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NO. 8.

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Mail Directory.

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Yamhill County Directory.

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Sheriff..... R. P. Bird
Treasurer..... J. M. Kelly
Co. Commissioners..... J. Dawson
Surveyor..... C. Handley
Assessor..... I. Davis
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LEGISLATURE.

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Rep's..... T. R. Harrison
A. R. Burbank

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EXECUTIVE DEPARTMENT.
Governor..... S. F. Grover
Secretary of State..... L. H. Lamson
Treasurer of State..... J. H. Upton
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State Librarian..... S. C. Simpson
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CONGRESSIONAL.

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Congressman..... J. H. Mitchell
..... Jos. G. Wilson

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U. S. Marshal..... Tho's G. Young
Clerk U. S. Court..... B. Wilcox
Surveyor General..... W. H. Odell
Supt. of Ind. Affairs..... Thos. Frazer
U. S. Assessor..... W. H. Odell
U. S. Collector..... W. Bowly

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B. Herman, Receiver..... Oregon City
Owen Wade, Register..... Oregon City
Henry Warren, Receiver..... La Grande
J. H. Stephens, Register..... La Grande
D. Chaplin, Receiver.....

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A. J. Thayer..... Corvallis
B. F. Bonham..... Salem
W. W. Upton..... Portland
L. L. McArthur..... Baker City

JUDICIAL DISTRICTS.

First District: Jackson and Josephine, 2d District: Benton, Cook, Curry, Douglas and Lane. 3d District: Linn, Marion, Polk, Tillamook and Yamhill. 4th District: Clackamas, Columbia, Multnomah, and Washington. 5th District: Grant, Umatilla, and Wasco.

TERMS OF CIRCUIT COURTS.
First District: In the county of Josephine, on the fourth Monday in October; Jackson second Monday in February, June and November.

Second District: Douglas third Monday in October, and second Monday in May; Cook, fourth Monday in May, and second Monday in September; Curry, first Monday in June; Lane, third Monday in April, and first Monday in November; Benton, second Monday in April, and third Monday in November.

Third District: Linn, fourth Monday in March, and second Monday in October; Marion, second Monday in March, June and November; Polk, second Monday in May, and fourth Monday in November; Yamhill, second Monday in April, and fourth Monday in October; Tillamook, second Monday in July.

Fourth District: Clackamas, fourth Monday in April, and second Monday in November; Grant, first Monday in February, June and October; Columbia, second Monday in April; Clatsop, second Monday in August, and fourth Tuesday in January; Washington, fourth Monday in May, and first Monday in October.

Fifth District: Wasco, third Monday in June, and second Monday in November; Grant, first Monday in February, June and October; Baker, third Monday in May, and first Monday in October; Union, first Monday in May, and third Monday in October; Umatilla, last Monday in April, and fourth Monday in October.

FARMERS' STATE CONVENTION.

The delegates to the Farmers' Convention assembled in Salem, on Thursday, April 10th, at 10 o'clock, and held their meeting, by courtesy of the Hon. S. F. Chadwick, Secretary of State, in the State Hall of Representatives.

T. L. Davidson called the Convention to order at 10 o'clock, a. m. Mr. W. Wilkins moved a Committee on Credentials; the Convention ordered one from each county, and the Chairman suggested that each delegation suggest a member on such Committee.

The Committee was organized as follows: Benton county, Talbot Carter; Yamhill, J. H. Upton; Polk, A. D. Babcock; Linn, J. H. Smith; Lane, Thomas Edwards; Marion, D. Clark; Clatsop, T. P. Powers; and then the Convention adjourned until 1 p. m.

At 1 p. m., the Committee met and reported delegations as follows:

Linn Co.—W. McCulloch, S. D. Haley, A. G. Marshall, W. P. Anderson, Jonas Davis, John Layton, G. Crawford, G. H. Baber, Jas. Finlayson, Jason Wheeler, A. W. Standard, J. H. Smith, Martin Luper, Geo. W. Vernon.

Lane—T. D. Edwards, W. A. Potter, M. B. Gray, proxy for G. Rhinehart, W. C. Edwards, M. Wilkins.

Benton—Talbot Carter, H. Miller, E. Heartless, C. E. Moor.

