

THE PEOPLE'S REPUBLIC.

GRANT E. KELLOGG, Editor.
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THURSDAY, AUGUST 11, 1898.

During 1897 the Russian government
built 2,700 versts, or about 1,800 miles
of new railways.

Give us direct legislation and let the
people decide by their votes, unbiased
by party prejudice or dislike of candi-
dates, whether or not the greenbacks
shall be retired.

If the city owned the water works
everybody could have water for half
price, instead of half the people paying
two prices. But—that would be social-
ism.—Salem Journal.

The state school apportionment was
made at Salem. The per capita was
fixed at \$1.20. The number of children
of school age in the state (150,753) is
this year 797 larger than in 1897, the
per capita being \$1.20, as against \$1.04
in 1897. The total amount distributed
(\$156,903.60) is \$21,747.36 in excess of
the amount distributed in 1897.

Confused or blended issues are among
the greatest political dangers of the
day, and the referendum would have
the immense advantage of separating
the issues. Wherever it has been tried,
it has been found that important politi-
cal questions have been taken, almost
entirely, out of the hands of the wire-
pullers, and settled mainly, if not wholly,
on their merits.

Thousands of men who left California
expected to work at harvesting in the In-
land Empire, are strung along the lines
of railroads from The Dalles to the
Idaho line, both in Oregon and Washing-
ton, and besides being unable to get
work, are out of funds, and it is becom-
ing a serious question with them how
they are going to subsist.—Times Moun-
taineer.

The Vancouver Register contains the
following pointed paragraph:
"It is recited that the bids for the
\$200,000,000 of new government bonds
aggregated \$1,265,000,000, or more than
twice the entire amount of gold coin
supposed to be in the United States. If
all the bidders were required to make
good their bids, where would they get
the gold?"

Will some gold standard advocate ex-
plain? Don't all speak at once, though.

In Massachusetts the savings bank
deposits average \$200 per head of the
whole population. This is largely due
to the facilities for depositing small
savings. These are absent in other
states, and it is estimated by Edward
Atkinson that if postal savings banks
were established, in twenty years the
average deposits in the United States
might be \$100 per capita, an aggregate
of \$7,500,000,000. Mr. Atkinson might
add that this immense sum would have
to be invested and would be sufficient
to accomplish the nationalization of
railroads, telegraphs and other public
services.

The latest patriotic scheme is
that of W. Rankingood and Harry
Price, of Cincinnati, two young men
who propose starting a fund among
the school children for the purpose of
raising money to build a battleship to
be called the American Boy. They pre-
sented their plan to President McKin-
ley who has given them the following
letter of endorsement:

"Mr. W. Rankingood, Cincinnati, O.—
My Dear Sir: The circular which you
have presented to me, outlining your
plan for raising a fund with which to
build and present to the government a
battleship has greatly interested me.
Love of country and devotion were
never more conspicuous in America than
they are today, and I am sure our boys
and girls will deem it a privilege to be
numbered among the contributors to this
patriotic undertaking. Very sincerely
yours,
"WILLIAM MCKINLEY."

A Republican recently remarked to us
that he was "in favor of government own-
ership of railroads." Now, under our
present system, how can this man vote
for the establishment of government
railroads and the maintenance of the
gold standard? It is an absolute impos-
sibility. If he chooses to cast his ballot
for the former, he must work with the
Populists, while for the latter measure
he can only vote with the Republicans.
No political party represents both. One
principle or the other must be sacrificed,
and, while the present plan continues,
the great national questions can not be
settled in a manner satisfactory to a
majority of the people.

With direct legislation, however, each

elector could vote for or against any
questions that might come up, without
regard to political parties or the candi-
dates to be elected. If we are to have a
"government of the people, by the people
for the people," we must have direct leg-
islation. The government of the people,
by the politicians, for the corporations
is un-American in principle and must
be abolished.

Word comes from Santiago that the
tradesmen there decline to accept the
American silver dollar at its face value
and only consider it a 50-cent dollar. It
is said they desire gold, or paper money.
A dispatch from Washington in refer-
ence to this matter, says:

Considerable indignation is expressed
that American money is discounted, and
the suggestion has been made to the Sec-
retary of War that any tradesman who
refuses to accept United States money of
any kind at 100 cents on the dollar
should be removed from the territory
over which the American flag floats.

That's the tumbum. Fire 'em out of
the country. That kind of medicine
ought to be put up at home. The scala-
wag, or set of scallawags, who would put
up a job to destroy the value of the green-
back, or cripple silver, or discredit any
of Uncle Sam's good money, or prate
about a "50-cent dollar," ought to be
lifted out of the country on the toe of a
brogan boot. But there is an excuse for
the tradesmen in Cuba. They are igno-
rant of the situation. They have learn-
ed that silver has been crucified by the
money pirates, and they have supposed
that our silver dollar is on the same
level with the Mexican dollar. Our sil-
ver dollar is a limited legal tender in
this country, and the Mexican dollar is
not.—Vancouver Register.

