WEEKLY CORVALLIS GAZETTE. thirty years. OFFICIAL PAPER OF THE STATE OFFICIAL PAPER FOR BENTON COUNTY Corvallis, Dec. 10., 1880. EDITOR W. B. CARTER. - - -

(2)

THE OREGON PAGIFIC-

In another column we print from the Oregonian, of the 14th instant, A hundred miles up one great river, venturing to try to establish, still less a letter from Colonel Hogg, written apparently in response to an invitation from some castern capitalists, as to what he had to say in reply to the attack contained in the letter from "Examiner," published in the Oregonian of the 8th of November.

In passing, note for an instant, the kind of opposition to be met. It took the shape of a circular sent by post on the 14th of November to every firm and person who had, or might have, or might be supposed to have any intention of investing in But she may retard, she will never Columbia ! Mark the adjective and which was issued by its authors here on the the bonds of the Oregon Pacific Railway. It was headed "Caution to Investors-The True Inwardness of the So-Called Oregon Pacific." It professed to be a reprint from the Oregonian of the criticisms of that journal on the prospectus and circu-

lar issued by the financial company, who had undertaken the sale of the bonds of the Oregon Pacific. But not only, as we all know, was

the attack in question not penned by the editor of the Oregonian, but in printing it, it was stated to have been sent to them with a request for its publication.

be by fair means. Let her not forget stream. If I have built myself a as having been received by your house the lessons of the history of the last house, and a man comes to the prop- in Monday morning's mail. This circular contains attacks spon The

erty next me, and builds a high wall Oregon Pacific Railroad Company, some of Our belief, nay our conviction is, round my house that I can neither Oregon Pacific Railroad Company, some of which give evidence of long preparation, and that the rising State of Oregon will see through nor over, he has exclu- all show apprehension of calamity to the ere this generation has passed away, sive control of my light and air. If interests of the writer, or those who emsee within our borders six cities as a man binds my hands and with pis ploy him, from the success of the new engreat as Portland is to-day. After tol to my head forces me to walk terprise, and great recklessness of state-

ment in his effort to avert danger. all what has she to boast of along the road he points he has ex Overlooking its anonymous, therefore to retain the monopoly of to-day? clusive control of my movements. cowardly, and presumably false character, Twenty thousand inhabitants, a few If in olden days a Southern man I have from regard to yourselves carefully banks and wharves, some fine stores, owned a slave, he had him under his read it, and respectfully return it, and Where are her manufactories, where exclusive control.

in reply to your inquiry submit the fol-

her permanent sources of wealth? Did any one hear till now of a man lowing remarks upon such parts of its contents as seem at all to justify notice at the hands of the Oregon Pacific R. R. Co., or and twelve up another; a hundred asserting openly his right to the ex- myself, even had the same statements emand twenty-five miles of towage and clusive control of a navigable river ? anated from a responsible source, instead of pilotage between her and the sea, And such a river! God's highway relying for a shadow of claim to attention for 1882.

the highway of nations; a mountain for these States, rolling in its majes. on the fact that they had obtained admisthe highway of nations; a mountain for these States, roung in its majes range between her and the interior of tic course to the sea-fit to bear on of the Portland Oregonian, concealing the of the latter can be given from actual busithe State: accidental is her posi- its broad bosom the commerce of a fact that that journal in admitting them, tion, artificial is her command of the nation, draining in its splendid prog- disavowed all responsibility for the statecommerce she boasts of ; baseless her ress hundreds of thousands of miles ments made, and accompanied them in the

dreams of empire. Portland will of fertile lands; full and free like the same issue with our prospectus and the share in the progress of the State-as air we breathe; a fit emblem of the ben-statements of our financial agents printed Oregon develops, so will Portland ificence which has fitted these north- tack, which, as there published, had no grow. Let her make hay whilst western States for thousands of happy part of the offensive introduction and headthe sun of monopoly shines on her. homes. Exclusive control. of the lines it bears in the circular you send, and But she may retard, she will never Columbia! Mark the adjective and which was issued by its authors here on the prohibit the uprising of other cities, notice the tale it tells. "Exclu 14th, having appeared in Oregon on the 8th, enter a harbor stated by it to have 16 and the quickest mail time not allowing the feet and which the United States coast surthe opening of new commercial chan sive ?" Yes, by shutting out, by and the quickest man time not anowing the closing the door and barring it in the til the 18th.

