# The Weekly Enterprise.

**Oregon City, Oregon,**

D. C. IRELAND, EDITOR AND PROPRIETOR.

**Saturday : : : June 19, 1869.**


### The Election in Washington Territory.

The election of Mr. Garfield as delegate to Congress from Washington Territory, under all the circumstances, is a signal illustration of what may be accomplished by earnest, determined work, and we confess that we are agreeably disappointed at the result. We were inclined to the opinion that the Republican party had a majority of the legal voters of that territory; but the opposition which confronted Mr. Garfield at the onset of the campaign was enough to appal any but the potent heart.

Besides the Democratic party, properly speaking, there appeared to be a wide spread disaffection among Republicans, and the indications were that it would be impossible to unite the party in support of the nominee. But as the canvass progressed it became evident that the disaffection in the party was mostly on the surface, and extended but little beyond the "official clique," many of whom had been raised from the obscurity to which they belong, and to which they will soon return—by the man whom they treacherously conspired to defeat. Appreciating his superior ability, and jealous of his personal popularity, they determined, by the most cowardly means ever resorted to in political life, to defeat his election. The extent of this treachery is hardly yet known, but enough is known to consign a majority of the Federal appointees to an eternity of infamy. They may as well commence making up their accounts at once, for the day of settlement is at hand.

The election of Mr. Garfield under these circumstances, is a triumphant vidication of his character, and is the result, in a very great measure, of his own personal exertions. Seeing what he had to meet he "rolled up his sleeves and went to work," and his speeches among the people appear to have been a *succession of triumphs*. From the first day of the canvass his prospects brightened, until election day, when *the people*, in thunder tones, spoke the verdict which seals the doom of Democracy *and treachery*, in Washington Territory.

In striking contrast to the conduct of the official clique was the action of Hon. ELWOOD EVANS, who, it will be remembered was nominated by President GRANT, as Associate Judge, in Washington Territory, but who was rejected by the Senate, for supposed sympathy with the Johnson Democracy. Forgetting this severe rebuff, MR. EVANS worked with a will for the election of Mr. Garfield, showing that whatever may have been his short comings in the past, he was willing to show his faith by his works.

Indeed the entire party went to work, and we dare say will continue to work until the newly appointed Federal officials, who have betrayed their friends, are *removed from office!* and replaced by better men. Let Gov. Flanders, Marshall Ritz, Judge Dennison, Assessor Howe, Collector Wilson, *and any others who have betrayed their party* feel the weight of the influence which has elected Hon. Salucius Garfield as Delegate to Congress, in spite of their treachery.

### "SPECS" OF WAR.

General Johnson, of the McMinnville *Courier*, and the "impractical schoolmaster" of the Portland *Herald*, are just now engaged in a spirited discussion of the "time honored principles." The General does not appear disposed to submit meekly to certain theories advanced by the school-master, and has declared that certain doctrines of the *Herald* are not found in his copy of the Democratic Decalogue, in reply to which the school-master reads the General a lecture, and with a supercilious air "kicks him out" of the party. But the General comes back at the pedagogue in such a style as to lead to the conclusion that the rod and ferule have lost all their terrors for him.

This controversy derives its principal interest from the fact that each party claims to represent the "views" of the Democratic party—both are steering for the Democratic paradise, but disagree as to the proper channel; both are prescribing for the same patient, but one insists that the case requires a strong dose of repudiation, while the other thinks a Chinese bath will answer the purpose better, with an occasional dose of moonshine in homeopathic quantities. In this controversy we think the General has decidedly the advantage. The school-master exhibits the most cheek—the General the most pluck; The school-master the most tact; the General the most brains; The school master the most Democracy the General, the most decency. The school master writes most, the General writes best. It is hard to foresee what the result will be, but if the General had control of the *Herald*, and the school-master were put upon the *Courier*—the *Herald* would be the better paper of the two.

—The young ladies of Josephine county have discovered a new name for a boggy. The girls down that way call them hugging machines; and the girls ought to know!

