## The Weekln Enterprise.

Oregon City, Oregon: Saturday, October 27th, 1866.

The Oregon City Enterprise.

its existence to-day, and according to the general custom some statement of the purposes for which it is intended will be made.

Persons interested in the growth and prosperity of Oregon City have long felt a desire to have an establishment of this kind here, and for the purpose of making known to the outside world the many advantages to be derived from investments at Oregon City, we have consented to take the task upon ourself of furnishing a thorough newspaper. which shall exert not merely a local, but a general influence for the benefit of the State. This object will be kept steadily in view to the end that the ENTERPRISE may give character to its positions and weight to its opinions. The establishment has been purchased by an association of gentlemen, and given into our hands, and, as has been the case with us for the past few years of our ennection with the leading paper of the State, we shall constantly aim to deserve well of the public. We shall spare no exertions to make the ENTERPRISE a welcome visitor to every household and place of business in the State, and shall look for our reward in a substantial encouragement which outlives the transient excitements brought about by the advocates of political parties. We shall not wholly ignore the political school-it is a matter of impossibility to be strictly neutral in these days. All people have their political preferences, and we have ours. We believe it to be the duty of all loyal and liberty loving people to aid in strengthening the hands of Congress in the contest which now seems inevitable, and for such ulterior ends, when political subjects are discussed in the columns of the ENTERPRISE, we shall lend our efforts. But the crowning and and the prosperity of its people.

OBEGON CENTRAL RAILROAD COM PANY .- Railroad enterprises have occupied much of the attention of the people of Oregon of late years. They have been speculating on the wonderful results that would from Oregon to California, and the probability of success in competition with Caligreatly stimulate the growth of our State and be of extraordinary value to the agricultural interests. Elsewhere we publish an article from the Oregonian on this subject, together with the articles of incorporation of the Oregon Central Railroad Company. The names attached to the document are suffieient to guarantee that success must follow the inauguration of this great work. The road will have to be built with cash, for the reason that no particular aid will be derived from the grant of lands, except as specified by the article to which we have referred. The report of the special committee of the Legislature upon this subject, which is also given in full in another place, is a strong argument in favor of the enterprise. Many of its points are worthy of attentive consid-

OREGON AND MONTANA TRANSPORT ATION COMPANY .- The Oregon Steam Naviestion Company has again taken another very important reach in the direction of the Missouri river, by forming an alliance with the Pioneer Steam Transit Company of last year, which was composed of Mesers, Moody, Humason, Savage and others, for the purpose of securing to Oregon the trade and travel of Montana. The new organization was perfected at Portland on the 16th, and was incor orated as the Oregon and Montana Transportation Company. It takes a large amount of money to put into successful operation an enterprise of the magnitude of this, but with apt. J. C. Ainsworth for President, S. G. Reed Esq., Vice-President, and Messrs. R. R. Thompson, Z. F. Moody, H. A. Hogue and others interested as directors there is no "rubbing it out." Independent of all other assistance we believe we have men in Oregon who could build the Northern Pacific Railroad if they set

WESTWARD. - The Cincinnati, Ohio. Gazette has a correspondent traveling in Oregon. We have read his letters with interest. He depicts in fine terms the beau- they are building up among themselves a ties and resources o our State. He does State with all the elements of enduring the other, which is on an immense scale, an not take a desponding view of the country, but gives a painting performed with a good

Dean Richmond died in New York at Woodstock. Vermont, on the 31st of March, 1804 He had a restless and enterprising spirit, through which he acquired

Ben Holladay has taken the new

entitled an act to incorporate the city of Portland failed to pass the Legislature. So, says the Oregonian, the City Marshal will

gentlemen, Messrs. McCraken, Merrill & Co., in a recent circular state that "the manu-

Not to PAY .- Honorably dis. charged soldiers of the Union army are not required to pay the five per cent, income tax. If they have been assessed they can get it taken off.

Bledsoe, Daniels, Williams, Lams bert, and one other of the escaped convicts have been returned to Salem. Bledste was captured at Ashland. Daniels and Williams were captured at Red Bluff, California The latter were the robbers of the Umatilla safe.

