## THE ELGENE CTTY GiARD.


WHOLE NO. 740 .


Clocks, Wachess, Clains, Jeverty, Etc.
Repuaring Promply For the presented I can be found at torall wort Warrnate ase

A. LyŃch. JAS. PAge.

LYNCH \& PAGE
In Dorris' Briok Building.
Croceries and Provisions
 Wood and Wirlow Wars CASE BASIS,
Low Prices are Established
Groods delirered withont clarge to buyet ALL KINOS OF PRODUCE WINTEL

ELLSWORTH *CO.,
DRUGGIST,

Careful attention given to Prescripions.



## New Departure ! !

HVO PRICHIS:
CASSEX AND CJFBJ30 Kig,


| A V. | ifins, <br> as low as any other |  |
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| , | Fhe Chorio Slirte So, 75 chan mat. |  |
|  |  |  |
| Plain and Milled Firnnels, 25, 35; 45 and 50 Water Proo, ,ont | Mens' Underwear, Shirta and Drawers, 80 ct <br> s. 75 cta and 81 <br> Mens' Overalls, 50, 65,75 eta and $\$ 1$. | For cirnkal merchandisk T. C. HENDRICKs, |
|  |  |  |
| And all | ate Rates |  |
|  | ( MACHINE! |  |
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\section*{| EUGENE CITY |
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| IBUSINESS DIRECTORY. |


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 rinl welare of the country.
There has been conatruc


 a gambling tendeney to take acdvantarge
of thia rapid development in the con.
 the benefits and profits arising thero
trom, by yinating the cost of ronds and
waterings of toocksk in flaknant viola. materingg of stocks in thagrant viola
tion of fil rule of funtiocond propinty
and to the great detriment of tho inter.
 aggrandizement, are the following:

1. They gain posesesion of 0 franchis for a rairpad rouste, oppon whici-1
hey isue mortggye bonds to double the amount of the coat of the contem.
phated road, using a portion of the plated road, ving a portion of the
monen received fron the ane of aueb
tonds in the construction of the road. Lods in the construction of the rand,
and the payment of exorbitant salaries
to themselvee, reesring a larga uur to themselves, reaerving a largo sur rourrise of tuk couxrar.
paying heavy dividends on and inying theary dividends on stook
issuod greatly in exceses of the actual cont of the road, and for which they do
not pay one cent, but make it the linaie not pay one cents, but make it the lanii
for taxing the peoplo high rates of for taxing the $p e$
froighta and harea

 they water the stock to such an extent
that the additional dividends aboorbe all tho prifit of the producer, when, in
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a deaniled atacecent, under oath, of the a dotailed statement, under ath, of the
netual coat of its works, and that its stokek isuse stall bo confined to the amount nor reportad on which stivek.
holders shall be entited to a dividend not to exoeed tho sum of ton per cent per annum-anking a forteiture of frandise the penalty for violation of such haw. There is ovidence on Ale in the sa preme Courr of this State showing that Ye ont of the railroad from Portiand


Iand to the State inine, 810,955,000, all land th the State line, 810,950,000, alf of which, were eold, and all of the
monen yave that expended in the eonmonay yavo that expeonede in the con.
ntruetion, was approprited by the pro.

 Ooo of stokk. Undes the remodeling,
of this elastic corportion, the 810, , of this elatic corpontion, the 810,-
950,000 of bonds have been convertad 950,000 of bonds have been convertred
into seven per cent interest bearing preferred stock; and for theq.acrued inlerest on the bonds there has been
iisued $85,55,0000$ of common atocke making a thook debt of of $83,425,000$ on a rood that only coat $82,785,01616$.
Thus it



 Some three yeara ago there existod
on the Columbian and Willametto rivers a line of trusporatation, witheth fivilitios
 timated at a value of $82,00,000$ but
was sold to the O. R \& N. $\mathbf{C a}$. for yar sold the O. R. \& N. C. Tor
85, oon, 000 . In addition to thir pur-
 Columbia ountes for which was paid
 was paid $84,677,000$, leses 8199,000 paid Or ral estate This property consisted Elier, and City of Chester, and tho wharf and docks at Porthand, altogoth-
worth not to exceed $81,50,000$, ar worth not to exceed $81,500,000$,
nud for which was paid $\$ 4,478,000$. Tha purchase was made by aparty who was manager of tho company that sold
nid also of tho one that purchased. This net accounts for the amount prid boe the property. The amount of theoo
purchese mado by the $0 . \mathrm{R} \& \mathrm{~N} . \mathrm{Ca}^{2}$ Gegregaced 89,677,500, while tho true Value therof would notexceed 83,699 ,
Leaviso $A$ sit provit
$86,048,000$ of $86,048,000$ which illuutrates the nethods by which some mein suddeoly
become millionairean There ha an inceesso of the capital stock of thr O. R. N. Ca $., 812,000,000$, and dalmo
bonded delt of $86,000,000$, which with the orignal nakea a total bonded debt of $812,00,000$, and an aggregate of 224,000,000 bond and stock: put upon this enterprime yet in its in in ancy, there has been incorporated another company, owned and controllod by the same partios, the Oregon Itwrtock of the thros corpontions 869 00,000 , which in effeoct, is an inflation The stock of the original company, their power to cheok this reekleas onights, and make an example of the bold adventurers who have thus pro-
sumed upon their iguorance. Plato, ne of the groatest Greek philosophers aid that one of the most objectional governments for a pooplo was one
which was republican in form; that wile such a government in its purity liberty, its people were neverthelessthe most aljeset subjects of tyranny. The people lecoma careless and indifferent oo their liberties, would allow themaolves to ba bound hand and foot before they discover the dinger that threat-
ens them. Is this prophecy of the reat philosopher to be
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& \text { We believe that the prople of Ore } \\
& \text { on have sufficient intelligence to do. }
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$$ hect the sophistry of these desiguing efi, and strength to thwart their Upon Ud passenger taritif in rates of freight郎 of the principal rends in the on have been that the people of OreWe takio for illustration thposed upon. roads for the last four years: Tby New Ork Central, Hudson River, New York, Lake Erie and Wotern, and the

Tonsylvania railroads The average ansylvania railroads The average
ight charges pr ton per nile on
nese roads was for the year 1877, 9 Conlinuod ou $\mathrm{E}_{\mathrm{g}}$ thith P iget

