

THE WEEKLY COURIER.

J. W. JOHNSON, EDITOR.

Ought the President to be denounced in the house of his enemies? Much more ought he to be denounced in the house of his friends for refusing in the absence of any necessity to occupy or retain the exercise of powers greater than those which are exercised by any imperial magistrate in the world. Judge ye. I trust this fault of declining imperial power loyally tendered by a too confiding Congress, may be given by a generous people.

"It will be a sad hour for the republic when the refusal of unnecessary power and patronage by the President shall be held as crime. When it shall be so considered, the time will have arrived for setting up at the White House an Imperial throne, surrounding the Executive with Imperial legions!" —SEWARD.

I hold that this Government was made on the WHITE basis by WHITE men, for the benefit of WHITE men and their posterity forever, and should be administered by WHITE men, and NONE OTHERS. I do not believe that the Almighty made the negro capable of self-government.—DOUGLAS.

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"The Yamhill Railroad."

An article recently appeared in the Oregon City Enterprise over the signature of "Mud Sill," in relation to what the author is pleased to name the "Yamhill Railroad," disputing the proposition that the farmers on the West side of the river lose annually on cost of transportation enough to build fifty miles of Railroad.

The expression was a general one, and intended to attract attention to the paramount importance of this question. Upon full reflection we are not disposed to take it back; we believe that it is under rather than above the fact. It is a question that arithmetic cannot exactly decide, because the cost of transportation strikes at the prosperity and welfare of the farmer, and the community in so many thousand ways that it is impossible to estimate its actual influence. The cost of transportation, not only depreciates the price of wheat fully one-half, but it also increases the prices of everything which the wheat must purchase. It not only depreciates the value of the land from which the transported article is taken, but it robs the same land of the riches of manures which cheap transportation always returns to the soil.

"Mud Sill" desires to settle the question by pure decimals, never thinking that such rates of transportation as keeps the producer in poverty, robs him of greater blessings than mere wealth; robs him of leisure to improve his mind, to rest his body or to properly educate his children.

But in addition to these higher views of the aims of life which "Mud Sill" will not see; our side is quite as sensible by arithmetic as his, and we have taken some trouble to get facts bearing upon the point. He asserts that the lowest estimate of the cost of a Railroad is \$35,000 per mile, or \$1,750,000 for fifty miles. Mr. "Mud Sill" is not informed on this subject. He does not know that there is a great difference between the *actual* cost and the *ledger* cost of all Railroads, and that while Railroads generally figure up about his sum per mile on paper, their *actual* cost in cash is scarcely one-third that sum. For instance:

A heavy Railroad contractor in California having already figured on this "Yamhill Railroad," makes it cost in gold coin about \$10,000 per mile, and yet he asks more than three times that much to build it. The point is here; the *actual* cost is the cash paid out; the *ledger* cost is the contract price in the Company's Bonds; and the difference between the *actual* cost and the *contract* price is made up of losses, discounts, on the Bonds, (the largest item) and the profits on the job.

It is not much of a job to figure it. English Railroad iron laid down at Portland will cost \$85 per ton, and 30 tons to the mile will cost \$5,200; chairs and spikes, per mile, \$500; 2,600 cross-ties @ 30c., \$780; laying track, \$500 per mile; rolling stock, per mile, for ordinary traffic, \$1,200; or a total of \$8,100, cash per mile for everything but the grading; and there are four-fifths of the route of this road through level open prairies which can be graded with plough and scraper for less than one dollar per rod, linear. We are therefore warranted in saying that the cash cost of fifty miles of this road *cannot* exceed \$500,000.

Take the five agricultural counties on the west side of the river, and we will find they had this year near one million bushels of grain which would have gone to market as grain, and not wasted in stock as much of it is, if we had a Railroad. If we had Railroad transportation to San Francisco, that million bushels of grain would have netted the farmers fully fifty cents per bushel more than it has; and there is the \$500,000 to pay for that fifty miles of road; without ever counting the extra cost on the millions of feet of lumber used in the valley; or the loss for want of means to ship baled hay; or the loss on those hundreds of thousands of acres of land in the upper part of the valley, now idle and profitless for want of means to get produce away without its costing more than it comes to.

