

Why it is Harmful.

The constitution ought not to be amended so as to make it possible for the state to engage in the construction and operation of railroads. It is said, however, that such change could do no harm and might do much good. But it could do much harm, infinite harm. It was experience that showed the makers of our constitution the necessity of erecting a barrier against sudden bursts of speculation and fits of financial madness. To remove these barriers would open the door to extreme dangers.

Not only would removal of the barriers open the door to an inconsiderable rush of speculative fury in boom times, now and again, but even in ordinary times it would be a danger, because a fraction of the people, some local bunch unobserved by the rest, might sneak into the policy of the state a scheme that would commit the state to a system that would never be approved, on careful consideration, by the majority. People have a right to feel that they are secure, so they can sleep o' nights.

The masses of the people want to go about their business and pursue their regular callings, without disturbance of these terrors. They don't want to be compelled to stand guard all the time, every year, night and day, against agitators, innovators, schemers and revolutionists. Hence we believe they will not break down the constitutional barrier, nor open the walls to let the fatal horse in. If this most vital part of the constitution shall be set aside, what's the use of a pretense of maintaining a constitution in any part? Why not abolish it at once by initiative statute, and declare that the constitution resides solely in the breasts of the people, subject to their variable moods from one day to another?—Oregonian Feb. 19.

This is mighty good Harriman argument and along the line that one would naturally expect the Oregonian to take when there is a few dollars in sight. It has ever been the policy of that paper to discourage anything that savors of the common people helping themselves. The great and good editor of that paper has always had it in for the common herd. He doesn't associate with that class and the really aristocratic class will not tolerate him, so he herds by himself a good deal of the time and has thus become a great grunter. When an ordinary everyday mortal speaks to him he grunts, that's all. When the matter of voting on the bill, that was passed by the late lamented legislature allowing the people to do so, giving the state or certain districts the right to bond for the purpose of building railroads or roads, comes up we will wager our old hat that the majority for it will surprise even the bucolic editor of Portland's great paper. The fact of the matter is that it is one of the very few measures that were passed by that body that are really meritorious. It is time the people had some way of defending themselves against giant monopolies and this is one of the best as against railroad discrimination. Some of the little monkey and parrot imitators of

the Oregonian have said that it would drive money away from the state, drive immigration away, but the fact is that there has been more activity among the Harriman interests since the act came before the legislature than for a long time before. We have had promise after promise of a railroad into Central Oregon, but nothing has as yet come of it. If the people vote to build this road it will be built and if they build it they can dispose of it at a good profit over the expense of building, for there will be active bidding by more than one great railway system to get hold of it. It is our humble opinion that a railway into eastern Oregon, or as it is termed central Oregon, will pay running expenses hauling the vast alkali beds of that country down here for the purpose of fertilizing this part of the state, making it one of the most productive that there is under the sun. The people must rule or there will be trouble and such pompous old parasites as the one that presides over the destinies of the Oregonian's editorial department will be largely responsible for the conditions that will surely come to pass unless there is a radical change in the political and financial conditions that now obtain in this country.

Selling the Cows.

Editor Oregon Agriculturist: In your comments on the criticisms made at the recent State Dairy Association regarding dairymen selling their cows, you excuse the transaction on the grounds of the farmers getting rid of their star boarders, labor difficulties, etc.

Now, so far as the criticisms of the writer are concerned, they were made for the sole purpose of calling attention to what, to my mind, is a colossal blunder. It is certainly highly commendable of the farmer to dispose of his star boarders, but they should not be sold to innocent, inexperienced purchasers of dairy stock, but rather to the butcher. It is not the selling of the star boarders, or the logical disposal of surplus cows that the criticism is made, but the selling of our best herds by wholesale to dairymen in other states. The writer has in mind one point from which it is estimated 500 cows and heifers were shipped last season and perhaps fully ninety per cent of these were purchased by Washington and Idaho dairymen. Large shipments have also been made from other points in the valley to these states. In fact, sales of cows have been so heavy during the past year as to materially reduce the dairy output of many sections. This is indeed unfortunate, for the cow surpasses all of our farm animals for yielding a sure revenue and for the rejuvenation of our farms.

These cows cost their purchasers at least twenty dollars in freight before they reach their destination, and yet their product is brought in direct competition with our own.

It is the too general tendency of our farmers to treat dairying as an incidental industry and they thus readily dispose of their cows when offered a good price, which we think is very unfortunate.

Dairying is one of the agricultural industries which gives the farmer no worry as to the market for the product. The creamery men of the state are virtually on their knees pleading with the farmers for more sweet cream, and are willing to pay a higher price than is paid by any other market in the United States.

Let us have a greater pride in the vocation, and let our optimism overcome all obstacles and thus build up a dairy industry that will be the marvel of the nation.—James Withycombe in Oregon Agriculturist.

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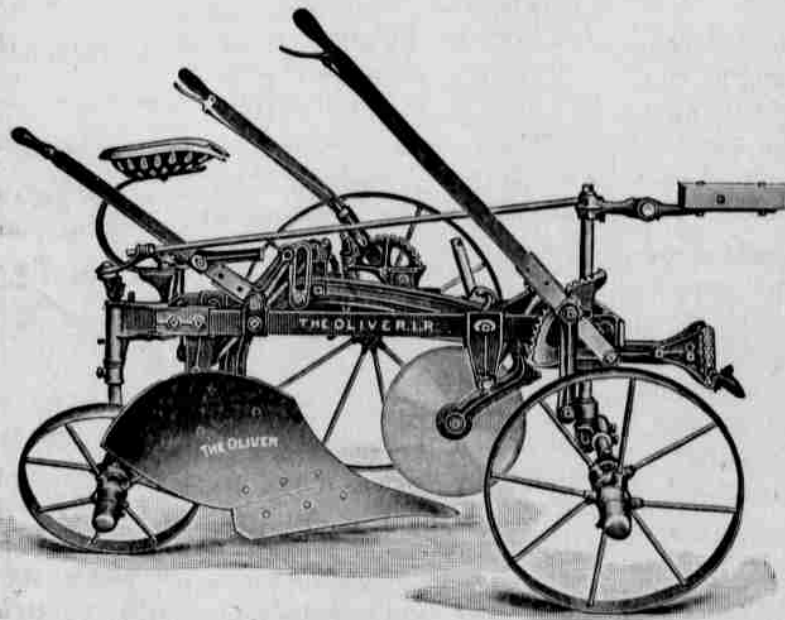
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