A mint has been put into active operation at the Dalles, but as the coin was spurious the operatives were arrested. The stuff made was quarter eagles and half dollar

DAILY TIMES .- The new paper so long talked of in San Francisco, The Daily ened the horses and caused the wagon to up

Agricultural Fairs.

We found it impossible to attend either the Linn County Fair at Albany, or the State Fair last week at Salem. We should have been pleased to look upon these occasions, in person, and give some general observations on what was to be seen, but as we did not, we are under obligations to a friend The OREGON CITY ENTERPRISE commences | who attended at Albany for the following I find that my engagement to give you a description of the Linn County Fair, as I saw it, was much easier made than kept. There was a very respectable gathering of people, who brought with them and about them, abundant signs of a comfortable degree of prosperity in material things. They were a well dressed community, riding behind fine horses in well made farm wagons, express, and family carriages, who had come apparently to see, rather than to participate the Fair. With the exception of horses the exhibition was light, but what there was of it was good, and with the same exception the exhibition was well provided for, and conducted in an orderly manner. In the trials of speed there were some discordant signs, which became very apparent when the committee who awarded the premiums gave in their decisions, which left the impression that many of the horse raisers had given all the good breeding to their animals. There was a lack of female equestrians. saw but one-there might have been more.

> of her bright eye was evidence that it was a healthy mode of attending the Fair. The exhibition of fine wool sheep was I send you a few samples of the premium fleece, a yearling cross-bred ram of the Spanish and Austral an Merino, fifteen months old when shorn, exhibited by Mr. J Minto of Marion county. This sheep was entered for wool and mutton combined. The fleece weighed 18 pounds. Mr. Minto also had some excellent American merinos, of Spanish and Australian cross. Some Spanish merino, Flench and Australian, etc. The sample of wool from the Spanish and Australian merino we have examined closely, and find it to be much better than the "Extra" wool, assorted and in use at the Factory

> The bloom upon her cheek and the sparkle

The State Fair passed off quite pleasantly There was not a very noticeable improvement in the display of agricultural implements, which called forth comments from the Oregonian reporter as follows:

It must be thought after awhile that the farmers and mechanics of the State are either carrying on their work without tools founded upon the good of the State of Oregon or with such miserably poor ones that they are ashamed to show them. I find, to day, that a very few additions have been made to the collection of yesterday. A visit to the "Oregon Giant" reaper, noticed yesterday, revealed the fact that it sported the blue ribbon, the color of all first premiums. Mr. Delos Jefferson, of Salem Prairie, ex-

hibited a horse rake of his own manufacture, which took a first premium; also a straw cutter of his own make-first premium. While such plows as this can be bought within our own State, there is no earthly excuse for sending East for our prows. There was another good looking plow, made by N. M. Ward of Dalas, Polk county, which took the second premium. The Illinois "Clipper," of which Mr. F. Bartels exhibited several along side of the Oregon made, did not strike me as being so strong, nor were they superior in any respect, so far as I

The "Davton" reaper-exhibited by some body unknown, and apparently not entered is a machine constructed on the same general principle as the "Oregon Giant," but cuts only about half as wide and is more complex. It had neither card nor ribbon attached, and though it seemed a strong, good machine, I am unable to give the exhibitor credit.

This is a meagre list, is it not? And vet. beside those implements and machines mentioned vesterday, they comprise all that are and upon almost every individual farmer and mechanic, that this department of the Fair is each year a farce and each year more far cical than the preceding one. When will our people learn that improvement in the means by which they carry on their business is one of their essential needs? I am not afraid to assert that if you were to follow some of the sacks of fine grain, big corn and huge vegetables home, to the patches where they were raised, you would find, in half the cases, an old, rickety plow, covered with rust and lying in a fence corner, a rusty hoe, a broken rake, an awkward, heavy and clumsy cradle, hung up in a hen coop, etc., etc., the tools with which the farmer wearing out his strength and depleting his If our people have got better tools than I have described, why do not they bring them out for exhibition? Even a strong, well-made ox-yoke or hand rake would be a

cheering sight at the State Fair. It is a source of regret that the State Fair was not b tter attended by exhibitors. The victories to be obtained at such a time contribute largely to the civilization and moral advancement of a State, which from its luxuriousness of climate, wealth of soil and mineral deposit ought to rank first A good display at the State Fair not only shows the skill, energy and courage of the people while wealth and greatness, but they virtually go to prove that a wilderness has been turned into a fruitful field, and a desert redeemed from sterility has been made to blossom as on the 20th day of August last. Mr. Rich- the rose. They show the substantial gains mond was a self made man. He was born of progress, prove the expansion of the field, and cause the admission that there is here

