THE

# Grange Advance.

FAITH, HOPE, CHARITY, FIDELITY.

IN UNION STRENGTH---IN KNOWLEDGE POWER.

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Farmers, Mechanics and Laborers of Minnesota, to the front! Advance! is the universal order of the hour, and the firm, determined tramp, tramp, tramp of the toiling masses, who have hitherto lagged in the rear, is heard all over the world in the great onward march. Shall the 75,000 farmers, mechanics and laborers of Minnesota fail to obey the order, or obeying in part still fail to take their stand in the very front ranks? There is no place on the world's mighty battle field where the hosts of the Monopolists are attacking the people with greater zeal, determination and ferocity than in our own State. There is no place on the mighty line where it is more important that the enemy should be repulsed, crushed and routed, foot and dragoon, than right where we stand. Are we ready for the work?

The GRANGE ADVANCE will always be just what its name indicates. It will ever be found with the advance guard and at the head of the column. From its pages no uncertain sound will ever go forth. Based upon eternal truth and justice, fighting in a righteous cause, firmly grounded in the conviction of the greatness and importance of its mission and work, it must and will prevail.

Let all those who favor the cause of the toiling millions against oppression and monopoly, the cause of labor against extortion and greed, come to our aid, for we are marching under the same colors.

## *THE GRANGE ADVANCE*

Is a weekly newspaper devoted exclusively to the interests of labor and agriculture, and the following is the platform:

1. It proposes to secure for labor a legitimate reward, not by destroying any other industry, profession or calling but by increasing the power and influence of the laborer so that he may exercise some influence in fixing the price of wheat he buys and sells.

2. It proposes to throw its whole influence in favor of CHEAP TRANSPORTATION, until the very lowest rates and tariffs compatable with a fair remuneration to the carrier are realized, believing this to be one of the greatest, if not the greatest question before the American people to-day.

3. It proposes that if railroads are public corporations they must and shall be made to subserve the public interests —that they shall not be permitted to take private property for road beds, depots, &c., and collect municipal and county bonds on the ground that they are *public* institutions, and then turn round and rob the people by extortionate rates and tariffs upon the ground that they are *private* companies, and under no obligation to the public.

4. It proposes to be strictly non-partisan, but will not hesitate to expose and denounce corruption in whatever party it is found, and will never fail to drag the guilty individual to the bar of public judgment, no matter how high his position, or by how many millions he is backed. It will deal fairly with all candidates for office, and will endeavor to hold each of them before the public in his true and real character, without fear, favor or affection.

5. It proposes to do all it can for the mental, moral and intellectual elevation of the masses, being fully convinced that the existence and perpetuation of a republic form of government depends upon the general intelligence and morality of the people.

6. It proposes to fight the hydra-headed monster MONOPOLY in whatever shape, or form, or place it may be found. No class privileges, no class legislation, but equality before the law in all respects is its motto.

7. Finally, it proposes to work faithfully and work unceasingly for the advancement and up-building of the order of the Patrons of Husbandry, to use every means at its command to increase the interest and zeal of every individual member, to furnish them with all the latest news pertaining to the order throughout the country, to give them all the latest and best agricultural news, to post them concerning every hum bug that we can discover in the land, to furnish them with new songs and music appropriate for regular meetings, and in short to be the liveliest, most energetic and spiciest agricultural paper published.

## *THE FINANCIAL CRASH OF* 1873.

The crisis has come and gone, and now that the fever of excitement and terror is over, men are in a more fit state of mind to look into some of the causes of the trouble.

It has been frequently remarked during and since the panic by the enemies of the order of Patrons of Husbandry, that the financial crisis has, to a great extent, been produced by the influence of Granges—that their hostility to railroads has greatly depreciated the value of railroad bonds, and thus precipitated the collapse.

We desire to submit the following remarks upon this subject:

1. For at least three years last past some of our ablest financiers and best business men have been predicting a collapse in railroad stock, and a wide spread financial panic resulting therefrom.

