

1866. Established 1866.

THE WEEKLY ENTERPRISE. AN INDEPENDENT PAPER, FOR THE BUSINESS MAN, THE FARMER AND THE FAMILY CIRCLE.

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J. F. MILLER & Co., Wholesale and Retail Dealers in Boots and Shoes!

FARR & BROTHER, BUTCHERS & MEAT VENDERS.

Ancient Discipline vs. Modern.

A good old Hebrew proverb says, "When boys get off the track, the switch must be discreetly used to bring the rebels back."

parallel with each other. In October, 1866, the Legislature of the State of Oregon undertook to designate a company, but at that time the company was not formed.

The Oregon Central Railroad Question in the Senate of the United States. As very good men have often been deceived by very bad men—and as the "Westiders" claim everything done in Congress thus far on the matter of the Railroad interests of this immediate section, we propose to give a full synopsis of the proceedings in the Senate on the 4th ultimo, that Oregonians may not be misled by the "Gasconade" of the west side O. C. R. R.

The motion was agreed to. The Chief Clerk read the bill. It recites in its preamble that the Legislature of the State of Oregon, by joint resolution adopted in October, 1868, designated the Oregon Central Railroad Company, a company whose articles of incorporation were filed in the Secretary of State of Oregon on the 22d day of April, 1867.

W. F. Highfield, established since 1849, at the old stand, Main Street, Oregon City, Oregon. An Assortment of Watches, Jewelry, and Seth Thomas' weight Clocks, all of which are warranted to be as represented.

Clark Greenman, City Drayman, Oregon City. All orders for the delivery of merchandise or packages and freight of whatever description.

Excelsior Market! Corner of Fourth and Main streets, Oregon City. Keep constantly on hand all kinds of fresh and salt meats, such as BEEF, PORK, MUTTON, VEAL, CORNED BEEF, PICKLED PORK, LARD, and everything else to be found in their line of business.

J. F. Miller & Co., Wholesale and Retail Dealers in Boots and Shoes! At the Oregon City Boot and Shoe Store, Main Street.

Farr & Brother, Butchers & Meat Venders. Thankful for past favors of the public respectfully ask a continuance of the same.

prevent the west side people from taking lands to which in fact they are not entitled. I ask the Senator from Oregon to see why it is that although these parties may not have a status in court, they have the lands themselves, owing to the lapse of time, they have not the requisite standing in court to ascertain whether in truth the other party are entitled to be recognized by the court.

Mr. Corbett. Then they are not entitled to the land. The second company claim that the west side company is not entitled to the land from the fact that there was a want of some technicality at the time of their designation. The west side company claim that they had a sufficient organization to be designated by that name, and that they did file their assent with the Secretary of the Interior, and that they were recognized by the Secretary of the Interior, which they did within the time prescribed by law.

Mr. Williams. I hope Senators will not jump at conclusion. I have had no opportunity to explain this matter. The bill was referred to the Committee on Public Lands, and the person who files the remonstrances appeared there, and at his request the bill was laid over one week in the committee to enable him to prepare his objections to the bill.

Mr. Corbett. I wish to ask one question. The company in whose behalf the remonstrance is made was designated by the Legislature of Oregon in 1866 as the company to receive this grant. The members of the company, who were designated by the Legislature of Oregon as the company to receive this grant, the members of the company, who were designated by the Legislature of Oregon as the company to receive this grant.

Mr. Williams. None whatever: the paper was in the pocket of an individual, and was not filed in any office until some time after the designation. The organization of the two companies were completed about the same time; they commenced work about the same time, and expended money. One company has graded five or six miles of road and expended, (as it is stated, \$100,000.) and the east side company has graded some forty or fifty miles and expended, \$250,000, and it has large mills in operation cutting timber to be laid down next spring.

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the lapse of one year—as the matter now stands the public lands belong to the Government; neither party can obtain them; and he will not recognize either party or certify the land to either company. At the last session of the Legislature both companies appeared before the Legislature: one entire day was occupied in taking the evidence of the respective parties. I would say if either one of these parties had the right to be recognized by the respective parties, and the Legislature then decided, by a vote of 14 to 8 in the Senate, and 28 to 18 in the House, without any distinction of party, to designate the east side company, and now as that designation has been made, and as the west side company cannot take the land, this bill simply provides that either one of the companies heretofore designated may file its assent with the Secretary of the Interior to the act, and then the controversy as between these two companies is to be conducted in the courts of the State of Oregon.