The fact that the producer has failed to properly represent the State, at the Agriculmail contract from Salt Lake City to the tural Fair, is no evidence that the State is are not particularly known to the public. Dalles. From Boise City to the Dalles, the not only a good, but truly a first class agrimail will be carried by G. F. Thomas & Co., cultural region. Our fields of grain, and committee—was amended and passed. It produce out of the markets of the of twenty sections of public land per Register of the U. S. Land Office at for joy, and our orchards are far superior to bonds on completion of twenty miles of the An Act amendatory of an act, mercially speaking there is not a land so ent for the land granted by Congress. Upon favored, as this promises in the future. At no distant day Oregon will have a controlling authorized to sign coupons for \$200,000 interest in the trade of all lands washed by not be chosen by the "roughs," and seedy the Pacific Ocean. China, Japan, Asiatic is repeated upon each successive twenty loufers will not have the inducement of \$3(0) Russia, the Pacific Islands, etc., must event- miles, until one hundred miles is finished, ually buy and sell in our marts, while the and \$4,000,000 of bonds have been issued. LOOMING UP .- Those enterprising great mining interior of Idaho, British Columbia, and Montana, must naturally contribute to the greatness of the State. In all ther provide for the sale of school lands be- certain seasons of the year, which under the General Incorporation law order to pay the annual interest on facturing interests of this coast are looming prosperous countries agriculture is the lead- came a law. If judiciously enforced for a being the season of rain and mud, of this State, to-wit: J. S. Smith, I. the bonds. In 1852 the State of ing interest. It never occupies a secondary few years its operation will practically do compels the farmer to submit to any R. Moores, J. H. Mitchell, E. D. Illinois issued its bonds to the amount terest will take a more decided preference over all others, at the annual Fair of the State Agricultural Society.

A site has been selected by Col. go to the Collector of Internal Revenue and M. I. Ludington, Chief Quartermaster's Department at Washington, for a National Cemetery at Culpepper, Va., and a corps of workmen are now employed under the direction of Maj. James Gleason, A. Q. M., in laying out, grading and fencing in the grounds. It contains an area of six acres, and is intended to receive the remains of all those men burieu between the Rappahanock river and Gordonsville, including those who fell in the battles around Cedar Mountain. estimated at about 4,000 bedies.

On Saturday last as Mr. Zahniser was returning home from the State Fair the tongue of his wagon broke, when descending a hill near the Fulton House, which fright-Times, will commence its existence on the set, killing a little son aged about 7 years, on British railways during the year 1865, only fifteen were killed by accidents.

The Oregon City Paper Mill.

The building for the pioneer paper mill of Oregon is now completed, in this city, and the machinery well advanced preparatory to active operations. It will in every particular be a first class establishment. The capital stock of the company is \$50,000. The present machinery includes one full set, of modern cylinder description, with capacity to turn out about 1500 pounds of paper per day. Of operatives they will employ about 20 men and women. The building is of brick and stone, four stories high, 80 by 60 feet in size. with an addition two stories high, 17 by 60 feet in size. This space is divided into rooms adapted for the accommodation of the work of making paper, which process we shall attempt to here describe, from information derived through Mr. T. K. Clifton.

