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NOTICE TO SUBSCRIBERS.

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NEWS BY TELEGRAPH.

Philadelphia, July 14.—A most horrible murder has just come to light in Jennersville, Chester county, one mile north of the line of the Baltimore Central Railroad. On the 13th of June last a strange man arrived at the hotel in the village, saying he came from Baltimore, was an agent, but gave no name. He was in appearance, a young man, not over thirty, with black whiskers. On the following day a team driven by Wm. E. Uddersook stopped at the tavern and the agent and Uddersook went away together. The team had been hired by Uddersook at Parkersburg, and when he returned it in the evening the person who took charge of it remarked that there was blood on the wagon. Uddersook made a plausible explanation of the circumstances and immediately left the neighborhood. The strange man was never seen after. Friday last a large number of buzzards were noticed hovering about the woods near Newport and Jennersville. Investigation showed the head and trunk of a man with arms and legs detached, which was recognized as the body of the stranger who had been stopping at Jennersville. The murdered man was stabbed in three or four places, throat cut, both arms and legs severed close to the body. The object of the murder was unquestionably plunder. It is reported that the man was known to have had considerable money on his person. The severed limbs were buried in a separate place from the body, not far from the house of one Rhodes, a brother-in-law of the supposed murderer.

New York, July 15.—An injunction was yesterday served on the Atlantic and Pacific Railway Company, restraining it from paying the dividends due to-day on the stock of the Pacific Railroad of Missouri, which road it has leased in perpetuity.

Thirty-six trunks and cases, belonging to Thos. C. Durant, Ex-President of the Union Pacific Railroad and one of the Credit Mobilier defendants, were released from custody yesterday on a bond being given for their appraised value. It required three large trucks to remove the goods from the Custom House to the owner's mansion in Brooklyn.

New York, July 16.—There is still much mystery surrounding the Goodrich murder. The police are all doing their best to secure the Spanish Raccoon. Full reliance is not placed on the story of Lizzie King that she had no accomplice, never knew Roscoe, and don't believe there is any such man. She explains the fact of the four chambers of the pistol found by Goodrich's body being discharged, that the three shots in Goodrich's head were from her pistol, and that after he was dead she took his pistol, and discharged four shots down collar. Miss Palmer, the betrothed of Goodrich, remained with Lizzie King until a late hour last evening. Her object was not ascertained.

Baltimore, July 15.—Wm. E. Uddersook, charged with the murder of a strange man near Jennersville, Pa., was arrested in this city this forenoon. The murdered man is believed to have been one Goss, who was said to have been burned to death in a shop in this city last winter, and whose wife obtained a verdict for \$5,000 from the Mutual Life Insurance Company for the amount of his life insurance. Uddersook was the chief witness in the trial, in which the company asserted the belief that Goss was still alive. Claims had been made against the Continental, Knickerbocker and Travelers' Companies for the recovery of policies to an additional amount of \$20,000.

New York, July 15.—About two thirds of the Mormons who arrived to-day are from Denmark, Sweden and Norway, and the remainder from England, Scotland and Wales. The latter are in charge of Elder Calder, formerly Chief Secretary of Brigham Young, who has been laboring several

years as a Mormon missionary in Europe. The Scandinavians are especially in charge of Elder Patterson, a fellow-countryman. The emigrants will start for Utah to-morrow afternoon.

Cleveland, July 15.—The Industrial Congress of the United States, composed of delegates from the various Trades Unions throughout the country, commenced its session in this city this morning. About 70 delegates were present, representing 12 States. The Congress was called to order by the President of the Coopers' International Union. He stated the object of the session was to form a new political party. Permanent officers were elected, a committee on rules appointed, and the congress adjourned until to-morrow.

New York, July 15.—Senator Morrill, of Maine, it is understood, is preparing a speech for delivery next winter in support of the retroactive salary bill. Senators Edmunds of Vermont and Schurz of Missouri are the only Senators who have not drawn regularly since the 3d of March their monthly salary, based upon the new salary bill. Both are in Europe.

Fort Klamath, July 11.—Miller's Charley (Captain Jack's father-in-law) came to Doris' ranch on the third. Long Jim and his father have been captured by Riddle. They will be brought here to-day, under the charge of Scotchlin, brother of the chief of the same name, now confined with Captain Jack. These are the last of Captain Jack's band.

Report of the Chamber of Commerce Reviewed.

PORTLAND, July 16, 1873.