The friends of the Oregon Pacific face of one entering. There lies the Regarding it, I remark, first, that every have nothing to fear. Nature 18 sting, and this man, who has piled statement in the Prospectus attacked by with them, and behind them they dollar on dollar, wrung from the this circularis true, and if stated as matter of with them, and behind them they dollar on dollar, wrung from the estimate, or opinion, is a fair deduction violating their charter-party, and the in-surance agent concerned in the farce may population, waiting for the cutting blushes not at the arrogance of the population. But the Columbia makes But the Columbia

through the barrier of Portland's en- claim he makes. But the Columbia ments in the circular not especially noticed

Its mortgage properly covers all the rail-

Moreover, as we noted last week, it was not even a true copy, but was garbled in seventeen paragraphs out of twenty six. Where "Examiner's" some of our readers will remember is of twenty six. Where "Examiner's" some of our readers will remember the scene in the "Pickwick Papers," where the immortal Sam Weller is reading to his corpulent father his of twenty six. Where "Examiner's" some of our readers will remember the scene in the "Pickwick Papers," where the immortal Sam Weller is reading to his corpulent father his of twenty six. Where "Examiner's" some of our readers will remember the scene in the "Pickwick Papers," where the immortal Sam Weller is reading to his corpulent father his some of twenty six. Where "Examiner's" some of our readers will remember the scene in the "Pickwick Papers," we wonder they do not claim the very houses we live in, the fields we till. They do their best to levy toll

that Mr. Hogg and his associates had prior by \$130,000 for the solid extension of only \$130,000 for the solid extension of the solid extension. Opporting the solid extension. I remain the solid extension. a warning in the public interest, long words and high-toned expres- brave man, who ventures there to the latter penetrating nearly as far, making, while it was really "Examiner" mas-querading in the disguise of a public-think they are "tenderer" perhaps, exactions. Can nothing teach these at any rate, they have the pleasure in people that they are but folks who Back of this line are lands as fertile as are to be found in the state. It would be too much to expect rolling them like sweet morsels under have goods to sell, namely transpor-Will any intelligent honest man fail to that the Oregonian, which published their tongue. A man's character be- tation of the products of the State appreciate at its proper value a statement, by whomsoever made, that this property the attack without note or comment, although it knew as well as the rest of us what x tissue of falsehoods and enough, and he is not conscious "Exclusive Control," "Our Own Termisrepresentation it was giving to the world, should print Colonel hear and take note. Something like the people to print deep in their deep in their deep in their dent of the state senate of Oregonian, and appearing in that paper the following day, from Mr. Sol. Hirsch, presi-dent of the state senate of Oregon, an eaer 24th ultimo, addressed to the Hogg's reply without endeavoring to the expression on a face, which no memories, and to act on too when ger partisan of the Oregon Railway and Navigation Company and champion of the But this same frequently used word which he says the grant to the Willamette We reprint their article appearing Now this is the kind of revelation has been more recently before us. Valley and Coast Railroad includes "greater privileges and immunities than were ever in the same number of the journal, as we in Oregon have been treated to, Where was it? In this very circular granted to any railroad company by the readers may judge for themselves if of that famous circular of Mr. Vil- at the Oregon Pacific, we read that thinks it worthy of notice, that the Oreour criticisms are just or not. The lard's, which caused so much com- "the proposed undertaking of the gon Pacific Railroad Company proposes to Our criticisms are just or not. The lard's, which caused so much com- "the proposed undertaking of the repay the Willamette Valley and Coast Oregonian proposes to give every ment when the carriers' bill was be- Oregon Pacific will also imply the Railroad Company a portion of its outlay! interest of the northwest a fair hear- fore the Legislature. We make no necessity of overcoming the control- I cite this puerility, but do not propose ing. There is the text-by way of apology for coming back to these ing influence of the city of Portland." sermon it sets out forthwith to mis-represent utterly the letter on which it claims to be commenting fairly. What a familiar trick this is. They teach. In politics there is a sosciates; must it be controlled by Mr. Villard and his associates; must it be controlled by Have you not often heard an argu-ment like this, where one party evades the force of his adversary by setting up a caricature of his argu-we do not our part manfully here, we ment and then proceeding to demol-ish that. are traitors to our own future and our childrens' too. What were the the garbled circular did the Oregon Railroad and Navigation Company, especial in his ish that.