When the stock is first received it is weighed, and then boisted to the fourth story of the main building, used as a stock room. As it is wanted it is passed through an opening to the third story, or sorting room, where the process of sorting the ma terial for each particular kind of paper is gone through with, and the rags so sorted are placed in proper bins. It next passes to the second story, where it is subjected to process of cutting and dusting, thence it passes into the first story, where it is bleached, and after passing the engines is collected in large eliptic tubs, where it is ground into pulp. The pulp now passes to the "stuff chest," from whence it is pumped up to the paper machines, where the nicest process is performed. After leaving the "stuff chest" the pulp passes into a vat, where it torms into a sheet on a wire cylinder, the water being all extracted by a fan wheel, and turned back to another section of the vat, to pass through the same process over aed again, leaving the pulp to adhere to the filling ma chine as it moves along, on through the first press rolls. At this point the sheet has vitality sufficient in itself to bear its own weight, and it passes on through the second press rolls, next to the drying cylinders, thence through the calendars, next on the reels, and finally to the cutters, where the paper is laid off in sheets, and taken by the heap to the finishing rooms, where it is counted, folded, pressed, bundled, and next to prevail in all other articles of profinds its way to market.

this city is really a credit to the superintendent, Mr. W. W. Buck, and chief archiby which it may be kept in active operation when once under way. The market for paper on this coast the past two years has been but poorly supplied, and most kinds have been high and constantly hardening. The two mills of California, at Taylorville and Santa Cruz, have been but a mere "drop in the bucket" as it were, as, while they have been constantly employed, prices of paper still gradually advanced with a very scant supply. In 1865 the pioneer mill at Taylorville manufactured 5,680 reams of news, and 6,840 reams of wrapping. They are doing even better than that the present year, and yet they are unable to fill their orders. We have no report from the Santa Cruz mill, but no doubt they are doing equally as well.

The Oregon City mill will open with very liberal prospect for the future. The stock on hand is not of sufficient amount to warrant the company in making news at first, but they are prepared to do se, as soon as they have material. Rags have been un the country for the past few years. This being the case paper-makers have been turning their attention to the discovery of other materials suitable for paper stock. All kinds of plants, from those which grow near our own doors to the luxuriant growths of tropical regions, have been experimented on with but partial success; but now it seems probable that for the future the main source of supply will be the forest. It is at least a century, and we do not know how much longer ago, since paper was made experimentally in Europe from wood; and, notwithstanding repeated improvements, the requirements of cost and quality have not until recently been met. The manufacture of wood paper, is now, however, an accomplished fact. There are two large establishments, near Philadelphia, where it is carried on. In one of these a paper containing 60 per cent of wood pulp is turned out, and in excellent paper for printing purposes, composed of 80 per cent wood and 20 per cent. straw, is made. The larger and more successful establishment is capable of turning out from 24,000 to 30,000 pounds of pulp

SINE DIE. -The Legislature of a wide sphere for human development and Oregon adjourned on Saturday last sine die. Aside from passing the Constitutional Amendment, and electing a Union man, Hon. H. W. Corbett, Senator, their transactions The railroad Bill - reported by the special these considerations the State Treasurer is Alter a certain period it comes back again measure, and one which was strictly required by the Constitution, did not pass. Out of about 159 bills introduced 39 became laws.

able to so arrange our list of agents as to

The new Boston Directory contains 65,184 names, an increase of 4,093 over last year. The Chicago Directory for this year contains over 74,000 names, being an increase over last year of over 20,000.

Out of 220,000,000 of passengers

Oregon Central Railroad.

Mr. SPEAKER :- The special committee to whom was referred the Governor's special Message and the House Joint Resolution No -, on the subject of Railroads, have had the same under consideration, and beg leave to submit the following report, with the accompanying bill to aid in the construction of the Oregon

Central Railroad. For several years the question of constructing a railroad through the Willamette, Umpqua and Rogue River Valleys, has been very generally discussed before the people, some preliminary surveys have been made and much valuable information gathered upon the subject; but before this Legislature will adopt any legislation bearing upon the question, it will doubtless be necessary to lay the important and material faces necessary to a proper understanding of the enterprise fully before the House, and to that end your committee has directed its labors.

