w ir-whoop of the savage. Then this whole per acre? Pacific coast, from the Golden Gate to the fingers of the living God in the great | reaped mutual advantages. of civilization and progress. Rivers and tic to the Mississippi has astonished all parbow their everlasting heads in reverence | construction of railroads. and acknowledge the inevitable progress promote the general welfare of our race. of respect in the spirit of friendship and the materials of which it is formed, many of the great elements of wealth that pertain to our present prosperity and great-Take it, and may the important work with estimate would add to these figures; the accomplished. it this day begun go forward with all the | value of the tow is that would spring up signification of the second se that wield it in the great cause of internal | be transformed into populous and wealthy and energies, and resources, that direct the we as unfailing as the light of the sun; tivation. boundary of the State there shall be erected, through the energies and enterprise of others, two great race tracks for the iron horse-the one upon the east, and the other upon the west side of our noble raver-and when the smoke from the fiery nostrils of the competing steeds shall rise | the road by means of the labor of good. up from the angry chargers, and bending able bodied white men. Men whose bones over shall mingie with each other and with and sinews ate made of beef and bread. the hot bresh that ascends as a gloomy pedestal from the floating palaces ascend ing and descending our loved Willamette forming an arch of beauty and grandeur.

adopted State. President Moores briefly replied, man. and the employment of Chinamen

saying:

In accepting for the Oregon Central Railroad Company the very neat and ap thing to a railroad as well as to the counpropriate present of Mr. Smith, tor, whom | try, and it is a question of deep interest to you act upon this occasion, we regard it as not on y a token of personal esteem to Oregon has the resources to support an

th'n the scream of the badger and the scre to an average of fifty to sixty dollars | railroad man has found out that roads pay | and situated as we are at the mouth of one in preportion to the quantity of business. Railroad men discovered within that They won't build a railroad where the quires but little forecast to predict for our B shring's Straits, that now flings its broad time that they could carry flour from farms won't rain produce, nor where the

where and a start in

the faith with the second

expanse of increasing greatness toward Chicago to New York City for twenty-five ladies and children won't travel on the the gilded arch of our western sky, was cents per barrel, and other products at cars. one vast unbroken wild over which the similar rates. The ordinary and natural They know that their money lies in low bird of promise had never flown, and completion of four great lines of railroad prices, heavy freights and rapid business. where the foot of civilization had never fixed that price, and made a grain field in They know they have got to arrange it so while competing, as they now do, in the trod ; but to-day, through the indomitable Illinois bring as much freight per acre as that everybody can afford to travel, and home markets of the most distant States of energy of our race, and by the magic pow- a grain field a few miles from New York then everybody will travel. They know the Union er of works such as we are here to-day to city. The grain fields of the West come that they can carry grain from here to inaugurate; the "Druidical silence" of that up at once in price to near the value of New York for not more than three or four solitude has been broken, the forests have | Eastern farms. The farms enriched the times what it now costs to furnish sacks faded back into the dim distance, the ver- railroads and the railroads enriched the for the grain, and that in time a healthy dant arches that had been entwined by farms. They developed each other and competition will compet them to do it at the continent, for our entertainment and that rate. But if there is business enough centres of these primitive wilds, have been | The results of energy and competition to keep a road fully employed, they have

displaced by temples reared by the hand in railroads on the routes from the Atlan- no fear of the result. There is nothing worth raising that will tkes are spanned, the valleys rise up from ties. How many miles of railroad could not at times be worth carrying long distheir lowly beds, at the command of the be paid for with the rise on real estate tances by railroad. There are persons voice of enterprise, and the snow-capped within that time in one of those States? a here to day who will live to see Oregon mountains of our golden coast are made to rise of property caused principally by the potatoes sold at handsome profits in the city of New York. There will be times

This increase in the value of land in when one or another of their crops fail in that is being made in all that tends to de- Illinois alone. is sufficient to build and the East, that the East will want every velop the resources of our heritage, and | equip a line of railroad reaching twice | particle that Oregon can spare. Nearly around the earth. The same addition per every year there will be some Oregon Receive then. Mr. President, this tribute | acre to the value of the available lands in | product-at times one of our staplesthe Willamette valley would reach the sum that will be in demand on the other side encouragement in which it is tendered. of \$150 000.000. And yet there are some at prices that will make the freight a mere embodying and representing as it does, in men who have not quite done with the trifle in comparison. How soon there will query, 'Will a railroad up the Willamette | be railroad connection from here to the other side is not for us to say ; but it is valley pay ?"