J. B. Montgomery, a capitalist and a
veteran republican of Oregon, having
just returned from a business trip
through the eastern states, in an inter-
view in the Spokesman-Review, gives
some very interesting reading for the
prosperity howlers who attribute every
blessing to the republican party. He
reports business in the extreme eastern
states as rotten. He says that even New
York City is like a grave yard, that
Philadelphia is no better. He reports
that through the south the planters
went behind on their cotton crops and
stagnation is the result. He reports
business in the middle western states
where wheat is the crop, as fairly good
with dismal prospects for this year's
price. He declares that if any man says
there is a revival of business in the east,
he is a liar. Dun and Bradstreet reports
show that the business failures of the
United States were greater for the year
ending on the 1st inst. than they were
for 1893, the great panic year. This is
a fearful showing when we take into
consideration our immense wheat crop
in connection with the big price as well
as the good price of other cereals in
sympathy with it. With these immense
crops, our big export trade, our repu-
blican tariff, the advance agent of pros-
perity seated in the White House, and
Marcus Aurelius Hanna at the helm,
gold standard cuckoo sing periodically
"republican prosperity."—Rosebury
Review.

A suit was filed last Friday in Pendle-
ton for the foreclosure of two mortgages,
one for \$30,000 and another for \$25,000,
and to collect a book account of \$20,000
and other debts amounting to \$106,638-
60. Republican orators have told us
that our "debts are the evidence of our
prosperity" consequently the defendants
in this case must be happy.

The Captain of the steamer Farallon
reports that when he left Skagway the
town was threatened with destruction
by fire, 15 or 20 houses being in flames,
and it was feared that the efforts to
keep the rapidly spreading flames from
the dynamite sheds would be use-
less. It is supposed that the town is
now a mass of smoldering ruins.

FIRST MONTH OF WAR TAX.

The summary of the receipts at the
office of the collector of internal reve-
nue during the month of July shows
that the total amount which passed
into the government coffers from the
Northwest district was \$192,390 33.
This is only a few thousand dollars less
than the receipts for the whole previous
year. The heavy increase during July
was due to the collection of taxes under
the war revenue bill. The summary
makes the following showing:

Collections on list	\$1,188 36
Bankers special tax	28,913 00
Beer	45,283 30
Spirit stamps	775 28
Cigar stamps	2,078 25
Tobacco stamps	190 63
Special taxes	40,666 34
Imprinted check stamps	17,887 28
Document adhesive stamps	50,315 49
Proprietary adhesive stamps	5,092 40
Total	\$192,390 33

President Dole will be Hawaii's first
governor.

DOES A GRAIN TRUST EXIST?

By S. H. GREELEY.

In this country there is a sugar trust,
a beef trust, a pork trust, and many other
trusts which throttle healthy competi-
tion, and exhort tribute from the masses,
but in Chicago we see evidences
of the existence of another and more
gigantic trust, more powerful and inju-
rious by far than any, viz., a grain trust,
composed of the public warehousemen of
Chicago, backed by the Western rail-
roads entering this city, and made up of
English, New York and Chicago capital.

A public warehouseman, previous to
1885 (as well as to-day), was an official
licensed by the state of Illinois to prop-
erly care for the grain of anyone de-
siring to store it, until such a time as
the legitimate demands of commerce
naturally called it from storage.

It was essential to the commercial
interests of the country that the im-
mense volumes of grain, passing from
west to east, from car to boat, from pro-
ducer to consumer, should have proper
facilities for transfer at Chicago, the
great natural gateway from the prairies
of the West to the distributing points of
the world.

Therefore public warehouses were
necessarily created, each Western road
had its complement of them, suitably
located on its own right of way; and
the public was in no manner restricted
in its operations in receiving, shipping,
storing or transferring its grain, while
rates and privileges were alike to all.
On arrival in Chicago, consignments
were inspected by the State, and upon
entering storage were unloaded in bins
set apart for each special grade,
thus insuring a fair average quality
for such grade to the shipper who took
it out.

In 1885, or soon after, public ware-
housemen, licensed servants of the peo-
ple, created by the virtue of the neces-
sities of the people began to merchandise
grain, through the houses over which
they were commissioned to act as mere
custodians only. It would have been
fully as reasonable, and as much in the
interest of the public policy, had the
Western railroads centering in Chicago
suddenly announced themselves dealers
in grain, and while licensed only as
common carriers, should make their
own freight rates to themselves, while
charging the public the regular adver-
tised tariffs.

