

Bedrock Democrat.

J. M. SHEPHERD, EDITOR.

Baker City, Aug. 12, 1874.

THE BEDROCK DEMOCRAT
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OFFICIAL PAPER

For the Counties of

Baker and Grant.

TO DELINQUENTS!

We have a large number of subscribers names on our books who have not paid one cent for their paper for the past two years. To all such we will here say that if they do not call and settle their accounts within thirty days that they will find them in the hands of an attorney for collection. We must have money to meet our engagements, and those who owe us must settle up. We are in earnest. We hate to dun our customers, but necessity compels us to do so. Pay up and save cost.

OPPOSITION.

The Boise Statesman of the 4th, in speaking of the opposition on the Columbia River, says, an opposition steamer has been put on the Columbia river between Portland and the Cascades and also between the Cascades and the Dalles, and the company are building flat bottom sail boats to run from Celilo to Wallula. The O. S. N. Co. have had the exclusive navigation of this river for nearly ten years, and they are supposed to be the wealthiest navigation company this side of California. The two portages are made by rail road and embrace about twenty miles of carriage. This of course gives the key to the river and excludes successful competition. Men who have actual money to invest, are not willing to go against such odds. A very cheap company can do as well against a rich company under such circumstances as one with large capital. The rule being, that it costs nothing but labor, what a little freight money will pay, while the wealthy company must continue the high prices or lose large money by making the reduction low enough to drive off the competition. Whether the opposition will succeed or not, is not the question which the people of Washington Territory and Eastern Oregon need to consider most. There is no necessity for building other railroads around these portages. The question is, regulate the fares on the railroad and compel the O. S. N. Company to transport the freight around the portages for the opposition or any man who navigates the river or wants freight carried. All Eastern Washington Territory is interested in compelling the O. S. N. Co. to carry freight on the Cascade railroad. All Eastern Oregon is interested in compelling the owners of the railroads to carry freight over the Dalles road at reasonable figures. Give this country a freight and passenger tariff over these two short roads at reasonable rates only, and the Columbia river will become free for every citizen to navigate and the mischief will be cured at once. It is strange that this question of regulating these tolls has never been thought of and enforced by law. But such seems to be the case, and now when they come to talk about it, they talk more like children than they do like men. The fact is, the people have as much power to regulate these tolls as they have to fix the prices of any other toll gate keeper, and it is high time to do it. Strike the blow where it will do the most good, should be the motto, for the people have been robbed long enough.

The growth of the West is seen by the rapid increase in the population of its cities: Chicago, from 407,000 in 1836 to 400,000 in 1873. St. Louis, from 12,000 in 1836 to 400,000 in 1873. Cincinnati, from 33,000 in 1836 to 250,000 in 1873. Pittsburgh, from 16,000 in 1836 to 360,000 in 1873. In 1865, the construction of railroads began in Kansas. In 1873, there were 25-0 miles in operation. The population meanwhile had increased from 10,000 to 100,000, the bulk of whom had gone there in four years. In Texas, since 1831, the population has increased from 100,000 to 1,100,000, there having been added to it 100,000 yearly for the last three years. West of the line of the Mississippi, the same rapid progress has continued building up first Missouri, Iowa and Minnesota; then the more western tier of States: Texas, Kansas and Nebraska—pausing only during the war to be recommenced with much more startling activity upon its completion.

Here, again, with the extension of railroads westward, one city after another arose along the banks of the Missouri to challenge the country, and the older tier of States on the Mississippi. Omaha, Council Bluffs, St. Joseph, Atchison, Leavenworth, Lawrence and Kansas City, all within

a stretch of less than 200 miles, contain a population of from 20,000 to over 50,000 each. Practically, few of these had their birth earlier than the close of the war in 1865. Kansas City then had 8,000; it now has between 40,000 and 50,000 inhabitants. The growth of the country of the Union and Central Pacific roads last year were \$24, 137,923—net earnings, \$13,904,838—sufficient to pay from 16 to 18 per cent, upon its cash cost. Nearly the whole of the enormous transportation represented by the above figures, was simply carried by the construction of the railroad. It did not exist before, and could not have existed until the railway was built.

