



Issued every Week by the WILLAMETTE FARMER PUBLISHING CO. TERMS OF SUBSCRIPTION. One Year (Postage paid) in advance \$3.00...

PUBLISHERS ANNOUNCEMENT.

For the Fruit Recorder and Cottage Gardener is the best journal on fruits, gardens and flowers, published in the United States, price \$1. As this is a standard journal that every family should have...

CASH IN ADVANCE.

From this time we shall adhere strictly to the Cash System. All papers will be punctually discontinued when subscriptions expire unless they have been renewed.

No exceptions can be made, as the mailing clerk will obey orders and follow an invariable rule.

To old and new subscribers we say: With prompt collections we can and will make a better newspaper and give better satisfaction.

Notices will be mailed a month before subscriptions expire, notifying subscribers of that fact and requesting them to renew.

SOME interesting communications are crowded out of this issue, but will appear next week.

WE HAVE written a paper on "The Tariff," in accordance with the request of Elder Sweeney, but have not room for it this week.

THE ONLY excuse we can make for the unfairness of some of our editorial brethren is, that they are running a political game just now, and riding anti-monopoly as a hobby. So they abuse any one who takes reasonable and conservative ground.

SPECULATION CONCERNING the world's prospect for breadstuffs in 1882 seem to be generally made by those interested in that line of business and the general impression seems to be that there will be abundant supplies from various sources.

THE WORLD is horrified to know that persecution of the Jews in Russia has been carried on for months, after a fashion that a Sioux Indian could not make more barbarous. In seven forty cities the Jewish quarters have been pillaged and often burned; hundreds, if not thousands of murders have been perpetrated and everywhere women have been outraged and often have died in consequence.

THE EDITOR of the FARMER believes he can best satisfy the minds of anti-monopolists by meeting them, and will be glad to do so on any occasion when they hold county or general gatherings. He stands ready for the fiercest inquisition and will sustain on the rostrum what he has written in his office.

WE DO NOT understand that the most ultra anti-monopolist expects to do anything more than regulate fares and freights by proper legislation. That has always been our position and no man can show a single line in the FARMER to the contrary.

IS COMPETITION POSSIBLE?

Chicago has four outlets to the Atlantic in shape of as many railroad lines, and as these could not agree how they would divide the spoil, they have lately been at "war" with each other, and freights have been as low as five cents a bushel, on wheat and corn, for one thousand miles carriage.

Many are deceived with the idea that railroad competition is possible. Combination is possible, but competition will prove a delusion. We have thought over this subject freely of late, and taking this action of the Eastern trunk lines and the combination of the three trunk lines to the Pacific, that has lately been effected as we have before stated, we arrive at the conclusion that no good results are to be expected from railroad competition under ordinary circumstances.

If a harmonious railroad system can be made to answer the needs of this region, it will be better for us than to have fighting and competing lines that will fight awhile, and then combine and "pool their earnings," as those great Eastern roads have done. But those roads lead to different points and railroads are needed to all of them, while here we have the natural port of the Columbia river that invites the commerce of the interior.

Take the position of the most advanced anti-monopolists: that eventually government shall own the roads. If that time comes, we will have to buy all these lines at their cost, and that will be an unnecessary tax. Take the more conservative ground, that National and State laws should regulate fares and freights. Even then the rates will have to be assessed with a view to paying interest on cost of all these roads, and on the expense of repairing and operating them, which will cost producers and consumers more than one system would, well planned, built at reasonable cost, and operated under one capable management.

Six different corporations are talked of as competing for the trade of the Columbia region; let us suppose they have made no combination, and that each is reaching out for business. The North Pacific has its main line down the north bank of the Columbia and its road over the mountains from the Sound; the O. R. & N. Co. controls the south bank of the Columbia and has wide reaching branches; the Oregon Short Line crosses Middle Oregon, and enters the Willamette valley, and comes to Portland by the Minto pass; the Oregon Pacific comes from Boise, enters Linn county by the Sweet Home pass, and goes to Yaquina; the Central Pacific sends up its branch road from Nevada. All of these corporations strive to build branches to reach the productive regions east of the mountains and of this valley.