### THE PACIFIC RAILROAD.

We have been anticipating with pleasure, the accomplishment of this great undertaking. And now the deed is done. The last rail has been laid, the last spike driven. The iron-horse has traversed the continent from Sacramento to the modern Athens. On the 10th of May,—a little more than four years ago, from the day ground was broken,—the strokes of the hammer were heard from one side of the continent to the other, as the work was finished. We can but regard this as the eighth wonder of the modern world. Difficulties which would have seemed insurmountable in the infancy of railroads have vanished. The track which has given the country inter-oceanic communication, and bound together its remotest parts with bands of iron, has found its way over and through the mountains, climbing up their rugged sides or tunneling its way through the rocks, filling up or bridging over deep canyons stretching across hitherto unknown sections of country supposed to be, in the geographies of our childhood, trackless deserts, until it has united the fresh and bouyant civilization of the remote west, with the more staid civilization of the east. How well the work has been done, it is not for us to judge. It has unquestionably been the object of the companies who have had it in charge, to bring their lines together as soon as possible. And in doing this, they have no more than kept space with the impatience of the people. There can be no doubt that much of the work has been done to serve a temporary purpose, but if the communication which has been established can be maintained, we can feel that we have a Pacific railroad, and that in due time all defects in the construction of the road will be remedied. Let us hope that those in charge will exercise such care as to avoid those terrible accidents which are not unfrequent upon the opening of new lines. We have not the time, nor space, nor means at hand, to investigate the swindle said to have been perpetrated upon the government by those connected with this enterprise. There is such joy in view of its completion, among the people, that they feel almost ready to forgive those who have stolen from the pockets of so intangible a person as "Uncle Sam." Unlike other railroad enterprises in this country, this has been almost exclusively under government patronage. It has been a work of national and not of local interest, and therefore of national pride. Hitherto railroads have been built when the growth of communities has demanded them, and there has been sufficient wealth among individuals to carry forward the work. In this case, the lines starting from points of civilization have been run out into the wilderness opening up hitherto unexplored sections for purposes of settlement. We may expect ere long to see a belt of population extending several miles in either direction from the railroad line and reaching across the entire country. Brigham Young has already shown us what can be done by means of irrigation in reclaiming the wilderness, and we shall not be surprised to see the "Great American Desert" of our childhood concord with towns and cities, and bringing forth the productions of the earth for the sustenance of a teeming population.

It is hardly possible to enumerate all the advantages that will accrue to the world at large, to the people of this country, and especially of this coast by the opening of this road. These are of a political, commercial, industrial and social character. Bowles in his work, "Our New West," speaks of meeting people all along the overland route, who were waiting anxiously for the coming of the cars, because they "wanted to go home." Some were dissatisfied and wished to return east to remain. Others wished to visit their old homes, and return again to their new ones. Yet among all who had emigrated from the Eastern States and left friends behind them there was an earnest desire for a closer connection with their old homes. Is it not true that there are thousands of families scattered over this coast, from the Eastern States that have cherished the feeling that when their fortunes were made they would return to their former homes and enjoy them, who, now that the distance in time has been reduced to a narrow space, will feel that they are so closely connected with the east that they can content themselves to remain where they are, build up homes, surround themselves with those things which tend to build up, and refine society and thus make their western homes equal or superior to their Eastern ones. The railroad will do more to bring about this result than all other influences combined.

The industrial and especially the mining interests upon this coast will receive a new impetus. It is in consequence of these interests that the road has been so rapidly completed. And now there will be a revolutionary influence. Mining must have been slow and expensive, when all the machinery had to be carried six thousand miles by water, and then three or four hundred miles inland over rough mountain roads, by means of rude contrivances for carriages, in many instances. Now the railroad can take everything that is required in short time from the machine shops of the east. Enterprise will be quickened,—the work will be more thoroughly and systematically performed. The greatest advantages however are those which will accrue to the commerce, not only of our own country, but of the whole world. Though these advantages industry will also be quickened. The passage to Asia from our Eastern ports and from Europe, will be much shortened. This work is a long step in the direction of making the whole world neighbors. With the completion of the Suez canal we shall have rapid steam communication with every important nation on the globe. And this will form a new safeguard against national disorder and consequent war. In a political point of view, the work is of great importance. With such close connections with the east, it will be impossible for any demagogue to lay the foundation of a separate Empire here on the Pacific Coast. Our interests will become more and more identified with the interests of the whole nation. The whole nation is thus bound together with iron bonds which cannot easily be broken. May our prayers ascend with the prayers of the venerable Dr. Todd, offered up as the last blow was struck completing the work, "that God's blessing may rest upon it, so long as the hills, among which the ends were bound together, shall remain."

### EAST PORTLAND, OREGON.

The friends of East Portland begin to feel an air of confidence in the place which is truly refreshing, and their hopes are well founded. The fact that East Portland has already made astonishing progress is readily observed by visitors to the place, and what is to follow may easily be imagined by those who in the least realize the age in which we live. *Enterprise* and *Progress* are the watch words, and the Sentinels at East Portland are on duty. We found ourself in that place one day last week, and being surrounded by much that contributes to the building of an important city, we made memorandums and here give our readers a faint glimpse of the promising town.

The situation of East Portland, on the right bank of the river opposite her big sister, Portland-on-Wallamet, is so well known that we need scarcely refer to the fact of its many advantages, in a commercial way, so in order to be as brief as possible we will proceed to decipher the hastily made mems. above referred to.