In making estimates, some men leave plain to see that our material advanceness as a State, and which point forward the rise of real estate out of their figures. ment depends very much on that question. along the line of coming years to a higher | In the estimate just mentioned, reference | Our active prosperity as a State will not destiny and a more glorious exultation. is made to a ming lands alone. A full be fairly and fully under way until that is

To those gentlemen who have visited us with a view to railroad construction. I nitude of the enterprise. May the hands in value when our present villages shall think I may say we are not alraid of foreign capital. We want them to put all their improvement be as tireless as the hands cities. This increase in value will take money in here if they will, and then come upon the dial of time, and may the minds. place at some time. It is sure to come themselves and make themselves a home sooner or later. Eut if it is seen by the with us. We think by the time the inwork in which you with it this day engage. present generation, it will be because the vestments are made and the business fairpresent generation build roads. Our first | ly under way, they will be captivated and may the time soon come when from | and most obvious want is population. We | with this country and choose it as their the city of Portland to the SOUTHERN | want every acre of choice land under cul- own. We will welcome them heartily.

Hon, J. N. Dolph followed Judge While on this subject of population. I want to say one word to you. Gentlemen Upton, and recounted a few facts in Directors, on the subject of the kind of lathe history of Oregon which were at bor it is your interest to employ. It is your in crest, in my opinion, to construct tentively listened to, and loudly applauded. He said : This is a great day in the history of our State. That was a great day in the history of the Territory of Oregon, when the claims and who can earn the money you pay them ; and who will form a part of the of Great Britain to the sovereignty of this permanent population of the country to soil were relinquished, and the stars and patronize the road when it s done. You which in form and outline, though not in | will get no more labor, in my opinion, out substance, shall beautifully symbolize the of the rice-red Ch na nen, for the same

coming greatness and the glory of our money. He may work cheaper but will do less work. He is not able to work at hard labor with the energy of a white

> does nothing toward populating the country, but retards it, and i am opposed to it for every reason. Population is everyenthusiastic hope for the future.

And when a few years since we assembled to celebrate the completion of the telegraph the road as well as to the country. are, that unites us by an electric nerve with

her laws.

The Weckly Enterprise. of the great rivers of the continent, it reown State a commercial greatness second to no part of the Pacific coast. The surplus products of our fertile plains will yet supply the mountain regions of the Pacific slope, the markets of Europe, the teeming millions of Asia and the islands of the sea,

Commerce shall lay at our feet the products of every clime. The winged lightning, obe dient to our behest, flashes the news of th hour from the historic acenes of the Old World, under old ocean's bed, and across profit

Situated as we are at the farthest extreme of the Republic, we enjoy all the blessings of the general government, while we bear but few of its burdens. We reposed in peace, protected by the name and power of this great nation, while the clouds of war that lately bung over the land never rose above the mountain tops to scatter their horrors among us. Commercial reverses and money panic spend their force before they reach our shores, and we rest secure, undisturbed by a thousand causes that overwhelm in disaster many of our sister States. Yet the State languishes. One thing is needed to develop its resources and secure all these advantages, and that is cheap transportation -the completion of the great work-the commencement of which we now celebrate -a railroad connecting these two great trans-continental roads.

When this is completed, the immigration over both these great routes will pour into our State, a uniform market will be brought to our doors, cheap transportation will secure a remunerative price for our surplus products, and the steam whistle of the locomotive that first wakes the echoes of this valley will be a magic sound that will wake up the slumbering energies of the State and start it onward in an unexampled career of prosperity. Twe ty years from this time. two lines of railroads running through the State will be insufficient for the demands of the commerce of the State.

be inappropriate to notice here that the first steamboat that ever plowed the waters of the Upper Columbia was the James P. Flint, in honor of the worthy gentleman of that name, now here representing the contractors. May I not speak for this company, the cooperation and assistance of this whole State, the usual contributions of its citizens and

the liberal aid of the State and National Government. In no other way can money be more usefully or remuneratively expend

The money spent in war, instead of in stripes-the emblem of our nationality- | creasing the national wealth and advancing floated proudly over the pioneers of this the the national prosperity, leaves whole districts western wilderness, and the United States | of country depopulated and devastated-the people in poverty, the nation in debt; but extended over them the protecting Ægis of the money expended in developing the re-

sources of a nation, in facilitating its com-And the day that Oregon's star was placed in the galaxy of the Union, marked an event merce and uniting in ties of common inter history well calculated to inspire est its remotest territory, adds to its wealth those who had struggied against the disadincreases its prosperity, and provides guar vartages incident to pioneer life to rear here antees for its future stability The money expended to rear costly capithe standard of civilization and liberty, with

tols and other public buildings and monuments may be expensive luxuries without adequate returns for the expenditure. While the Pyramids of Egypt stand

One of (alchas' Lies Nailed.

Oregon City, Oregon : P. C. LEELAND, EDITOR AND PROPRIETOR. the second state of the se Saturday, April 25th, 1868.

Appointments for the Campaign.

Hos. DAVID LOGAN, and Hos. JOSEPH S. SMITH, the Union and Democratic candidates for Congress, will address the people as follows. Speaking to commence each day

at 1 o'clock P. M .: Harrisburg, Tuesday, April 28th. Brownsville, Wednesday, April 29th. Scio. Friday, May 1st. Silverton, Saturday, May 2d. Dailas, Monday, May 4th.

McMinnville, Tuesday, May 5th, Hillsboro Wednesday, May 6th. UNION TICKET.