The advantages of the public ware-
housemen at the present are quite sim-
ilar to those which would be enjoyed
by railroads, if grain dealers. As rail-
roads could make their own rates of
freight, so the warehousemen can arrange
their own rates of storage to themselves,
which means no storage, while the peo-
ple pay full list prices.
This fact alone, together with others
even more burdensome, means absolute-
ly complete annihilation of competition,
and eventually the establishment of one
price, set by the warehouse trust.
The profits arising from manufacturing, mix-
ing and sorting grain, as conducted by
these public custodians, should not es-
cape special mention. Being sole man-
agers of the elevators, their opportuni-
ties are almost unlimited, and when we
consider the immense volumes of grain,
numbered by the tens of millions of
bushels annually, which pass through
these houses, and the different values
attached to the various grades, the op-
portunities for almost boundless profits
are quite in keeping with the other
monstrosities connected with this sys-
tem.

Previous to 1885, before present condi-
tions were born, hundreds of Chicago
buyers competed on the open market for
grain arriving from the West, to be
shipped East. These, almost to a man,
have been driven from the field by the
warehouse trust. Previous to that year,
also, hundreds of dealers bought and
sold consignments from the West, to be
handled through public warehouses;
a strong, healthy competition then ex-
isted, and prices in former years bespeak
its benefits to the agriculturists of our
land.

These Western buyers are now fast
fading away, and the near future prom-
ises to have them, like the eastern ship-
pers, almost completely exterminated.
It is not unreasonable to state, based on
the opinions of the most competent to
judge, that fully 90 per cent. of the
grain, unloaded into public elevators in
Chicago, becomes the property of the
warehousemen sooner or later as mer-
chandisers.

Though the medium of special priv-
ileges, granted by the railroads, they in-
vade territory not naturally tributary
to Chicago, in order to fill up their
large capacity, for the purpose of exact-
ing storage from the great mass of in-
vestors who aim to support prices.

In thus manipulating, they become
carriers of large stocks of grain pending
the day of future delivery, for which
they have them sold; and it is evident
that operating as such carriers, the

lower they force values the larger their
profits.

Bear in mind that storage rates al-
ways remain at a certain charge per
bushel, three fourths cent for the first
ten days, and one fourth cent for each
following ten days. These rates do not
decline in proportion to the market
prices; so if corn can be forced in the
twenties, wheat in the sixties and oats
under 20 cents in the Chicago market,
the greater the profits of the syndicate,
because it requires less invested capital.
Insurance and interest are minimized,
and by the reduction of prices the op-
portunities become greater to force the
buyer to sell out his purchases; the
warehouseman standing ready, when
this holder is disheartened to buy the
grain of him at a reduced price, and re-
sell for another deferred delivery, to
some other investor who comes forward
to support the market.

Thus they have bled the trade for
years past. This holding of grain at
the market center is an unnatural con-
dition, and it is the means employed to
collect a tax upon the product between
the producer and the consumer, which
never should exist.

These warehousemen often criticize
merchants who charge half a cent a
bushel for placing grain from the West
to the sea-board, claiming it to be a mil-
lennium's exorbitant profit; whereas
they overlook the enormous extortion
they exact from month to month as car-
riers, before grain ever reaches the con-
sumers.

It takes but a short investigation to
comprehend the pernicious effects of
these huge volumes of grain carried as
above described. They constantly in-
vite an army of ferocious "bear" raid-
ers to enter the market, and on the
floor of our exchanges pound prices
without mercy. They drive away in-
vestors who, knowing the disadvantages
which they have to contend, seek other
fields for their capital, and no argu-
ments can be advanced to show
whereby this unnatural hoarding of
grain is beneficial, except to those who
belong to that large brigade of specu-
lating depredators and bold extortioners
who thrive on the misfortunes of
others.

In a recent effort in the courts to ob-
tain a decision as to whether or not
public warehousemen should be per-
mitted to act as grain dealers, a most
exhaustive and thorough consideration
of the case on all sides was presented
before Judge Tuley of Chicago.

Many witnesses were examined, most
able legal counsel conducted the case,
and no stone was left unturned by both
to bring forth all the arguments possi-
ble to be produced.

It might be mentioned incidentally
that the trial of this case lasted three
weeks, and the evidence presented to
the Supreme Court covered 575 pages
of closely printed manuscript. On the
22d of December, 1896, Judge Tuley ren-
dered his decision, covering fourteen
pages, in which he held that public
warehousemen have no right to deal in
grain.