Columbia river after a long sea voyage choose instead, the hard journey from Cal ifornia by stage, and then add the uatural ficient basis to carry it. Of course the en-terprise, it seriously attempted, depends primarily on the yet unsolved problem of effect of the opening at half the accustomed making an entrance for shipping at Yaquina Bay. It is just as well to state the facts rates of a short, safe and comfortable line, with two years' growth of population and business and to any fair mind the estimates about this matter, as every other. Nobod has or can have an actual and permanent in of the prospectus will seem within the

terest in ignoring the facts of any case is which he is interested. And we take that no railroad is likely to be built Yaquina Bay till, at least, it is ascertained The anonymous writer labors to prove that instead of business flowing inevitably, as we claim, into the new short, safe and whether government is likely to do it. We do not believe there is anybody in Oregon who desires to throw any obstacle in the way of the effort to accomplish this. Cercheap channel as soon as opened, that exist-ing interests will then be able to force it still over the old, long, dangerous and ex-

No answer is needed by any sensible man to such arguments. The capital and busi-ness enterprise of Portland merchants will be quick to seize upon the advantages of the new and better channel. Statistics which has always opened its columns freely to everything of-fered in behalf of Yuquina Bay and Mr. Hogg's proposed railway, has no desire of the kind.—Oregonian. pensive way. No answer is needed by any sensible man

Statistics obtained from absolutely relia ble sources, show that the present year's production of the counties tributary to the WILLAMETTE VALLEY VS. TONNAGE Yaquina bay route, exceed our estimate

The prospectus does not give \$7 50 as the price hitherto per ton to San Francisco, but Under this head, Nov. 8, I wrote an arti-

cle and stated the "picture was not en-couraging, but too near the truth to be slighted." In the market report of the ness transactions and official schedules of Daily Oregonina, Dec. 2. you can find this: "There is no new developments in the charter market, and it now looks as rates which were the basis of the state ments made by us. The outcome of competition, should though shippers must of necessity send their grain to San Francisco by steam for shiparise, between a short new line, economi-

cally built, and a long old one, costing four ment from that port to Europe." times as much to do the same service, can hading for my picture of the Willamette be complacently anticipated by the former Valley in distress, is being furnished faster then could be desired. But is it not a litand its probabilities are confidently sub-mitted by us to the business judgment of tle strange that none of the Portland papers

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capitalists. The circular insinuates that the Mary S. gives a reason for the scarcity of tonnage. There can be no question but that every one of them, as far as there influence went enter a harbor stated by it to have 16 feet and which the United States coast sur-vey reports say, "Vessels drawing 15 feet can enter, or depart from, with perfect safety, and with the aid of a tug those of

most of the editors, (there is one or two honorable exceptions.) "Must of nedeeper draught." I remark as to the Mary S. Ames, that cessity ;" yes, who has created the neces-sity from shipping the wheat crop of Wash-ington Territory and Oregon by the O. R. and N. Co. to be re-shipped to Europe from her captain and owners are having an oppor-San Francisco. Every rival smitten, every endorsement of the Portland Board of

Trade that the Columbia bar was shoaling, regarding her. The enterprise of the Scotch Company re was one of many steps towards this scheme f furnishing the O. R. N. Co.'s steamers ferred to in this circular as hostile to ours, business at the expense of the public. What a prospect to see the "Emporium of the whole State," a "point to which all trade is one which is looked upon by us in the most friendly light, as affording at once a direct avenue of connection with Portland north and South flows," "where all the and Northern Oregon and Washington Teroanks and commercial houses are ritory. The management in Oregon of that company possess substantial proofs of the good will of our company and its friends. where all the wheat is bought, sold and shipped," as "Examiner," a citizen of Ore-gon, residing in New York so pertinently