Gen. ULYSSES S. GRAN Subject to the action of the National Union Convention.

For Presidential Electors, A. B. MEACHAM, of Union county. Dr. W. BOWLBY, of Washington. O. JACOBS, of Jackson.

For Representative in Congress, Hon. DAVID LOCAN, Of Multnomah.

For District Judges, 2d District-JOHN KELSAY, of Benton.

W. W. UPTUN, of Portland 4th do For District Attarneys,

2d District-D. M. RISDON, of Lane. J. C. POWELL, of Linn. A. C. GIBBS, of Portland, C. M. FOSTER, of Baker.

CLACKAMAS COUNTY TICKET.

-0-State Senator .- D P. Thompson. Representatives .-- James Winston, I. W. Garrett and D. P. Trullinger. Sheriff .-- Major J. S. Rinearson. Clerk.-J. M. Frazer. Treasurer .- John Meldrum. Assessor .- M. Patterson.

County Commissioners .- J. M Drake, J M. Deardorff. Superintendent of Schools .- B. Killin. Surveyor .- S. S. Campbell.

Coroner .- Dr. Barclay. -St. Louis is now shipping wheat

New Orleans.

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in bulk, direct to European ports.

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NEVADA.

W. M.

CLACKAMAS COUNTY, April 19th, 1868. EDITOR ENTERPRISE : Willamette Ludge No. 15#I. O. G. T. My attention having been called to an article in the Oregon Herald, signed Calchas, in which Sheriff Burns is charged with Meets every Saturday evening, at the rooms S.E. corner of Main and Fifth streets, at 7 1-2 purchasing from me a quantity of County Scrip for which he paid me in Greenbacks, o'clock. Visiting members are invited to attend. By order of W. C. T. attend. By order of and then purchaser the Greenbacks of me for 75cts, on the dellar in coin. I wish to Oregon Lodge No. 3 1. O. of O. F .state to the public in justice to myself as well as Mr. Burns, that the tharge is basely false. No such transaction ever transpired between Mr. Burns and myself, I never sold him a dime's worth of Scrip, or Greenbacks ited to attend. By order for any price, or at an time, whatever. 1 had a small quantity of Serip which I dis-Multnomah Lodge No. 1. A. F. and

posed of on terms satisfactory to myself, and as it was my own property I suppose I had a perfect right to do so Bat Mr. Burns knew nothing of the transaction nor was he concerned in the matter in any manner whatfrom the 20th of September to the 20th of ever, and the statement above referred to is March, and 74 o'clock from the 20th of March basely and maliciously false. BENJAMIN F. JES E

to the 20th of September. Brethren in good standing are invited to attend. Comment on the above is unneces By order of sary. The hound in human form-(we beg pardon of the dog) who has for some time been writing those anony mous lying letters to the Herald is beneath the notice of respectable people. The authorship of the letters is known to include at least three of assa-sin-like instincts, whose combined villainy Calchas fathers. It OFFICE IN CARTER'S BUILDING, would be too great a stigma if one head and heart in our midst embraced FIRST-CLASS RESIDENCES. all the meanness possible to these Business Houses, Halls, Churches, Tenements, Cottages, Subarban three. Calchas is of course the biggest brute of them all, in every sense ALL DESCRIPTIONS OF BRICK AND FRAME of the word, so he is selected to do **Buildings Designed and Planned** the dirty work-for a consideration. With accuracy, and scrupulously and faith In this way men with hearts as black fully superintended. 137"Owners' interests considered paramount as the inf rnal regions, have grossly standered various old and highly es- North American S. S. Co. teemed residents of Oregon City, to which they have properly made no reply, and row, in conclusion, we beg To New York, via Panama! to apologize to our readers for having 5th and 20th of Every Month! given the subject more attention than anything so contemptable deserves. THE NORTH AMERICAN STEAM-

Sweetwater mines are carrying off the Boise farmers in squads. They had better stay at home. We believe with the Transcript, that many of us heretofore have been floating around too much. We never stuck our stake, and stuck to it. We came

here breathing the gold fever, and we 3,000 Tons.....J. R. KELLY Commander. have never recovered from it. minishily ad-post to the cure of all affections of the stomach. Kidneys, Lover and . wels, such as by pensis. Fever, Diarthosa, Loss of Asperice, etc. etc. For sale everywhere. A. FESKHAUSPN. FOR PANAMA! expected to acquire riches suddenly : From Mission street wharf, at 12 o'clock, M. we failed; but like Macawber we TUESDAY, MAY 5th, 1868, Con Service and Jackson Sun Francisco Connecting via. Panama R. R. at Aspinwall -WITH THE ompany's splendid steamship ARAGO gold excitement, we have whisked off 3,900 Tons-For NEW YORK. SWISS STOMACH BITTERS

new steamer



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AT PRIVATE SALE. English refined Bar and Bundle Iron ; English Square and Octagon Cast steel ; A. M .- -Holds its regular communi-Horse shoes, Files, Rasps, saws; Screws, Ffy-pans, sheet iron, R. G Iron; cations on the First and Third Sat ardays in each month, at 7 o'clock,

ALSO : A large assortment of Groceries and Liquors. A. B. RICHARDSON, Auctioneer.