That a railroad through the above named valleys is badly needed by the farmer and producer, and in fact all classes of our population, must be obvious to the most careless observer. and the bare mention of a few facts the strongest light.

for \$2 00 in San Francisco, it would bring the farmer but 75 cents in the Willamette Valley, and now when it du'l sale at half that price here. The same inequality of prices will be found duce. It is absurd to expect our far-Taken throughout, the work of making mers to prosper and aid in developpaper is one of rare interest. The mill in ing our country, as long as they are subjected to such disadvantages in competing with the farmers of Caliand an honor to the enterprise of its project- other branches of business will prosper when the farmer is thus deprived want of cheap transportation at all means which other States and conn Southern Oregon the obstacles to the exportation of agricultural products is tapped by a railroad leading either to Portland or San Francisco. And as illustrating the necessity of a railroad connection to the people of the of the Commission Merchants at Cresent City, California, that the inhabitants of Josephine and Jackson counties have in a single year paid out as freight money alone, on 1,800 tons of merchandise imported, the sum of \$179,700. This large expenditure would be reduced fully threefourths by the construction of a railroad, while it would give the people some opportunity to pay for this merchandise by the exchange of the pro- er agricultural production.

> measurably. the plain reason that the State of tion and hundreds more miles pro- need not be dweit upon. jected, by which the resources of every acre of the agricultural land of tide water, and thus giving the farm-

duce of the farms, while cheap goods

and cheaper machinery would stimu-

late the production of the means im-

fully prepared by reliable men show state that this corporation, composed forward to do something for the State that Polk county has this year pro- of our own citizens, have received an of Oregon. duced one million bushels of wheat. offer from capitalists able to combushels of this crop could be spared road, that if the State of Oregon to the San Francisco market. At would render certain aid to the enor \$450,000. If there had been a to aid the matter, in its collective own cost-not less than \$4. railroad running through Polk county | capacity, than to rely on the uncerto a steamship landing, this wheat tain aid of private individuals. The on the in would have sold in Polk county, reasons for this are many and obvireadily, for \$1 50 per bushel, or ous. It is emphatically a work \$900,000, making a clear gain of the benefit of the whole State \$450,000 to Polk county on a single every man, woman and child in crop of wheat, and leaving a margin It will benefit all in proporti of fifty cents per bushel to transport | their property, and it is but sin tation. This calculation might be ap. portion to secure a work of common gon can ship no hay for want of come associated in our interests. means of transportation, while we It cannot be expected that the have the ability and can produce the money of our Oregon capitalists, best hay in the world, and at a very readily yielding here twelve per cent. large profit, if it could be cheaply per annum, will desire or be willing

transported to Portland. "Owing to these burdens on Ore- capital which is satisfied with six and California and the Eastern States."

FREIGHT AND PASSENGERS-RISE IN LANDS. One of the most striking and conhigh in the latter as in the former bill to carry the same into effect. increase is noted in almost every oth | States that such assumption of liabil-

As a natural sequence to such re- ation on the property of tax-payers, sults in the production of a country, and that the consequent increase of would be an enormous increase in the revenue growing out of the increase on "Experiences in California,"

THE OREGON CENTRAL RAILROAD.