The first thing which attracted our eye after leaving the Portland Ferry boat, at the East Portland landing, was the existence of the Dalles, Umatilla and Salt Lake telegraph line. The chief attraction a few weeks later will be the Oregon Central Railroad. The next present indication of prosperity on the most direct route, was the East Portland Bank, James B. Stephens President, Dr. A. M. Loryea and H. Logan Tellers, Hamilton Boyd Secretary. This institution is in a new building of ample dimensions, is supplied with proper safes, is furnished handsomely, and wears a business like appearance not ordinary for small towns—we should be proud of such a bank in Oregon City. The business transactions at this bank, although so recently established, show that it is to perform an important part in the progress of the place.... The East Portland Homestead Association will soon be prepared to dispose of lots and blocks on the Stephens' Addition to East Portland, on one, two, or three year's time, and money will be advanced to parties purchasing, to assist them in building upon the lots, the principal to be paid back in monthly instalments. This plan will rapidly increase the number of actual residents at East Portland. Dr. Loryea, we presume, is amongst the originators of this movement, as he has had the plan in view for several years, to our knowledge, and his experience, observation and enterprise, will greatly facilitate matters ... Property in East Portland is steadily advancing in price—and at present rates purchasers are sure of good interest on an investment, inasmuch as there can no longer be a doubt in the minds of any with respect to the speedy construction of the Oregon Central Railroad. Ben. Holladay & Co., contractors, have large real estate interests at East Portland, and the Railroad Company have decided to construct an extensive wharf on that side, and for such purpose several blocks of land, adjacent to the river, have been secured. The Company's car and machine shops, which at present are some considerable distance from the river, in the vicinity of the place where the first ground was broken for the road in April of last year, will soon be moved to the river bank.... The Oregon Asylum for the Insane, Dr. J. C. Hawthorne proprietor, is located on one of the finest sites in Oregon, at East Portland. There are at this time one hundred patients in the institution. Miss Dix, the philanthropist, paid the Asylum a visit a few days before we were in East Portland, and she pronounced it the finest private establishment she had ever visited.... The Brooklyn Flouring mill, and three saw mills, are located upon the addition of Mr. Stephens, and there is, near by, a water-power equal to any in Oregon, excepting that at this city, which is not equalled, in the entire circuit of the globe. Mr. Stephens will soon visit the Atlantic States, and it is his intention while in the east to purchase pipe for the introduction of gas and water, to the entire place.... We found several flourishing Orders in existence in East Portland, and visited Washington (Masonic) Lodge, U. D., in company with Messrs. A. B. Richardson, Dorcey, Joyce, and others, with profit to our knowledge. This Lodge is in a most excellent condition, and will do much good. The officers are: J. W. Pratt, W. M.; John Harrison, S. W.; S. Parker, J. W.; A. M. Loryea, S. D.; J. Elam, J. D.... Orient Lodge No. 17, I. O. O. F., J. Kenworthy N. G.; P. Kelly, V. G.; John Dolan R. S.; T. G. Beatty, Treasurer, meet weekly in the same hall.... East Portland Lodge No. 16, I. O. G. T.; C. G. Devine W. C. T.; Miss Fairchild, W. V. T.; with a membership of forty-six, also meet in the same hall, which is nicely carpeted and furnished.... There are in East Portland at this time, two School Houses, and a graded school it is expected will be established next year. Episcopal services are held regularly by Rev. Mr. Sellwood, (father of Rev. J. W. Sellwood of this Parish.) The M. E. Church own an edifice there, and meet regularly.... Mr. Hansen has a fine nursery; and Mr. Kiernan, Sexton at Lone Fir Cemetry, which is located a short distance out from East Portland, deals in choice shrubbery. Mr. Peter Johns has a large tannary there, noted for the excellent quality of its leather. There are two or three shops in the place, one of which is owned by Mr. Thomas Parrott, and Mr. Bernard, carries on the saddlery and harness business in the place. Cabinet making is carried on by Horace Minor; brick laying by H. Cason; plastering by M. Kenedy; a wood yard by Thos. Fitch; music teaching by Geo. Buchanan; Brewry by H. Ludwig; tin smithing by J. Healy & Co.,; butchering and market by Fuqua & Talbot, Livery Stable by J. Ellam and by B. Trainor. The last named gentleman also carries on a hotel, and another hotel is being erected by Thomas Atkinson, in addition to which, Mrs. Frush keeps an excellent boarding house.... In the dry goods trade will be found good stocks at the store of Pershim, Dolan & Co.; Nat Lane, and C. Hosford, P. M.,—Mrs. Hosford carries on the business of a milliner and dress maker.... Rafferty & Rafferty are just opening a choice lot of drugs at the East Portland Dispensary; Dr. Mack has also a stock of drugs and medicines, and offers his professional services to the public. We cannot expect to enumerate all the business of East Portland, nor could we visit each, but the above will afford some idea of the place at this time. The buildings are principally of wood, but Mr. G. C. Devine is manufacturing 800,000 brick this season at his East Portland yard, to be used somewhere; 200,000 were ready for burning, last week. Parker & Harrison blacksmiths, seem to be doing a good business, and the general appearance of things betoken prosperity. East Portland has caught the sound of the hammer in the East, and is rising to her feet getting, ready to say—when the tide of prosperity reaches us—"all together".... Dr. Loryea has spent some time in the East recently, and is perhaps only carrying out the plans which he has recommended to all Oregonians—to be prepared for the new era in the history of our own State.