2. These predictions were based upon the fact that railroads were being pushed away into unsettled regions, which could give them no paying business for many years after the roads were built, if at all, the companies and bond holders mainly relying upon their enormous land grants. But the lands have no market value except as the projected road gives them value by opening up and settling the country. The companies, therefore, have the double task of building their roads, and settling up the countries through which they pass. But it was argued that there were so many being built upon this purely speculative basis, that it was impossible they should all succeed, and that a collapse was inevitable.

3. Some time last summer European capitalists sent a commission to this country to inquire into the standing, condition, prospects and securities of the Northern Pacific Railroad Co., with a view to investing in the bonds of that company. The commission came, and undoubtedly gave the matter a most thorough and comprehensive investigation. Upon their return their report, whatever it was, was not published; but it has since transpired that they reported adversely to the road. This, undoubtedly, seriously impaired the confidence of American bond holders, many of whom have for some time past been trying to get rid of their stock.

5. Jay Cooke & Co., probably the largest and best known bankers in the United States, were the most heavily interested in these stocks, and it was a matter of immense importance to them that the credit of the Company and its bonds should be maintained. In order, therefore, to restore and establish confidence, they ostentatiously bought in the bonds of these timid holders, to show capitalists they were not afraid of these stocks. But the more they bought, the more they found for sale, and the more of the bonds they got upon their hands, the more essential it was for them to keep up the value. They had got into a fearful current and were no longer able to control themselves. They could simply keep on buying until their money was all gone, and then in its place lay only a heap of Northern Pacific bonds, almost worthless.

6. Others, who like them had been buying up the stocks of these speculative roads, found themselves in a similar current and were soon, with Cooke & Co., hurled into the gulf of bankruptcy. In this way the panic was set in motion. People were frightened beyond sense or reason. They rushed to the banks to get out their money, and in doing this they withdrew it from circulation. The whole trouble now is that so much money is lying in men's pockets, or tucked in corners of bed ticks for safe keeping, and there will probably be more money lost in this way than by the failure of banks.

When the panic was once started, such men as Jay Gould found it to their interest to keep up the excitement for they were making the largest portion of what others were losing.

We see then that this matter has been brewing for years, and before the Granges became, to any extent, influential, and that the crisis was inevitable if there had never been a Grange in existence.

But amid the difficulties of the hour we have this consoling reflection. If any of these roads must fail, it is better that it should occur now, than that they should live on for years extorting from the poor settlers along their roads every dollar they can earn to support non-paying railroads.

—The freight agents of the Western railroads held a convention in Cleveland last week, at which they fixed the rates of transportation from all prominent Western cities to New York. Fourth class freight was fixed at fifty cents from Chicago, and sixty cents from St Louis, Rock Island, Burlington, Keokuk, Davnenport, and Des Moines, Iowa.

REPUTATION FOR VERACITY.—A witness was called upon to testify concerning the reputation of another witness for veracity. "Why," said he, "I hardly know what to tell you. M. sometimes jests and jokes, and then I don't believe him; but when he undertakes to tell anything for a fact, I believe him about as much as I do the *rest of my neighbors.*"

IT is a noticeable fact that the deeper miners go down in England, the higher coal goes up.

## *ARE FARMERS IMPROVIDENT?*

To the cry of distress coming up from our Western farmers, the railroad companies reply, "Farmers are wanting in intelligent economy. They do not prosper because they do not prudently husband their means. We cannot be asked to make their labor profitable while they are unthrifty. Nobody is saved in this world from the natural consequences of imprudence. If a manufacturer makes cloth at a cost of two dollars, which his neighbor makes at a cost of one dollar, the first must be bankrupted for his folly."

The retort upon such reasoning is swift and merciless. Railroads are protected by society at large for all their extravagances and imprudences. No matter how heavy cost has been accumulated upon a road, even though by fraud, the stockholder is held to be entitled to a good dividend wherever the dividend can be made by high fares and freights. These corporations are the petted children of the public which takes upon itself all the consequences of their folly.

But the retort, however sharp and telling, does not close the controversy. The charge remains, and has an appearance of truth. Many farmers are thriftless and their unthrift damages their class.

