

Miscellaneous.

The "Ocean Queen" Mutiny.

Col. Forney, in his "Anecdotes of Public Men," relates the following incident in the career of Commodore Daniel Ammen, now Chief of the Bureau of Yards and Docks, in connection with the mutiny on board the California steamer, the "Ocean Queen," in May of 1864. This event, though of recent date, has been literally sponged from the slate of the general memory, though still preserved among the records of the navy.

A contingent of over 200 men, most of them "roughs" who had served in the army, and had volunteered for naval service on the Pacific coast, were shipped for their destination on board the "Ocean Queen," in charge of Commodore Ammen and a subordinate officer. There were over a thousand other passengers, including many ladies and children. Justice Field, of the United States Supreme Court, was among the cabin passengers. The vessel itself was commanded by a fine old seaman, Capt. Tinklepaugh. On the first day out, the new recruits began to show dissatisfaction with their accommodations and food, and it was soon evident that, under the counsel of two or three desperate leaders, they were preparing to seize and rife the steamer and the passengers. The Captain proposed to run into one of the nearest ports and get rid of the dangerous conspirators, but this was resisted by Commodore Ammen, who had the turbulent men in charge. He quietly reasoned with them, and assured them that as he was responsible for their good conduct, he would see to their proper comfort, but that if they resorted to violence they would be severely punished. He was so cool and kind as he made this statement that they did not think him in earnest, and proceeded with their plans. Their chief, Kelley, was a young fellow of six feet four inches, very athletic and determined. When the first demonstration was made, Commodore Ammen was in a distant part of the vessel, and on hearing the noise he proceeded to the scene of action. There he found Captain Tinklepaugh in the hands of Kelley, who was surrounded by the other mutineers, all evidently under his orders, and ready to proceed to the worst extremities. The crisis had come, and Commodore Ammen, seeing that prompt action was necessary to save the steamer, and perhaps the lives of the female passengers, drew his revolver and shot Kelley dead on the spot. One of his immediate followers was killed at the same time. The effect on the others was instantaneous. They saw that the quiet man who had them in charge was resolved to enforce his authority, and they quailed. He then briefly addressed them, telling them of his determination, exhorted them to remember their duty and their flag, and was greeted with three hearty cheers, after which, under his advice, they went to their dinner.

There was, of course, great consternation among the cabin passengers, but they were soon reassured by the calm demeanor of Commodore Ammen. His next step was to go straight among the remainder of the mutineers, and to call out the leaders and order them in irons. One or two attempted to resist, but when they saw that they would soon be made to follow their dead companion, who had by this time been sewed in canvas and cast overboard, they submitted. The whole affair occupied very little time; and the commander, crew, and passengers were so impressed by the resolute courage of Commodore Ammen that they joined in a hearty commendation of his course. Justice Field himself addressed a strong letter to the Department in earnest vindication of the wisdom and energy of his action. Commodore Ammen's printed defence before the Court-martial, which he demanded, is a model of candor, and was followed by his unanimous acquittal. Had he been weak or impulsive, the scene would have ended in a grand tragedy, and perhaps hundreds of innocent persons would have perished.

TO DESTROY THE CURB-BEEB BUG.—A strong solution of hen-house manure—say one peck of the manure to one and a half gallons of water; let it stand twenty-four hours, and sprinkle the plants freely with it after sunset.

THERE ARE 6,000,000 cotton spindles now in operation in the United States, of which over 2,000,000 are running on cloths for printing, and produce 450,000,000 yards per annum.

THE CHICAGO FIRE.

The annual report of the Marshal of the Fire Department of Chicago has been published. It covers the time of the conflagration, and gives an official account of the great catastrophe, which is of much interest.—The following is a brief summary:

The report fixes the origin of the fire in the O'Leary premises, and relates the spread of the flames and the necessary impotence of the efforts of the firemen. Originating during a very dry period, and in a quarter filled with wooden buildings, during a fierce gale, too, the fire could not be put down at once. The ignorant persons in the comparative vicinity of the O'Leary house, seized with a panic, dragged their bedding and furniture, all the inflammable things they could find, out from their threatened houses into the street. The heat arising from the fire, and the nature of the burning material, caused a vast ascent of sparks and larger burning masses.—These fell here and there among the straw and feathers that had been carried into the streets, and the panic was thus the means of widely spreading the actual evil, as panics almost invariably are. The same thing being repeated as the fire advanced, soon made it too great for mastery. This is a sensible explanation of the way the fire outgrew control, and throws the blame upon the state of the weather and ignorance of the population rather than upon the department, a conclusion which seems justified by the facts. The report sums up the losses by the fire as follows: Buildings, \$52,000,000; personal property, of all sorts, \$138,526,500; total loss, \$190,526,500, of which there was an insurance of about \$90,000,000. This enormous destruction, involving the loss of 25,000 buildings, spread over a surface of 2,000 acres, was accomplished in twenty-eight hours. The report offers many useful suggestions as to safeguards against a recurrence of such a calamity, among which are great care in the rapid rebuilding, and the establishment of a floating-branch of the fire department, to operate in the Chicago river. The burnt district is likely to be entirely rebuilt before summer is over, and the character of the buildings will determine the combustibility of the new city. Out of the 53,655 buildings that constituted the old Chicago, 48,682 were of wood.

