

# WILLAMETTE FARMER.

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## NEWS BY TELEGRAPH.

### The Modocs.

Yreka, April 22.—The regular courier arrived from the front at 4 p. m. to-day having left there yesterday morning. The remains of Eugene Hovey reached town at 7 o'clock this morning, escorted by the Volunteers, who had gone out after them, but met his father at Ball's on his way in. His funeral took place to-day and was largely attended.

From some of the Volunteers escorting Hovey's remains to town and who talked with Fairchild, we learn that Scar-faced Charley was not killed, the body supposed to be his being that of Shaeknasty Frank.

Seon-chin's body was found and his head taken to camp. He was not killed but only wounded, by Meacham, but was killed by a shell, his whole body below the breast torn out.

Watchuatae, another young Modoc, has been recognized among the dead. The shell that killed Seon-chin and others was picked up by Watchuatae before it exploded, to see what it was made of, when it burst in his hand.

From the way things looked in the cave, and finding ammunition, provisions and other articles, it was evident the Indians left in a hurry, supposing that their stronghold would be blown up any moment. Several Indian tracks were seen between Fairchild's place and the lower end of Klamath Lake, and the opinion of many seems to be that small parties may search around after good horses, while enough remain in the lava bed to keep the soldiers there.

The following is from the Yreka Journal's correspondent at the front, and will be published to-morrow.

Lava Bed, April 20.—Just as a train was coming in from Mason's camp, at my last writing it was fired on. The Modocs were driven back. Another escort following was also attacked and had a lively set-to in sight of the signal station, the boys again drove them back and the trains passed on, and leaving their escort moved on safely, entering the rocks at Hospital Point. On their return past this point they were fired on again, and about a quarter of a mile from the fighting ground were attacked again from behind a rock. Major Thomas threw a shell and scattered them like sheep. The Modocs are evidently scattered out in small parties. The road between here and Goose Nest Mountains should not be traveled without an escort, as it is dangerous.

April 20.—4 p. m.—The cavalry returned. They found no signs of an Indian trail left. Dr. Cabaniss has returned from the lava beds and reports two squaws captured. The old squaw brought in yesterday was shown the head of Seon-chin; she said that it was his head. The head was cut off for medical purposes. When it was shown to the two other squaws they said "That's Seon-chin; he was killed by Meacham at the massacre of the Peace Commissioners, though he did not die for a day or two."

Washington, April 23.—The War Department has received no recent dispatches from the Modoc expedition.

General Pope, commanding the Department of the Missouri, says all parties sent out by the Government will have protection while within his jurisdiction, if they will report to him. He thinks it possible, from the fact that bodies of surveyors are said to have been found buried they might have been murdered by white horse thieves, or other desperadoes, with motive of plunder.

Chicago, April 23.—A Times Washington special says one of the Quaker Superintendents of Indian Affairs arrived here to-day and furnished the Secretary of the Interior with a somewhat ingenious apology for the recent conduct of the Cheyennes in murdering a party of surveyors on the borders of Kansas. He says the Indians regard surveyors as their mortal enemies, and the precursors of their annihilation. They were further in-

stigated to crime by whisky, furnished them by bad white men. He thinks, therefore, it may be attributed to the latter more than the Indians. He is particular in advising him against the policy of demanding the tribe to give up the murders of the surveyors, and is the duty of the Government, whenever it intends to send surveyors into an Indian country, to advise the Indians in advance, in order that they may understand that the surveyors do not intend to drive them away.

Mr. Simpson, of the *Illustrated London News*, is reported to have arrived to-day. Mr. Simpson contributed to the *News* numerous masterly sketches from the Crimea during the war there, and has been the world over in the interest of that periodical.

Two Modocs are supposed to have been killed in the fight yesterday.

From Jack Davis, who arrived from Hot Spring Valley two or three days since, we learn that the people there heard of the massacre of General Canby and the Peace Commissioners, but as it was told by a deserter they did not believe it. Several deserters passing that way having told so many false stories, the people did not appear anyway alarmed about the Modocs going that way if they escaped from the lava bed, and the Pitt River Indians having given up their arms some time ago still seemed as friendly as ever. Much speculation of opinion seems to exist in regard to the Modocs gaining aid from other tribes; it is possible that all tribes except the Warm Springs sympathize with Captain Jack in his war on the whites but they are satisfied that to aid him means extermination.