But we have no time to carry this further. We simply remark, that the man who will now set himself up against the advantages of Railroad transportation, as this "Mud Sill" has, had better pack his Cayuse and off to Alaska where his neighbors of "bar and Tiggins" will not trouble him about Railroads. "Mud Sill" advises us to enlist Eastern capital. Very good; what better plan to enlist Eastern capital than to first show by these subscriptions, that our home capital small though it be, appreciates a Railroad, endorses it, and is willing to go in where we ask others to go. This is in fact, the *only way* to secure Eastern capital, as numerous letters from the Eastern capitalists to the Railroad Company amply and repeatedly assert. "Mud Sill" would cut a pretty figure in New York asking monied men to invest in a thing he wouldn't touch himself. "Mud Sill" is mistaken in asserting that the people are persuaded that they can build this Railroad. No such thing. The people are told that the west side of the river can build 20 miles of it; and that they believe, and are acting accordingly. When that 20 miles is finished the Company will receive such subsidies from the United States and State governments as secures the construction of the balance. No dodging this point. The whole thing has been talked up with Eastern capitalists, and the Company know what they are about, and who is to help them through.

In conclusion, we would suggest to "Mud Sill," that the people on this side of the river have been doing business for themselves for several years past, and have not found it necessary to cross the Willamette for guardians or advisers. "Mud Sill" doubtless deems it smart to misname this Railroad by tacking on "Yamhill;" but while he chuckles over this small point, he ought to remember that nothing has ever yet failed that "got its start in Yamhill."

Radicalism is Secession.

REMEMBER—the State of South Carolina is either in or out of the Union. If in the Union she is entitled to the full benefit of every constitutional provision for States in the Union among which is the right to regulate the question of suffrage as every recognized State does; and the right to two Senators, and its quota of Representatives in Congress.

If she is out, she must have gotten out in some way, and he who recognizes the legality of that "get out" (whatever way it may have occurred) is a secessionist. If a mob enacts a law the courts do not recognize the law as of any validity or effect, nor can any officer of the law, or good citizen, without becoming a revolutionist himself.

To recognize that a State has ceased to be a part of the Union is to recognize the legality of its secession, for if its attempted secession was unlawful, as an un-lawful law is a nullity and is so held by all legal officers and good citizens, when the law resumes authority, the unlawful or unconstitutional law is as though it had never been—null and void ab initio.

If the Radical's position be correct that South Carolina is in a Territorial condition to be reconstructed, (Hon. P. C. Sullivan, says, Reconstruction is an illegitimate word and ought never to have been born, and we think he is right in that,) will some well informed Rad tell us how, and by what means she was transformed from a State to a Territory?

Come, Mr. Rad, how did South Carolina cease to be a State of this Union and become a Territory? We do not expect you to answer. You have falsely accused us of secession so frequently, so blantly, so persistently, that you have not the moral courage to give us your answer. You may prevaricate, you may dodge, and twist and squirm, but you know there is but one way to sustain your position, and that is, upon the "right of secession." Radicalism is founded upon the right of the secession. Of course, if South Carolina and other States legally seceded and ceased to be a part of our Union, they formed a new government, and the United States conqueror that new government left us a conquered territory, which we could control

and admit States made out of that Territory as Congress might elect; either of the same name and boundary as formerly or change as Congress might seem proper. But, if the war was the suppression of an insurrection or uprising of the people against the Constitution and laws of the land, its suppression was of course, but a restoration of Constitution and law, whereupon those who had violated law might be legally tried and punished, if convicted; but the law cannot charge itself neither can a mob or insurrectionist charge a law, nor one acting without legal authority.

If secession be unlawful how could a legislature holding under and by virtue of a secession ordinance amend or repeal a law?

A law cannot be amended or repealed without legal authority.

The secession legislature of South Carolina held the tenure of their office in

pursuance and by virtue of the Secession Ordinance. If the ordinance was illegal they were an illegal body.

If they were an illegal body they could have no more legal effect upon a law than "Big Ingin" should he attempt to amend the laws of Oregon.