Submit this question to the popular vote and the majority of people will say: "Let's have them all. If they can afford to build them we can stand it." Let us see whether we can "stand it." Suppose these six systems to be all competing under different management. Is it not evident that there would be at least two or three times as much money expended in building roads as would be necessary? If these opposing interests finally agree to combine and "pool their earnings," will not each one insist on making dividends on its full cost? To operate these roads efficiently, will it not require a very unnecessary outlay?

At the present time the Villard interest controls the Northern Pacific, the O. R. & N. Co., the Oregon and California, and the narrow gauge roads. If that or any other combination of capital will construct such roads as the country needs and can support, and will be satisfied to make a fair profit on their investments, it will be of more benefit to us, and cost us less, than if all these lines shall build their roads and afterwards combine—as they inevitably will—to make the people support them. Even the Legislature could not ask them to take less than interest on the money expended, and that would be more than we could pay.

We argue from the standpoint that the people, through the Legislature, have the power to regulate the franchises they have granted. If we are to pay a fair profit on investments, it will permanently and unjustly tax us to have such investments made on an extravagant basis.

But you say: Villard will not build roads where he is not interested; he will not build the road to Yaquina? If any short line needs to be built, it will be easy for those interested to get it built. If opening Yaquina to commerce will benefit the Willamette valley, Villard cannot prevent its being done, and it only requires that men of

means raise money or pledge their credit for enough to constitute a margin, to enable them to borrow money, just as Villard does, to build any road that commerce needs. And when built, State Legislation can provide, if necessary, for interchange of commerce between such needed branch or short lines and the trunk lines of the country, on a fair basis; but we understand that railroads are always willing to make such interchange in other States and would naturally do so here.

We need railroads, but only such as we have use for. They should be built not on speculation but on business principles. If the Oregon Pacific can connect Middle Oregon with the East and with the Willamette valley, and open a new port on the coast, it will offer manifest advantages. We are not depreciating the building of any roads that are needed, but putting before the people a suggestion that we may get "too much of a good thing," more than we can afford to pay for; for, when all is said and done, whatever company goes through the formality of building railroads, the people will have to pay for them, or they never will be paid for.

FACTS ABOUT WHEAT AND TONNAGE.

The opinion was freely expressed, last Fall, that freights would be lower in the Spring, perhaps in February, and that was inducement for many farmers and others to hold their wheat, expecting that prices abroad would hold up and perhaps improve later in the season. Some features of the situation are especially interesting, and we will proceed to sum them up that all interested can draw their own conclusions.

Oregon and Washington prove to have less wheat for export than we all figured last Fall. The common estimate placed the whole surplus from the Columbia river at 300,000 tons, and some figured that we should have 320,000 tons to export this season, but we now see only 250,000 tons as the probable exact surplus during the current harvest year. So we come out of the "little end of the horn" in our figuring, that too when we had left over about 1,500,000 bushels from 1880.

California went the other way. It was asserted that she would not have over one million tons of wheat to ship, but the wheat surplus, including the quantity held over from 1880, which was nearly as much as the surplus from the last crop, will average 1,500,000 tons, and the entire surplus from the Pacific States will not fall much short of 1,250,000 tons, or 50,000,000 bushels of wheat. This is sixty per cent more than was shipped from San Francisco and the Columbia river last year, and that year our tonnage was largely in excess of any former year.

Last Fall it was impossible to believe that we could get shipping to carry off the supposed surplus, and already we see abundance of freighting at our command, and that too, when the surplus of California is largely more than was expected.

Freights have lately declined considerably and will probably come down still lower. Wheat was worth 82½ cents a bushel at Salem at one time last Fall, when freights were one half higher than they are to-day and if English prices had remained at their highest figure in the Fall, wheat would now be worth \$1.00 to \$1.12½ per bushel through the Willamette Valley.

