



Salem, Saturday, May 31.

**Notice.**

The various Committees appointed at the Farmers' State Convention are requested to meet at Salem on Monday, June 9th, 1873, at ten o'clock a. m., for the perfecting of their reports to the Convention to meet on the 10th.

M. WILKINS, Pres't.  
J. HENRY BROWN, Sec'y.

THE following resolution was passed at the last meeting of the County Convention:

Resolved, That each Club be requested to elect four delegates to the Marion County Convention, which is to meet at Salem on the first Saturday of June next, at the Legislative Hall.

J. HENRY BROWN, Sec'y.

**-The Railroads and the People.**

The English nation is again agitating the proposition that the government shall purchase all the railroads and put an end to the grinding monopoly that oppresses the people. This proposition was advanced in that country several years ago, and after a fair examination it was not considered best to make the experiment. But already it has become evident that some manner of relief is necessary, for the power of the railroads has increased, and their greed has increased in proportion. In England the nature of the government makes it possible for it to own and manage the roads without jeopardizing the rights of the people, for the government is supreme in the bestowal of its patronage and the civil service system is so conducted, and promotion so guarded and regulated, that increase of patronage would not be attended with the danger that is apprehended from it in this country.

England owes a great national debt and some of her most skillful financiers and statesmen insist that under ordinary circumstances, that debt will never be paid, while, if the government shall purchase the railroads, and run them economically, income can be raised from them to pay the interest on their cost and to provide an annual payment that shall in time effect the extinction of the national debt. They claim that this can be done and at the same time the roads can be run in the interest of the public, and fares and freights be reduced so that the people can have no cause of complaint.

England has commenced by purchasing her telegraph lines, and the success with which they have been operated, aids the argument in favor of now purchasing the railroads. The purchase of the telegraph lines was only accomplished after bitter opposition and many predictions of failure. Every obstacle was thrown in the way of the success of the new order of things, but the experiment proved entirely successful, rates were reduced about one-half, the business has been done in a more satisfactory manner than ever before, and the profits amount to a much larger sum than sufficient to keep the lines in repair, and meet the interest on their cost.

We have the experiment of England to govern us in the purchase of telegraph lines, and no doubt the telegraph can be managed with as much success as we meet with in the postal service, and all must acknowledge that the Post Office Department of the United States is very near perfection in the accomplishment of the complicated business it undertakes. We can and must conduct the telegraph system in the same way, and the government can conduct it with more success than private companies, because it can effect more perfect system and order.

It is argued that the increase of patronage that would result from the purchase of the railroads by the government would be dangerous to the rights of the people. As the people are the government, the objection amounts to this: That the people

would endanger the rights of the people, which sounds very much like a paradox.

The profits on our railroads should be made to pay off our national debt, and the people should own the roads and own the government that operates them. In other words, *the people should own themselves*, and govern themselves, and protect their own interests and exercise their own will calmly and judiciously, and not let demagogues sway their destinies and place-hunting tools of demagogues fill all the profitable positions. Office seeking should be abolished, and a solid and enduring civil service system should be devised and carried out, by which means honest and efficient men should do the business of the nation at a fair remuneration, and remain in position so long as they attend faithfully to their duties and no longer. Then, we could own and operate railroads and telegraph lines, and the producers and business men of the United States could prosper.

There is still another argument for this state of things. Capital would not have a chance to aggregate itself, to monopolize and tyrannize, and would be obliged to invest in manufactures, commerce, and trade, and money would be so abundant that interest would be less usurious. If the government owned the telegraph lines and railroads, it would be able to build them into new sections in advance of their ability to sustain them and so materially aid their development. It does so with the postal service, and could and would do the same with railroads and telegraphs. This would be a great matter for such remote sections as Oregon.

Political economy will have to be newly rewritten to suit our times. It is so being written every hour in the day, and the problem will be solved when the people furnish the solution. We shall be told that the experiment to be complete, must include transportation by river, lakes, and seas. But not so; the water spaces are free to all, and to-day, freights are carried at one-fourth the rates on water that are charged on land.