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The patronage of those desiring First Class perations, is respectfully solicited Satisfaction in all cases guaranteed. N. B.-Nitrous Oxyde administered for the Painless Extraction of Teeth. Also: the Rhigolone Spray used for those who prefer it. OFFICE-Corner of Washington and Front streets, Portland. Entrance on Washington street.



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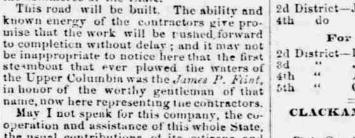
gently on the secretions of the kid-

A Pleasant Tonic !

drug, and grocery stores

TRY

IT



the members of our corporation but as an carnest of a hearty sympathy with the purposes and objects of this enterprise, which he entertains in common with all the people of the State.

In the use of this gift, at this time, we behold not only the commencement of a great work fraught with issues of momentous import to our young and rapidly "growing State, but the dawning of a new era in the history of Oregon that all here assembled will revert to in after days as the time when the garb, the habits and

methods of thought of the trontiersmen were cast aside, and we commenced the race for political and commercial greatness with our sister communities in this great Nation.

As the first spadeful of soil is removed we see unearthed a germ of progress just putting forth which shall continue to grow and expand, until the cities of this beautiful land will be busy centers of wealth and population, and teeming myriads shall occupy our valleys and mountains and develop the immense resources which as yet houses of the California merchants, and are scarcely appreciated. We feel that submit to the system of traffic their inwe can assure you that the work so auspiciously commenced to-day will only cease

when the groaning granaries of our far-mers will no longer need facilities for We are here to-day because the peo reaching the markets of the world, and the of Oregon bave begun to put their hands drowsy echoes of the Umpqua and Rogue | together and are striking a blow in the rivers will resound with the breathings of right direction. the iron horse on his rapid march in the

work of founding agricultural and commercial empire. In conclusion, and on behalf of the

company, I thank you. Mr. Moores then descended from the platform with the shovel in his

hands, and proceeded to the centre of the square where was driven the

" first stake," and amid the acclamations of the multitude, threw out the first sod in the construction of the Oregon Central Railroad. The act was followed by three rousing and hearty cheers for the road, for the Directors and the contrators, and

" Hail Columbia" by the Cavalry Band.

The Cheers of the people had scare ly died upon the air, when the laborers, getting the signals, fell to work upon the grading of the road, the day, addressed the vast audience from the speakers stand. His ora tion was a worthy production. After reviewing the causes which had he said:

The people of Oregon are now fully alive to the great interest we have in railroad communication with the rest of the world. The recent action of the city of fon, shows the feeling on the subject in an index of the feeling that pervades the too many railroads or too much railroad. Although railroads have been in practical use about hall a century, it is during the sources of the Willamette. As the only a few years that we have had any real understanding of through lines or thoroughtares-of those great lines of rail- Central Pacific, or the Union Pacific, the

immense population. She holds out inducements to agriculture, as soon as a way is opened to markets, such as few countries hold out. Our crops turn out as largely for the labor bestowed, and are of as good quality, as those of any large

tract of land in the world. Another marked feature of the country, and an important one, is that Oregon has never yet had a failure of crops.

None but those who have seen the impoverishing effect of repeated failures of crop. can realize the immense advantage of this feature of our soit and climate. The 3.000.000 acres of land of the Willamette will support a larger population and pay well for a larger amount of labor than any other extensive tract of land.

At most, every acre of it will justify high and thorough cultivation and will increase the profits of tillage in proportion to the

But it cannot be worked until a way is opened to markets. It cannot be worked while our produce has to pass through the genuity has invented or while it in any manner takes the slow circuitons and ex-

We are here to-day because the people Canal.

The breaking of ground for a line of railway np the Willamette valley is the first of a series of steps that is to link Oregon with the great centers of commerce and wealth, and give impetus to

our exertion. There is no danger of too many outlets of trade. There is no danger of too many roads. It has hardly ever happened that

a railroad was built that was not needed. Such a thing is next to impossible. I hope to see the two roads now about starting from this place move or, with even and rapid pace to some proper point well up the valley and then join their forces and push on in the most eligible course toward the Atlantic States. To Oregon should belong some glory and some rewards connected with the con-

tinental roads. It was an Oregon man that first promulgated the idea of a continental road. It was an Oregon man that first offered to build a road across the then wilderness

continent for a strip of unoccupied waste land. He vainly begged and petitioned Congress for the privilege. He was on the right track, but he was one generation in advance of the age. Like many great men, he got too far in advance of his forces. His heart was right, and his "head and Hon. W. W. Upton, Orator of was level," but the world was about twenty-five years behind him and did not come up in time. The world "failed to

connect. An Oregon man was the first to project with the spray of both oceans." a great national railroad, and if there is anything in the signs of the times. Oregon brought the vast assemblage together | men will not rest satisfied until the project | becomes an accomplished fact.