This last item shows how near we came to having a good market at this time. All that we anticipated concerning freights is being realized, but the decline in breadstuffs comes very unpleasantly to disturb our hopes.

The man who holds wheat says: "Will wheat go higher or lower?" That is what no human foresight can anticipate, but it is not very dangerous to hold wheat a month or two longer. It is for the purpose of answering such questions that we recite all these conditions the present year, so that every man can understand the full situation and judge for himself.

THE DOOM OF POLYGAMY.

After all these years, and after the evils and horrors of Mormonism have shocked the world beyond forbearance, there seems a probability that a law will pass Congress sufficiently strict and full enough in its powers to deal a death blow to polygamy. We hear already that the Mormon delegate, the many-married Cannon, is in despair because this bill passed the Senate, and the rest of us can congratulate ourselves that having passed the Senate and received the plaudits of the nation and the world, it cannot fail to pass the House.

The bill seems to meet every possible requirement to be effective; all men who are guilty of polygamy, or who cohabit with more than one woman, are not only punished as criminals, but are disfranchised and incapable of holding office. The political existence of Utah is abolished the instant the act goes into effect, as the elective offices are all declared vacant and the government of the territory is vested in a commission of five persons, to be appointed by the President, with the consent of the Senate. This commission shall appoint to minor positions and administer the laws until a Legislature shall be elected under this act by voters who are not polygamists. Polygamy or bigamy is also made punishable as a criminal offense, and polygamists are not eligible to sit as jurors.

IMPROVING RIVER NAVIGATION.

We cannot see the object of Portland journals who keep up the opposition to work on the canal and locks at the Cascades of the Columbia. It puts them under imputation of wishing to defeat any possible competition in freights, which is probably not the object they have in view. Portland is desirous of having the water way from the ocean to her wharves made as perfect as human effort can do it, and it is very evident that people here oppose outlay by government on the upper river, hoping to have more means placed by Congress to the credit of the lower river improvement fund and the improvement of the Columbia bar. It would look better if the matter were put in that shape—as if it were more necessary just now to improve the bar than to work on the canal at the Cascades. But the people of the Upper Columbia are impatient of opposition to the only project that can ultimately give them competition in freights. They expect the canal and locks at the Cascades first, and the canal and locks at the Dalles afterwards. They know that the government is able to accomplish it all, and expect it all to be done. Any public man who will take the position that work at the Cascades is a waste of money, will find his career ended in a summary way.

Portland must not stand in the way and use its millions to aggrandize itself at the expense of the rest of the Columbia region. When Mr. Villard addressed the Board of Trade he said that Portland was able to make the river navigable for its own benefit. Mayor Thompson writes to the Board of Trade that he is working for a large appropriation for the improvement of the bar, because that is too big a job for Portland to undertake, and he doesn't care so much about an appropriation to improve the river bars, because that is within the means of Portland to accomplish.

Mr. Villard and Mayor Thompson are correct in demanding that Portland shall work out its own salvation to a certain extent. The millions acquired here have in great measure come from the producers of the region, and capital can afford to protect itself by such improvements of the river as commerce needs. Production looks on the shallow and dangerous bar as a tax it must pay; the same is true of the obstructions of the Upper Columbia. The good results that have followed the opening of navigation on the Willamette answer all that can be said against opening the Columbia in the same manner.

PROGRESS OF DEVELOPMENT.

We announced in last issue news received just as we were going to press, that the Sound region was to be advantaged by the building of a railroad from Tacoma to Seattle, a distance of forty miles along the shore. The attorney for the Northern Pacific road, Mr. James McNaught, of Seattle, was in this city last week and showed us the evidence that the work is to be pushed through immediately by the Oregon and Trans-continental Company. It seems to be the object of this corporation to own the controlling interest in the Northern Pacific, Railway and Navigation and Oregon Improvement Companies, and to build such branch roads and extensions of the Northern Pacific as that Company is not authorized to construct under its charter. It is a question whether the Northern Pacific can build further down the Sound after making a terminus at Tacoma.