to go into a great enterprise with gon farming, it is a notorious fact seven per cent per annum. For this citizens have expended enormous that California is now importing grain | reason we cannot rely on individual for feed from the Atlantic States, aid alone in the matter. The great cheaper than she can get it from the profits and benefits of a railroad granaries of her neighbor, Oregon. comes back to the people in that inis amply sufficient to set it forth in Some persons are disposed to berate direct way of increasing the value of and be-little Oregon farmers for the their land, and raising the prices of It is a well known fact that the want of energy in not supplying this their crops, rather than in dividends wheat crop, the great reliance of the San Francisco demand at such h nd- or subscriptions. Other States aid Oregon farmer, scarcely ever yields some figures, and our newspapers their railroads. In fact, it is the him one-third the price it commands take up and echo the cry " No energy, shape in which almost all the local aid in the San Francisco market. In no industry," &c; and while it is is turnished. New York has been 1864, while wheat was selling readily true that Oregon farmers are no bet. made the Empire State by a liberal ter than they ought to be, it is not policy toward its internal improvetrue they will not be found lacking in ments, giving upwards of \$20,000,energy and industry to supply San 000 to canals alone. Virginia has is above \$1 00 in San Francisco, it is Francisco or any other good market, given six millions to railroads. Ohio when the means for doing so is af- gave many millions to the construcforded them, so they can compete on tion of its railroads and canals. The an equal footing with the farmers of young State of Minnesota has contracted to loan its bonds to the railroads of that State, to the amount of \$24,950,000. Missouri has already day last. vincing proofs of the great value of given \$17,656,000 in State bonds to tect and miliwright, Mr. A. M. Hardin, fornia. And we cannot expect that, in the rapid development of the West eral policy would ere this made her railroad transportation is to be found | the railroads of that State, which liborn States, and especially in the in- the Empire State of the West, but crease of the wheat crop. In 1850, for the losses by the rebellion. Cal- financial accounts for the year endof the profits of a good market for Wisconsin had no railways, and Illi- ifornia has contracted to pay the in- ing with March 1866, as amounting nois next to none. The wheat crop terest on \$1,500 000 of the bonds of in Great Britain to £219,313, an intimes. And as agriculture underlies of Wisconsin that year was but 4, the Central Pacific Railroad Com- crease of £8,084 over the previous the prosperity and wealth of the 250,000 bushels; Illinois, 9,500,000; pany. And so it is in every State year. State, it is neeless to hope for gener of Pennsylvania, 15,507,000; and that would keep up with prosperity al prosperity unless we resort to the Pennsylvania was then the greatest of the age. It is proposed by the wheat producer of all the States by Oregon Central Railroad Company, tries employs-cheap and ready 2,000,000 bushels. But from 1850 that if the Legislature will levy and transportation to a sure market. In to 1860 Wisconsin and Illinois com- appropriate, whenever a section of pleted their thorough railroad system. twenty miles of railroad is finished which enabled them cheaply and read | and put in operation, a sum of money are so great as to amount to a com. ily to bring their grain to the markets sufficient to pay the interest on \$500,plete embargo; and such must for- of Milwaukie and Chicago; and so, in | 000 of the company's bonds, and ever continue to be the condition of the year 1860, we find by the census whenever one hundred miles is finishthat country, at least so far as the tables, Wisconsin has produced 15, ed and put in operation, the additionmost profitable part of the farmer's 700,000 bushels of wheat; Illinois al sum sufficient to pay the interest labor is concerned, until the country 23 600,000 bushels. During ten on another \$200,000 of the company's years between 1850 and 1860 there bonds, and so pay this interest for was a falling in the wheat production | twenty years; and also loan the comof the Atlantic States, while at the pany the sum of ten thousand dollars same time, almost wholly through for preliminary contingent expenses, southern counties, we may mention the encouragement given to product the whole amount to be secured by a commenly scarce, and high, in all parts of the fact, ascertained from the books tion by railway transportation, the mortgage of all the company's propfive great wheat States of the West, erty to the State, and to be returned Indiana, Illinois, Michigan, Wiscon, at the expiration of the twenty years, sin and Iowa, increased in production | then this company agrees to proceed 47,000,000 bushels per annum-over at once to the work of constructing three hundred per cent, on the pro- the road. After fully considering ducts of 1850 was yielded in 1860; the matter, your committee are deand what is most remarkable, the cidedly in favor of the proposition, price of wheat was nearly twice as and have reported the accompanying year. In the same States a similar | Experience has shown in other

