

CAN OREGON AFFORD IT?

If the traffic in intoxicating liquors, to be used as a beverage, is productive of more real benefit to the state than of injury, then it is conceded at once that to prohibit the traffic would be a wrong and a misfortune. But if it be true that the injury received to the state at the hands of the traffic far exceeds all the benefits conferred, then it will become the duty of every true patriot to cast his ballot against the existence of the traffic. For, as from the principal of frugality, no man can afford to keep that which is of more real injury than of benefit to him; neither can any community or state afford to do such a thing.

Now, from the standpoint of material prosperity, we affirm that the state of Oregon cannot afford to continue this whisky business. It will be noted that for the present we have all moral and social considerations, and look at this question in the light of the material interests of the state. In the first place, the wealth of a state exists, in a great measure, in the brain, bone and muscle of its citizens; for without these all other resources, however great, are unavailable; but both science and experience have unequivocally affirmed that not only are these liquors unnecessary to impart strength to the muscle, steadiness to the nerve, or clearness to the brain, but on the contrary even their moderate use tends to weaken the physical and muddle the intellectual powers of man. It follows, then, that in this respect the traffic is a source of weakness instead of strength to the state. But again: Many of our ablest jurists and best informed men, have repeatedly testified that from 75 to 90 per cent. of all the crimes committed, in communities where intoxicating liquors are sold, are the legitimate fruits of the traffic. Now as every crime committed is a wrong inflicted against the state, as well as against an individual or a community, it follows that at least 75 per cent. of all the crimes inflicted against the state at the hands of its citizens, are the results of this traffic, and that from this point of view the state ought to abolish the business. Again, it is a fact not disputed, that the use of these liquors as a beverage is constantly causing the premature death of many good citizens. The lowest estimate made of the ravages of this business is 60,000 of the citizens of the United States annually. Allowing Oregon to have a population of 200,000, this would make her quota something over 200 annually. But it is a well-known fact, to those who have taken the pains to gather statistics, that Oregon has exceeded that number of victims annually for the last several years. Nor can it be claimed that this number is taken wholly, or in the main from the weak and vicious classes. But often it is the substantial citizen who loses his life through the rage or folly of those bereft of reason through strong drink. Or it is the noble and the brilliant, as a Yates of Illinois, a Marshall of Kentucky, or a Logan of Oregon, who is dragged down by this monster vice. Who is it that cannot call to mind a dozen or a score of these noble ones who have been decoyed to death by this wretched business. Now, unless it can be shown that Oregon is receiving some great and substantial benefit from the traffic, then we say it cannot afford to continue the business.

IMPORTANT ANNOUNCEMENT.

In speaking of the sale of the Oregon & California railroad to the Southern Pacific company, the Oregonian says: "This is a very important announcement to Oregon, for though it has been known for a long time that the negotiation was under way, and news of the consummation has therefore been somewhat discounted, yet these things can never be considered as certain of accomplishment till positive announcement thereof is made. We now know that the great California railway system is to control this important Oregon line. This carries with it the consequence that the road is to be operated as a 'feeder,' as far as practical, to the California system. Mr. Crocker says that the line will be pushed through with all possible dispatch. A gap of forty-five miles now remains, and 400 men are now at work; but the country is very mountainous, and so heavy is the work of construction that it is supposed the road will not be finished much before the end of the present year.