We shall hail the first rapid puffing of the locomotive as a sign of destruction to the forests around the city of Portland When the sound of the train reaches up the Williamette, and the ground begins to Portland in favor of railroad communica- tremble under the tread of the iron horse. waste land will recede on the right and this city, and its almost unanimous ap- the left to give place to cultivated fields ; proval by the people of Portland is but the fern will be driven out, our timber will become merchandise, population will State. We no longer have any fears of roll in, and the hum of industry will be heard from the Coast Range to the spurs of the Cascades, and from the Columbia to

portions of the Union is sure to set in for line emerges from the valley and leads on the Pacific Coast. Not alone restless adto join its iron bonds with those of the road travel and freight that roll popula- hum of industry will still keep pace with of toil, cringing their means and their fami-

monuments of the astonishing power and the civilized world, and when we compared the past with the then present and realized grandeur of the Fgyptian monarchy, more that the great distance which had separated than two thousand years before the Christus as it were from the great family of States, tan Era, they also stand as monuments of the from home and its associations, was annifully of their builders.

But the work you seek to build will stand hilated by enterprise and science, we con gratulated each other and rejoiced and said as a monument of public spirit, sugarity and energy of its projectors and builders, that this is the great day in the history of dispensing its blessing to the citizens of the our State. But I see in the auspicious events of this State and their descendants.

day, no less cause for rejoicing. They are Fellow Citizens, looking from this small beginning to the future of our State, when. pregnant with the future prosperity, not done of this city and of this valley, but of as I confidently believe, our most ardeni hopes shall be more than realized, I mingle the whole State; to what extent no living man can say; out I believe far beyond what my congratulations with yours.

the most sangume have predicted. Time Several other gentlemen made will not permit-nor would it be appropriate on this occasion - to detail the advantages to brief congratulatory speeches, and at be derived from the completion of this great

about three o'clock the vost assem-But looking at the advantages and surblage dispersed to their hotels, steamroundings of our State, and judging by the experience of the past, what a career of ers and homes, full of hope for the

rosperity opens up in the future. Glance at the history of the Empire State prosperity of Oregon, and realizing apon this matter of internal improvements that they had witnessed the begin low has her resources been developed and her wealth increased by her wise policy in

ning of a work which was sure to building railroads and canals. About half a century ago, De Witt Clinbring us all, as a State-the wealth ton, inspired by foresight and sagacity, con ceived the idea of uniting the waters of the and greatness so confidently predict-Atlantic ocean with the waters of the great ed by the several speakers.

lakes, and although men were found to scott at the idea as visionary, New York engaged It is ten days since the work was

in the great work of constructing the Eric To-day not only has this great work commenced as above described. It been accomplished and enlarged until it is navigated by steam vessels, but two lines of is so rapidly progressing that two railroads running through the State from miles per week will be graded ready east to west, are found insufficient for the

demands of commerce. And New York to receive the ties-and as soon as olds her proud position among the States, certain matters are arranged at not so much by the reason of the richness of her soil, or any natural advantages over Portland, preliminary to the crossher sister States, as by her sagacity to fore see the growth and wants of the Great West, ing of the Willamette river, the iron

and the enterprise of her people and by and heavy materials, such as locomothese great works made the thoroughfare over which passes its commerce. Who can tives will begin to arrive. Four los ook back upon the history of New York and see prosperity, wealth and power steadicomotives-the Willamette, Umpqua, y keeping pace with the enterprise of her

Geo. L. Woods and the I. R. Moores, three dollars per ton. It is very itizens and doubt the true policy of a State? If time would permit, it would be interhave been purchased-and are en sting to trace the history of railroads in the Great West. To the West, the railroad has route. Iron for the road, as far as

been the pioncer of civilization. Salem, has also been purchased Wherever its fiery coursers speed, the wilderness, as if by magic, "is made to bud and blossom as the rose." Land that bein the Eastern cities to come out in fore found no market at the Government installments. People all along the freights.

price; is transformed in a few months to ramable tarms, and cities, and villages, like line, will be solicited for aid to the Jonah's gourd, spring up in a night. enterprise, right of way, etc., and we Hitherto the time when we shall feel the

aspiring energy of this great agency of pros- trust that the good sense of commuperity has existed only in hope; to-day it nity everywhere, will govern their came near loosing his life a few days equires no prophetic vision to behold the action, and that none will withhold since, by falling overboard while dip-We are fast being bound to our common encouragement. country by bands of iron and ties stronger than hooks of steel, in the Central Pacific

