

The West.

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With the railroad prospects now in sight one needs not draw largely on the imagination to picture the future of Florence and the whole Great Siuslaw valley.

The river and harbor bill passed the house May 9th. This bill appropriates in round numbers \$21,300,000. In addition, the secretary of war is authorized to contract for the completion of important projects, involving an ultimate expenditure of about \$26,000,000.

The Great Siuslaw valley and Lane county never had a better friend than B. F. Alley. He has done more good, hard fighting for the Siuslaw river improvements than any other man in Lane county. Vote for him and prove that you appreciate his efforts.

From all directions come promising railroad news. On our local page will be found a communication from G. M. Miller, from the tone of which it would seem to appear that San Francisco was coming to our rescue in a manner most pleasing to all parties interested.

In the California building at the world's fair will be shown a growing specimen of every California domestic flower obtainable, and also paintings, in oil, of 600 wild flowers and our sister state on the beautiful exhibits, Oregon can look on and let her take away all the laurels.

The officers of the Baltimore and Charleston are to have a summer's cruise in Puget Sound. When the Astoria centennial is over they will be ordered to Tacoma and Seattle. Paradoxical as it may appear, Portland has not as yet entered a protest to this manner of procedure. The wonder is that she doesn't want these boats to cruise all summer in the Willamette—in sight of Portland.

It is becoming evident that New York is getting her fill of the "little brown man," though there are not many Chinese there in proportion to the population of the city. They monopolize the laundry business, keeping some 20,000 white men out of employment, and in other trades and occupations they keep the scale of wages down below the rate which white men can work profitably.

The house of representatives passed the river and harbor bill, after rejecting amendments intended to limit or remove the contract clause. This will, therefore, be a feature of the law, unless stricken out by the senate, which is not likely. There are possibilities of public scandal in this system, which authorizes the secretary of war to make contracts he has no money to pay for and makes contractors dependent upon politicians for appropriations to complete their jobs.—Oregonian.

An indication of Mr. Hermann's popularity in the Great Siuslaw valley was clearly demonstrated one day this week when we heard the following re-

marks on our streets: "I am a democrat. I want to be put down as fighting always in the democratic ranks, but I want all my friends to know that I am too good a friend to the Siuslaw valley to vote for any man other than Binger Hermann for congressman. I believe it is the duty of every man, be he democrat, republican, prohibitionist or mugwump, to vote for Mr. Hermann."

In speaking of the discussion of the river and harbor bill before the house the Oregonian's Washington correspondent has this to say of our excellent congressman: "Strange as it may appear, no person in the house of representatives raised his voice against any of the items in this bill which Representative Hermann, of Oregon, has had inserted. He had so thoroughly canvassed the house, and shown how necessary were all the improvements which Oregon had in the bill, that no objection was offered."

The purchase by Mr. Wood of the railroad known as the Donahue system, running north along the coast from San Francisco, has created no little excitement in the Great Siuslaw valley. A person not acquainted with Mr. Wood's connection with Oregon railroads cannot easily see the importance of this move, but when we explain that Mr. Wood is one of the principal owners in the Siuslaw & Eastern railway, the situation is easily grasped. It means a connection of these two lines at this point—if THE WEST is any good as a guesser.

It is quietly given out that the very smooth young man who lives in Eugene and who has landed interests in Florence is making arrangements with some of his lady friends to contest claims in this locality in instances wherein there is the least possible show for a contest. "As a matter of fact" this Smart Alec, before instigating any claim-jumping, should ponder long and well over the old Arab saw, which reads in substance that the very necessary domesticated biped commonly called a chicken always seeks its parental roof for its quiet repose. In the case at hand—and "as a matter of fact"—should this alleged gentleman be successful in locating his lady friends he will realize a retaliation that will justify Uncle Sam in placing his nibs behind the bars.

THE WEST this week is pleased to mention that our people are to properly observe Memorial Day. This day, the 30th of May, is entitled to as warm, hearty an observance as any, and in fact more than some, of our holidays. It should be made a day not of hilarious, boisterous jollities, but one of tender, devout memory to those of our nation whose graves are upon this occasion being strewn with flowers from loving friends and comrades in honor of their valiant services rendered upon the battle-field. It is a day upon which we should go down into the bottom of our hearts and unearth what there is there of charity

and love, and kindly devote it to the memory of those who to-day lie in their cold, sod-covered resting places—sparing not a little for the widows, sons and daughters of the departed over whose graves we weep and scatter our love tokens.