value of all real estate and other per- in the value of taxable property has These are some of the burdens manent property. Such is found to more than compensated the interest that the farmers of Oregon are labor- be the fact everywhere. The con- assumed, and the States as well as ing under for want of railroad trans- -truction of a railroad has always in- the tax-payers have been less burportation. It is growing worse every creased the value of the land in any thened, besides becoming holders of year, and will continue to do so, for country through which it runs, even good mortgage security for all the in old settled countries, not less than money advanced. In Santa Clara California is fast completing its sys- three fold, and often quadrupled the county, Cal, where the county had tem of railroads, having now over returns on the assessor's list. But subscribed \$100,000 in bonds, the three numered miles in actual opera- this is a fact so well known that it interest on which amonted to \$7,000 per annum, it is stated that the rate of taxes had not been increased. The We come now to consider a defi- town of Evansville, Indiana, subthat State will be afforded the advan- nite proposition. Through the efforts scribed \$200,000 in bonds to the tages of a railroad transportation to of a few of our citizens, acting in con- Evansville and Crawfordsville Railjunction with some railroad capitalists road, and it was not necessary to iners of that State such an advantage of California, and aided by the Pacific crease the rate of taxes in order to ble, and a superior deposit of lime in Calias will enable them to keep Oregon coast delegation in Congress, a grant pay the annual interest. H. C. Wait, fornia. One of the most important discovworld, until we, as a State, do for our mile has been secured from Congress St. Cloud, Minnesota, states that the those of the most famous States, while com- road, after the company have secured a pat- has done for hers—aid in the con- road from Portland, Oregon, to the son of the aid furnished railroads by the best place at which to purchase clothing. farmers what California, as a State, to aid in constructing a line of rail- taxes have not been increased by reastruction of a system of railroads. | Central Pacific Railroad in Califor- that State. The Secretary of the It is true that we have some nia. It is made the duty of this State of Wisconsin reports that a steamboat transportation in this Legislature to designate the Company large amount of the counties and State. So had California; but, un- which shall receive and manage so towns of that State aided in their fortunately for the State, it was like much of this land grant as lies within corporate capacity in the construct the vital powers, with sure means of relief. the steamboat advantages which the State of Oregon. In view of tion of railroads in that State, but compelled California to build rail- these facts, the following named gen- that in no instance was it necessary to the State. A very excellent bill to fur- roads. It can only be relied on in the themselves to increase the rate of taxation in away with the school tax, and districts rate of charges and send his produce Shattuck, Jesse Applegate, Edward of \$12,000,000, taking therefor stock largely populated will receive their pro rata of interest from the distributed funds. The to market, it may be, at the very R. Geary, S. Ellsworth and H. W. in the railways projected in that continue and other property of State and although the interest on time when prices rule the lowest. Corbett, under the name and style of State, and although the interest on The prices for steamboat transporta- "The Oregon Central Railroad Com- this vast amount of indebtedness tion are generally felt to be onerous pany," for the purpose of receiving amounted to \$850,000 annually, yet and burdensome, no matter whether the said grant of land, and using it so such was the rapid increase of props Our Agents.—We have not been they are as low as they might be or far as it may go, towards the con- erty on the tax roll, that it was not not, and the want of a railroad is all struction of the proposed railroad, necessary to increase the rate of taxgive them publicity. Mr. W. W. Parker, of the more keenly felt, in order to afford the Willamette, ation to pay it. The revenue from Astoria, former Editor of the Gazette will act that sure and permanent competition Umpqua and Rogue river valleys .- taxes on the increased value of propfor us at Astoria, Capt. Richard Hobson will which always results in the prosperity Under present circumstances, the land erty occasioned by these railro ds, receive and receipt for us at Lexington, of the country. As further illustra- is not available for the purpose of has already enabled the State to pay Classop county. Mr B. C. Lewis is our ting the advantages of a railroad to raising money; one of the grant cons off more than \$4,000,000 of the printhe business of the country, we make ditions being that twenty miles of cipal debt, and it is now believed that the following extract from a report railroad must be finished and put in the remainder will be extinguished on this subject, by the Senate Com- operation before the Government by the year 1876, without even inc- Asiatic cholera, diarrhoea and dysentery. Armittee on Corporations to the last patent will issue for the land. It reasing the rate of taxation from the would be unreasonable on our part to time the \$12,000,000 bonds were first old sores, severe burns and scalds, cuts, The direct pecuniary advantages expect the Federal Government to issued until they are finally paid and bruises, and sprains, swelled joints, ringof a railroad through Oregon may be construct our works of internal im- cancelled. This is a great historical worm and tetter, broken breasts, frosted feet briefly but more clearly set forth by provement, without the least effort fact in the growth of this country, and chilblains, toothache, pain in the face, a little calculation. Statistics care- on our part. We are also able to and assures us of our duty in going | neuralgia and rheumatism. It is a sure Rem-