-D. M. McKenney, an over, pany should afford pumps for their Railroad fast hustening to a completion, and in the beautiful language of another, "be grown apostate from the Republican

fore the close of 1570, the iron horse will grown apostate from the Republican mingle at one run the smoke of his nostrils rat ks, threatens us violently. We When this great work is completed, San offered Mr. McKenney the use of Francisco and New York will be nearer our columns to refute the impressions together than San Francisco and Portland; the commerce of the Atlantic and Preific in this community regarding him. will be bound together, and the plains over That if he is not Calchas, and that if which it stretches and the mountains it scales, will wake from nature's solitude to those impressions were without founs the whirl and activity of advancing civiliza-

A still more important enterprise to this regardless of the course he has taken above the Cascades on the Columbia, State is the Northern Pacific Railroad, unitpolitically-otherwise, matters being the great lakes with Puget Sound-destined to be the great thoroughfare across tween him, us, and the public, to rethe Continent over which the great Contin-

nhabitants, will pour its commerce. olence are no terror to us. He un-When these great enterprises are completed, a tide of immigration from all the other he is Calchas he is our enemy, and

venturers in search of fortune, having no has been all along though professing

Wade will return Phil. Sheridan to

-T. Darcey McGee was shot dead have been waiting for something to at Ottawa Canada on the 7th by a turn up without labor. At every

-The Wasco Woolen Manufac- to the mines, and came back poorer turing Company are progressing with than before we went. We didn't pre-

tend to do much, because the good -We return our thanks to Wash time had not come when we should

agton Base Ball Club, for an invita- have an abundance. Now, we want tion to attend their May-day festivis people who know what they came ties at Oro Fino Hall, Vanconver, on for, and are ready to abide the consequences. Here is a territory for Friday evening next, and only regret our inability to be present. We wish them long and broad enough for thou. all the participants a pleasant time. sands yet ; rich enough in natural re-

sources to make it the garden of the -Messrs, Hurgren & Shindler are now receiving goods direct from the East. They have a full stock on hand, and will continue to order reg. ularly from the best Eastern manu-

We are very glad to hear that the C. O. and M. S S. company have cencladed to dispatch a steamer from San Francisco once a week, hereafthem-to build our towns, to poputer. By-and-by a daily line will be late our vall-ys, sail our waters, and insufficient for the business,

seek the hidden treasures of our hills and mountains. Come with all their -It is reported that the sailing elements of civilization-bringing vessels now on the way from San heir household gods, their learning, Francisco, are bringing freight at cience, arts and philosophy.

likely that the unusual number of -McKenney came out over his them, soon to be here, together with own name last Wednesday in the more frequent steamer arrivals, may Herald, where he reiterates the statement of one of his masters, that we effect a reduction of the price of down are guilty of the shameful business

of working for our living. We plead The Record says that a man named guilty, we do work-and earn more Scott, employed on the Fannie Patton, than we get, often-but then, we subping a bucket of water. The com-

Mr. James P. Flint, who was in to pay with, whose invitations to rethis city a few days since, is the by insult. senior member of the well known

-Some may discover grains of ingratitude in the following paragraph, which we clip from the Herald tion, pouring over the great thoroughfare a dation, we should still be his friend, Flint, the first steamboat ever built the day after the publication of McKenney's last letter :

> more time in boasting of than performing their achievements, are generally very large siz-d buma. You can put them in that category, and will rarely have to make any dis-

One hundred lbs. Baggage free. TRY | The best Purifier of the Blood ! An experienced Surgeon on board. 1T Medicines and Attendance free.

The Public are cautioned particularly gainst misrepresentations made by runners of the Pacific Mail steamship company.

The OREGONIAN will sail May NOBODY SHOULD BE WITHOUT IT 20th, connecting with the Guiding J. G. Firscu, Proprietor, Star

For further information apply to I. W. RAYMOND, Agent cor. Pine and Battery sts., up-stairs, San Francisc

world ; with a climate healthy and invigorating as the blessed isles of NORTHWESTERN the sea; and as beautiful a spot of MUTUAL

earth's surface as nature can make the mountains, the forests, the waters LIFE INSURANCE COMPANY beneath and the heavens above We

Of Milwaukee, Wisconsin. want them to come as the multi tudes flock from the east to the we-t Organized 1859. -seeking homes for themselves, their children, and their generations after

S. S. Daggett President. A. W. Kellogg Secretary.

25,000 Members..... \$3,500,000 Assets.

Business of the Year 1867. Number Insured 9.866 Amount Insured, over \$20 000,000 09 Paid claims by Death 180.725 \$7

Paid dividends..... 95.958 20 A PERELY

Mutual Company!

There are but seven Purely Mutual Companies doing business in the United States, as per Massachusells reports, and those seven are the most successful!

The Northwestern IS ONE OF THE SEVEN. I makes its ten payment policies nonforfeiling for one-tenth after one payment. Other companies do after two or three payments.

No ex'ra charge for traveling to and from the Atlantic States, Europe, Oregon, or the Islands.

It has not raised its rales, as some companies have, to make large dividends but continues at the same rates as at organization, and making even larger dividends than the eastern companies.

Comparison Endowment Policies

Northwestern

Can be Supplied upon application to us. We shall also be prepared to purchase all seed off.red. At the Best Market Prices!