CONGRESSMAN HERMANN'S efforts as Oregon's representative are very truthfully set forth in the following from the West Oregonian: Mr. Hermann has made a very efficient member of congress. Experience has given him a command of "ways and means" that no other man who has represented Oregon in the house has ever possessed, and an untiring activity and singleness of devotion to the interests of his constituents have appeared in the results of his work. The first district is not likely to give much consideration to an untried man, who owes his notoriety to crankiness and impracticability, as against Mr. Hermann. By constantly increasing majorities Mr. Hermann has repeatedly been sent to congress, and his proven efficiency has now caused his nomination without opposition for a fifth term. He is the foundation of a record for the people." Mr. Hermann is known as "the people's friend,"

The resident Chinamen of the United States are greatly displeased over the passage of the exclusion bill. A Chinaman merchant of Chicago is credited with saying that "thousands of my countrymen have signified their intention of returning to their native land and opening hostilities against America and Americans. The situation is serious as it now stands, I assure you. For several weeks past conferences of leading Chinese have been held in most of the large cities of the country looking towards the adoption of a plan for a general exodus. While I have not yet received official notification of the result of the conference at Philadelphia this week, I know some definite action was taken in the matter, for the Chinese are more determined than ever since the passage of the exclusion bill." The proceedings of the above conference have been kept religiously secret, but it has been ascertained that the principal thing discussed was what purports to be an imperial proclamation from China, calling all Chinese in this country back to their native land, and declaring that all who do not go by a certain time will be beheaded, should they return at a future date.

The Daily Oregonian denies the existence of a project on the part of the Chamber of Commerce of that city to kill the Siuslaw & Eastern railway. The following from one of its editorials either puts a quietus to rumors or is written for the purpose, if a scheme exists to kill the road, of putting the railroad projectors off the scent and onto another track: "It is absurd to say or suppose

that anybody ever said in a meeting of the Chamber of Commerce of Portland that 'the Siuslaw & Eastern railroad must be killed, no matter at what cost,' or that it must be killed at all, with or without cost, or obstructed or hindered in any way. Putting it solely on the ground of interest, there is nobody in Portland so shallow as to suppose that a railway from Siuslaw to Eugene would diminish or injure the business of Portland in the least. Such road would in time become an important local factor, no doubt, and hence would benefit Portland also, since every development and growth in a country becomes a further contribution to the wealth of the chief city."

SOME years ago the farmers of Middle Tennessee got tired of selling their lambs and wool to local butchers and dealers at the smallest prices, and organized an association, which now comprises sixty members. Their plan is to sell by sealed bids, placed in the hands of a committee of three. When the committee has arranged the day and notified the buyers, the sealed bids are sent in, the lambs graded to a standard and weight (the wool is sold in the same way), and every body is ready to deliver their stock. On sale day the produce is on hand. The farmers and the buyers are there. The bids are opened, and the lambs are quickly sold and the money paid. The cars are ready and the shipper gets his lambs altogether, gathered up, and there is no further trouble. All are pleased, nobody is wronged; it is fair and square business. The farmers claim the organization has benefitted them 34½ per cent, and raising lambs is the most paying business in the locality. The very first year the association secured an advance of eighty per cent on former prices.

GOOD ROADS.

Bad roads force the people to live in cities; good roads tend to take them out into the country. This observation reveals its force perhaps more strikingly when read in view of the facts of railroad development, to which the especial attention of the American people has been given during the past forty years. The railroads have centralized the population in the cities and larger towns, and arranged them along their lines of communication. Now what is needed is an equal development of carriage roads to broaden the areas of population and to relieve this congestion.

Railroads need better carriage roads for feeders; farmers need them for access to the railroads and to the cities; manufacturers need them for access to less populous areas and for lower rents and for less cost of portage and transportation; merchants need them as an element in the cheapening of their wares; the people need them for the reduction of the expense of satisfying their wants and for the efficient distribution of their activities.