ity has not increased the rate of tax-

If Oregon gives the aid to this Sappose that six hundred thousand mand the means to construct the Railroad, as preposed by this bill, it will be necessary to pay \$70,000 per annum as soon as 100 miles of road the price heretofore prevailing since terprise all the funds needed would is finished. Then how will the taxes harvest, this was worth in Polk coun be forthcoming. We are of the stand? One hundred miles of railty about seventy-five cents per bushel, opinion that it is better for the State | road will add to the tax list, first, its. secondly, not less the

a half mills on the present rate for State this railroad addition to the the wheat to San Francisco-and all justice that the property thus benefit | tax roll would produce \$104,000 the direct result of railroad transpor- ed should contribute its ratable pro- annually-\$34,000 more than is asked for by the proposition submitted. plied to wool, bacon, lard, oats, and benefit. We must offer some in- so the argument is in favor of grantespecially to the article of hay. Ore- ducement for foreign capital to be- ing the aid asked for to build the Your Committee recommend the

passage of the accompanying bill.

A MAGNIFICENT STRUCTURE. - During the past week we paid Portland a short visit. Notwithstanding the sums of money on their streets, and have an elegant pavement on the as of old burried "shoe-top deep" in mud. The new building of Mr. C. M. Carter is rapidly nearing completion, and is as fine a structure as any on the Pacific Coast. It was built by Mr. John Nestor, an Eastern Architect who has lately come to the State, and it shows exactly what he is capable of doing in that line. We shall endeavor soon to give a detailed description of the building.

SURVEYOR GENERAL OF IDAHO .-We are pleased to learn that Mr. L. F. Cartee, formerly of Wasco county, has been appointed Surveyor General of Idaho. Mr. Cartee returned from the East by the Pacific on Wednes-

The London Field notices that the tax upon dogs, or upon dogs' friends

AN INTELLECTUAL TABBY .- The Princetown (III.) Patriot, tells a story of a lady, a bird and a cat, living together as a "happy family" at that place. The bird is permitted to come out of its cage daily, and flies around a room in which the cat and lady are, without fear of bodily harm. The other day, while the bird was picking crumbs off the carpet, the cat suddenly sprang upon it, seized it in her mouth and jumped upon a table. The lady was greatly alarmed, but turning, she instantly understood the reason of this extraordina ry conduct on the part of her Tabby, The door had been left open and a strange cat had entered the room,-The lady attacked it and put it to flight. As soon as she had closed the door, her own cat jumped down from the table and dropped the bird, entirely uninjured, at the feet of her

## MARRIED.

In this city, on the 12th inst., by Rev. J CONGREGATIONAL CHURCH, OR-EGON CITY .- Services to-morrow by P. S. Knight, Pastor. Morning sermon on the necessity of fearing God. Evening lecture

TRAVEL TO PORTLAND .-- It is worth a trip to Portland to visit the store of Kohn & Fishel, No. 111 Front Street, as they are selling out their entire stock of Dry Goods, Trimmings, and everything for Ladies' wear, below cost, as they need room for a large stock of fine and fashionable clothing soon to arrive direct from manufacturers in addition to their large stock on hand, which they sell at strictly San Francisco prices. It is everybody's interest to call on them at their store No. 111 Front

us of the discovery of a quarry of black mareries in Oregon is the fact that Barman Brothers' Clothing Emporium at Portland. on the river side of Front Street, between

Marriage and Celibacy, an essay of Warning and Instruction for Young Men. Sent free of charge in sealed letter envelopes. Address: Dr. J. SKILLIN HOUGHTON.

31) Howard Association, Philadelphia, Pa. The Best Remedy for Purifying the Blood, Strengthening the Nerves, Restoring the Lost Appetite, is FRESSE'S HAMBURG TEA. It is the best preservative against almost any sickness, if used timely. Composed of herbs only it can be given safely to intants. Full directions in French, Spanish, and German, with every package. TRY IT! For sale at all the wholesale and retail

drug stores and groceries. EMIL FRESSE, Wholesale Druggist, Sole Agent, 410 Clay street, San Francisco.

The Greatest Family Medicine of the Age .- Perry Davis' Vegetable Pain Killer, taken internally, cures sudden colds, coughs etc., weak stomach, general debility, nursery sore mouth, canker, liver complaint, dyspepsia or indigestion, cramp and pain in the PLIED EXTERNALLY, it cures felons, boils and