Marion—T. L. Davidson, S. Condit, T. W. Davenport, J. Henry Brown, Daniel Clark, John Minto, R. C. Geer, John Downing, Joseph Smith, F. X. Mathien, M. Fisk, H. Udell, J. W. Grinn.

Columbia—Geo. Maxwell.

Polk—J. C. Allen, Ira Townsend, Jesse Stump, Wm. C. Brown, Jas. Tatom, John Hawley, E. McNary, W. Churchill, Jas. Smith, J. Smith, E. W. Clark, Thomas Blair, A. D. Babcock, Wm. Ruble.

Yamhill—Henry Hewitt, D. C. Stewart, A. B. Henry, W. Galloway, F. Martin, Geo. B. Curry, J. H. Upton, D. B. Crawford, J. C. Nelson, Robert Laughlin, Willis Starr, A. J. Pitman, L. Potter, by J. Watt proxy, B. Springer, B. Blucher, by J. H. Upton proxy, G. B. Curry for Willamette League Club.

The report was adopted.

A Committee of one from each county was appointed, on permanent organization, as follows: G. P. Burkhart, Linn; T. W. Davenport, Marion; T. Edwards, Lane; Jesse Stump, Polk; W. Galloway, Yamhill; Geo. Maxwell, Columbia; E. Heartless, Benton.

The Committee was instructed to report in thirty minutes.

On motion, Thomas Pearce, of Eola Farmers' Club, was admitted as a delegate.

The Committee on permanent organization, by C. P. Burkhart, Chairman, reported the name of M. Wilkins as President; J. Henry Brown, Secretary; M. Y. Brown, Assistant Secretary. Their report being adopted, Mr. Wilkins took the Chair, and called the Convention to order.

J. H. Upton offered a resolution of courtesy to the reporters of the press, which was adopted.

On motion, the following delegates were appointed a Committee on business matters: G. B. Curry, of Yamhill; J. Stump, of Polk; Wm. Potter, of Lane; G. Crawford, of Linn; Geo. Maxwell, of Columbia; T. W. Davenport, of Marion.

C. E. Moor offered the following:

Resolved, That the object of this Convention is to express the sentiments of the farmers of Oregon by resolutions upon their various interests.

This resolution was then discussed. C. E. Moor hardly thought his county was ready to work under a State Board. They had seen their grain placed in warehouses, through the manipulations of speculators, who had shipped it to Liverpool before it was paid for. The farmers wanted to discuss the best means of raising and harvesting grain, best breeds of stock, &c.

J. H. Smith thought they had commenced at the tail to construct the animal when they organized county clubs, and they had come here to put a head on the same and give the movement efficiency. They wanted to reduce freights, wharfage, leakage, storage, ratage, &c.

Mr. Low, of Linn county, illustrated the way our products are shipped; a vessel starting from the Willamette river and taking cargo on board as the channel deepened, until the loading is finally completed at Astoria. His hobby, he said, was to secure the building of a suitable grain warehouse, at Astoria, which bears the same relation to the interior that New York city does. He contrasted, rather humorously, our mode of carrying on commerce, with that pursued in the most successful marts in the world. His remarks were received with applause. He did not see why the farmers should build warehouses themselves, if they can insure that others who have sufficient accommodation, will do it at a rea-

sonable charge.

He referred to the profit paid upon the machinery imported, that farms are mortgaged and men behind hand, because middle men make such profits of them. Short remarks were made by others, and the resolution was adopted.

On motion of Mr. Moor, Messrs C. E. Moor, J. H. Upton, J. H. Smith, Wm. Ruble, M. B. Gay, John Minto, were appointed a committee of five on resolutions.

Mr. Minto wanted to hear from the delegates from Astoria. He believed they would appear when endeavoring to protect our interests, to be fighting against Portland. He did not see, yet, that the farmers could themselves organize transportation companies, while he would meet his brother farmers in any way that could cheapen transportation. He wanted to know what Astoria would do for the farmers of Oregon.

J. H. Smith, of Linn, thought the Committee could prepare resolutions by 7 o'clock this evening. The Committee were granted leave of absence until that hour.

A communication was read to the Convention, inviting the members to visit the State Penitentiary, which was accepted, but the proposition to visit the same at a certain hour was lost.

Mr. Davenport, from the Committee on a Constitution, reported that they asked until to-morrow morning to make their report, and the Committee offered the following for present discussion.