Full transportation between Portland and San Francisco never can compete with transportation by sea; but this railway line in the hands of the California company will enable San Francisco to make extended encroachments upon the trade of Southern and Middle Oregon. Though this should prove a loss to Portland it will be a gain to the country, since there will be better facilities and competitive benefits, and in the long run the gain to the country will redound even to Portland's advantage. In the Willamette valley the narrow-gauge lines and the Oregon Pacific will be a check or counterpoise to the through line to California; so that on the whole there is no reason to fear the consequences of the change. On the contrary, the new forces it will bring into the state may promote our development in many ways. The California corporation will want Southern and Middle Oregon filled up with people, and to bring this about may be expected to see the necessity of dealing more liberally with the people than the old management, pressed by need and bankruptcy, has been able to do." It is to be hoped, also when the O. & C. road changes hands, it will be put under a more broad-minded management, than that which now controls it. The railroads of Oregon, to be a benefit to the state, should be controlled by men of broad, liberal views—men who adhere somewhat to the law of common sense—which teaches them the importance of doing what they can for the best interests of the public, especially when by so doing their line is benefited. Like the Oregonian, we deem

the change one of the most important events looking to the further prosperity of Oregon. Direct communication with San Francisco by rail will give the farmers of this valley and especially those of Southern Oregon, the advantage of two markets for their products, and quicker facilities for getting them there. Our merchants too, will be greatly benefited in this direction. And again, how much pleasanter it will be to take a sleeper and ride into S. F. in a few hours, than to be rolled around in a steamer for three days and nights, with but little assurance of getting there at all!

In another column, will be found a call for precinct meetings for the purpose of organizing precinct prohibitory amendment laws. We would urge upon the friends of the cause in different precincts, to give this call their special attention, and see that the people generally are made acquainted with the date and objects of these meetings. The temperance people have a great work to perform between now and November. Commence now.

FARM NOTES.

The average life of a worker bee is only 45 days.

One great fault of many farmers may be found in a peculiar passion for large fields.

When the pigs are coughing it indicates not only damp yards but also that the roof of the shelter leaks.

If the weather becomes warm, plow the ground for the garden and let it freeze before winter business opens.

Avoid metals about butter. The salt will cause rust and stain the butter. Metallic rust is often poisonous.

Scatter some of the finest, richest and best manure you have on the piece of ground intended for your onions.

A teaspoonful of spirits of turpentine in a pint and a half of corn meal is considered one of the best remedies for gapes when fed to young chicks.

Soot contains several fertilizing elements, such as ammonia, muriatic acid, lime, magnesia and other substances, which, being the product of vegetation, are also the natural food of plants.

There is no use in holding on to beef, cattle or sheep for a higher market towards spring, for that time has gone by. It used to be so, but the dressed meat shippers have effected this change. We must feed to sell as soon as ready.

The asparagus bed must be attended to early. Fork in a plentiful supply of fine, well-rotted manure, so as to allow the rains to carry down the soluble portions to the roots of the plants.

As a result of the wholesale destruction of birds for ornamental purposes, reports from South Carolina state that ravages of insects in that State last season were greater than ever before known.

A correspondent of the English Farmers' Gazette asserts that five pounds of common white beans ground fine and fed in half-pound doses with bran twice daily will cure the worst case of bloody milk.

Four times as much nutriment can be secured by converting the waste products of the earth into milk as can be gained by putting them into beef, mutton or pork.

A remedy for garget is said to be eight drops of tincture of aconite dropped on a piece of bread and mixed with the food at night, the next morning giving four more drops in the same manner.

A successful Canadian dairyman thinks bran, peas and corn mixed makes the best butter-producing food for cows. Cows should be milked with dry hands. Cows should not be milked in proximity to the dung pile.

An English gardener advises trapping ants with limes upon which some meat has been left, and dipping occasionally in hot water. For "slugs and worm-worms" he uses pieces of potato or carrot.

Don't put off trimming the vines too late in the season, or it cannot be done at all. If the sap begins to flow the cutting of the vines will cause them to "bleed" and the consequence will be no fruit. Trim when the weather is cold.

Mr. A. R. Whitney, the great orchardist of Northern Illinois, advises the following for rabbits gnawing apple trees: One-fourth bushel lime, one-half pound copperas, one pound of cheap glue. Add the glue and copperas after slaking it. Apply in the fall of each year. The cost is only one-sixteenth that of tarred paper, and is reported more effective.