What has been the result of the construction of this railway upon California? To raise its population in four years from 500,000 to 800,000. Nevada, adjoining California on the east, the entirely uninhabited except by starving Indian Indians, produces now \$35,000,000 gold and silver annually. Utah, still further eastward, has, since the completion of the Pacific Railroad, discovered silver mines which already produce \$5,000,000 annually.

About a year later, the Kansas-Pacific Railway—on the line of the Pacific—succeeded in spanning the Buffalo Plain, and reaching the foot of the mountains in Colorado. The effects is seen in the increase of population in Colorado in three years from 39,864 to 100,000.

About 6000 tourists visit Colorado annually. A still more remarkable effect of the construction of the railroad, is to be found in the result from the Denver and Rio Grande Railroad—such a road as we propose to construct. The following is taken from a document prepared to be used before committees, as the same was gathered from the Report of the Denver and Rio Grande Railroad Company. The report goes on to say:

"The territory described, containing the navigable waters and lands left off from the railroad had but just reached it from the East when the Denver and Rio Grande Railroad Company was organized. Before the railway replaced the stage coach from Denver to Colorado Springs, the latter ran tri-weekly, and carried as is shown in the prospectus of the company, an average of 25 passengers per trip, or thirty both ways, weekly.

Portland Dalles & Salt Lake Railroad.

OFFICE OF THE PORTLAND, DALLES AND SALT LAKE RAILROAD.

AUGUST 1, 1874.

TO THE PEOPLE OF OREGON: FELLOW CITIZENS: Your favorite enterprise, the Portland, Dalles and Salt Lake Railroad has at last reached a point to leave no doubt of its success. Our united efforts, judiciously directed for a few months longer will make it a permanent institution of the land. It is not the prospect of millions of unearned wealth to the corporation that incites the deep interest manifested for its success. Far more than the relief it will afford to hundreds of thousands of people—the people of the Pacific Northwest, and to none more than to the people of Oregon.

For its wide-spread and multiplied advantages, it challenges a parallel. Opening communication between the United States, so to speak, and the Pacific northwest, upon the shortest and most direct line for the China trade, it will become a national thoroughfare of the first importance, scarcely inaugurated until the sailing of the Columbia river and China steamers will be among the Oregon and California steamers of today. Located through, and adjacent to the vast agricultural and mining districts of Eastern Oregon, Eastern Washington, and Idaho; opening the Columbia river to competition in transportation; giving communication through the Cascade Mountains at all seasons, winter and summer; a branch to Walla Walla to be extended to Northern Idaho, and other short branches, from points on the main line to Canyon City, Silver City, and Idaho City, consequently, upon the construction of the main line, it will confer upon the inhabitants of the vast region of country east of the Cascade Mountains a series of benefits; the value of which it is scarcely possible to overestimate. Of these it is not necessary to speak in detail; the people of that country are too familiar with extortionate and excessive charges for transportation; unjust discrimination and oppressive monopolies, to require herein any special notice. They have before them daily the unoccupied lands, unutilized fields, unmarked crops, and unworked mines, and a general paralysis of all their industrial pursuits, to remind them of the need and speedy and cheap transportation. The consequences of these drawbacks are not confined to the country east of the Cascade Mountains. Western Oregon, and Washington, have their full share. To say that they do not, or that corresponding benefits would not result to them from the accomplishment of this great work, would betray gross ignorance of the commercial intercourse of the two sections. It is not too much to say, that no one section of the road is calculated to extend its benefits farther and wider than that which crosses the opening of the Columbia river to competition in transportation. From Utah to the British Possessions, and from the Cascades to the Rocky Mountains, wherever the habitation of the white man is to be found, there it will be felt and appreciated.

That which greatly affects the growth and prosperity of the Pacific Northwest, and every part of it, especially Oregon, is the want of Immigration.