If then they did not amend the laws of South Carolina—her laws were shattered from the commencement of the war for secession to its failure and the resumption of legal authority after the insurrection failed. They were "in statu quo, ante bellum," except so far as any amendment of the Constitution of the United States might have effected their laws, if any.

Let every man then understand that to be a modern Republican is to be a Secessionist

Friends Of Constitutional Liberty Organize.

DEMOCRATS, MEET IN YOUR PRECINCTS AND FORM CLUBS.

The most important election ever presented to the people of the United States is near at hand. Upon the result of this election the weal or woe of the Republic depends.

The great question of whether this is to be a government of the white people, or a Mowgli Despotism is now presented to us. Our friends, our children, the cause of liberty throughout the world call upon each and every man at this time to way well the political issues of to-day, determine his future course from careful thought.

Military necessity, that word of boundless extent, broad, overwhelming, all-absorbing and without limit can no longer be made an excuse for perpetrating what is unauthorized by law.

The great flood of passion that for years past has swept over the land in its mad

denied fury, scathing, foaming and dash-

ing against the break-waters that freedom

has erected against tyranny, has to a great

extent subsided and we can now present

the doctrines of the Constitution and lib-

erty and the cause of the white race with

reasonable hope that they will be listened

to, examined and approved by the people.

True, had the course adhered to by the

Democracy been the course of the govern-

ment, much of the blood and treasure ex-

pended for the preservation of the govern-

ment might have been saved and to-day

the star spangled banner be revered and

revered North, South, East and West

and a national Congress assembled in yester-

day's Capitol, composed of Representatives

from all the States, been deliberating on

the interests of a restored Union. But it

is not the part of wisdom to consider so

much what might have been under other

and different circumstances, as to deter-

mine what is best to do under the present

circumstances.

The great questions of the present are of

paramount importance. Whether the Gov-

ernment of the United States shall force ne-

gro suffrage upon the States? Whether all

the States that have ever composed part of the

Union are now in the Union and entitled to

representation? Whether under the clause

of the Constitution guaranteeing to each State

a republican form of government, Congress

may abolish the States of Maryland, Ken-

tucky, or any State it may suit the whim

of the majority of Congress?

Whether we shall have and maintain Mil-

itary Despotism over a large portion of our

Country? Whether this republic shall be-

come a centralized Despotism? Whether the

poor man shall be taxed because he is

poor and the rich man exempted because he is

rich.

These are the matters that are before

the people as a jury, to determine, and

it is time they should be considering of

their verdict. There is no reason why

Yamhill county should be behind.

Let Clubs be organized in every precinct.

Let these great questions be presented to

the people for them to deliberate upon.

Let political Debating Clubs take the place

of the usual literary associations for dis-

cussions. Let the champions of the Con-

gressional policy be challenged to give a

reason for the course pursued by their

party. Let us meet them before the peo-

ple in every neighborhood and expose the

falsity and bliting wrongs of their policy.

Let these great principles be so presented

to the people that when the time shall have

arrived to determine them at the ballot

box, every man will be duly and truly pre-

pared to cast his vote understandingly.

This course is of vital importance to us

for our enemy is insidious and will hesi-

tate not at professing to "honestly differ"

when they have fully determined to carry

their obnoxious plans into execution, or

make any other false pretense should they

believe they can thereby catch a vote.

Let us then organize White Men's

Clubs in every precinct, and at the next

election roll up 3000 majority for the

Democratic ticket—the cause of Constitu-

tional liberty and a white man's govern-

ment,

TELEGRAPHIC.

COMPILED FROM THE HERALD.

The Herald's special says a majority of Senators hesitate as to the legality of the present session, and are disposed to adjourn from day to day till December.

The Tribune's special says Stanton don't desire reinstatement, he wants Congress to take action, and rebuke the President.

Gen. Averill's name has been presented for the War Office.

It is rumored that the treaty for the purchase of the two Danish West India Islands has been signed at Copenhagen.

It is understood from heads of different departments that the estimate for the coming year are much larger than for last year. It is said the President disapproves of Gen. Mower's course in Louisiana, and will probably remove him from any kind of command in the Fifth District, and assign him to duty elsewhere.