Which, from present prices of Oil, wil probably be from 4 to 5 cts. Per Pound !

177" We have on hand, and are prepared ship with dispatch, in quantities desired, DILCARE MEAL, one of the most putritious rticles of food known, for all kinds of stock. Address

Pacific Linseed Oil and Lead Works, King st., near 3d, San Francisco, California

OREGON LEATHER!

THE BEST ON THE COAST.

Thos. Armstrong, Manufacturer of

ALL KINDS OF LEATHER

MILWAUKIE, OREGON. THE UNDERSIGNED WISHES TO IN.

DEALERS AND MANUFACTURERS That he is prepared to furnish as good and durable an article of Leather as can be made on the Pacific Coast, at the following rates : Harness Leather, per lb...... 28 to 30 cents. Extra heavy, for Concord, Skirting, per pound28 to 32 " Belting, in the side ... 25

Cut, per square foot, \$1 60 Side, upper, 16 to 20 cents. Grain Leather " 18 to 22 Light Buff, or Grain for Women's work. 19 to 20 Calf Skins, per doz. \$30 00 to \$40 00 40'00 to 60'00 3 50 to 4 00

Bridle, per side . Age Thirty, Payable at Forty. Collar, per side 1 00 to 2 50 Lace Leather, per side 2 00 to 4 00

Flint, Peabody & Co. Many of our citizens will remember the Jos. P. and which commenced running in 1851. This boat was built by the

ent of Asia, with its six hundred millions of main as they are. His threats of vi- Bradfords and others. Mr. F. is a relative of the Bradtords, and had stands our opinion of Colchas, and if business relations with them at that time; so that the vessel was named

interest in the country, but the hardy sons friendship for us, -if he is not Calchas in honor of him. Mr Flint has been Good ADVICE. - The Olympia Trantion and labor and life and activity and the shrick of the whistle and the jar of the lies to establish the fact satisfact- connected with the financial manage script says some effort should be made orily, and we shall treat him respect- ment of prominent railroad enterpris to attract the mechanics and workfully-otherwise we have a very es, including the Pacific railrond, and ing men of the Atlautic States to our the interest he takes in the Oregon shores, while they are scattering in Central is a guarantee of the enterevery direction seeking employment. prise, and of the certainty of success. Until capitalists and mechanics of THE DEMOCRATIC STATE TICKET .-this region, as well as the farmers Following are the nominations by themselves, give their countenance the recent State Convention : For and support to such things as tends

Boston and San Francisco house of

Men who go about and spend

mit the question in candor, is not this more honorable than bumming an existence off boarding-house keepers, or, when pressed to fork over, borrowing funds from personal friends, turn the amount would be answered

wealth into a new country, and make the train. West a part of the East, and the East common property with the West.

It is only ten or fifteen years that this matter has been at all understood, anywhere. How has this thing been learned ? Those fortunate regions where it has been

tried have found commerce and business out the stumps ; it builds great barns on and wealth poured in upon them like the the farms ; it straightens out the lines of rain from heaven. These unfortunate to- the fences and makes them look as if they calities that have neglected or resisted were laid by a surveyor. It sets up stakes these great arteries of trade, find themat the corners of the fences and puts a pelves shut off from the maris of the world wire on the stakes and lays two rails on and the rich products of a bounteous soil the wire. It gives the fences a good lie almost useless in their granaries, or are "worm" and tarns all the five and six rail struggling in an almost hopeless effort to fences into eight rail fences. make produce over pay the expenses of its own transportation to market.

One of the most astonishing facts dealmost annihilate distance on the Atlantic reloped in modern times, is the cheapness side, won't we visit "the settlements?" at which these great lines of railroads Won't the eld hom steads on the Atlantic can transport freight and passengers long -ide get waked up? Won't the ladies and distances. Men not in the business are children bave a milleoium? But this astonished when they learn that a full em thing is not half as far off as the millenium. ployed railroad can carry freight a thon- The railroad men know that it will pay, sand miles, cheaper than it can be put into and they are not afraid of anything that and taken ont of a merchant vessel. The will pay. They would saw up Mount lighterage, stowage and discharge of a Hood and sell it for whetstones if it would eargo of merchandise costs more on an pay. They know that a railroad will pay gyerage than it costs a business road to it everybody makes up their mind to travel ransport the same cargo a thousand miles. and take the children. You know we are It is the long lines of road with an im- all going across on about the first train. mense business that can work at these and then all our friends on the other side. rates. What was it, that in a period of ten and most all our friends' friends will start labor of the husbandman. Forest and pratrears changed the value of "proved farms about that time to come and see us. Every-in Illinois, Wisconsin and ser Western body will be bound to travel, for every- their rewards of industry. We have a cli-Sinter freis fa cherche

their children. The ever-increasing tide of foreign immi-Railroads give life and activity to a gration instead of being swallowed up in country, and encourage men to work. The the great cities of the East, or even the broad locomptive running through a productive prairies of the West, will pour over the country has a wonderful effect on the farms Rocky Mountains into our fertile valleysin a little while. It drives all the brush a source of wealth and an element of growth

alization

out of the corners of the fences, and roots to the State Between the termini of these great thorough a es-San Francisco and Poget Soundhes our youtoful State, containing all the elements of greatness, with a combination of advantages unsurpassed by any portion of the globe. Almost in sight in the great treasure vaults of nature, waiting the developing industry of the coming midious, is stored gold and silver sufficient to supply the most extravagant demands of the family of man. Mines rivaling in richness the wonderful grottoes of the Arabian Nights-waiting no When this great artery of trade is added to the net work of iron roads-that now

