

It was proved, afterwards, that he had no backing, and we all considered that he deceived us. None of his statements were verified, all his promises were broken, and his plans fell through.

After his first failure Elliott was a member of the firm of B. N. Holladay & Co., and as Superintendent of Construction drew a salary of \$500 a month, set up a carriage, owned a dunkey, and put on style greater than Portland used to at that day.

Every thing above stated can be easily substantiated by the evidence of those who were then directors, and by the records of the corporation. With no ill will to Elliott, and with regret that personal allusions are necessary, only actuated by a desire to protect the farmers of Oregon from indirect and improper action based on false statements, we have shown Elliott to have been guilty of all the chicanery and fraud he now condemns.

Another of these Elliott resolutions condemns the City of Portland for raising \$3000 and sending its Mayor, D. P. Thompson, on to Washington to assist the Oregon delegation in securing needed appropriations.

When we consider that S. G. Elliott owns nothing but a few law suits, more or less, and that he brought nothing to Oregon, originally, but a bogus power of attorney; that he pays no taxes and has no business; it may not be impertinent to inquire how he comes to be so much interested in our affairs, and to ask: Who supplies the money to pay his expenses, while he betrays honest minded men to perpetration of falsehood and criminal promulgation of slander?

Those who choose to penetrate the reason why we oppose these transparent frauds, need go no further than to recognize that this journal represents the farmers of Oregon, and will not see them led off by fanatics and paid agents of the New York stock jobbers and that worst monopoly on earth, the Central Pacific Railroad.

Col. Elliott spoke at Oakville, in this county, on the 23d inst., and after an address of laudation was fanned, to be known as "Oakville Anti-Monopoly League," with Joseph Hamilton as president and Jas. B. McCoy as secretary.

not see them led off by fanatics and paid agents of the New York stock jobbers and that worst monopoly on earth, the Central Pacific Railroad. Neither do we propose to see the good cause, anti-monopoly, betrayed by the recklessness of adventurers who have not a dollar at stake in the country.

If the building of railroads is a criminal act, and if the pretense our people have always made that they believe direct communication with the world is a delusion, then Villard is doing the country incalculable harm, and it is a great mercy that Elliott's early schemes proved failures; but if we want railroads, and welcome the progress they insure, then Villard is a better apostle of progress than Elliott.

You say: He is a monopolist who works only to make money! Granted, and then we ask what railroad man is otherwise? Did any man ever build a railroad from purely benevolent motives? Do you think any man ever will?

People of the Willamette Valley have for years had the benefit of railroads that have enriched producers, while the capital that built them has never been rewarded. There may be some unfair discrimination to complain of, but certainly, as a whole, these roads have been of great value to the people.

Some friend at Shedd, who made a mistake in not signing the name to his request, sends us a leaf of something that was published about Oregon's far back as 1875, where it says: "A car of wheat can be shipped from Portland, Oregon, to Europe for less money than from Chicago."

Col. Elliott spoke at Oakville, in this county, on the 23d inst., and after an address of laudation was fanned, to be known as "Oakville Anti-Monopoly League," with Joseph Hamilton as president and Jas. B. McCoy as secretary.

Resolved, That this league condemn the methods adopted by Henry Villard, whereby he has attempted to sell stock and bonds to the people of New York, London, Frankfurt and other places, in amount aggregating \$155,000,000, when the property due which these bonds and stocks are based have not cost, nor are they worth, 10 per cent of that sum.

Resolved, That we favor the building of railroads when conducted honestly, and we pledge ourselves to defend all investments in such improvements, to a fair return on the money actually expended in the building of the same.

Resolved, That we were pleased to learn from Col. T. E. Hogg, in his speech at Corvallis, that the Oregon Pacific Railroad would be built on correct business principles, and that all that company would expect would be a fair return on the actual cost of their road, and we take pleasure in commending the plan adopted by the O. P. R. R. (it being free from inflation of its cost and the watering of its stock) as one that will give satisfaction to the producers of Oregon.

Resolved, That we regard the sending of D. P. Thompson, Mayor of Portland (by that city, to Washington as a lobbyist, as degrading in the extreme; for any one can only understand the most powerful influence of the said Mayor Thompson will be used in corrupting members of Congress.

CENTRAL PACIFIC RAILROAD SCHEMES.

The people of California have been disappointed grievously of late in relation to a matter of vital importance to them. An Eastern company was pushing a railroad through from Santa Fe towards the Pacific, and they looked to it as a possible competitor for transcontinental trade, when, suddenly, they hear that the Central Pacific magnates have bought the control of it, and so their chains are riveted tighter than before.

But the deadliest efforts of this absolute monopoly are directed against the completion of a road from Chicago to Portland which shall make competition possible on that line. They have secured themselves, by combination and by purchase, against competition of any known route.

It is not worth while for us to add to this attempt to defeat the building of the Northern Pacific Railroad by our own active efforts. The attacks made on our railroad system can have no other effect. The money of the Central Pacific can be used to secure mercenaries in Oregon as well as elsewhere, and there are men here who are more than good for that use.

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Resolved, That a copy of these resolutions be forwarded to our Senators and Representatives in Congress, and that the press of this State be furnished with copies for publication. J. B. McCoy, Secretary.

ASSESSMENT AND TAXATION.

An important subject for discussion among the people is to be found in the matter of public taxation, which includes the best method for procuring assessment of property of its full valuation. The law of 1880 amended the existing statute with the intention of making it more effective.

As it is now, real estate pays the greatest proportion of taxes, and the farmers through the country are the tax payers. One matter of importance is to compel the assessor to require an affidavit from each tax payer of property owned. Every man should fill out a blank and subscribe an oath to its correctness, and the law should provide its worst penalties for the citizen who makes a false return.

