

THE INDEPENDENT.

Forest Grove, September 17, 1874.

Latest News.

The people of Louisiana have uprisen and overthrown the Kellogg government. The insurgents barricaded the streets of New Orleans. 12 killed and 50 wounded. Kellogg appeals to the Government for aid and excitement abating.

Muir gives a Republican majority of 11,000 against 9,500 last year.

R. Cochran, of Lane, is elected President of the Senate in the Oregon Legislature. The Assembly has not elected a Speaker yet. The last ballot on Tuesday stood Drain (Ind) 27, Reed (Rep.) 17, and Fidler (Dem.) 15. Necessary to a choice 29. Drain will be elected.

Washington County vs Ben Holladay.

The right of way through the people's lands in Washington county was secured to Ben Holladay not for his exclusive advantage but also for the accommodation of our people. The presumption was that Mr. Holladay would build his road on business principles and would not be so insane as to do damage to himself by disregarding the interests, or more properly, trampling upon the rights, of the people of this county. This very thing he has done and he did it with flagrant injustice. He builds his road through the lands of private persons condemned by the State in consideration of the advantages that the people were to reap from the enterprise. He passes right along through the town plot of Hillsboro, the county seat and business centre of the county and refuses to give it a station; he goes by Forest Grove, which has the largest population of any town in the county and is the centre of the West Plain trade and refuses it station. So that the people of the North and East Plains haul their produce over a high mountain twenty miles to Portland, and those of the West Plain have to traverse the mud flats between here and Cornelius to get their products to the depot. We have nothing to say about the location of stations at other points in the county—this Mr. Holladay had a right to do—but his malicious and flagrant violation of our rights guaranteed to us by every principle of justice, in ignoring our claims to accommodation by the railroad—this is that of which we accuse him and for which we demand redress at the hands of the present Legislature. We make this righteous demand without partisan bias, personal spleen or selfish interest, but for the good of the people of Washington county whose rights have been thus wantonly disregarded. We are aware that the course and policy of this road was and is shaped by T. R. Cornelius because of his influence in the Legislature, which course has buried him so deep in the mud of political oblivion that there is neither hope nor wish for resurrection. But our business is not with him, let the dead bury their dead, and 'sent in pace'—our fight is with Ben Holladay.

We ask of the present Legislature that it will, as it has the lawful power, compel Mr. Holladay, which is nothing more than just, to give Hillsboro and Forest Grove each a station for commercial purposes. And we ask our Representatives and Senator in the Legislature to use their utmost endeavor to secure to us from that body the amplest vindication of our rights in this matter. RECENTLY at a Good Templars meeting up in Polk county during recess a vote of the Lodge was taken on the question as to whether or not Beecher was guilty. It is said that the gentler sex generally voted guilty, while the males voted largely the other way. It strikes us at the first blush that young men and women ought to have better sense than to consider such questions together. It is our opinion that decent people in view of such conduct will vote them guilty likewise.

H. G. STRIVE, Secretary of Washington Territory, is at Washington praying for pardon from Grant for certain youthful indiscretions. He deserted the U. S. army while a youngster and stands charged for selling the contract for certain Territorial printing by virtue of this office. Grant ought to appoint him U. S. Treasurer for his opportunities are too small in W. T. Give genius room.

THE UNFETTERED.—The La Grande Sentinel tells of a squaw who went out picking berries. She left her youngest and a bucket of berries sitting on a blanket and went off to hunt a better patch. When she returned she found that a bear had gobbled up all her berries and likewise the papoose!

The sun shines and the Grangers are finishing up their harvest.

The State Aid Question.

The Portland News discusses the question of State aid for the Portland Dalles and Salt Lake Railroad in an intelligent manner. It is true as that paper says nothing more than meaningless generalities have been presented so far in the discussion of this subject by the newspapers. The importance of the project has caught the imagination of the press, ourself included, and the matter has been treated in a sort of romancing, party convention style. But there is a method in this manner of treating the subject. A good deal of rhetoric is needed in these days to awaken sentiment. After this has been done the logic of facts and figures will be more readily investigated. The importance of the project was the first view to be presented and then the feasibility of its prosecution the next in order. It is true, however, as the News says that the Portland Board of Trade ought to have presented some practical solution of the project, but even that solid and usually common sense body in treating the subject has dealt only in the airy frame-work of imagination. It adopted the newspaper plan of so modifying the Five Per Cent. Fund and the Swamp Land Grant of 1872 as to secure the Company \$50,000 per annum for twenty years. And this is the way that the News disposes of this plea:

What are these grants worth? The Five Per Cent. Fund is probably of so little value as not to be worth mentioning. The Swamp Land Grant has no ascertained value. It is impossible to make it the basis of credit in any definite sum. If the State gives any further assistance to the Company it must come out of a fund created from taxes drawn from the people. A guarantee binding the State in any sum above \$50,000—whether based upon a consideration of that instrument, that is not to be thought of for a moment. If there is no virtue enough in the Legislature to maintain the integrity of the fundamental law of this State, there is at least enough in the Courts to do so.