It affords me, in conclusion, great pleas-ure to say in addition to what is correctly remarked awhile ago, reduced to shipping by small steamers to San Francisco. One stated in our prospectus legarding congres-sional recognition of the importance of our of Yaquina Bay, was "you can't ship by foreign vessels, and we don't want to pay harbor terminus, Yaquina bay, that the legislature of Oregon at its session just closed, adopted by the unaninous vote of tribute to California-don't want our grain closed, adopted by the unannear congress at each house, a memorial urging congress at its coming session to make without delay a its coming session to make without delay a 'Oregon Pacific Railroad' was completed, plete the improvement of the harbor, as in a very short time there would be ties for shipping sufficient to quiet all appre not only of state but of national imporgon Pacific railroad, it is certain to become hension in the future. The sooner State feels the presence of a company seeking to develope, rather than retard the vast the central outlet of the great Willamette valley and of Eastern Oregon. The consideration of the subject both in Don't forget, however, for the present, by and

ing is more than an adventure, without suf- The Oregon and Washington Land Company

> DVERTISE OREGON FARMS FOR A Sale, largely in the East, free of expense to Farms, unless sale is made. In that case, \$6.00 for each farm sold. Farm-

ers will find it to their interest to call on CHENOWETH & JOHNSON, Agents O. & W. L. Co. Corvallis, Oct. 8, 1879. 16:41y1

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CORVALLIS. - - OREGON.

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PLEASE GIVE US A CALL. April 2, 188

NOT FAIL to cond for our Price List for 1880. JEEN to any address myon sp-plication. Contains descriptions of every-thing required for with over 1,200 Illustrations, cods at wholesate prices in quar the purchaser. The only institutio who make this their special busine ONTGOMERY WARD & CO., 227 & 229 Wabash Ave., Chicago, III.

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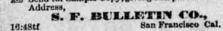
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mity for the waters of commerce to even does not content him. He and hereinafter. flow through, seeking ever the near- his associates forsooth are to prevent The Oregon Pacific is not claimed to h est, simplest way to communication the establishing of opposing inter- a completed railroad.

ests in their own territory. Their territory! Who gave it to them? Did they beg, borrow or steal it? It bound Willamette Valley and Coast Rail-Some of our readers will remember is of such stuff tyrants are made. road, or yet to be acquired by it.

of twenty-six. Where "Examiner's" valentine love-letter to the pretty and tribute on every bushel we ness, its immunity from taxation on all its letter admitted that the Willamette housemaid. Sam was not a good grow. Who has carried this free culable value and a complete and sufficient Valley and Coast Railroad had ten writer, and so after a bit he came to miles of completed road, the circu- a word that bothered him. "Here's of our farmers to bring his brick and organization needed for the enlarged enterlar gave them one; where "Exam iner" stated it to be "understood" that Mr. Hogg and his associates had a c and a i and a d," says Sam, "but I forget what this word is." "Cir-that Mr. Hogg and his associates had a c and a i and a d," says Sam, "but I says Sam, "but I heir wealth and ambition? And cumwented," suggested his father. moreover no one is to come to our the emarged enter-to show the falseness of the 2d, as to in property in property in property in property in property and the same of the circular to show the falseness of the 2d, as to in property in property in prosent of the wealth and ambition on the same of the wealth and ambition in the same of the same of the wealth and ambition in the same of the same of the wealth and ambition in the same of the same o

with the great world without.

CONTROL.

spirited citizen of Oregon.

weaken its force, and, indeed, de- man is ever clever hypocrite enough occasion comes, as come it will. prive it of all vitality. to disguise all the time.

the letter in question, so that our ever since the publication in October just sent forth to deal a deadly stab

The Oregonian alleges that the two leading points of the "policy" Pacific no real harm; that on the attention being asked to the statements on pages 31 to 49. tone of Colonel Hogg's letter shows Mr. Villard announced? "The ex- contrary, the virulence of the attack Many volumes could be filled without tone of Colouel Hogg's letter shows it to be his idea of his mission that he is to change, and, in fact, com-pletely revolutionize the course of again, that "his main plan is to su-state "at such points and in such again, that "his main plan is to su. State "at such points and in such in defiance of vain threats, we shall persede Portland, and render it a su- manner as to prevent the establishing see the "establishing of opposing perfluous and nunecessary factor in of opposing interests in our own Ter- interests," in what may truthfully be the commercial development and ritory." economy of the northwest."