It is an insult to the people to tell them they cannot own the railroads and telegraphs, and that if they do, they will be sure to swindle themselves. We have undoubtedly been too long bound and trammelled by partisan prejudices, and "politics" have usurped the place of policy. The people can and must meet their obligations to themselves, and the expectations of an enlightened age, by emancipating themselves from mere "politics," and carry out some grand and self-preserving policy.

**OREGON BUSINESS DIRECTORY.**—We have received a copy of Oregon Business Directory and State Gazetteer, just published by S. J. McCormick, the pioneer publisher of the northwest coast. It is a book of 382 pages, over 200 of which contain matter relating to Oregon, its physical geography, early history, geology, mineralogy, climatology, zoology, botany, topography, productions, stock-raising and sheep husbandry, fisheries, lands, commerce, manufactures, education, scenery, etc., compiled by J. Mortimer Murphy. It is very complete, and the most valuable work of the kind ever issued in Oregon. Price, \$2.50.

**CONCERT.**—The Salem Musical Society, under the direction of Prof. D. W. Prentice, purposes giving a concert of vocal and instrumental music, at Reed's Opera House, on Friday evening, June 6th, embracing a choice variety of choruses, quartettes, duets, and solos, both sentimental and comic. A rich treat is in store for the lovers of the heavenly art, and we hope the people of Salem will show their appreciation of Mr. Prentice's efforts by turning out in full force. The very best concert ever given in this place is promised. Admission, 50 cents; children, 25 cents.

**VALUABLE SHEEP FOR SALE.**—Read the advertisement of Jos. Teal, in another column. Those interested in fine sheep, need but a reference to Mr. Teal's stock, to give their attention.

**FROM THE MODOC EXPEDITION.**

EDITORIAL CORRESPONDENCE.

HEADQUARTERS MODOC EXPEDITION, Fairchild's Ranch, May 23, 1873.

Campaigning in the Modoc country, as I am prepared to believe after one day's experience, is not a very delicate business. Here we have winds that blow worse than some of the fancy Indian killers do, who think they would make excellent hands at Indian fighting because they have never proved themselves equal to any other branch of life, and such men are abundant, who drive ox or mule teams and know more about the Modocs than they do about themselves and criticize the generalship of the war with the greatest freedom, and to be sure there has been some room for criticism, as, while under Col. Gillem's orders, the war has been conducted on the most gentlemanly principles, he does not seem to have made the savages aware of the power of the army, as he managed it. From Braddock's defeat down to our day, military men after the most approved schools of military science have too often been failures in Indian warfare, and such men have also failed to accept and make use of the knowledge of men versed in Indian character, when this advice could have saved millions of money and many precious lives.

Col. Gillem seems to have the entire respect of all who know him as a gentleman, and as an officer he was accessible and kind, but I am satisfied that the most of them who served under him had lost all confidence in his capacity to compete with Captain Jack's strategy. The common soldiers were terribly demoralized, and it is not too much to say that only for the presence of the Warm Spring Indians the demoralization would have been greater and so would the number of killed and wounded. General Davis had to correct this state of things, and seems to have succeeded in restoring the morale of his men by prudent management. They have finally succeeded in making it too warm for the Indians, and by keeping them constantly on the move with their women and children have compelled part of them to give up and surrender. The Hot Creek band, which came in yesterday, surrendered fifteen guns, and contained as many bucks who bore arms. The band with women and children all counted, numbered about seventy.

It is wonderful how so many degraded persons, and mere children, and women carrying paposes were able to elude the troops so long as they did. It is due to the nature of the country traversed by them and which is almost impassable for American horses. For eleven days Capt Hasbrouck's command, with Warm Springs scouts and tirailleurs, was close upon them and following them up so that they were worn out. He finally overtook and routed them and captured 9 squaws and children, who gave the information that the band wished to surrender. Two Modoc squaws named Dixie and Artenas—who have been used on peace missions—were sent out to see them, and after three days they came in and surrendered.