The credit system is a pestilent evil to farmers. It is in fact to everybody; but it probably works most evil on the farm. Before they are aware of it, our farmers have fallen into a habit of living a year ahead of their work, buying to pay after the next harvest, and buying with a certain recklessness because their credit is only too good. No other class pays so much for credit. Machines, for example, are sold to them at ruinous advances above cash prices. Collection is in such cases expensive because the purchasers are scattered widely, and sellers put up prices of things sold on credit enough to cover all possible risks. A credit-using farmer employing two farm hands, actually employs also, without knowing it, another man, whose wages equal the wages of both his hands, to collect from him his notes and bills. We hope the Grangers will cure this terrible malady of credit-using. They have already greatly diminished the evil.

Many farmers fail to use their lands to the best advantage by force of habit. Born on wheat lands, they keep on producing small crops of wheat on soils made on purpose for corn; or they persist in selling their corn instead of converting it into meat in regions where the last course is indicated by circumstances and markets. This class of farmers is not pliant enough and quick enough of wit to change when change is a necessity of profitable tillage.

Turn to another side. A great moral and religious truth is concerned with one in political economy in this question of improvidence. It must be wrong, it must be sinful, to enforce against farmers a cost-law which does not allow them any chance of equality in intelligence and comfortableness with their fellow-citizen.

If by unthrift is meant that the Western farmer buys books, subscribes for newspapers and magazines, sends his boys and girls to college, keeps a clean and tidy house with neat furniture and bits of art treasure, why then we say boldly the rest of us ought to be glad to pay for such unthrift as that—and we must pay for it. We cannot expect this work to be done for us by men who support themselves at the old cost of slave labor, or at the necessary cost of the labor of unskilled workmen. If we have reckoned that farmers' wives must wear poor clothing, and farmers' sons remain in ignorance, we have reckoned without our host.

*N. W. C. A.*

WHAT requires more philosophy than taking things as they come? Parting with things as they go.

## NEWS ITEMS.

—New York has organized a cheap transportation association, and appointed committees consisting of some of the most enterprising merchants of the city.

—The London *Times* says with regard to the New York financial panic that "in view of the extraordinary prosperity of the United States, and the high price of its government bonds, the present gust can but be remarked as simply an effort of the financial system to get rid of its dishonest element;" and the statement is not very far from the truth.

—A strong effort is to be made in the next Congress to get an appropriation for the construction of the St Philip canal near the mouth of the Mississippi river. It is estimated to cost about twelve million dollars and when finished will, it is said, permit of sailing of the largest ocean vessels as far as Cairo for at least four months of the year.

—In his recent speech at Dayton, Ohio, Senator Morton, in speaking of the cheap transportation question, made a statement of considerable importance. He says that he has in his possession a proposal submitted by Dutch capitalists to build a railroad with four tracks from the West to the seaboard, without any aid, either state or national. All they ask is a charter. We trust this proposal will not be forgotten when Congress meets, for it will contrast very strangely with certain other propositions which will be submitted to the authorities.

—An exchange says England has entered upon the experiment of reforming all railroad abuses and inaugurating a sort of Utopia of steam locomotion by means of a board of commissioners. The functions of this board commenced on the 1st inst. It consists of Sir Francis Peel, son of the great Robert Peel; Mr Price, a lumber merchant and old railroad officer, and Mr McNamara, a barrister. The duties of the board are to adjudicate upon questions of amalgamation competition, goods rates, passenger rates, and the general protection of the public.

—THE Senatorial Committee on Transportation was in session in New York last week. Among the statements made to the committee was one by Mr. Walker, statistician of the Produce Exchange, who said that the most promising competing routes will be through the Central of New York and through the St. Lawrence route when the canals are enlarged. The state of New York must be prepared to meet competition by the St. Lawrence at a rate not to exceed ten cents per bushel from Chicago to Montreal. The remedy for exorbitant rail-rates is the improvement of water routes and increased facilities by rail. Many lines are now doubling their tracks, and they can do so scarcely fast enough. The canals since 1837 have transported over seven thousand million dollars' worth of property, and have produced a revenue sufficient to pay for themselves. The tonnage of the canals for twenty-three years has been more than double the tonnage of all the vessels entering the port of New York. The greatest capacity of the canals to move property eastward is four million tons. A lock should be able to accommodate a boat of twenty-six hundred tons.