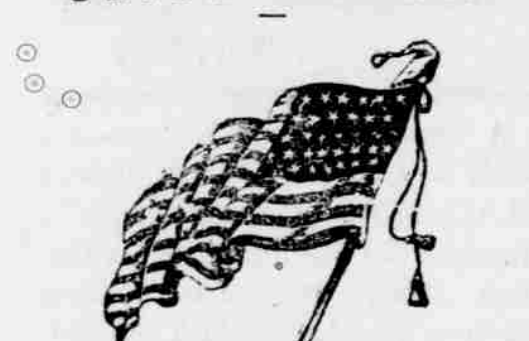


UNION TICKET.



Gen. ULYSSES S. GRANT

FOR VICE PRESIDENT.

SCHUYLER COLFAX.

FOR PRESIDENTIAL ELECTOR.

A. B. MERRIAM, of Union County.

Dr. W. BOWLEY, of Washington.

G. M. JACOBS, of Jackson.

For Representative in Congress.

Hon. DAVID LOGAN.

For Multnomah.

For District Judges.

5th District—JOHN KELLEY, of Benton.

4th do W. W. LITTON, of Portland.

For District Attorneys.

5th District—D. M. RISON, of Lane.

4th do J. C. POWELL, of Linn.

3rd do C. C. GIBBS, of Portland.

2d do G. M. FOSTER, of Baker.

CLACKAMAS COUNTY TICKET.

State Senator—D. P. Thompson.

Representatives—James Winston, I. W.

Garrett and P. P. Trullinger.

Sheriff—Major S. Rineason.

Clerk—J. M. Frazier.

Treasurer—John Meldrum.

Assessor—M. Patterson.

County Commissioners—J. M. Drake, J.

McDonald.

Superintendent of Schools—B. Killin.

Surveyor—S. S. Campbell.

Coroner—Dr. Barclay.

GRANT AND COLFAX.

A dispatch from Senator Corbett

to the Oregonian, received yesterday,

is as follows:

CHICAGO, May 21, 1868.—6.30 P. M.

Grant and Colfax nominated.

The platform embraces the main features

of the Oregon platform on public faith,

suffrage, and foreign immigration.

H. W. CORBETT.

GRANT AND COLFAX.

The news of the nomination of

Grant and Colfax, gives Union men

complete satisfaction. Since the

soiled banner of the bastard confeder-

ation went down at Richmond, Grant

has been the most popular man in the

nation. Of the cord of veterans

whose sturdy valor crushed the rebel-

lion, and made the armed hosts of

treason quail, the silent, modest Hero,

Gen. Grant, has, in the heart of

hearts of the American people, been

crowned with the wreath of a Republic's

gratitude. He deserves the

name of THE GREAT PEACEMAKER—

The foe of the NATION'S foes—The

Friend of the NATION'S Friends.

It is true the days of conflict are

ended, but the warfare of opinion is

yet to be settled. Our country's al-

ters call for no more lavish offerings

of blood and treasure, but "eternal

vigilance is the price of Liberty."

This the people, the great intelligent,

governing mass of the nation under-

stand; and the same devouring flame

of patriotism which under the leader-

ship of U. S. Grant burnt the stubble

fields of the late Democratic rebel-

lion will now consume the last rem-

nant of this monster heresy out of our

national politics.

Three times three for Grant and

Colfax—Our next President and Vice

President.

—Rev. Dr. Pearne met with a

severe accident last winter in Tennes-

see, the marks of which he will carry

to his grave, on his face.

COUNTY FINANCES.

The copperhead Democracy of

this county are making much noise

about high taxes, and assert that it

is needless. Now everybody knows

that the increased levy this year was

owing to the purchase of bridges by

the county, so as to have the roads

free to the public. And right here

permit us to say that the policy of

purchasing bridges in order to make

them free, was inaugurated by Don

S. Huelat, when he was county

Judge, and we understand he is a

bright and shining light among the

Democrats. And further it is true

that petitions for the purchase of the

Cason and Wright bridges were

signed by a large number of the tax

payers of the county, including al-

most all the leading and influential

Democrats. When you listen to the

harangues of the noisy demagogues

whose Democratic candidates, would

you believe that their names with

other leading Democrats were on

record asking the County Commis-

sioners to buy those very bridges.

Were they sincere when they asked

it? Or are they now denouncing

their own infamy.

But you cannot justly estimate the

financial policy of any party by look-

ing at any one year alone. The only

fair way is to take a series of years

together and average them, and con-

sider what has been done during the

time. Let us do that:

The Republicans and Union men

have been in power in Clackamas

county eight years. The whole levy

of taxes, including 1867, the bridge

year, for county purposes has been

51 mills or an average of 6 1/2 mills

for every year. This will be seen

from the following official table:

Table with 2 columns: Year, Mills. 1860... 7 Mills, 1861... 5, 1862... 6, 1863... 6, 1864... 7, 1865... 7, 1866... 7, 1867... 9.

Total... 51, Average... 6 1/2.