Among other things quoted in that
decision are the following, which set
forth very plainly the opinions of that
able jurist on the misfortunes that be-
set grain dealers and producers through-
out the country:
In the case at bar it is shown that the
public warehousemen of Chicago, being
licensed to carry on a warehouse, have
used their capital, to wit, their ware-
houses and their business as warehouse-
men, to aid them in trading in grain
in competition with the public, and having
a great advantage over such public in
such licensed public warehouses they
have become the principle buyers and
sellers of grain in the Chicago market
and upon some lines or systems of rail-
roads centering in Chicago, almost the
only buyers.

This raises the further question
whether or not, while engaged in the
public employment or business of ware-
housing in carrying on another business,
such as dealing in grain, and thereby
obtain practically a monopoly of the
immense grain trade of this great grain
center, where there was received by rail
in 1895 over 200,000,000 bushels of grain.
A monopoly is abhorrent to the com-
mon law and the public policy of the
State as manifested by its legislation,
which has always been to prevent and
restrain monopolies, combinations and
trusts.

Being public institutions in the nature
of public agencies, whether carried on
by an incorporated company or an in-
dividual, they cannot exceed the legiti-
mate scope of the authority conferred
by their license and the act of 1871, nor
go beyond the purposes for which they
were created.

It is, however, contended that the
warehouseman gets the grain because he
pays more for it than other bidders;
that the constitution of the State re-
quires the law passed in pursuance
thereof to be construed "in the interests
of the producer," therefore it is to the
interests of the producer that the ware-
house be allowed to enter into the grain
business. No monopoly in grain deal-
ing can operate in the long run to the
interest of the producer. There is no
truer maxim in economics than that
"competition is the life of trade." The

warehouseman may be able to pay more
than outside shippers or buyers until he
has driven them out of the market;
when he has succeeded in so doing (and
the evidence shows that that time has
nearly arrived) and he has practically
no competition, then the producer must
suffer. The law should not be so con-
strued as to give the warehouseman the
right to use his privilege, his public
business as a warehouseman to crush
out competition against himself as a
dealer in grain.

To so construe the law it appears to
the court would be to construe it in the
interests of the warehouseman, and not
as intended by the constitution, in the
interests of the "producer and shipper."

It is also contended that every man has
a right to trade in grain. This may be
true as to every private individual, but
if he is exercising a kind of public em-
ployment and is licensed to carry on a
business impressed with a public use,
with certain duties and privileges, "Is
it, or not, against public policy that he
be permitted to use such public employ-
ment, such public business and such
privileges to aid him in carrying on in
competition with the public another and
different business, and in such a way as
to create in himself a 'virtual monopoly'
of such latter business?" It appears to
the court that there can be but one an-
swer to the question and that in the
affirmative.

Finding themselves defeated in court,
and pending the decision of the Supreme
Court of Illinois, to which the case was
appealed, these public warehousemen
hastened to Springfield within two week
after the arguments had been finished,
to procure an amendment to the Ware-
house law, granting them the privilege
of continuing their nefarious practices.

As one of a committee who fought this
issue at the state capital, I am prepared
to say that the methods adopted which
secured the passage of this amendment
known as the Warehouse bill were at
least very suspicious, and there is little
credit due to the honor of those of our
State representatives who fell in line
with "arguments" of the trust.

It is very probable that an effort will
be made at the next session of the Gen-
eral Assembly of Illinois to have this
law repealed, and a proper one substi-
tuted.

It is asking no favor of the voters of
Illinois, but on the other hand it is their
duty to instruct their State Representa-
tives and Senators, either personally or
by letter, to bury this system when the
proper bill with that object in view is
presented.

The intricate details of the manipu-
lations in the grain markets, the special
favors shown by the railroad companies,
and the conditions which make it easy
for speculators to sell the crops many
times over, with success, before they are
marketed, carry within themselves
many difficulties which make it impos-
sible for one not constantly interested
in these matters to fully comprehend
them.

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125 acres now in cultivation. Improve-
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Accommodating drivers.
Leaves as follows:

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Wasco 9 a.m.	Antelope 3 a.m.
Moro 11:00 a.m.	Kent 6 a.m.
Grass Valley 3 p.m.	Grass Valley 9 a.m.
Kent 6 p.m.	Moro 11 a.m.
Arrives at	Arrives at
Antelope 10 p.m.	Wasco 3 p.m.

Columbia Southern Railway

Time schedule.—In effect July 1, 1898. Con-
nection is made with O. R. & N. passenger
trains at Biggs.

Leave	Arrive
Wasco 5:00 a.m.	Biggs 5:40 a.m.
Biggs 7:30	Wasco 8:15
Wasco 4:50 p.m.	Biggs 4:40 p.m.
Biggs 6:15	Wasco 7:00

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