Shall the farmers of this State organize for the purpose of building wharves, warehouses, or steamboats, and engage in the business of transportation, or shall they seek amelioration of their present condition by taking advantage of the present circumstances to obtain a reduction of freights; and also, as to what methods we shall adopt to avoid the unnecessary expense entailed upon products in the too frequent landing of them between the producer and consumer.

This was advocated briefly by Mr. Davenport, who said such a discussion was necessary to enable the Committee to determine the will of the Convention.

Mr. Clarke thought there was abundant means of transportation that could be made use of, and that Astoria would furnish assistance to locate commerce at the proper point. He wished to say nothing against Portland, or those who manage the present carrying business, but the farmers should do all they could to cheapen the cost of transportation and become independent of California. We should derive means to encourage domestic manufactures, that is even more important than to interfere with commercial relations. If the farmers have money to spare, they can use it to the best advantage in establishing home manufactures.

Mr. Hewitt would not indorse any transportation ring. He indorsed the organization of farmers' clubs. To these clubs should be left the building of warehouses. The locks are open, the river is free, and we can take advantage of any opposition and deal with the lowest bidder. It may be necessary to pass resolutions concerning the credit system. Merchants should do a cash business. They would then be able to do away with middle men and handle the commerce of Oregon.

Mr. McClure, of Linn Co., thought we must fall upon some plan to have our wheat reach market through our own channel, without sending it to California. We must concentrate power so as to be able to offer inducements to freighters. He considered that it was necessary to send wheat to Astoria; there should be concentrated action, so that we can guarantee cargoes to ships there, and if we can secure that, our grain can be transported at a much less price. At the present rate of business, in less than three years most of the farmers of Linn county will lose their farms. We are not crippling Portland; we are simply protecting ourselves. Let the farmers consolidate into an organization of their own for their own protection. They have a right to act in their own behalf. He discussed the subject at length and spoke with remarkable force and fluency. He did not think that it would suffice for clubs to act independently.

Mr. Galloway thought that, under principles of political economy, Astoria was to be the future great commercial point of Oregon. He thought it was necessary to sustain opposition competing for transportation. Did not think we need condemn the middle men, but should make them work at reasonable rates.

Mr. Curry said, as a member of the Committee on Constitution, he wanted to learn the views of the Convention. Thought we did not need to make war on any one, but to look after our own interests. Many of the farmers are anxious to know if they

can continue to own their homes or not. We need to organize and bulk our grain, so that we can offer large amounts to grain buyers; then we can go into the markets of the world with advantage, and save the profits paid to middle men. We should have a warehouse system in operation all over the State. The Committee wanted to learn what powers should be conferred on a State Board. He thought those powers should be advisory. If we can make more for our families by sending grain to Portland or Astoria, we should be able to make our choice. We should combine under a mutual pledge. We should get as much for our produce as it brings in the markets of the world.

Mr. James Finlayson did not think Linn county to be as much mortgaged as his friend represented. Linn county favored warehouses. Many there wanted a large warehouse at Astoria, and had incorporated for that purpose. Astoria people offered a gift of land for that purpose. He wanted to have the farmers of the State combine to build a large warehouse at that place. Portland men would offer a good price to prevent what going by, if the farmers have a warehouse at Astoria. The Convention greeted with applause his promise that the farmers were determined to be independent hereafter.

Mr. Davidson suggested some queries as to the shipment of produce from Portland and Astoria. He thought vessels must come to Oregon with merchandise, and they did not unload their merchandise for the upper country at Astoria, but brought it up to Portland, and the question was, if they could not as well take on their cargoes of wheat at Portland. California had a direct commerce with England, and that gives her producers an advantage in the shipment of products abroad. We must have a foreign commerce to be able to carry on commerce to advantage. As to monopolies, he knew that men were alike, and we must exercise mutual watchfulness. We are all bulls and bears in the market to the extent of our ability. It is a question of dollars and cents, and no abuse of others is necessary to enable us to preserve our own interests. The farmers' clubs are calculated to educate the merchants as to what is due them. He queried if it is not the best thing we can do to close with the offer of the opposition company to carry freights for five years on the river at greatly reduced rates. They offered to do for half what Ben. Holladay was charging, and the offer appeared reasonable. He believed it was for our interest to cease exporting wheat. We should aim to encourage manufactures and feed our own operatives, instead of sending our wheat to feed English operatives. He urged that the farmers' clubs should remain as permanent institutions for the education of the farming community. They were more important than the County and State institutions.