Editor Willamette Farmer:

The Report of a self constituted Committee of Astorians to a mythical Astoria Chamber of Commerce, after having been published in the WILLAMETTE FARMER and most of the papers in Oregon, is continued in the *Tri-Weekly Astorian* like a *Ledger* story. It is so full of misrepresentation and inaccuracy of statement and figures, that one with a reasonable modicum of sense is able, as he reads, to detect them; and thus the antidote accompanies the bane, and so the lie that usually "travels a thousand miles while Truth is putting on its boots," by the stupidity of its authors, is escorted by these inklings of truthfulness that counteracts the evident intention of the publication. Let us briefly review the report:

First statement: "No storms have yet visited the harbor that effected any damage to shipping riding at anchor in the bay or at the wharf."—The Committee forgot the fact that a sudden squall threw the large ship *Windward* on her beam ends a year ago, and her masts and rigging were cut away before she was righted.

Second: "Hog's Back" formed by annual freshets, at lower end of Cathlamet Bay; "Dredging useless," &c. The explanation given of the situation of affairs here assumes that there is an annual mud deposit, and these wisecracks are hasty to presume that dredging will do no good; let them wait a few weeks until Uncle Sam's 24 foot dredger proves the falsity of their statement; as well for this as all the other bars named from there to Portland. It is indicating nothing to the disparagement of the Columbia River, that the government is called upon to do annual improvements thereon; there is not a harbor or river of commercial importance in the United States, but that the government makes annual appropriations for the improvement of. And I am sorry to see that our

representatives do not exert themselves for treble the amount that is so sparingly voted out to us. Californian's share of appropriation for various governmental improvements was ten times greater than was last year voted to Oregon.

The voracious Committee next set to work to find out how much more it costs a vessel to get to Portland than to stop at Astoria. They assume that a 600 ton vessel draws 16 feet, which is nine times in ten incorrect. Pilotage @ \$1 per ft. each way, \$128; tonnage, which for both ways overstates the actual charges by \$100, \$300. This makes \$428, which including the misstatement as to draft is at least \$125 exaggerated; but to the \$128 they have concocted, which did not seem very large to them, they have added an item of six days' demurrage @ \$60, total \$360. There is not a man on the Committee that can give any intelligent reason why that item was added except that they wanted to reach a charge of four cents per bushel on that ship's cargo outward bound, which is manifestly unfair, as the same ship ought to be presumed to bring us in a cargo of 600 tons which would leave but two cents per bushel for wheat from Portland to Astoria, but by figuring as they honestly should, it would make but one cent per bushel, of difference. This may all be summed up in these few words: The cost of shipping from Portland is one cent greater per bushel, than if the same wheat (Astoria facilities presumed to be equal) was put on board at Astoria, but the cost of getting the said wheat from Portland to Astoria by other means than in the ship's hold could not by any means be less than four cents per bushel (the O. S. N. Co.'s charges are double that); so Portland has an advantage of three cents per bushel, figure it as you may.

The committee then go on to say that a 3,000 ton ship can always go to Astoria, while a 1000-ton ship now finds difficulty in getting to Portland. Whatever has been in relation to the difficulty of navigating to Portland does not signify that it shall always be; it is stated confidently by engineers and officers in charge of the new dredger now almost ready for work, that they will dredge out and maintain twenty-one feet of water to Portland the year round. This will knock into a cocked hat all the homily of its committee. The *Middlesex* is now at Portland, and will load on 1,500 tons wheat before dropping below to finish her cargo, as I am informed by the consignees. And I will impart this information to the Astoria Committee: The *Middlesex* of 1,800 tons register, belongs to that class of larger vessels, plying on this side of the Pacific waters, of which there are not twenty in the service. The average ship of commerce the world over is less than one thousand tons register. So that the 3,000 ton ships the committee fondly see lying at their wharves, are only "painted ships upon the painted ocean" of their imagination, and are in actuality as scarce as hen's teeth. That process of manipulation which enabled the committee to add an imaginary item to an already overburdened truth-sum, was also invoked to

prove that a 3,000 ton ship could carry wheat from Astoria to Liverpool for 20 cents per bushel cheaper than from Portland; by the same application of rules a 6,000 ton ship could carry for 40 cents less per bushel; and it signifies nothing. A 3,000 ton ship would doubtless be towed to Portland and loaded to that depth of water which would enable her to get out, and finish loading below, just as all of the larger class of vessels have done heretofore. I now copy from their manifesto the following choice gems of thought: "Again, deep-sea vessels never like to leave the salt water; coasters are willing to steamboat it, but large vessels avoid steamboat grounds. In fact the underwriters do not allow deep-sea vessels to venture from their natural element at will." If a ship's natural element is water, it is too true that they never like to have a ship leave it, as then they always have insurance losses to meet—but the statement in gross above extracted, is untrue in every particular. I have it from many an "old salt" that it is much to the benefit of a ship to take it into fresh water, as thereby all the salt sea animals and vegetation that attach to the vessel's bottom, are killed and fall off. This is a perfectly natural explanation, and the reason is good. Again, I quote: "The striking of a vessel on any of the bars of the river, even if no immediate damage is discovered, is sufficient cause to render null and void the policy of insurance, should she take in cargo and proceed to sea without being put on the dry-dock and having her bottom examined. Should a ship be lost under such circumstances not a dollar of insurance could be collected on the vessel," &c. The above I deem to be untrue in every particular, as the cases are numberless where ships and steamers have stuck on our mud and sand bars and no such formula was required of them, as I know to a certainty, and having pointed out so many misstatements of the Astoria trio I am free to doubt this in toto.

