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THE CONGRESSIONAL DISGRACE.

How the Dabblers in Credit Mobilier Stand the Exposure—Terrible Examples for the Sunday-School Books.

(Washington Cor. Cincinnati Commercial.)

There were lively times when the proposition was made to Congress to open the doors of the Credit Mobilier committee. Those, or at least a majority of those, who did not desire the doors thrown open, did not dare to vote against the resolution for fear their action would be misinterpreted. For, to tell the truth, I honestly believe that a few men were there who knew at the outset just how virtuous they were. Being accustomed to a mild glow of the article at all times, they were not overcome as were many others, apparently, by a sudden outflow and overflow of it, all at once, as it were. Those of the mild glow were somewhat surprised at the tremendous vehemence of the unexpected reinforcement, and in their bewilderment, they allowed themselves to be swept along with the surge of the crowd. The individuals present most concerned in all the hubbub, seemed generally aware of the fact. Dawes was absent, "setting of em up" for the Massachusetts Senatorship in Boston. Bingham didn't look at all well. He sat curled up in his chair, to all appearances revolving some disagreeable matter in his mind. Brooks looked even yellower than usual, and downcast and dispirited and gloomy. Ever since the first connection of his name with the matter, and more especially since his speech denying such just connection, he has seemed to lose more and more every day his vitality and energy. He is not the same Brooks that used to go walking about laughing and talking with his friends what time he was not busy in watching and debating upon matters before the House. The expose, or the charges, the fact of being suspected, or else the fact of having been caught, one or the other, has had a terrible effect on him. You have observed square perjury in his case. Somehow somebody has lied. And McComb, in his cross-examination of Alley, has made that frisky little Yankee sharper blunder and halt very perceptibly in his efforts to clear Brooks.

Commend to your youth, my friends, Colfax and Scofield. If you don't print them in your Sunday-school books, you may at least put them down commendingly in your secular text-books, where the boys who will be business men one

day will learn how shrewd business men take care of themselves. In the case of Schuyler they will learn to keep out of lawsuits. One may buy into a questionable speculation, joining one's friend, if everything seems clear and fair—the prospect for taking in a few pennies slyly and quietly, without a cloud; but, my dear boys, when adversity comes, when you are in a fair way to be caught, when troublesome lawsuits loom up, then set out! Make your friend pay you back your money if you can; if not, let it go and get out of the scrape!

In brother Scofield's case we learn the same valuable lesson, only a little varied. He bought ten shares. When he found that the partner who owned ten shares was individually liable on account of the corporation, he made all haste to sell out. That is good. Embark in a swindle, but don't take any worldly risk (the moral part of this thing is not to be considered); if your partner fails to warn you of a risk in the swindle you are to embark in, and you subsequently find there is a liability, get out of it. You may steal, but be careful that there are no after claps to it. Don't go in and bind the strong man, if you wish to spoil him; peradventure he burst asunder the bonds where-with you have bound him and do damage. But if the strong man be gone into a far country, with all his household, then, my son, you may go through him and be glad.

One is led to reflect what a dazzling old serpent is this Oakes Ames, who has thus beguiled these fair he-Eves. He must have had fascination of more than ordinary power. He even brought Henry Wilson into his toils—Wilson, the one whom so many thought must have been the one not guilty. There is something of pathos in the case of the poor old man, who invested the gifts made to his wife, now dead and gone, at their silver wedding, in a speculation that was to bring shame and disgrace to him eventually. One feels to pity in this single instance at least. Certainly we have more of pity than blame for him. But men will make mistakes—which is trite and don't mean much.