Oregon, as it embraced the Pacific Northwest, has been settled for more than thirty years, yet within those limits there is not exceeding 200,000 inhabitants. It was organized as a Territory twenty-five years ago, and with its prescribed limits has been a State for sixteen years, yet it has but little exceeding 1,000 inhabitants. In the basis of wealth. But what signifies 200,000 inhabitants for the whole Pacific Northwest—as large as all New England, New York, Pennsylvania, Ohio, Indiana and Illinois. Or what signifies 100,000 inhabitant for Oregon with her diverse and inexhaustible resources. It is comparatively nothing—scarcely the population of a great country for some of the States. Since the extension of the laws of the United States to this country numerous Territories have been acquired, populated, and grown into rich and powerful states, with their numerous members in Congress. Still Oregon according to the ratio of representation, is not entitled to one member. Why is this? Our climate, our soil, our productions, our healthful and invigorating atmosphere, our varied and inexhaustible resources—agricultural, manufacturing and mining—with rivers and harbors comparing favorably with those in any part of the United States, and a sea line of more than 500 miles. Taking it altogether our country is unequalled upon the continent of America. We have everything calculated to invite the industrious and enterprising immigration, except the easy, convenient and direct way of reaching here. And herein, it is believed, lies the reason why we have not had immigration proportioned to the magnitude and importance of the country. With all our advantages, we are isolated, so that comparatively few are willing to encounter the hardships of a long stage ride over the plains, or the perilous and circuitous voyage by sea, eight hundred or a thousand miles, in order to settle in a country totally cut off from railroad communication with the outside world.

Rather than encounter such hardships and submit to such inconveniences, immigration has followed the lines of railroad, and settled down in the States and Territories inferior to every respect to those of the Pacific Northwest. It is true that we have occasionally a few immigrants—such as we have run the gamut of exaggeration on the one hand, and importunities on the other; but these make scarcely a perceptible increase in our population. The remedy for this, is in having direct communication Eastward by rail, such as our road proposes to give.

And while I believe there is but one opinion upon this subject, I will call your attention to the effect produced in other States Territories by the construction of railroads, taken from an article appearing in the New York Tribune of June 10th, 1874. The author premises by saying: "The population of the United States increase annually 1,500,000, due to births and immigration; that from immigration amounting to 400,000 annually."

"In 50 years, from 1820 to 1870, it has increased 8,000,000 of which 2,375,334 were farmers. From the most reliable statistics, these immigrants bring upon an average \$800 each. The growth of the West is seen by the rapid increase in the population of its cities: Chicago, from 407,000 in 1836 to 400,000 in 1873. St. Louis, from 12,000 in 1836 to 400,000 in 1873. Cincinnati, from 33,000 in 1836 to 250,000 in 1873. Pittsburgh, from 16,000 in 1836 to 360,000 in 1873. In 1865, the construction of railroads began in Kansas. In 1873, there were 25-0 miles in operation. The population meanwhile had increased from 10,000 to 100,000, the bulk of whom had gone there in four years. In Texas, since 1831, the population has increased from 100,000 to 1,100,000, there having been added to it 100,000 yearly for the last three years. West of the line of the Mississippi, the same rapid progress has continued building up first Missouri, Iowa and Minnesota; then the more western tier of States: Texas, Kansas and Nebraska—pausing only during the war to be recommenced with much more startling activity upon its completion.

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"During the year 1872, the railway, while under construction, carried on the same route 25,168 passengers, or an average of 484 weekly, being an increase of over 1500 per cent.

The estimate of passenger business that the road would carry the first year, as stated in the company's report, published before work was begun on the road, was thirteen passengers, both ways, daily, or 182 weekly, between Denver and Colorado Springs. The actual result was 25,168 passengers carried, an average distance of 67 miles, equivalent to 2,137 carried from Denver to Colorado Springs, or 426 passengers weekly—over two and a-half times the estimate.

As regards tonnage, a few Mexican and other teams, before the railway was built, carried all that there was. The actual freight hauled by the railroad in 1872, an average distance of 61 miles, was 47,212 tons, or, leaving out construction material, it was 34,882 tons of commercial freight.

Again, by the United States census, taken immediately before the commencement of the Denver and Rio Grande Railroad, Denver had 4,800 population. To day (April 6th, 1873) the city directory shows it to have a population of 15,000. Pueblo, the present terminus, had not over 500 people. A count taken a few weeks ago shows that it has now in the old and new town, a population of over 3,500, which will, in all probability, be doubled the coming year.

Colorado Springs did not then exist; now it has about 1500 people, and is continuing to grow at a rate which will give it 3,000 next year. Colorado City had about 300; it has more than doubled, while Little Fountain, situated at the point of the road, which scarcely existed, are growing into important country towns.