Complaint is made that assessment in different counties is unequal, which can only be avoided by having an assessment law that shall be as explicit as words can make it, and term have a system of equalizing assessment by a competent board that shall review the work of county assessors and proportion taxes in a fair manner.

The highest standard of the world has never framed a perfect law to levy taxes on property equally and justly, but there is great improvement effected in most of the States over the crude way property is assessed in Oregon. We need the best efforts of the best minds of Oregon to provide a law that shall be more just and a great deal more efficient than our present system—or rather want of system—of taxation.

We find that much interest is taken in the use of barbed wire for fencing as many inquiries are made about the wire that is advertised in the FARMER. It seems to be a different thing from the monopoly article that has so imposed on the people, and for which those who use it have to pay so dearly.

Marion County Pomona Grange. Marion County Pomona Grange will meet with Round Prairie Grange at Brooks Station, in this county, at 10 o'clock the fourth Saturday, the 25th day of this month.

Information Wanted. We desire to ascertain the postoffice address of the following named parties, and any one who can enlighten us will do a favor. The names are: C. J. DAVIS, D. H. HESTER.

The Southern Cultivator. We have received the January number of the Southern Cultivator and Dixie Farmer, the oldest, as it is the best, agricultural journal in the Southern States. It is now published by James P. Harrison & Co., of Atlanta, Dr. W. L. Jones, for years the editor of this popular journal, retains his position; Dr. J. S. Lawton is the associate. Under this management, the Southern Cultivator will not only maintain its former high standard, but, with the assistance of ample capital and increased facilities, and contributions of the most eminent and popular writers on Agriculture in this country, will attain a higher standard than ever.

The Lakeview Examiner closed its 2d volume on Jan. 28, 1882. It is an able exponent of Lake county and its resources, and we use it freely as an exchange. We wish continued success may attend there.

A subscriber wrote us the other day, asking to have his paper changed to Wells post-office instead of Albany. The gentleman forgot to sign his name, and we will change his paper when he sends us the proper address.

The Salem Statesman need not take the trouble to invent anonymous correspondence to have a text to base an editorial slander of the FARMER in future: it will be more manly to make the attack openly, and more manly still to designate what in the course of this paper justifies the charge that it has sold out to monopolies.

The Daily Standard discusses the ability of the Southern Pacific railroad to carry wheat 2400 miles, from San Francisco to New Orleans, for \$12 per ton, and says that would be only "four cents a bushel." Really, that is 36 cents a bushel, and ought to be sufficient pay for its transportation. It seems to us the question ought to be: Can they carry wheat for ten dollars a ton? That would be 30 cents a bushel, and is all it ought to cost if wheat growing is to be encouraged by it and the railroad proposes to be its encouragement.

For some reason that we cannot understand the tools of the Central Pacific railroad, who are fighting Villard under the borrowed motto of "Anti-Monopoly," have made a special effort to injure the WILLAMETTE FARMER. So we devote enough space to thoroughly demolish their pretension in this issue. It seemed necessary to protect our farmers from imposition, and having done this we drop this subject. All who wish to discuss monopoly in a fair way, or to have reports made of Anti-Monopoly League meetings, are informed that we have room for that purpose.

JUDITH BOISE, who has been on the bench so many years, is also master of the Oregon State Grange, and well known as an anti-monopolist, of which he is our most able advocate. We suggest to our anti-monopoly friends that he is a much safer leader and adviser than S. G. Elliott; he certainly will not be suspected of acting from mercenary or vicious motives, or of being in the pay of stock jobbers. Judge Boise informs us that he sees nothing objectionable in the course of the FARMER. We intend to deserve and have the support of all reasonable men, and our columns are open to the expression of all honest differences. We are far from claiming to be infallible, but we aim to be right, and are not afraid to advocate what we believe to be right in preference to what happens to be popular. If we are right time will show it, and if we run after things that seem to be popular, time will certainly show that we have merely been time servers. The world respects those who have the courage of their convictions.

THE GRANGE AS AN EDUCATOR.

We look to the Grange, if it could be adopted as a familiar school by the farmers of the whole United States, as a valuable means of education. The farmer needs to possess a wide range of information, most of which can be gathered from popular journals, but to meet together and discuss what they know by experiment and what they read in print, will make their experience more valuable to them. They are apt to be deceived, too, by travelling frauds, and if they meet and talk over matters together such deception will not be possible. We need to educate the people of the country to know better than to defeat the object of a good movement by useless and incendiary statements, and falsehood. If the farmers, through the Grange, are educated to know their rights, and organized to maintain them, the result would not be brought about by violent denunciation, but by quiet but wise action. It is not the intention of the order to take part in politics, but we differ with most and hold that the grange should be used to disseminate information and then the people should act on that information for their good. So far as we understand the order, it holds too much aloof from public affairs. It seems to us it would not be amiss for its members to act in harmony to educate the masses of their own class to understand what is right, and then insist that political parties should do what is right.

Go For It, Farmers.

Through the courtesy of that enterprising journal, The Sugar Beet, we learn that the Standard Sugar Refinery of California has inaugurated a series of prizes for the purpose of encouraging the cultivation of the sugar beet in this country. The prizes, which are open to farmers everywhere in the United States, are as follows: For the best 100 acres of beets, \$200; for the best 75 acres of beets, \$150; for the best 50 acres of beets, \$100; for the best 25 acres of beets, \$50; for the best 10 acres of beets, \$20; for the best 5 acres of beets, \$10; total, \$530. The Standard Company will in addition give each winner of a prize one year's subscription to the Sugar Beet.