Should a wagon or luggy-tire become a little loose from shrinkage of the fellos, instead of taking the wheel to the shop to have the tire cut and replaced, get half a gallon of linseed oil, and after heating it pretty well, pour the same in a shallow dish and give the rim of the wheel two or three slow turns around through it; the oil penetrating the fellos, will so swell them that the tire will become as tight as ever.

An apurist of considerable experience says he is fully convinced that bacteria, or foul breed, never attacks the larvae of the honey bee except when the larvae are weakened or ill from some other cause, and that there is no remedy known that will benefit a colony of bees afflicted with this disease unless it be accompanied by good healthy food. In fact the food is all that is necessary.

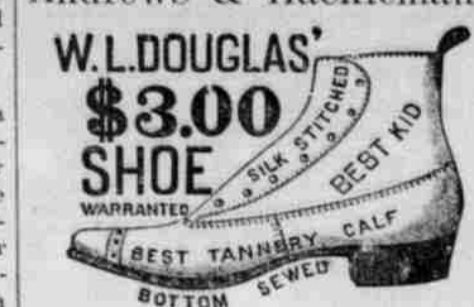
The swill barrel is often allowed to become filthy, not only from decomposition and chemical change of elements, but from always allowing a portion of the old swill to remain, the result sometimes being a poisonous fermentation. Although it may be an advantage to allow swill to stand a few days, yet even the swill barrel should be cleaned occasionally, if disease is to be avoided.

Milk cannot be made from nothing. If the material for its manufacture be not found in the food it will be taken from the accumulated flesh of the body, and if no surplus flesh has been accumulated the secretions of milk will either cease or the materials be drawn from the muscles and tissues which are otherwise needed for the maintenance of health and strength.

In regard to spreading manure in the winter, Mr. N. V. F. Brown, an experienced farmer in Ohio, says: "When taken out spread the manure at once on the field where it is to be plowed under in spring. I compost the manure in the barnyard, which is to be used on the garden or as a topdressing for wheat, but shed-made manure I prefer to apply direct from the wagon when the land is frozen. Even if it does not do quite so much good it saves labor at a busy time. Last winter I spread part of the manure as we drew it out, but put some 40 loads in a heap at the side of a field to be plowed in potatoes. When spring came it rained so much and the land was so soft that we could not spread the manure at all when we wished to do so, and it gave us so much trouble that I made up my mind to spread it in winter hereafter."

Estimating the value of the hog as a producer of manure, a practical swine-breeder states that a hog, if kept to the age of twelve months, will convert a cartload of material per month into an excellent fertilizer for corn. He thinks that with twelve loads of manure a year, from each hog on the farm, the hogs should provide enough fertilizer to pay for the corn they consume, and that by estimating the value of the manure the hog is kept at a less cost than he is credited.

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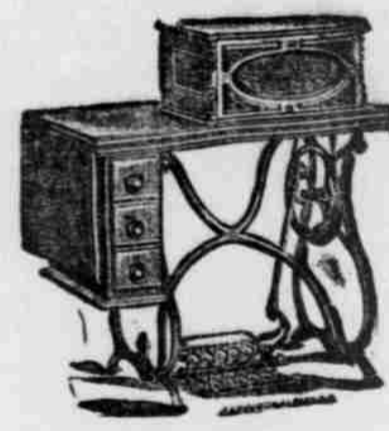
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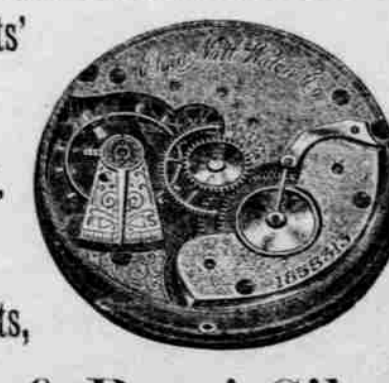
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