That is the way in which the matter stands. I would say if either one of these companies had this land or could get it I would not propose any legislation; I should be perfectly satisfied. But as the matter now stands neither company can obtain the lands; and Congress cannot do anything to help either company. Here is the decision of the Committee on Public Lands on this question; and we had before the Committee on Public Lands a remonstrance of members of the Legislature against the passage of this bill, which was referred to the Committee on Public Lands, and the person who files the remonstrances appeared there, and at his request the bill was laid over one week in the committee to enable him to prepare his objections to the bill.

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viding that it shall belong to the company or the other, and then let the companies litigate their rights to this land. That appears to me to be an equitable course to pursue. I undertake to say that this bill does not in any way affect the rights of the west side company to this land. It does not profess to take away any right from any company, or to bestow any right upon any company, but it simply proposes to revive the grant for one year, so that these parties may litigate with each other before the Interior Department as to which is entitled to the land. If the Interior Department should decide that the designation of the west side company, made in 1866, was a good and valid designation, I should not find any fault whatever with that decision, because it is a matter of indifference to me as to which company has this land. But if upon litigation it shall be determined that that designation is void, then I want the land to fall into the hands of the other company, so that it may be appropriated to the construction of a road; so that we may have one railroad in the State of Oregon; and if this land grant is lost it is doubtful whether we shall have any road.

Now Mr. President, that is simply the position which I occupy on this subject. This bill is in general terms I would be willing, if it was practicable to do so, to take up one of these roads and to designate the road that should be entitled to the land; but these are now difficult questions, and the Senator has suggested several judicial questions upon which it is necessary to take evidence, and upon which it is necessary that the courts should decide, in order to determine as to which company has the better right. I do not suppose that Congress would desire to go into this protracted and difficult investigation, and therefore this bill is put in a shape where it is only necessary for Congress to say that this land grant shall live one year longer, but that the company that may be entitled to it by the decision of the courts. That is all that this bill proposes to do, and I am sure there is nothing inequitable about it; nothing which would be a cause for complaint. If it is the misfortune of the west side company to lose the land, of course I regret that misfortune. If it is the misfortune of the other side to lose it, that is to be equally regretted. But, sir, something seems to me, must be done. I propose to occupy myself upon this matter to the people whom I have the honor to represent here, if it be the pleasure of the Senate to refuse to pass this bill, or any other legislation on the subject of the Oregon Central Railroad. I have endeavored to maintain the interests of the State without any favor toward either one of these companies. And now, sir, I wish to have the correspondence with the Secretary of the Interior read and put upon the record, and I shall have no more to say on the subject.

The President pro tempore. It will be read, if there be no objection. The Chief Clerk read the following letters: SENATE CHAMBER, WASHINGTON, January 13, 1869. Sir: I respectfully invite your attention to section one of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July 25, 1868, which provides for the disposition of the lands granted by said act in the State of Oregon.

Inclosed please find a pamphlet entitled "Statement with regard to the claims and rights of either company, but in view of the fact that the articles of incorporation of the west side company were not filed in the office of the Secretary of the Interior, and in view of the fact that the east side company cannot file its assent, as required by the sixth section of the act, which is withheld, and in view of the fact that the benefits of said act will be wholly lost to the State unless some thing is done to prevent it, will you be good enough to advise me, through the Secretary of the Interior, of the action of your Department or the views you entertain of the matter making unnecessary the proposed legislation.

Yours truly, O. H. BROWNING, Secretary of the Interior, Washington, D. C.

DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C., January 20, 1869. Sir: I have received your letter of the 19th instant, and the accompanying copy of Senate bill No. 776, to amend an act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon, approved July 25, 1868, with other papers relating to the subject.

Said act required the Legislature of Oregon to designate a company organized under the laws of the State to locate and construct said road in Oregon. Two companies called the Oregon Central Railroad Company claim to have been designated. These, it appears, are locally called the east side company and the west side company.