A Gloomy View

The Hon. Robert Brown Elliott, colored member of Congress from South Carolina who was candidate for the United States Senate in the late contest, takes a sombre view of the situation. He thinks that money was used very freely to secure Patterson's election, and adds:

"Now, understand me. I am not saying this out of personal feeling. I was a candidate before the Legislature and was defeated. I can bear defeat, but the humiliation the thing has brought upon our colored race—that's what hurts me. Our race is now on trial before the world as to its fitness to govern. What will be said after such a wholesale buying up as this? The colored men, as you know, are in large majority in the Legislature, and then for them to deliberately sell out by wholesale is a blow that we can't get over for years. It is a blow at our integrity, our honesty, our manhood. The report has gone to the world that the colored legislators, making laws for Carolina, have been bribed by wholesale, and the report is, unfortunately true. What will the world think of it?"

The following from the pen of Horace Greeley admirably tells how not to build up a town:

If you wish to keep a town from thriving don't put up any more buildings than you can conveniently occupy yourselves. If you should accidentally have an empty dwelling, and any one should want to rent it, ask three times the actual value of it. Demand a Shylock price for every spot of land that God has given you stewardship over. Turn a cold shoulder to every mechanic or business man seeking a home among you. Look at a new comer with a scowl. Run down the work of every new workman. Go abroad for wares, rather than deal with those who seek to do business in your midst. Fail to advertise, or in any other way to support your paper so people abroad may not know whether any business is going on in your town or not. Wrap yourselves up in yourselves and cover yourselves up with a coat of impervious selfishness. There is no more effectual way to retard the growth of a town than actions like those enumerated, and there are people in every town who are pursuing the same course every day of their lives, and to whom the above remarks are most respectfully offered for their most respectful consideration.

The Railroad Despotism and the Hard Times.

The people of this State, especially those of the Willamette valley, have felt the hand of the railway despotism for the last two years in many ways. They have paid such enormous charges for transportation on all the produce they have sent away, and all the merchandise they have brought to their homes, as to leave themselves no recompense for their own toil, nor for the money they have invested in their farms and shops. The exigencies of the railway company have been such as to demand that every ton of freight should be forced to contribute the last cent it would bear in order to enable the company to pay the interest on its bonds. The stress of this exigency made it necessary for the railway company to be freed from the competition of the line of the river boats that were plying on the Wallamet and its tributaries when the railway was commenced. The price of this purchase was not equal to the profits of carrying the crop of a single year; and then, the ability of the railway company to procure the loans necessary to carry on its further enterprises, depended largely upon its present trade. This could be greatly swollen by purchasing the boats on the river, and immediately inaugurating such a system of discriminations in favor of the railway and against the river, as would give the bulk of the trade to the former. The purchase was made the tariff of freight charges went up, and the discriminations inflated the railway traffic and the credit of the company, so that it was possible to effect negotiations abroad which would have been impossible under any honest administration of the railway company's affairs. The burdens of this fraud were and are borne by the producers; the benefits enjoyed by Mr. Holladay and his band of retainers. The profits on the construction of the road, of course, went into the hands of the little Credit Mobilier, of which Mr. Holladay was understood to be the master, and a dozen or so of political flunkies, who are still blowing his horn, were the instruments. This money was spent for election purposes, a por-

tion of it in the primaries and a portion elsewhere. The enormous freights have been necessarily kept up in order to meet the interest on the bonds. This money is all carried out of the country. Those who hope to see better times will wait for the realization of their hopes till something can be done to obviate the necessity of sending away annually seven hundred thousand dollars to pay interest on borrowed capital. This end may be reached by the encouragement and support of competing transportation. Any considerable competition in the carrying business will bring freights down to the minimum paying rates, and that will relieve the pressure by keeping in the hands of the farmers a large portion of the money now paid to the railway company and transferred to Europe. This may reduce the income on the road to such an extent as to disable it from paying its interest, but that is not for the producers to look at. They had no part in contracting these obligations, nor in the misrepresentations that enabled Mr. Holladay to contract them, and their honor is therefore not involved in the question of their liquidation. The interests of the producers is to act in harmony and take care of themselves, leaving the men who have brought about this state of things to work out there side of the problem as best they can.