Although it is mid winter, the work of railroad construction is being pushed in every direction. Hundreds of hands and a great outfit of munitions and tools have been sent south and work is now being done beyond Roseburg. We also learn that the Central Pacific is working north from Redding. We may look for connection with California by the end of 1883, though no promises are made.

The Northern Pacific has had 1,500 men at work all winter, on the Clarke's Fork division, in Northern Montana, and we learn that the same company has arranged to get immense supplies by the Utah Northern road to use in the construction of work in Central Montana. All that human energy can do will be done to push work at both ends.

Contracts have been let by the Railway and Navigation Company for grading the road over the Blue Mountains to Grand Ronde Valley, which will require heavy work. It has been asserted that the Oregon Short Line, to connect Baker City with the Union Pacific road at Granger, in Wyoming, would be completed this season, but that will not be accomplished as neither of the corporations seem able to reach Baker City in 1882.

It remains to be seen what the Oregon Pacific will accomplish in 1882. We do not understand that they have definite plans further than to connect tide water on Yaquina Bay with the railroad system of the Willamette Valley as soon as possible. This should be accomplished by September, if the work is pushed as the other companies are pushing their lines. The farmers of Linn, Lane and Benton counties are looking with much expectation to the furnishing of another outlet for their products, and also hope the Oregon Pacific will carry out the promise of building a line through Middle Oregon, with Eastern connection via Boise City. It seems that the topography of Middle Oregon is not unfavorable to such a line of railroad.

Unless some great financial crash comes to destroy confidence, we may expect all these great enterprises to succeed within two years. The most reasonable opponents of monopoly seem to agree that we need these roads and should do nothing to embarrass their construction, and when they are completed we can take whatever steps are necessary to protect ourselves against undue exactness. It will be perfectly safe, however, to elect a Legislature that can be depended on to meet any emergency that may arise.

THE DUTY OF CITIZENSHIP.

Only four months, and even less time, will intervene before the biennial election of the State of Oregon. Already we hear the political war whoop in the distance. Not the war cries of the embattled people, but the announcements of the politicians who confidently propose to run the political machine to suit themselves. Go to the political center of any county in this State and remain quietly observant a short while, and you will perceive that a set of old political hacks are talking up matters in the interest of some ring or clique, who imagine they own this or that party.

This we see is the case in Marion county, where we occasionally go, and where we naturally have knowledge of rings and cliques, and where we have always fought them. When there the other day we heard the names of people of that county talked of for office, who could never be nominated for position by the intelligent masses of voters, but who are intriguing to get a nomination by any means, believing that party feeling and machine drill will elect them if so nominated. The same is true here in Portland, where men are putting up their game for office as coolly as they batter for real estate, and expect to get a clean title from the people if they can run their wires, so as to manipulate the conventions.

Eight years ago, the WILLAMETTE FARMER led the van of an Independent political movement that was creditable to the people. Good men of all parties joined it, and with a little earlier start it would have swept the State. As it was, it controlled the Legislature and thwarted many schemes. That movement brought reasonable men, who had differed politically, into harmony, and cooled and refreshed the political atmosphere for years afterwards. This year there is much less political rancor in the popular mind than usual, but there is no talk of Independency. There is no probability that men will break loose from political organizations, and the political games must all be played for what they are worth.

The WILLAMETTE FARMER does not propose to be partisan. It has faith in the people but not in political parties. It is disposed to freely discuss any situation that arises, and seek for a remedy for existing evils. Political parties, as they are constituted, are "evil, and that continually." Parties are a necessity, but the moment one is organized political sharpers step to the front and manipulate them in the interest of selfishness. There are always leading minds who control popular favor, and whose control is not always honest. The great majority of the people get their politics as they do their groceries and other wares, on trust. They are swayed by stronger minds; men of popular manners, who cultivate public favor as a trade, take all the responsibility of thinking and acting of the minds of their adherents; lead them to the political contest in organized battalions and vote them solidly, in phalanx form, dead against their own best interests.