By a resolution adopted by the Legislature in October, 1868, the east side company was designated. The purpose of the bill, as understood, is to authorize this company to file its assent to the act, and to construct said road in Oregon, and to file its assent to the act of Congress within one year after its passage.

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rights of the claimants or some action by Congress upon the subject." I inclose a copy of said letter. The papers which accompanied your letter are herewith returned. I am, sir, very respectfully, your obedient servant. O. H. BROWNING, Secretary. Hon. GEORGE H. WILLIAMS, United States Senate.

DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C., Jan. 13, 1869. Sir: I have received your letter of the 11th instant, asking that certain maps filed by J. G. Weston, Esq., under the act approved July 25, 1868, as showing the location of the railroad from Portland in Oregon, to the western line of the State of California, may be accepted by this Department. In reply, I have to state that as there are two companies of the same name claiming under the laws of the State of Oregon the benefit of the grant made by said act of 1868, I must decline, in the absence of judicial decision as to the rights of the claimants, or some action by Congress upon the subject, to comply with your request. Very respectfully, your obedient servant. O. H. BROWNING, Secretary. S. G. BROWN, Esq., U. S. Corbett, United States Senate.

Mr. Corbett. Do I understand that that last letter is addressed to me, or to some one else in my case? The Chief Clerk. To "S. G. Brown, care of Hon. H. W. Corbett, United States Senate." Mr. Corbett. I never saw the letter before. Mr. Williams. They sent me a copy of it. And I wish to state that with my letter I submitted to the Secretary of the Interior the protest signed by nine members of the Legislature, in which every fact and every argument that can be made in favor of this west side road was made. This was sent to the Secretary of the Interior with what is called a statement of the facts on the other side. He was requested to examine and decide the matter; so that he was not ignorant of the argument on both sides of the question.

Mr. Corbett. I will state one very important fact, that the telegram which has been received since that the papers were placed on file in the Secretary's hands on the 6th day of October, 1868, and the company was designated on the 10th of October as the company to receive this grant. This is the statement of the Secretary of State. He it appears, had made a statement before that that the papers were not filed until some time after. The question is, when the papers were really filed, whether they were filed when they were placed in the Secretary's office on the 6th of October, or whether they were not filed until after they were withdrawn and replaced again. That is the position; and the Secretary of the Interior does not appear to be cognizant of these facts. That is all I have to say.

The President pro tempore. The question is on reordering the bill to the Committee on Public Lands. The motion was agreed to. WOMAN'S LAW.—Mark Twain says when women frame laws the first thing they do will be to enact: 1. That all men shall be at home at ten p. m. with us.

2. That married men should bestow considerable attention upon their own wives. 3. That it should be a heinous offense to sell whisky in saloons, and that fines and disfranchisements should follow it in such places. 4. That the smoking of cigars to excess should be forbidden, and the smoking of pipes utterly abolished. 5. That the wife should have the title of her own property when she marries a man that hasn't any. "Such tyranny, as this," says Mark, "we could never stand. Our free souls could never endure such degrading thralldom. Women, go away! Seek not to legislate us out of our imperial privileges. Content yourselves with your little feminine trifles—your babies, your benevolent societies—your knitting—and let your bosses do the voting. Stand back—you will be wanting to go to war next. We will let you teach school as much as you want to, and pay you half price too; but beware! we don't want you to crowd us too much."

The San Francisco Times says that six noted Chinese burglars arrived by the last steamer from China and Japan. The Chinamen who gave the information say that these robbers were noted characters in China, and that they had to flee to this country to save their lives. They have with them an anesthetic, which is described as being much more powerful than chloroform which they use to put people to sleep.

A new car wheel has recently been invented. The wheel is made in two parts, and consists of a web which is bolted fast to the hub. A ring of rubber interposed between the web and the hub, and secured by the bolts and flanges receives the jar of the loaded car. It is claimed that by this arrangement the cars ride more easily, and the danger of breaking the axle is diminished. It is said that the only infallible way to ascertain that death has taken place, with the exception of decomposition, is by holding a taper to a part of the body. If the blister on being punctured gives forth a fluid substance, death has not taken place. If air is emitted, death has occurred.