The farming population along the line has increased proportionally. Nearly one hundred miles South of Pueblo a similar growth is shown; and Trinidad, which had but a few hundred people when the railroad started, has now 1,100.

In the mountains adjoining, westward, the mines of gold and silver have more than doubled their yield, which is now, in Colorado, from four and a-half to five millions yearly.

"The town of Colorado Springs, 76 miles south of Denver, was laid out and the first home built in August, 1871. The population in 1873, 1,500; the number of houses, 350, and the number of membership in the colony, 400. Twenty miles of irrigation ditches have been constructed. The place continues to grow, and its population will probably reach 2,000 during the summer.

"The old town of Pueblo, on the opposite bank of the Arkansas river, had a population six times as large as it had when the construction of the Denver and Rio Grande Railroad began at Denver."

It was the Eastern connections which gave to the Denver and Rio Grande Railroad its importance, and made it the instrumentality of populating and developing the resources of Colorado. And but for the Union and Central Pacific Railroads, Utah, and Nevada would have remained comparative deserts, and California would have had less than half her present population. If being thus connected by rail has done so much for those States and Territories, what will not the Eastern connection proposed by the Portland, Dalles and Salt Lake Railroad do for Oregon, Washington, Idaho, and Western Montana? For climate and agricultural, manufacturing and commercial resources and facilities, the Pacific Northwest has no superior; while the attractions for the tourist are grand beyond description.

Taking Texas, California, Nevada, Utah, and Colorado, as a standard by which to form an opinion, the increase of population of our State and Territories, consequently upon the construction of the road will not fall short of one hundred thousand annually, of which Oregon must receive the larger share. However that proportion may be, Oregon has, for any given time to come will continue to have, the commercial emporium of the Pacific Northwest, and therefore will be greatly benefited by the prosperity of the whole.

With the increase of population which this road would be instrumental in giving, and which the almost unlimited resources of the country would justify and even demand; agriculture will be rapidly extended over a broad land; manufactures in all their diversified shapes will spring up in every village; developed; the shipping interest, so important in the great elements of national wealth and independence, will greatly prosper, whitening the seas with American sail, to strengthen and carry our own commerce to every shore; dependent Territories will be converted into rich and powerful States of the Union, contributing in their abundant productions to the building upon the Pacific Northwest an export trade the benefits of which will be reflected upon every section of the Union.

The history of the prosecution of the enterprise is not unfamiliar to the people of Oregon. It was the result of years of reflection and a thorough conviction of its propriety. It had been crushed out by the combination and influence of some of the most powerful corporations in the land, and protected as they were by the Government, and supported by the prestige of financial agents of world wide fame. To lift it out of the dust, and place it again in position

to claim public attention and support, under all the circumstances, has been a work which I apprehend few, knowingly, would care to undertake.

Since the organization of this company, there has been almost a constant revolution going on with reference to railroad subsidies; and it was necessary to consult public opinion, and prepare to meet the now phase of things. Two years were spent in the effort to obtain a land grant, but in vain. The American people were decided, and settled down upon the opinion that no more public lands should be granted in aid of the construction of railroads. It was necessary, therefore, if possible, to devise some new plan by which aid in some shape might be obtained, and the present bill now before Congress was the result. Under the auspices of the case, it was easy enough to conceive the original idea upon which the measure is based, but it must be moulded, reformed and amended, time and again, in all of which I had the valuable counsel and aid of our Senators and Representatives, as well as their cordial and efficient co-operation in all that pertained to the passage of the bill.

Congressional Aid.

Such was the state of public opinion in respect to railroads, that before the introduction of the bill few outside of its immediate friends believed that any bill upon the subject could be reported. But its provisions were so fair towards the Government, and so much in the public interest in respect to excessive charges, extortions, and unjust discriminations, together with a full submission to legislative control in all matters affecting the public interest, that the principal points discussed among the people, that wherever understood it gained almost unqualified favor—opposition alone coming from those supposed to be interested in monopolies with whose interests it might conflict.

The measure therefore stands before the public, not as one intended to enrich a corporation out of the public treasury, but as one to be prepared by the Government, and people in the promotion of the public welfare.