The truth is, that American liberty is often a tremendous farce. A wise and paternal despotism is comfortable alongside of it, and a respectable constitutional monarchy shins by comparison. England holds her railroad and telegraph system in check, owns the telegraphs and controls the railroads, but in the United States the railroad and telegraph monopolies are more powerful than the English monarchy and parliament combined. In England the evils of a depraved civil service were reformed by one administration—yes, by one of the greatest aristocrats who ever governed England—while to-day our own country is cursed with the most despicable civil service known outside of Turkey. Spain and Austria and Russia have a better system, and France and Germany are vastly superior.

There are ten millions of voters in the United States who imagine they are the "sovereign people," but they are only puppets in the hands of ten thousand demagogues who rule the land. These demagogues have their willing, and perhaps hired agents in every neighborhood, who manage the primaries, and having sown the seed they know what the harvest will be. If a ring is formed, it is in the interest of machinations that are past finding out by the honest and credulous voter. The village ring has wide ramifications; some Senatorial or gubernatorial aspirant is the Paul who plants, and some political ring or monopoly combination is the Apollus who waters and sprouts the seed. The county convention follows; the State convention and National convention are simply the result of the village primaries through the land, and our liberties are a mockery, because the best citizen despises the tricks that rule the primaries, and so stays away, and lets the tricksters "run the machine."

One of our sweetest poets has pictured the effect of the ballot in the hands of freemen, that falls as silently

"As snowflakes fall upon the sod,
But executes the freeman's will
As lightning does the will of God."

But unhappily for American liberty, too often the ballot goes astray and forges lightning that is destructive to the rights of the people. Our State is not yet in the condition that California is placed by a monopoly that brooks no criticism, and which, as Judge Boise says, takes one-fifth of its yearly profits of \$22,000,000 from the traffic of the North Pacific. We have independent minds among us, and no power can impose upon us if the people of both political organizations will attend the primaries, and put only honest and competent men up for office. It is more important to attend the primaries than to vote on election day, just as it is more important to put your seed in well than to harvest it. There is no recourse, after the nominations are made. One ounce of prevention is worth a pound of cure. So our advice is, that in every precinct in Oregon all the voters make it a conscientious duty to attend the primaries, and if you find that any suspicious "slate" has been made, don't hesitate to "smash" it. If any man wants office, nominate some one else.

It has always been our principle that all the good citizen has to do, is to elect honest and capable and disinterested men at the primaries, and that will be death to all rings and monopolies. Keep all aspirants in the background; don't let any candidate for office show his head without breaking it. If honest and capable representatives of the people meet in convention and select good men for office, not because they want office, but because the people choose them, we need have no fear of the consequences. If a competent Legislature meets next Fall, elected to represent the people, and not known as the representatives of rings and demagogues and office seekers, they will have no trouble in choosing some good man to represent Oregon in the United States Senate. Such men can go to work disinterestedly to frame all necessary laws to protect the people.

capable and disinterested men at the primaries, and that will be death to all rings and monopolies. Keep all aspirants in the background; don't let any candidate for office show his head without breaking it. If honest and capable representatives of the people meet in convention and select good men for office, not because they want office, but because the people choose them, we need have no fear of the consequences. If a competent Legislature meets next Fall, elected to represent the people, and not known as the representatives of rings and demagogues and office seekers, they will have no trouble in choosing some good man to represent Oregon in the United States Senate. Such men can go to work disinterestedly to frame all necessary laws to protect the people.

The long and the short of it is, that the people of Oregon are masters of their own destinies. If they exercise their privilege as voters wisely, they can establish here as good government as the world knows. During many years we have continually set these facts before our readers, and endeavored to impress upon their minds the importance of a proper exercise of the duty of citizenship.