Col. Taylor, of Astoria, being called upon, gave the Convention information as to the freighting business on the Columbia river, and as to the character of the vessels which come to our country after grain, showing that only six out of sixteen have brought merchandise, the rest having come in ballast. The larger the vessels we ship in, the cheaper are the freights. The farmer here only realizes about one-third the value of the wheat in Liverpool. Vessels came to the Columbia river from Liverpool. The Columbia river is considered by insurance companies as a safe port to insure to.

The percentage of losses in Puget Sound has been greater. He believed the upper river boats could run safely to Astoria, and cited cases of boats built above the Willamette falls that were transferred to that trade.

EVENING SESSION.

Mr. Hartless spoke of the warehouse system proposed, and the most advantageous way of shipping at the mouth of the Columbia. The farmers of Benton county didn't believe in building warehouses down the river. He made a calculation of the expenses in shipping at Portland, and came to the conclusion that it was to the advantage of the shipper to have vessels come as far inland as possible. He had heard for twenty years that Astoria was to supersede Portland, and it was an old story. Astoria will have the preference when it can offer us the advantage in the market. So with Columbia City, or any other place. As representatives of the farmers of Oregon, we cannot try what no one has ever attempted. We should make the warehouseman the agent of the farmer instead of the speculator.

Mr. Moor, from the Committee on Resolutions, reported the following:

WHEREAS, The practice of the farmers of Oregon of storing their grain in the warehouses of millers

and grain dealers, has resulted in placing the power of setting the price, to a great extent, within the control of the buyer; and whereas, the present system of transportation of freights upon the Columbia and Willamette rivers is unnecessarily tedious and expensive; therefore, resolved:

1. That we strongly advise that farmers keep absolute control of their own products until sold, in order to keep themselves free from conditional engagements with middle men.

2. That it is manifestly to the interest of the farmers of the Willamette and Columbia river valleys to combine and build warehouses at convenient points along the railroads and navigable streams, for the purpose of storing their products, and to sell said products directly to the shipper or consumer, so as to avoid the extortions of middle men.

3. That, in our opinion, the construction of warehouses at Astoria will greatly facilitate the transportation of our products to foreign markets; and that it is the conviction of this body that said point will meet such encouragement at the hands of the farmers of this State as will insure their success as an investment.

4. That while we are not prepared to recommend the building of sea-going vessels by farmers, yet the construction of such vessels within our borders for the purpose of transporting our products to foreign markets deserves every encouragement from the people of Oregon.

5. That while we are in favor of encouraging all legitimate means of more cheaply and expeditiously sending off exports and receiving imports, we would most emphatically recommend the encouragement of all branches of home manufactures as a means of creating a home market by the multiplication of our consuming population.

6. That, as we recognize the merchants of Oregon as sufferers in common with farmers when freights are subjected to unnecessary cost and delay, we therefore invite their co-operation with us in securing relief from our present system.

7. That, having interest in common with all skillful mechanics in the encouragement of home manufacture, we would recommend to the consideration of master mechanics the policy of using apprentice labor.

Mr. Maxwell, of Columbia county, made a statement of the river obstacles and the advantages possessed by Columbia City as a shipping point. The people of Columbia are willing to act liberally to the farmers' association if they erect warehouses there.

Mr. Minto remarked on the obstructions in the Columbia river below Columbia City, and thought the farmers could not afford to accept six hundred feet of river front except at the proper place.

Mr. J. H. Smith said the Committee discussed the resolution relating to warehouses at Astoria, and thought the construction of the canal and locks (and he thanked God they were constructed) enabled the shipment of grain to Astoria.

Mr. Galloway didn't want to buck against Portland, and objected to encouraging the erection of warehouses at Astoria. We should patronize the cheapest transportation, and let our freight go where they take it. We must labor with capital.

Mr. Low went after the last speaker, who, he thought, dwelt too much on "railroad" and "capital." San Francisco and Portland reminded him of two fat calves sucking an old cow called the farmers, who cannot kick them off.

Mr. Hartless would not encourage the building of warehouses at Astoria.