The last matter in their manifesto I have to criticize is in attempting to prove the safety of the Columbia river bar, which really needs no bolstering, as it is unquestionably safer than any other bar on the coast; but the statement or calculation made that the number of vessels that have crossed the bar (inward and outward for charity I will say) for the last twenty-one years averages 500 per year, is as wild and reckless as all the other statements in the same article. I doubt very much if we can safely say the whole number during that time averages one-fifth of that number, but the number given by them is certainly a huge fabrication, and those old settlers, who have for so many years cat clams and waited at Astoria for something to turn up ought not to turn up figures in this style, but it is only in keeping with the tenor of the whole article, which I think I have demonstrated as we went along. Let the Astorians be sure of this, that whenever it is better and cheaper for vessels to load at Astoria, the inexorable claim of the almighty dollar will have it so beyond all that any of us may say or do. Until then,

Yours, for Portland, B.

CHINESE MINERS.—Mr. Allen Parker, sheriff of Linn county, informs us that about 150 Chinese arrived at Albany last Tuesday, on their way to the Santiam mines. These mines are located in the Cascade mountains, about 50 miles from Albany, on a small stream called Green Horn, which empties into the South Fork of the Santiam river. These people go prepared with provisions, &c., to last all summer.—(Mercury.)

It is rumored that parties in the Yakima have sent East for a lately invented boring apparatus, to assist them in prospecting for coal, which, it is confidently believed, lies in rich deposits along the Yakima bay and river below the water line.

Matters in Polk County.

DIXIE, July 13, 1873.

Editor Willamette Farmer:

We of Polk are now just in the middle of hay harvest, and this rain has put a "damper" on our hay and a stop to our haying operations.—Early sown oats and barley are being cut and bound and shocked in a great many places—in fact, there seems to be a reaction taking place in the mode of harvesting grain. Men that a few years ago laid aside the reaper and bought a header, have now laid aside the header and are again rubbing up the old reapers. The reason of this, or the argument brought to bear, is that to head grain you will have to let it stand until it is "dead" ripe, and this gives all the foul growth ample opportunity to mature and the seed to fall out, thereby befouling the land worse and worse every year. Another argument is, that you have to cut the grain when it is very dry, and that the reel of the header knocks out a great deal of it, so much so that a field once in wheat must either remain in wheat for all time or else go through a regular course of summer fallow, entailing an expense and a loss upon the land which should be regularly producing its annual crop. There is a good deal of good practical sense in either or both arguments, but the inducement held out by the header in the way of quicker and cheaper performance of a given amount of labor, causes the great majority to cling to that method of harvesting.

But other things besides despatch and ease will have to be taken into consideration ere long, as our thousands of acres of wild oats which is now being cut for hay shows. The yield of this county will be at the least calculation a fourth more than was ever produced here before, and of a quality unequalled, if the dark, luxuriant appearance of the fields at this time is any criterion to go by.

There are several "Granges" in working order in this county, and the general impression is that it is a good thing, and that it will work great benefit in favor of the producing classes.

Draining is receiving a due share of consideration, and in a few years land that was considered swamp and worthless, will be producing more per acre than the dry land, because generally of a much richer soil.

Political matters are being calmly discussed amongst the farmers, party strifes do not seem to have its wonted hold upon them. Everyone seems to wish to find some one capable of filling the place of the lamented Wilson in Congress. More anon.

R. CLARK.

WOOL AND WOOL SHIPMENTS.—Says the Statesman: "Large quantities of wool have been sent down the river and by the railroad to Portland during the last week. The sales at Portland the last week are estimated to aggregate not less than 125,000 lbs at 18 to 25 cents. The Reporter estimates that the total clip of this year will exceed that of last year by 750,000 pounds, making the total clip not far from 2,000,000 pounds for the State. The Portland market is reported this week: Clips from east of the Cascades clean long and free from alkali 18@23 cents; inferior and ordinary, 16@18 cents. Clips West of the Cascades clean, long stapled 20@23 cents; other grades 15@18 cents per lb.