THE OREGON PACIFIC RAILROAD.

We learn, through exchanges at Albany and Corvallis, that the Oregon Pacific Railroad Company is making all preparations to put their road through as soon as possible from Yaquina Bay to this valley, and that material and equipment are being provided for the use of the road when constructed. The company is also looking up the best location for a bridge across the Willamette river at or near Albany, and making propositions to the county authorities to construct a double bridge across that river, we suppose for the accommodation of ordinary travel as well as railroad trains. The same authority says the company is already looking to the construction of its road across the mountains towards Middle Oregon. It really seems as if those who doubted the intentions of this company to push its enterprise, as has been talked of, are to be agreeably disappointed, for many who wish the project well have felt doubt about its success.

The importance of this enterprise, simply as means of developing another shipping port, cannot be overestimated for the farmers of the Willamette valley, who desire to be independent of the exactions of Portland and the excessive tax of the river and bar pilotage and towage system that really oppresses our commerce. The construction of the road to Yaquina means the improvement of that harbor, so as to accommodate vessels fitted to move our grain and flour and other products. It will also connect with this valley and with that part, a large and productive region in Southern Wasco and Grant counties that now is utilized only for grazing purposes, but which will invite agricultural development as soon as it can possess transportation facilities. During the Fall we interviewed Mr. Summerville, of Prineville, and gathered from him many interesting facts concerning that region, which we gave to the public at that time. We especially consulted Mr. Summerville concerning the lay of the country with respect to the construction of a railroad on the line proposed by the Oregon Pacific, and learned from him that the existing conditions are favorable to the construction of such a road so far as appearances indicate. He says the route will naturally follow around the southern spur of the Blue mountains, and will develop the Malheur country as well as the Crooked River country, crossing the Cascades by one of the Santiam passes.

As yet no other railroad offers to go to the relief of that middle region of Oregon, and by so doing the Oregon Pacific will not only make the development of that wide region possible, but will bring it into friendly commercial relations with the Willamette valley. Its trade will also naturally go to build up the commercial importance of Yaquina as the outlet for its surplus products. We can see material advantages to follow the construction of the Oregon Pacific, and hope to find the expectations realized of the thousands interested in its completion.

A Railroad from Klickitat to Yakima.

We lately had a call from Mr. Wash, editor and publisher of the Goldenland Gazette, one of the best local journals in the Upper country. He says people there look for the speedy construction of a railroad to intersect Yakima valley and the Klickitat valley, with terminal points at Ainsworth on the east and Klickitat Landing on the west, to reach which the road will follow the Klickitat river to its mouth, ten miles below Dalles City. When this road is built it will open to producers an extensive region that will swell greatly our export products. Surveyors are now in the field locating the proposed line of road.

THE ALBANY DEMOCRAT SAYS:

Sam Clarke goes after the Anti-Monopoly movement by abusing S. G. Elliott. He may kill off a dozen of Elliott's, and the anti-monopolists will still prosper. The organization in this county numbers among its members the very best men we have. They are men of average intellect, good sense, and are well enough posted on what is going on in our country, so that they are able to conduct the business of leagues and work for the objects of their organization without the help of Mr. Elliott, or any other single individual.

The Democrat is correct in its assertions that the anti-monopolists of Linn county are able to conduct the business of the leagues without Elliott. It does us great wrong in saying that we oppose anti-monopoly, and we request it to either show one word where we do so, or do us justice in saying it was mistaken. Farmers of Linn county, who read this journal, should recognize that out of respect for them we have exposed Elliott. We believe in the farmers but not in Elliott.

Multnomah Pomona Grange.

This grange met last Saturday at East Portland Grange Hall and officers for 1882 were installed by Judge Boise, Master of the State Grange. The grange adjourned to meet next time at the same place the third Saturday of April.