Mr. Davenport thought if the resolution was passed it wouldn't amount to anything. The question is, shall we advise anyone to build a warehouse at Astoria? He thought not, and didn't wish to pass the resolution just for buncombe; didn't think it was fair. He thought it best to consider Portland the commercial entrepot of Oregon. Thought the clubs could arrange with warehousemen along the river on reasonable terms.

Mr. Geer opposed the resolution. He did not think it advisable to recommend others to do what they would not do themselves. Mr. Minto was not prepared to go into any such business as warehousing, but thought that when grain was loaded on a boat here it could be sent to Astoria for an additional cost no greater than that of hauling and handling it at Portland.

Mr. Hewitt thought that as we could load a ship of 1,000 tons in 48 hours from warehouses on the river and railroad, there could not be any great need of warehouses at Astoria.

That resolution was adopted—Ayes 27, Noes 24—and the Convention adjourned.

FRIDAY MORNING, APRIL 11.
The Convention met at 8 o'clock and resumed deliberations.
A rule was adopted limiting debate to ten minutes.

A resolution was adopted as follows: WHEREAS, There has been continued complaint made by masters of vessels and merchants of our State in regard to the manner in which the parties who have contracted

with the State to place a tug-boat on the bar of the Columbia river have fulfilled said contract, and in consequence of failure of said parties to faithfully perform their contract, the commercial and transportation interests of the State have been damaged to a great extent; therefore,

Resolved, That this Convention respectfully ask the Governor of Oregon to examine into this matter, and see that the law of the contract is faithfully fulfilled by the contracting parties.

The Convention resumed consideration of the regular resolutions, the fourth resolution, relating to shipbuilding in Oregon, being next in order.

Mr. Watt favored the building of vessels by a union of capital by the farmers, but his amendment was lost by a large vote.

Mr. Geer opposed the resolution which favors the apprentice system; thought the world had gone beyond that, and denounced it.

Mr. Minto favored the resolution, and said he had difficulty to get his son into a machine shop in Salem to learn a trade, as the journeyman endeavor to prevent the increase of skilled mechanics.

Mr. Moor took the same ground, and his remarks, and those of Mr. Davidson urging the necessity of our young men being thoroughly skilled in the mechanic arts, were warmly applauded, and the resolution was passed by a large vote. An amendment urging the Legislature to pass an apprentice law, was lost.

The resolutions were severally adopted, and a motion to reconsider the vote by which resolution No. 3 was passed, was lost by a very decided vote.

The following Committees were appointed at the suggestion of the Committee on Constitution, to report at the June meeting:

Committee on Constitution—T. W. Davenport, Jesse Stump, G. B. Curry, Wm. Ruble.
Committee on Commerce—T. P. Powers, Jos. Watt, John Minto, E. Heartless, W. Baber.
Internal Transportation—J. H. Smith, Daniel Clark, F. Low, W. C. Brown, H. Hewitt.
Domestic Manufactures—G. F. Crawford, John Kelley, Geo. B. Curry, James Finlayson, C. E. Moor, Ira Townsend.

The enterprising individual who earned a few dollars by charging sight-seers admission to the house where his father was murdered, has a rival in the London proprietor of a music hall who hired for exhibition ten of the survivors of the Northfleet disaster. Penniless as they were, they consented, and the very night after the catastrophe, less than 24 hours after the terrible tragedy in real life had had been enacted, these ten men found themselves seated upon a concert saloon stage, with the curtain rising and revealing them amid loud cheers, to a very large and uncontrollably enthusiastic audience. The entertainment was repeated again and again, the contract being for twelve nights. Crowds greeted them every evening, and financially it was a great success. It was a singular illustration of the freaks of fortune that the calamity which shocked the whole news reading world, and sent more than three hundred souls into eternity, should have filled the pockets of this saloon keeper with money, and brought upon the uncount, ill-appearing men round after round of applause for merely sitting upon a stage from which 48 hours before they would have been ignominiously driven. The temporary victory over death makes a man something of a hero after all, even if it is certain that the victory is really, at best, but a check.

A clairvoyant trio, two women and a man, have been traveling in the South, pretending to cure epizootic by the "laying on of hands." They practiced on a mule in Kentucky the other day, and the firm has since dissolved.

P. C. SULLIVAN,
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Dallas, Oregon.

WILL PRACTICE IN THE COURTS of Yamhill, Polk and other counties in Oregon.
201y

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