The Pitt River Indians, we think, will not be likely to join Jack unless he forces them to do so. They are a miserable set and have become so demoralized over the many severe chastisements by General Crook that they have lost all courage to fight the whites. The Smoke Creeks about Fall River are a mean set, and really belong to the Piutes. The Smokes and Piutes who roam about Goose Lake and further north, are vicious customers, and although belonging to some northern reservation in Idaho or Oregon, are constantly prowling around that section of country comprising Goose Lake, Chewocan and other valleys in Eastern Oregon, Northern Nevada and Southern Idaho.

The Shastas scarcely number half a dozen warriors and they have always been bitter enemies of the Modocs. The Scott Valley and Klamath River Indians, although their aid was sought for, have never shown the least disposition to take any stock in Capt. Jack's crusade. The Indians hereabouts and throughout Scott Valley, are as well posted as the whites on the movements of the Modocs, and signal fires have been reported on some of the hills in Scott Valley, but whether to signal the Modocs or not we are unable to say.

San Francisco, April 22.—Over 1,200 horses are sick. The Central Railroad Company is the only one which continues its regular trips. Hacks are in demand. A large number of express wagons have been taken off. All the livery stables have suspended business. The cars are greatly overcrowded. Some horses have already recovered and it is hoped that the epidemic will have run its course in a few days.

New York, April 22.—General Butler is announced to be a candidate for Governor of Massachusetts, and he is confident of election.

St. Louis, April 22.—It is stated that the President and party will leave here on Thursday morning for Idaho Springs, Colorado. In a brief response to a toast at Henry J. Blows, yesterday, the President said that St. Louis was one of the few places in which he had lived long enough to form close attachments, but it is not probable that he would ever make his home in this city.

A dispatch from Paris from announces the death of Tagliani, the famous danseuse.

MASONIC.—T. McF. Patton, G. M., is engaged in visiting the various Lodges in this jurisdiction.

## The Uprising against "Monopolies."

Editor Willamette Farmer:

In your paper of April 12th I notice two communications on the same theme—the cost of railroad transportation—which I think demand a passing notice.

1. Your correspondent "Rex" writes of the uprising against the railroad companies in Illinois as though it was a struggle for liberty similar to that which caused King John to sign *Magna Charta*. "Rex" thinks the farmers will win in their struggle, but says that it would have been "better for the country" if they had begun twenty years ago. Mr. Gazley is the writer of the second article, and as he writes from Canyonville, some twenty-five miles beyond the present terminus of the Oregon and California Railroad, and raises the question of the right of the State to legislate upon the tariff of freight charges by the railroad, it can hardly be said that he does not commence the war in time. Now, Mr. Editor, I have long thought there ought to be some power in the State or United States Government to check the power of extortion by railroad or navigation companies, but the question of ordaining such a power by law founded upon justice and the principles of liberty, is surrounded by difficulties. The line of argument taken by your correspondent "Rex" does not shed one ray of cheerful light upon the subject, to my mind. He seems to confide in numbers rather than in justice. The "united" action of the people is what he seems to dwell upon as the means of making things right. Mr. Gazley seems to appeal to the same tribunal. Though confessing he is "not prepared to say how far the State would have a constitutional right to regulate these exorbitant tariffs," he proceeds to say, "I hope ere long to see such a combination among the producers of our State as shall force a state of affairs equally just to the producers and transporters." Now, there is no mistaking this language. It proposes that producers take judgment into their own hands and decide what is just for those engaged in the transportation of products, as well as for themselves.

Now, Mr. Editor, I am a producer, and I fight on that side while reason bears its banner and justice can be inscribed thereon; but, in order to be sure of our ground, would it not be well to examine into Mr. Gazley's charge of injustice against the Oregon and California Railroad Company? The Company's tariff of freights, according to Mr. G., is one half cent per pound—30 cents per bushel on wheat, or \$10 per ton—from Roseburg to Portland, and this, we are told, places the farmers of Oregon who have got the advantage of railroad communication in the position of the frogs in the fable, who clamored for a king, and had a stork made king over them, who ate them up. Does Mr. Gazley wish to intimate that those who desired a railroad through the principal valleys of Oregon were as unreasonable in their desires as were the frogs that clamored for a king? Let us see! We will commence twenty years ago, as "Rex" says it would have been

better to have begun then. Twenty years ago the pioneer settlers of Oregon were receiving very liberal subsidies of the public lands from the U. S. Government in order to induce the development of the national resources on the Pacific side of the public domain. For the same reasons, more recently, subsidies of the public lands were given to capitalists who would become pioneers in railroad building, in order to facilitate still further the development of the resources of the country, and make the residue of the public domain more available for use. The parties which "Rex" and Mr. Gazley seek to array against each other have a common interest in having such produce as can be raised in the country fit for foreign markets reach those markets at such a cost as will make production profitable, because each party naturally and properly desire that their capital and labor at present employed should yield a profit as a means of present subsistence, and as a further means of making a market for their capital in land, now unused, which is very large and prospectively valuable on both sides—so great indeed that, it seems to me, neither party can well afford to deal unjustly with the other, as injury to either would also be a public injury. Before commencing a war in which the power of votes will be called into play in the manner indicated by these writers, it would be well to consider if the charge of \$10 per ton from Roseburg to Portland is an injustice to the farmers of southern Oregon, and upon what ground it is exorbitant.