Genii of lamp or ring to unfold their treasures, but ready to yield them up to honest enterprise and sturdy labor.

Coal and copper mines of untold richness and extent, wait to supply the wants and swell he wealth of the State. And already, but a few miles above us, upon the bank of the beautiful river that rolls at our feet, the crude ore of a more useful metal is being fitted to minister in ten thousand ways to the wants of mankind. The hum of the toom and the whir of ma-

chinery is heard in our cities and villages. and enliven the solitude of our mountains and valleys. We have a soil unsurpassed for richness

that yields surely and bounteously to the non obelant clomeur de haro.

foliam por body is walting for the wagon. Every right that chellenges the world for stubrity, want of space,

poor opinion of him. By private letter from San Fran-

cisco, we are informed that a new vessel, purchased for this trade will not appear here-but has been sent away for the Mediterranean trade The North American Company do not intend to assist us, only as it

Laswell.

may be done on routes from San Francisco to New York. See advertisement.

-The Willamette Iron Works, at Portland, are building the engines for Capt. Baughman's new steamer, above the talls. The Captain will be ready for the fall trade, and intends to run between Eugene City and

able to connect with the Oregon Judicial District -For Judge, W. F.

Congress, Jos. S. Smith. For Presto advance their interests, there need idential Electors, S. F. Chadwick, of be no hope for much of a change.

Douglas county ; John Burnet, of Mr. Woodward, Superintendent of Benton county, Jas. II. Slater, of Salem Flouring mill, is a man whose Union county. First Judicial Dis- acquaintance we have fostered since trict-For Prosecuting Attorney, W. 1855. We are a very poor judge of G. T Vault. Second Judicial Dis- human nature if he ever stoops to do

trict-For Judge, L. F. Mosher; a mean act. We think our brother ELMORE & ROWE, GENERAL AGENTS, Prosecuting Attorney, R. L. Strahan. of the Unionist must be incorrect in 513 Montgomery street., Third Judicial District-For Prosthe estimation they place upon Mr. O. Kilbourn, Local Agent, Oregon City. We hope he will be ecuting Attorney, C. G. Curl. Fourth Woodward.

J. A. CHAPHAN, M. D., ... Medical Examiner Central Railroad, at this poiet; Trimble; Prosecuting Attorney, J. of Portland, has finished a course of Dr Wm. B. Cardwell, formerly For Blanks, information, &c., H. Reed. Fifth Judicial District- study occupying nearly three years -Various items are deferred for For Prosecuting Attorney. W. B at Bellevue, and returned home. Welcome and success, Agent for Cregon and the Territories

1 do not think that Harness Leather .. 104 58 uld necessarily be made in Santa Cruz, in New England 106 25 order to stand the test of our climate; Ter Nor do I think that Belting, in order Manbattan 115 10 to bear the strain of Oregon Machinery, must be made in the Atlantic States. Equal to a dividend in advance, of from 10 to 20 per cent. Its per-ALL I ASK IS A centuge of expenses and losses Fair Chance! on receipts, are less than any And I will prove, to the satisfaction of all concerned, that Oregon Leather is the best purely Mutual Company. on the Coast. 1.57" All orders will meet with prompt at-Investigate our company before Insur Address: THOMAS ARMSTRONG, ing Refer by permission to the tention. following citizens of Portland: 36.1y) CLIFF HOUSE. Rev. W. H. Stoy, John Nestor, Beriah Brown, A. L. Lovejoy, Michael O'Connor J. R. Robb,

Company.

H. H. JOHNSTON.

Carter's Block, Portland Oregon.

SAN FRANCISCO, CAL.

PORTLAND, OREGON.

\$96 23

MAIN STREET, W. J. VanSchuyver, S. G. Skidmore, Nearly Opposite Woolen Factory, W. L. WHITE, T. W. RHOADES, And numerous others, Insured in the

Oregon City. Oregon. We invite the citizens of Oregon City, and the traveling public, to give us a share of their patronage. Meals can be had at all hours, to please the most fastidious. [15

Milwankie, Oregon

Notice to the Public.

HAVE this day closed the Barlow House in favor of the Cliff House. Hope my old customers will give their liberal patron age to the above well kept house. They will find Messrs. White & Rhoades always on hand to make guests comfortable. WM. BARLOW.

Oregon City, August 1, 1867.