It appears from the Washington dispatches of the 25th ult., that the effect of the Credit Mobilier investigations is already manifested in the desertion of the railway companies by many of their Congressional friends. The exposure of the rascalities by which these corporations have worked their jobs through Congress, producing among Representatives and Senators, a wholesome fear of the consequences of remaining longer in the same boat with them. The Goat Island grab is reported as losing friends and the measures introduced to compel the companies to meet their liabilities to the government are gaining ground.

—Oregonian.

Interesting Statistics.

One of the most interesting results of the labors of the State Board of Equalization recently in session at Salem is the tabulation of statistics of assessment in the various counties of the State for the year last passed, which was very thoroughly made by order of the Board, and which discloses some facts important enough to call for comment at our hands.

The aggregate of taxed acreage is shown to be 3,298,039 acres, an amount much smaller than is known to have passed from the United States into the possession of individuals under the operation of the donation, pre-emption and entry laws, and into the possession of corporations by grants in furtherance of works of public utility. The inevitable conclusion is that much of the real estate of Oregon escapes taxation under present modes of assessment. And if land—the most easily assessed species of property—escapes thus, what may we conclude is the case with personal property? Is it wonderful that the personal property of the whole State appears by the assessment rolls to be but \$18,147,073?—a most ridiculous showing, since it would not be difficult to select one hundred of our rich men who together should be worth more than this sum.

The indebtedness of the whole

State amounts to \$9,323,863, being one-half the gross personal property and one-fourth the total taxable property of the State, to-wit: \$37,174,168. Do we as a people owe one fourth of all we own? or is this indebtedness in great part a fiction for the purpose of eluding taxation?

There are no means of ascertaining the rate at which personal property in the whole State is assessed, only three counties—Clackamas, Douglas and Lane—giving the details, from which it appears that the average horse of Clackamas is worth \$45; that of Douglas, \$32 52; and of Lane, 46 73. Cattle in Douglas average \$16 12; in the other two counties, some cents over \$20. But sheep in Douglas are worth \$2 57, against \$2 in the other two counties. All three counties agree that an average hog is worth \$2.

On this point of average value, there seems to be, in future, some need of equalization, for probably there is as much, or more, inequality in the counties not exhibiting the rates of horses, cattle, etc., on their assessment rolls as is apparent in these three. The uniform blank assessment roll established by the Board appears to us a step in the right direction toward curing this defect.

Of the value per acre of land in the respective counties, the information extracted from the assessment rolls is more complete. Excluding town property, agricultural land is worth in Benton \$4 68 per acre; Clackamas, \$3 40; Clatsop, \$3 54; Columbia, \$3; Coos, \$2 72; Douglas, \$3 80; Jackson, \$3 27; Josephine, \$4 50; Lane, \$4 77; Linn, \$6 14 3-4; Marion, \$4 53; Multnomah, \$10 80; Polk, \$4 74; Tillamook, \$3 50; Umatilla, \$5 87; Washington, \$5 04; Yamhill, \$3 87; Wasco, 57 1-2 cents. The apparent average value of land in Wasco is reduced by including in the total 60,000 acres of wagon-road land at 20 cents—otherwise it would stand at \$6 49 1-2. Baker, Curry, Grant and Union counties do not give data from which the average value per acre of their lands can be ascertained. A study of the above table will probably induce many of our readers to conclude that in adjusting these values there will be work hereafter for the State Board of Equalization.

—Oregon Herald.

A clerk, in Dubuque, lately entered into a contract with his employer for \$500 00 additional salary, to carry and deposit in the Mississippi river one single No. 6 shot, doubling the number each week during the year. The young man thought he had an easy job of it and commenced operations. Up to the eighteenth week his burden had simply arose to 48 pounds. Here he stopped to make a little calculation. Imagine his astonishment at the discovery that he would have to carry and deposit, on the last week of his contract, four hundred and two million, three hundred and seventy thousand, one hundred and eighty-four tons!

The Boston Globe says the editor of the *Alla California* had the sick headache for twenty-four hours after reading in an Eastern Exchange that whisky was the horn of plenty; and it would corru you copiously.