It is true that the amount of aid proposed by the bill is low, being interest upon \$500,000 per mile—\$2,000 per mile less than the original bill containing the company's proposition. But in view of public opinion, the Committee thought best to place it so low that the Government would be induced to accept it, as that it could not be considered otherwise than with favor. It having met with general favor, coupled with the universal opinion that it is too low, it is possible that the amount may be increased, and its coming up for consideration. The bill stands high on the calendar of the Senate, and will probably be reached in its regular order the first or fifth days in the session. It was so late before it could be reported at the last session that it could not be taken up out of its order. It will, however, necessarily come up early in the session, and every preparation should be made in the meantime to facilitate its passage.

I am frequently asked if the aid proposed in the bill will induce capitalists to build the road? It undoubtedly will with the aid proposed on the line of the road, and the State aid already granted put into a presentable shape.

It has been asked also whether we do not propose to do too much for the Government? I answer that it is too much—more than the amount of interest which it is proposed the United States shall pay. Besides, the Government will get its pay day by day as the service shall be performed, while the interest is only payable half yearly. But then the guaranteed interest, which the Government gives credit for the principal, and will sell the Company's own interest paying bonds besides. The theory is that by buying the interest from the Government we get the principal up as fast as the principal enables us to build the road and serve the Government to pay for the interest, leaving the commercial earnings of the road to pay expenses and provide for the shareholders.

It is true, therefore, that while we are to pay too much we do get what is infinitely more valuable to the construction of the road. We are not encroachers. We must accept the best proposition that Congress may be pleased to make.

State Aid.

Little has been done in the way of construction. The aid heretofore granted by the State, in the proceeds of the sale of the swamp lands, and the 5 per cent. fund, has not been available for actual construction or the payment of preliminary expenses to the extent of a single dollar. It has been estimated that it will take a large sum at a somewhat remote period; out that is not what the enterprise and the interests of the country demands.

If, as seems to be the general opinion, the State should be induced to make an important enterprise—then some modification should be made of the Act granting the proceeds of the sales of the swamp lands, the 5 per cent. funds, by which the fund so granted may be available as the road shall be constructed. That which would be best calculated to facilitate the construction of the road would be that the State should guarantee the interest on the company's bonds at the low rate of 5 per cent, per annum reimbursable out of the funds as they shall come into the public treasury, where, by the present law, they are to be paid to the principal, and no one who will take the trouble to ascertain the amount of lands sold and unsold, upon which the 5 per cent. funds arise, will estimate the 5 per cent. at a less sum.

I am credibly informed that at a year or two since our Senators and Representative, with some of the Land Officers and experienced surveyors, estimated both as to be both in the end, two millions of dollars and that that was the estimate. The Governor, in his message to the last Legislature, I think estimated the swamp lands alone to be worth seven or eight hundred thousand dollars, and no one who will take the trouble to ascertain the amount of lands sold and unsold, upon which the 5 per cent. funds arise, will estimate the 5 per cent. at a less sum.

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Taking the Back Track.

Some of the New York City papers that made haste in the start to side with Beecher and denounce Tilton for all that is base and mean are now, under the stress of the documentary proofs, recanting. The World is the most notable instance of this recantation. In its issue of July 27th it has a four column leader on the subject, reviewing the evidence, and summing up as follows:

Judging Beecher by his own letters, with no other light than they cast upon one another, or than is cast upon them by Tilton himself, and excluding all the explanations made by his friends, and all the light which Beecher himself may yet throw by detailing the primary facts in the case and the set of circumstances under which the letter was written; taking crim. con. or no crim. con. as the single test to be applied in the careful analysis of every line and word of Beecher's own most "private and confidential letters," we reach this result. All the letters are consistent with the no crim. con. theory. Two of the letters are consistent with either theory. Four of the letters are inconsistent with the crim. con. theory.

"If his occulted guilt
Do not itself unkennel in one speech,
It is a dumb ghost that we have seen,
And damn'd imaginations are as foul
As Vulcan's stithy."