Now let us turn to the last eight

years of Democratic rule and see how

they compare:

Table with 2 columns: Year, Mills. 1862... 8 1/2 Mills, 1863... 8, 1864... 7, 1865... 7, 1866... 7, 1867... 7, 1868... 7, 1869... 7.

Total... 49, Average... 6 1/2.

Now consider that when the Union

men took charge in 1860, the Demo-

crats had left the county in debt

about \$30,000, and that county scrip

was worth but from 60 to 75 cents on

the dollar. And then remember that

all this indebtedness has been paid,

and that county orders are worth their

face in coin at this date, and be as-

tonished, if you can, that the average

of taxation has only been 1/2 mill higher

under Union rule than under Demo-

cratic. Democrats don't blow any

more about taxes.

If there has ever happened a

more disreputable thing to sully

the fair fame of our City, than the

anonymous lies of Calchas, it has not

yet been divulged. A deliberate,

cold-blooded attempt has been made

to blast the reputation of some of our

oldest and most respectable citizens,

by wholesale falsehoods published

under an anonymous signature, in the

democratic organ. Scoundrels in

the Police Court, and sneaking liars

generally, are fond of this plan for

escaping personal responsibility, and

the exposure of their villainy. Apos-

tates, are sometimes known to use

this scandalous and cowardly weapon

against old friends. But a gentleman

never did, and never will, (unless

cowardly villainy comes to be a stan-

dard manly accomplishment) employ

this shameful weapon.

It is a fit weapon for renegades—

cowards—and liars. It is a bad

cause which finds use for such min-

RAILROAD ITEMS.

The line of levels, run above this

city by Mr. Burrage, shows that the

only difficulty in the way of con-

structing the road, is over the low

land between the north bank of the

Mollala, and the south bank of the

Pudding river, which is at least 80

feet lower than the prairie lands

north and south of it, and this does

not involve any serious engineering

difficulty, and it is only remarkable

that the route, with so few exceptions,

is easy and practicable. Mr. Burrage

considers his preliminary view as en-

tirely satisfactory; and it places be-

fore a doubt the question of the con-

struction of the road.

—The Central Pacific Railroad

Company have now 4,000 Chinese

laborers stretched along the road

from the Truckee river toward Ham-

bold, who grade over this level route

faster than the iron can be brought

over the mountains to complete it.

The Chinese camp in tents, and as

fast as one section is completed, they

move forward like an army of sol-

diers. They are employed for the

work by the contractors, learning

their duties easily, and faithful in

discharging the same.

—The Sacramento Bee and other

papers are urging the railroad com-

pany to put down the rates of trans-

portation upon fruit, and we believe it

is their intention to do so. At reason-

able freights the fruit-growers of Cen-

tral California will find an immense

market in Nevada the coming Sum-

mer, as, by the aid of the railroad,

their produce can be placed there in

a fresh condition.

—We clip the following from a

late number of the Denver Herald:

The rates of freight from Omaha to

Chyenne are as follows: First

class, \$3 85 per hundred; second

class, \$3 75; third class, \$3 55;

lumber in lots of 5,000 feet and over,

\$30; live stock per car, \$125; grain

and mill stuff in lots of 18,000 pounds

and over, \$2 40 per hundred. Pass-

enger fare remains at \$61 50.

—When lately in Salem, Mr.

Elliott, agent of the contractors for

the Oregon Central, contracted for

maple lumber, to be used in the con-

struction of passenger cars for the

road. Also for cloth to be used in

the upholstering work. Oregon ma-

terials so far as practicable, will be

used by the Company.

—By the middle of June, the trans-

it from Sacramento to Virginia City,

Nevada, will involve no more than

twenty miles staging. From Reno

eastward, when connection over the

summit is made, the road will go

ahead with unexampled rapidity.

—The Record is informed that

good hands, experienced in car-build-

ing, now living in Oregon, have been

employed to work in the shops of the

Company.

—A meeting of the Directors of

the O. C. R. R. Company will be

held at their office in Salem on the

9th of June.

—Gen. Grant will be inaugurated

President of the U. S., Washington

City, D. C., on Thursday, March 4th

1869. Provided the Democracy do

not poison nor assassinate him.

—The Lafayette Courier says D.

M. McKenny has "been acting with

the Republican party until very re-

cently." We do not know when Mac

ever acted with the Republicans—in

a good faith.

—It turns out that the crew of the

schooner Groneler were murdered on

OREGON CENTRAL RAILROAD.

(From the San Francisco Bulletin.)

There is every reason to believe

that Oregon is stirring with a new im-

pulse. After a long period of dis-

trust or indifference with reference to

the railroad project to traverse the

State from the Columbia river to the

California border, the Oregonians

seem at last to be convinced that

the building of the road has been under-

taken in good faith by responsible

parties. We have from reliable

sources some facts on this subject

which are full of interest. On the

16th of April, ground was formally

broken for the road on the east bank

of the Willamette, opposite Portland,

in the presence of several thousand

people, who displayed unusual en-

thusiasm. The locality mentioned is

a fertile flat, partly covered with

strawberry vines. About one hun-

dred ladies insisted on turning a shov-