RAILROAD MATTERS.—We learn from the Superintendent of Construction on the Oregon and California railroad, that the road has been completed to Estes' Station, forty miles beyond Eugene City. This makes an entire distance of 164 miles from the East Side depot. Construction trains are running beyond Eugene to the end of the track, carrying passengers and mails, to effect a connection with the stage line. However, regular trains will not be placed on the road until the track is laid to Oakland. This will be accomplished by about the first of June, should the weather prove good. The road is now being constructed through the rugged canyons of Pass Creek. Work necessarily progresses very slowly through this region. The line crosses the creek a number of times, and several large bridges are required to be built. Three of Howe Truss are to be constructed along the road, all within a distance of a few miles. The roads, owing to the late and continued rains, are in a wretched condition, and are almost impassable to teams, for the mud. Great difficulty is experienced in getting the timbers on the ground. The track has to be laid, and the bridge materials conveyed in detail to the required spots.

Preliminary surveys for the line have been made from Oakland, beyond to the Rogue River Mountains. This range of mountains is the blending, so to speak, of the Cascade and Coast ranges, and constitute by far the most serious obstacle opposing the progress of the road south from Portland. These mountains trend down from the east and west, cross the level country between, and separate by their rugged and precipitous declivities to the Umpqua and Rogue river valleys. To run a road through these mountains will require time, great labor, and an immense expenditure of money. According to the latest surveys, two long tunnels will be unavoidable, besides numerous expensive stretches of trestle work. The summit of this range attains an altitude of 2,400 feet. This will be overcome by a stretch of road about twenty-five miles long, exceeding in many places the maximum grade, 80 feet to the mile. This grade will be varied according to the character of the country, and the requirements of the road, power, etc., as 117 feet per mile is allowed when the declivity of the country renders a less grade impracticable.—Oregonian.

There are said to be eight hundred different washing machines patented at Washington, three-quarters being of New England origin.

ARNOLD'S TREASON.

A noted man used to inquire, whenever he heard of the perpetration of any great crime, who the woman was. From the expulsion of Adam to the fall of Jim. Fisk, "women have made much trouble."

We were reminded of this remark in reading an article on Benedict Arnold's wife, by James Parton. She was the daughter of Edward Shippen, an opulent Philadelphia merchant, who was: "inclined to the King's side" during the Revolution.

Margaret Shippen was a reigning belle in Philadelphia in 1778, when the British army was there, and at a grand festival given on the retirement of Sir William Howe from command, she was one of the beautiful young ladies dressed in Turkish costume. She wore in her turban one of the favors for which the knights contended in the tournament, and Andre was one of the knights.

After the British left, Arnold assumed command there, and married Margaret Shippen. A year after, he was in command at West Point, and when the treason of Arnold was discovered, she appeared to be frantic with grief. This is Colonel Hamilton's story. But Colonel Burr, who had known her from infancy, declared in his old age that she knew all about Arnold's treason from the beginning. He also said that when Mrs. Arnold was sent from West Point to her father's house, she stopped at Mr. Prevost's over-night. Colonel Burr was there, and she told the Colonel and Mrs. Prevost that she had deceived General Washington and Colonel Hamilton by her frantic outcries, and declared that she not only knew of the treason, but that it was she who induced her husband to commit it. This is Colonel Burr's story. The authorities of Pennsylvania believed with Burr that she was a traitor.—Charleston (W. Va.) Herald.

RECOMMENDATIONS.

A gentleman advertised for a boy to assist him in his office, and nearly fifty applicants presented themselves before him. Out of the whole number he in a short time selected one and dismissed the rest.

"I should like to know," said a friend, "on what ground you selected that boy, who had not a single recommendation."

"You are mistaken," said the gentleman, "he has a great many. He wiped his feet when he came in, and closed the door after him, showing that he was careful; he gave up his seat instantly to that lame old man, showing that he was careful and thoughtful; he took off his cap when he came in, and answered my questions promptly and respectfully, showing he was polite and gentlemanly; he picked up the book which I had purposely laid upon the floor, and replaced it on the table, while all the rest stepped over it or shoved it aside; and he waited quietly for his turn, of instead pushing and crowding, showing that he was honest and orderly. When I talked with him I noticed that his clothes were carefully brushed, his hair in nice order, and his teeth as white as milk; and when he wrote his name I noticed that his finger nails were clean, instead of being tipped with jet, like the handsome little fellow in the blue jacket. Don't you call those things letters of recommendation? I do, and would give more for what I can tell about a boy by using my eyes ten minutes than all the fine letters he can bring."—Rural Home.

The recent iron advance in England and America has made fortunes for many holders. It is estimated that one importing firm alone has made \$1,500,000 on the rise in metals, chiefly iron. The American rolling mills are four months behind on their orders, and are refusing to record any new orders at fixed prices or stated deliveries. This is natural in view of the uncertainty in regard to the future prices of pig iron. The manufacturers of hardware, both here and in Europe, are almost constantly advancing prices. The consumption of iron all over the world has increased much faster than the production, and this has been particularly the case within the last two or three years.

CALIFORNIA.—From all parts of the State the most cheering reports are received of the present condition of the grain crops, both early and late sown; and with but a moderate shower or two the previous to the 15th, no better crops than will be produced could well be asked for.—Rural Press.

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