The Herald also takes back some of its former expressions of confidence in the immaculacy of the pastor of Plymouth. We present this one paragraph from an editorial of July 28th:

The question of Beecher's guilt or innocence in the terrible charge made against him remains in abeyance. Upon that question judgment has not been reached, nor will it come from the tribunal selected by Beecher. The testimony would close were it not for the letters written by Beecher and Mrs. Tilton. We have analyzed these letters, and until we have Beecher's promised explanation of them we can only arrive at one conclusion—that their authorship makes it impossible for him to remain longer in Plymouth Church as a teacher of morals and religion. Nor do we see how such an explanation can be made. That, however, is with Beecher, and until he has the final opportunity it would be unjust for us to pass a final opinion.

The Philadelphia Ledger, a paper slow to venture an opinion against the stronger side in any controversy makes bold now to ask, in reference to one of Beecher's letters, wherein he says "death would be sweeter than any friend he has in the world."

Can it be imagined that any man would write those words of intense anxiety, remorse and despair for no other reason than because he was sorry he had meddled in a family dispute?

It answers, that only unbounded faith in the man or infatuated credulity would believe so.

MEMPHIS, August 7.—The Conservatives carried this city by a majority of 3,500—a much larger vote than was anticipated by the most sanguine.

NASHVILLE, August 7.—Returns indicate conclusively that the Democrats have carried the city by a majority of 2,000 to 3,000, and every county in the State.

RALEIGH, N. C., August 7.—Large Democratic gains are reported in every section of the State. The Legislature will be largely Democratic.—There is great rejoicing among the Conservatives.

RICHMOND, August 7.—The Conservatives of the first Congressional district to day nominated Burly D. Douglas.

NEW ADVERTISEMENTS.

NOTICE!

C. H. MACK, Dentist,
Leaves to-day for Boise city, via Eldorado. He will be at Boise about the 20th inst., and will remain a short time, and on his return, of which notice will be given, he will stop again at Baker City.
Baker City, Aug. 11, 1874.

Save Cost.

ALL PERSONS INDEBTED
to the undersigned must call and settle their bills immediately either with Cash or by note. I have rented my Saloon to Illige & Schellworth, and must have my outstanding accounts settled preparatory to engaging in other business.
V. PFEIFFENBERGER.
Baker City, Aug. 12, 1874.

Saloon and Stable for Sale.

A GOOD SALOON BUILDING
and Stable for sale at Humboldt Basin, which will be sold on easy terms, and at a reasonable price. For particulars address, on the premises,
N. SAVAGE.
Aug. 12, 1874.

Lumber Road Co. Meeting.

A MEETING OF THE IN-
corporators of the Lumber Road Company of Baker County, Oregon, on the 8th day of August, 1874, at A. H. Brown's Store, in Baker City, Oregon, on motion, B. L. Gardner was called to the Chair, and T. N. Snow appointed Secretary. On motion, G. W. Parker was elected President, B. L. Gardner Secretary, and T. N. Snow and B. L. Gardner Directors, when, on motion, the meeting adjourned.
B. L. GARDNER, Secy.

JAS. W. VIRTUE,

BAKER CITY, OREGON.

BROKER AND ASSAYER

DEALER

In Gold Dust,

—AND—

GOLD AND SILVER BARS,

—ALSO—

EXCHANGE GREENBACKS.

Office—First door north Odd Fellow's Hall
[n4v2tf]

NEW ADVERTISEMENTS.

Notice to Delinquent Tax Payers.

NOTICE is hereby given that by virtue of a warrant issued out of the County Court of Baker County, Oregon, I am commanded to collect all back or unpaid taxes, for the years 1873, 70, 71, 72, and 1873, by making sale of the property of the respective persons named as delinquents on the several tax lists, for the aforesaid years. Delinquents will govern themselves accordingly.
J. M. BOYD, Sheriff.
n18n17

Jas. H. Koontz,

Forwarding & Commission Merchant,

CORNER OF FIRST AND G STREETS,
Umatilla, Oregon.

All Freight and charges paid and advances made on Commission. I have a Stone Warehouse for Storage of Goods.
Mark goods, Care J. H. K. U.
Umatilla, Aug. 5, 1874.

SOLDIERS' WAR CLAIM AGENCY,

No. 34, Montgomery Block,
SAN FRANCISCO, CAL.

W. H. AIKEN, ATTORNEY

at Law and Counselor of the Grand Army