The papers tell us how unblushingly Where in his letter is the vestige this policy is being carried out. In of evidence of either? So far as we can see the chief aim of the Oregon of the way opposing interests are Pacific is to mind its own business, sometimes fought. have its harbor opened, its railway What is exclusive control? If a built, and then to leave to time and a public road leads to my house and by you to the letter of inquiry from your nature the solution of the question a stage driver blocks it against every whether Portland is to succeed in vehicle but his own-if by force or ments of the anonymous circular enclosed to getting trade and commerce for ever fraud or threats he forbids the use you therein. to run up hill. They seem to us to de. of that road to all other carriages but

pend greatly on the development of bis--if neither Inor any other man can an immense new country, at present even walk or drive a wagon along antouched by railroads. Are they that road without his leave, then he

The statement that they are mostly monntain wilderness will, when it is recol-lected that they are selections from a belt intaining twice the quantity running pross a state of unequalled average fer-

tility, be seen to be in harmony with the general character of this anonymous libel. I pass the criticisms made upon the Ore-gon Pacific map accompanying the prospectus, merely asking you to verify the prospec-tus, merely asking you to verify the preg-nant story it tells, by a comparison with the United States land office map of 1879, and with reports of the United States land of-

fice map of 1879, and with reports of the United States surveyors in Oregon from 1870 forward. As to the general features of Eastern

"what do you say in reply " to the state-ments of the anonymous circular enclosed to you therein.

The standing of these gentlemen justi-fies a departure in this instance from the full justice to the present year, fails to do full justice to the present increased activity rule which forbids notice of anonymous at of settlement. In derogation of the estimates in the

prospectus for the freight and passenger business of 1882 this writer makes some antonched by railroads. Are they not justified in this? The experi-ence of Oregon at large can best an-swer this question in pointing to the rate of increase in population and in material resources of all kinds since the first railroad was opened in the State. By all means let Portland proceed to develop her mission, if she has one, to become the mistress of the com-merce of the northwest. But let it merce of the northwest. But let it

The Oregonian gives every interest of tenced to imprisonment in the county jail the northwest a fair hearing. Therefore it prints a letter from Mr. T. Egenton Hogg in reply to a communication signed "Ex-

niner," which appeared in its columns about a month ago. Into the details of the controversy thus raised we do not intend to nter. A word or two, however, on a lead- Lows' Conround of Hypophosphirrs ; and. ing phase of the subject may not be amiss. From the tone of Mr. Hogg's letter it is evident that he conceives he has a mission from any of the hungs and stomach disto change, and, in fact, completely revolutionize the course of commerce in the northwest. This is a large undertaking, yet we can not but regard it as inspired by a praiseworthy ambition. It is just such a thing as any man has a right to do if he can. Mr. Hogg's letter shows that his main plain is to supersede Portland and render it a superfurous and unnecessary factor in the commercial development and economy of the northwest. This too is a commendable am-We find no fault with it. In fact we feel like encouraging him to proceed. For this, among other reasons, we print his letter. We have no idea that it will greatall drugists. ly alarm Portland. For ourselves we can say with confidance that the issue will give

us no trouble, as we can any day remove The Oregonian to Yaquina Bay, and publish it there. Others, we suppose, can pull up as easily. Puget Sound people, however, insist that Portland is to be taken up and carried over there. On this subject there may be rivalry between Yaquina Bay and Puget Sound. But Portland will try to Preserve her usual equanimity. Of Mr. Hogg's resources for carrying out

his plans we have no positive knowledgeand are not made sware that any one else is as yet more highly favored in this re gard. But we may suppose they are ample, in his judgment for the undertaking ; else he would hardly say so much about the