Mr. Gazley can probably remember when it cost as much as ten cents per pound to get freight carried between the points mentioned, or \$200 per ton. This rate had been diminished by the fall of labor, wages, and competition in freighting with common wagons, until it had got down to about an average of two and a half cents per pound, or \$50 per ton, previous to the completion of the railroad. Now a reduction from \$50 to \$10 per ton is a great reduction, though it may not be sufficient to allow of 65 cents per bushel being paid for wheat at Roseburg for shipment to Liverpool by way of Portland. Mr. Gazley must understand that it is the price that wheat will command for exportation which rules the price in our home market when we have a surplus, and that price is influenced by causes beyond the control of the farmers or transportation companies of Oregon. It seems to me, therefore, unreasonable to hold a railroad company or other transportation company responsible for the fact that wheat cannot be depended upon as a profitable exportation crop, when it is so plain that even if farmers in Douglas county would sell at less than cost, and transportation companies would carry at correspondingly low rates, we could not be sure of the Liverpool market, simply because of the extensive wheat lands and cheap labor at the command of the farmers of Russia and other countries of northern Europe. It is only when the crops of that portion of the world fail or prove light, that American grain can be sent to Liverpool with a reasonable prospect of profit. The

surest line of policy then, in my judgment, is for Oregon farmers generally, and especially those situated interior, as in Douglas county, is to make more condensed products, like wool, butter, and cheese, their chief aim. In the former especially we have no danger of failure, and all of them bear such value to weight as will justify exportation charges, even if those charges cannot fairly be reduced below \$10 per ton for 200 miles.

There is one question I would like to put to Mr. Gazley before concluding this paper. He writes of the fact that the Railroad Company often run their cars from Roseburg comparatively empty, and of hoping ere long to see such a combination as shall force a state of affairs equally just, &c., &c. Are there not very many of us farmers running our cars comparatively empty? Would it be just to force transportation capital to carry wheat at rates set by us, while most of our land is lying idle because we cannot see a profit in placing it under crops?

J. MINTO.

## Another Indian Outrage.

News of a startling character was received in this city yesterday by telegraph from the Dalles indicating an Indian outbreak on the Yakama. The telegram was as follows:

Dalles, April 24th.

R. B. Hood received a letter from M. Lockwood last evening, stating that the Indians had driven off cattle belonging to Wm. Miller, who lives near Cox's ferry, in Yakama. Three families came in last evening from Kikkitat, who say the Indians are very insolent and they were afraid to stay there.

Later in the evening Mr. S. G. Reed received a dispatch from the Dalles, confirming the above, with the additional statement that Mr. Wm. Miller was reported killed. We sincerely hope, and we believe, that the report of Mr. Miller's death is premature. Probably he started in pursuit of the Indians, and if so the fears of an excited community may have conjectured the rest. Mr. Miller is a man of family, long a resident of Wasco county, and a brother of Major-General J. E. Miller.

In any view of the case, it is certain that the Indians in the Yakama country have begun hostilities. These Indians belong to the Simecoe Reservation, in Washington Territory, under the charge of Indian Agent Rev. Wilbur, of the M. E. Church. We believe that they have borne a good Indian character and that they have heretofore given what was supposed to be evidence of conversion to the Christian religion.—*Herald*.

## TROUBLE AMONG THE INDIANS.

There appears to be something brewing between the Indians. In a conversation a few days ago with Captain John Smith, Agent at the Warm Springs, we learn that Smokehollow, a dreamer and a man of much influence with all the tribes between the Cascades and Rocky mountains has been preaching some time to them, that in the course of time the spirit of all dead Indians will arise from their graves and assist in exterminating the "ruthless invader" from their country and that they once more become the masters of the land. It is reported that there are over two thousand Indians congregated at Priest Rapids on the upper Columbia river, followers of this dreamer, Smokehollow.

We are told that Indians belonging to the Simecoe reservation have left the Agency and many of them say they will not return.—*Mountaineer*.