We have been wanting to know for some time the actual value of the aforesaid "Funds." They have been a sort of Aladdin's lamp for the chicanatologists of our Legislature to rub to furnish forth treasures of public wealth for the creation of great enterprises. It is a great pity that the News should thus disturb values and a continued resource of our State.

There is but one way says the News that State aid can be given to this enterprise. We quote again.

If State aid is to be given, there is but one way to do it. A special tax can be levied and the fund arising therefrom set apart to pay the required interest. If aid is to be given the road, this is the way in which it will have to be done. Any subsequent Legislature can repeal the law authorizing the levy and stop the payments. There can be no security for such payments in the future, except the good will of the taxpayers and voters. The Constitution has seen fit to shield these from the burden of a public debt. That door to the Treasury is effectually closed.

The question of a special tax may properly be considered; it is one that invites a careful inquiry and a slow judgment. The Portland, Dalles and Salt Lake Railroad Company is not the only Company that will be asking State aid. It is only yesterday that an enthusiastic railroad meeting was held in Ashland, Jackson County, in the interests of a road from the head of the Humboldt through Klamath Lake Basin and Rogue River Valley to Crescent City. At this meeting resolutions were adopted earnestly asking the Legislature to aid the enterprise. The Yaquina Bay people will probably be in the field with a like request. Douglas, Coos and Curry counties must all to doubt insist that, if other projects are to be favored, the State should favor a road from Roseburg to Coos Bay. Yamhill, Polk and Benton counties earnestly desire and very much need an extension of the West-Vich Road to Junction City. Here is the temptation for a grand combination of these various interests in a raid upon the public purse. The situation is full of danger. Upon the one side are the priceless interests of Eastern Oregon and Washington Territory; upon the other the danger of State bankruptcy.

We are satisfied that nearly two-thirds of the people of Oregon would vote a moderate tax to assist any responsible company in building a railroad giving this State Eastern communication. But as yet there is no such company. In view of the Constitutional restrictions the levying of a tax is the only lawful resource now left us whereby we may give State aid. While we are in favor of making considerable sacrifice for trans-continental communication we are not in favor of hanging a millstone of debt around our neck that will be a continual burden to us if not to our posterity. But when we do make another gift of public money it should be donated for the benefit of Eastern Oregon. It is a

question of life or stagnation with that isolated region and we for one would vote a tax to aid the building of a railroad to give it a market. But before we give this aid we want some substantial guaranty that the road will be built. But to get a favorable vote on this matter the Independents do not propose to vote to pay the Code job, nor for buying the Locks at Oregon City nor for a thousand and one road jobs and other infernal humbugs and steals out of the people's pockets. We think we can appreciate the full importance of a railroad to the East but we do not intend to swamp the State with these vicious and gigantic frauds.

The Legislature.

On Monday last, the eighth biennial session of the Oregon State Legislature began. With three parties of nearly equal strength in its councils partisan legislation will be abortive. The members doubtless already have their minds made up as to what prominent measures they intend to advocate and what they shall oppose. They ought to know by this time what the people want, if they have profited any from the summer campaign and the discussions of the press. They cannot bear too strongly in mind that economy in legislation is the supreme demand of the people at this time. The people do not want to buy the "locks," they do not want to pay for the Code job swindle, they do not want the public money appropriated for the benefit of private persons.

"Beware of lobbyists," should be the watchword of this Legislature. The lobbyist is nine cases out of ten, a man working to put duets in his own pocket. If this be his purpose he can be easily spotted, for his plea ends with money, always money. We expect a good record from the Independent members. They were elected on a reform platform and the eyes of the people are upon them. From the Republican and Democratic parties we expect class legislation, swindling jobs and infractions of our Constitution and laws. The last eight years attest to our sorrow the unscrupulousness and untrustworthiness of these parties. Our best hope now lies in the Independent minority in the Legislature to hold them in check and at least prevent vicious legislation. We have faith in Messrs. Buford, Jackson, Roe and Partlow, Washington County's representatives, that they will stand by the Independent flag and materially assist their brethren of the same politics in defeating bad measure and securing wise legislation.

Wheat Prospects.

The farmers have nearly finished their harvest and are now especially interested about the sale of their wheat. The following conclusions by a writer in the London Times will perhaps throw some light on this subject:

- 1. That the British crop will yield from fourteen to fifteen million quarters (112,000,000 to 120,000,000 bushels), after allowing one million quarters lost for blighted and laid fields, the effect of frost during the blooming, and the thunderstorms of the last six weeks.
2. That in addition to the home produce, not less than eight, and not more than nine million quarters (64,000,000 to 72,000,000 bushels) will be wanted for the 32,000,000 inhabitants of Great Britain.
3. That judging from all estimates, California and the other States of the American Union, Russia, Hungary, Germany, France and Turkey will have eleven million quarters (88,000,000 bushels), which they must sell to supply the eight or nine million quarters required by the United Kingdom, and for which that country will be the only competitor with those buying grain for speculation.
4. That the average price of English wheat will probably fall below 50 shillings per quarter in the course of the next three months. [The average for the week ending August 15, was 58 shillings.]
5. That the price to be paid for the wheat imported into England during the coming harvest year, dating from the 1st of September, will probably reach a total of \$110,000,000, against \$175,000,000 paid in the year just ended.