But seriously, this subject has given rise to more controvorsy than there is any pos-sible occasion (or. If Mr. Hogg can work his enterprise forward, by all means let him do so. It appears, however, that it involves the primary difficulties of making a harbor at Yaquina Bay and changing the course of

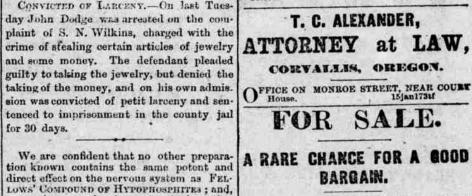
commerce of the northwest from channels established in the first place by nature, and now confirmed by converging railroad lines, either completed or in course of construceither completed of in course of construc-tion, and by representing capital amounting to twenty millions of dollars, or more. To be plaiu about Mr. Hogg's scheme, it seems to be an adventure, based on no solid cap-

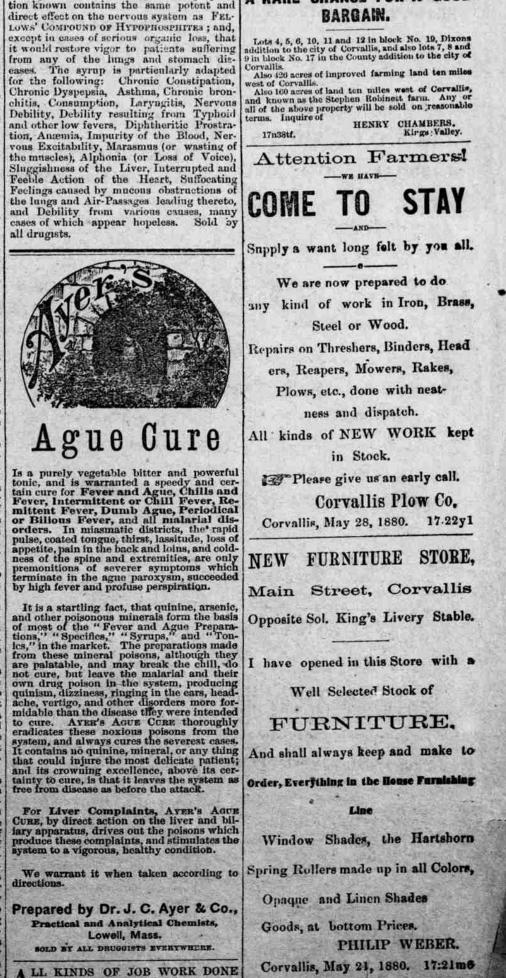
ital, but depending on an effort to obtain money on lands of no defined quantity or quality, and of no definite, or at least at the present time of no ascertainable or posi-tive value at all in comparison with the magnitude of the proposed undertaking. The prospectus issued by Mr. Hogg and his associates was based on the assumption that this route, if it were opened, would do Imost the entire business of Oregon at profitable rates. Even supposing Yaquina Bay were made a practicable harbor and the road were built, it is apparent that the competition of so many other railroads, not

competition of so many other rairoads, not to speak of river transportation, would pre-vent this expectation from being realized. Let us wish Mr. Hogg all possible success in pushing his proposed scheme, but let us have some common sense in the presenta-tion of it. That is, let the absurd notion

be dropped that this is the great enterprise destined to swallow up the commerce of Oregon and close all other channels. If Yaquina Bay can be converted into a har-bor, and a railway be built to it, the enter-

bor, and a railway be bank to it, the enter-prise will be one of much importance to a portion of the State. But as far greater and more powerful interests are drawing elsewhere, this is not likely in any event to become our life of commerce, as Mr. Hogy seems to imagine it will. In fact the sub-line difference of the sub-seems to imagine it will. In fact the subject from this point of view hardly appear worthy of scrions statement, particularly since nothing has yet been developed which tends to show that the proposed undertak ent, particular,





LETTER FROM T. EGENTON HORG. NEW YORK, Nov. 1880.

John C. Short, Esq., president N. Y. N. E. and Western Investment Company. DEAR SIR:-I have replied as requested

called our own Territory.

correspondent which you send me, asking

tacks. 1 append hereto a copy of my letter.