I was detained three days at Ball's ranch, at the foot of the Sierras, because we learned that the Indians were between us and the camp, as they were. The band came in soon after our arrival; we considered the journey a hazardous one when we made it, as indeed it was, but there were ten of us in company, and we concluded to make the drive through to headquarters.

We learn from Bogus Charley, who was the leader of the surrendering band, that we were seen near at hand by them as we passed, and that, too, where there was a good—or bad—place for an ambuscade. They happened to be bent on peace, or we would most certainly have had a taste of Modoc war under great disadvantages.

The surrender of this band caused considerable excitement, and all hands were on the lookout for their arrival. We knew that they were coming, because we saw the squaws return and saw the Fairchilds and Blair go out after them. They were acquainted with these men and wanted them to come out and meet them. They accordingly did so, and give an interesting account of their meeting and the conduct of the Indians. They came finally to camp and when near head-

quarters surrendered their guns and were escorted to a place near by, across the creek, where they are guarded as prisoners. Some of them are good looking, especially Bogus Charley, who although said to be a pure blooded Modoc, appears to have a very light complexion. Some of them looked horribly, as their unnatural want of beauty was aggravated by the smearing of black tar on their faces, said to be done to save them from chapping and not for merely ornamental purposes. I saw Bogus Charley, Steamboat Frank, Shack Nasty Jim, Curley Handed Jack, The Curley headed Doctor, Hooka Jim, and others who have become famous and infamous on account of their deeds, some of which have undoubtedly been brave, and some most barbarous. All of these Indians save Bogus Charley Curley Handed Doctor and Hooka Jim are members of the Hot Creek band, and were not in the Lost river fight. These Hot Creeks, under charge of John Fairchild, were a few days after that fight, on their way to Klamath reservation, intending to remain there peaceably, and were stampeded by the report that the Link river people would kill them as they passed through. As that report had rather good foundation, they returned and joined Captain Jack, and added sixteen to the number of his best fighting warriors. Several of those who surrendered are very bad Indians, and should certainly be hanged for their murderous acts. It is probable that some of them may be saved from that fate, as the worst that can be said against them is that they fought in open battle. Bogus Charley, and all of them say that there has been trouble among the Modocs, and that they quarrelled and separated. Where Jack is now cannot definitely be known, but it will not be strange if he also comes in and surrenders before you publish this letter. It is reported that he and his band have made off towards Pitt river, to the south, but some think he is not far off. One of the men who came in yesterday has been permitted to go off in search of his wife, who was one of the captured squaws of the 18th, and went out with Artenas and Dixie and got lost from them. It is shrewdly surmised that he will manage to get word to the Modocs, before he returns, of the way the surrendering party have been treated. Capt Hasbrouck's command will start soon on a scout towards Pitt river, with a part of the Warm Springs Indians as scouts, and hurry Jack up, if he has gone in that direction. He cannot have more than twenty warriors left with him at the present time.

This place is in the heart of the Modoc country. Little Klamath Lake is three and a half miles distant and can be seen from the hills. This is a small sage brush valley, watered by bountiful springs that flow out of the hills ready made brooks. A bunch of willows marks where they gush out, but other wood is scarce. On the hills around we can see occasional juniper bushes, and enough grass grows about here, and especially about the Lake, to make this valuable as grazing ground. There are a very few settlers here who own extensive herds and make stock raising profitable. John Fairchild is a man of judgment and character, well versed in Indian affairs, who has a great deal of influence with them. He found out from the captured Modoc squaws that their band wanted to surrender; he persuaded Capt Hasbrouck to stop pursuit and let him send out the Modoc women Arteras and Dixie, and it has been in good part through his judgment, which Gen. Davis readily made use of, that this surrender has taken place. He seems to be confident that the war will soon end with considerate management, and I am inclined to think that under General Davies' direction and generalship that will be the case.