In the London Times, of August 14th, Mr. James Sanderson estimates the yield of the British crop at twelve and a half million quarters (100,000,000 bushels.) But the facts are sufficiently well established that England will want less wheat from foreign countries than she has taken for four or five years past, and that France and Germany, instead of being competing purchasers with England for American wheat, will be competing sellers with America in the English market.—N. Y. Tribune, Sept. 2.

This week is an eventful one in the history of this State. The Legislature, State Grange, State Temperance Union, and last, though not least the Female Suffragists, hold hold forth in Salem.

A NEW RAILROAD ROUTE.

An Interesting Article on the P. D. & S. L. R. R.

September 15th 1874.

EDITOR INDEPENDENT:

In examining the Whereases and Resolutions of the lawyers who met in Portland last Saturday in obedience to a call for the citizens to meet and consider the propriety of the present Legislature affording additional aid to the Salt L. & D. R. R. we are disposed to make some suggestions. If Congress is willing to grant aid we have nothing to say as beggars should not be choosers, but when it comes to legislating money out of our own pockets we must speak. These lawyers of Saturday who creased that this road is the central (as though already built) artery connecting the North Pacific coast with the world of commerce, etc. Of what effect is a central artery interrupted at both ends and compressed in the middle?

The proposition is to build a narrow gauge from Portland along the Columbia river to some point East of the Cascade mountains, thence to a point of connection with the Continental road. Portland merchants contend that shipping cannot be taken to Portland as cheaply as to San Francisco. As the road is to be a narrow gauge there would be no connection on the eastern end, hence freights there would be transferred—re-handled at an extra expense. "The trade and transportation through our own country between Europe and Asia" would then be at an extra cost at both ends of the line compared with San Francisco. Oregon would be as helpless then as now in that respect and California would do the business. But as these same lawyers say the Columbia river is "the great commercial artery" and a railroad along its banks cannot compete with it in carrying grain and heavy freights even at the present rates of river transportation. When locks are placed at the Cascades and other improvements at the other portages are made a railroad would have but little to do. As a local line the road could not compete with the river and would afford but little relief to the country East of mountains except perhaps between Salt Lake and where it would first strike the river. The only benefit of much more merit would be in the encouragement given to immigration by affording them the facilities of reaching our State without a sea voyage and as readily as they could California.

Again, these lawyers ask for \$50,000 per annum without reference to the completion of the whole line but as fast as sections are completed or perhaps when the expense is incurred and a further indefinite sum for preliminary purposes. Some of us know of an appropriation by the last Legislature of \$20,000 to open a wagon road, but which sum was expended in preliminaries. What would be the cost of preliminaries in a railroad? We do not wish to cast any reflections on any but we wish our Legislature to look the matter squarely in the face and probe the matter to the bottom. The S. L. & D. R. R. has been urged for some years, and has received all the aid that the State honorably is able to give it, particularly in view of the limited benefit to be derived from it. At first the representative paper of the 'Willamette roads' opposed, but since the treasuries of Germany have closed a different policy is espoused. Is Oregon expected now in a small way to do what the Germans did? Who is it that is to build this road? Last year a petition went almost every week to Congress praying aid for it, but the bill failed. However we were told that the prospects were bright and that the next Congress would surely furnish the desired assistance. A narrow gauge costs comparatively but little and on portions of the Coast there is no difficulty of constructing such with private capital. Why call on our already impoverished State? How much inducement will there be for immigrants to come hither when we shall be groaning under burdensome taxation?

When the prospects of Congressional aid were bright Portland Real Estate agents were laying off town additions and selling lots where the depot of the S. L. & D. R. R. would be located. If a bill should be introduced into the present Legislature tendering assistance to the same road, doubtless there will be another addition to East Portland, Holladay's addition or vicinity laid off and put into market by these agents. Those who have no taxes to pay can clamor for appropriations while some who see the matter in its proper light keep quiet through fear of the public demonstration of a few.

We are not the builders in future

nor the agent of such road but we will suggest a road or a route of much more importance to the State than the S. L. & D. R. R. road from Salt Lake or vicinity into the head of the Willamette valley thence to the seaboard on the Columbia river would accomplish all the Whereases and Resolutions of Saturday desire. Build a common gauge and connection will be made East without extra cost. The route is made direct and is far removed from water communication and would avoid competition, being profitable to the road and the unloading of a closed section of country. Over Nevada immigration would flow as readily as on the other road, and the transportation through our country of commerce between Europe and Asia could on it be done as cheaply as on the Sacramento line; permitting the Columbia river to compete with San Francisco for the trade of the Pacific Ocean.

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