The other day the following letter came to the address of "Capt. Jack, Lava Beds, Cal.," which undoubtedly bore the Boston, Mass., postmark May 8th. The fools are not all dead yet, and some of them have not left the "hub."

Capt Jack

Dear sir—Allow me to offer my heartfelt sympathy for your cause, and hoping you and your band will be successful I remain your Friend and Brother.

P. S. If there is any thing I can do for you, let me know, and I will gladly do it. Address Tom Haines, Boston Mass.

**IN FAVOR OF A WAREHOUSE AT THE SEABOARD.**—Ed. Farmer: At a regular meeting of the Linn County Farmers' Club No. 2, School District No. 7, the following resolution was adopted:

We, the members of the above-named Club, feeling confident that a wharf and warehouse at the seaboard at the mouth of the Columbia river would greatly facilitate the shipment of our produce to foreign markets, and as we believe four-fifths of the vessels carrying away our produce for foreign ports come in ballast, therefore we demur to having them piloted and towed 112 miles into the interior at an expense to farmers of \$101, besides delays, which, according to sea-captains' statements, is not less than \$100 per day, to be added to the pilotage and towage; therefore, be it

Resolved, That we will patronize a warehouse below all natural obstructions to all large sea-going vessels, in preference to one one hundred miles in the interior.

JAMES M. MARKS, Sec'y.  
May 24, 1873.

**Regulating Fares and Freights.**

Editor WILLAMETTE FARMER:

At the last meeting of the Springfield Farmers' Club, the Secretary was requested to send the following to the FARMER:

Resolved, That our delegate to the State Convention—which will meet June 10, 1873—is hereby instructed to introduce a resolution similar to the following: "Resolved, That we, the farmers of Oregon, do pledge ourselves to vote for no man as a member of our next Legislature who will not pledge himself, if elected, to vote for the enactment of a law regulating fares and freights on the rivers and railroads of Oregon."

W. C. BRATTAIN, Sec'y.  
Springfield, May 26, 1873.

**NEW NEWSPAPERS.**—We have received the Daily Evening News, published in Portland by Bellinger, Curry & Co., at 20 cents a week, or \$8 a year by mail. It is not as large as the other Portland dailies, but is a neat looking sheet, and well filled with local news.

The *Progressionist* is the title of a weekly just started at a depot called Cornelius, in Washington county. It is a large, well printed paper, but if the proprietor depends solely upon subscriptions and advertising for support, its days will soon be numbered. D. L. Davis, lately from Missouri, is the publisher.

The *Hawk-Eye*, another weekly, of small size, has made its appearance at Eugene City. The *Journal* says the establishment is already for sale, the enterprise not receiving the encouragement anticipated.

**WILLAMETTE UNIVERSITY.**—The various literary societies of Willamette University have united in an invitation to Hon. J. F. Caples of Portland, to address them during commencement week. Mr. Caples has accepted the invitation, and the address will be delivered Monday evening, June 9th, at the University chapel.

**LECTURE.**—Judge Thornton delivered a lecture last Monday on the history of the Salem land claim. The Judge has a perfect knowledge of the matter, from having been connected with the University board from the beginning. The lecture will be printed, we understand.

**DISCONTINUED.**—The *Herald*, of Portland, daily and weekly, has ceased publication, owing to financial embarrassment. A petition in bankruptcy has been filed against the company by Blake, Robbins & Co., type founders, of San Francisco.

**THE Governor Grover runs with great regularity, and carries full freight every down trip.**

**MILLINERY.**

Miss C. M. SCHWATKA informs the ladies of Salem and vicinity, that she has removed her stock of Millinery and Fancy Goods to the brick store on Commercial Street, lately occupied by H. D. Boon, where she has just received her Spring Stock, and can supply her customers with newest goods and latest styles. Also, bleaching and repairing done in the best manner.

For the very best Photographs, go to Bradley & Robinson's Gallery, without STAIRS—ENTRANCE IN THE ELEVATOR, 400 Market Street, San Francisco.