### Weekly Commercial Review.

ENTERPRISE OFFICE,
Oregon City, June 19, 1869.

The *Oriflamme* was unable to carry all the freight offered, and left a good full cargo on the wharf at Portland last Tuesday evening. The market below is looking up, brighter than common, and it is confidently hoped that farmers who have held on to their grain will yet receive a fair price for it.

On the 14th the following prices were quoted in San Francisco market:

Flour—Market quiet. About 500 bbls Imperial Oregon City brand, will go forward to New York and Boston by the next steamer.

Wheat—450 sks, coast, $1 40 per hundred pounds, 500 sks, the same, $1 42½; 800 sks, fair bay milling, $1 40; 500 sks, good shipping, $1 55. The extreme rate for choice is $1 60.

Barley—Beyond the sale of one round lot of 3,000 sks, old, quotations still nominal.

Oats—200 sks, Oregon, $1 70; 400 sks, Oregon, $1 40@1 75; 300 sks, choice Oregon, $1 80. We quote California at $1 40@1 75.

At these rates per 100 lbs. in San Francisco wheat should be worth 68 to 70 cents in Portland. We look for an advance on the prices soon after harvest. If nothing happens more than ordinary, Oregon will have 3,000,000 bushels for export this fall. The crop in California is not heavy—the crop in Europe is light—the United Kingdoms are already asking for grain.

The New York produce market is reported very quiet and steady at $1 65@1 70; spring wheat very active and advancing.

Flour—Nominal. Liverpool wheat—9s 5d.

Prices in Oregon remain nominal for most kinds of produce, but if the markets below continue steady, even, at present rates, advances are certain.

—When at Portland last week we observed a massive grain wagon, under the shed of a wagon shop, which had been constructed for a farmer in the San Jose Valley, California. This wagon is calculated to carry five tons, and be drawn by a team of eight or ten mules. The wheels of this vehicle are about six feet in diameter; tire 2½ inches wide by 1 inch thick; felloes 3½ inches deep; spokes 3 inches broad. The "bed" is composed of a frame, resting upon the bolsters, made of heavy lumber, morticed, with substantial stakes. This Oregon Wagon, in a Fourth of July Procession, drawn by a yoke of cattle like the mammoth ox, *Mt. Hood*, would be a sight worth seeing.

—We have found much that was both interesting and useful, in the *Atlantic Monthly* for June. T. W. Higginson gives us his finishing chapters; Trowbridge gives an interesting account of the Oil Regions of Pennsylvania. Other articles worthy of special mention are "Earthquakes," and Dr. Clarke's account of the origin and principles of Budhism. The number is not as interesting as some, and much better than others. It still holds its place relatively to other magazines.

—"Our Young Folks" for June, contains a number of prize Puzzles, Rebuses, etc. This is an interesting feature of this magazine. "The Story of a Bad Boy" occupies the opening pages as usual. There are some good things about this "Bad Boy" after all. He is not a "muff" by any means, but he is wide awake; and yet we think we could find better models for our boys. We hoep, however, that he will "come out" all right in the end.

—On Saturday last the scholars of the Episcopal Sabbath School of this city, together with the schools of Portland, Milwaukie and Vancouver, enjoyed a pic nic at pleasant Grove. The ride was free by the steamer *Senator*, and the Pastors and Superintendents express thanks for the favor, and take pleasure also an acknowledging the uniform courtesy and kindness of the officers of the steamer on that occasion.

—It is not astonishing that Democrats who talk loud against Chinese employees are their almost constant employers—because Democracy is composed of strange inconsistences. The Chinese are employed generally in hotels—and the proprietor of the States Rights Fishery informs us that he shall employ chinamen next year. Now, Col. White and Mr. Aldrich are both opposed to Chinese labor, if we correctly understand the matter.

—While in Portland last week we were shown by Mr. W. E. Cooper, a rod of Oswego Iron, rolled at some San Francisco mills. The workmen in Mr. Cooper's employ pronounce this iron equal to any in the world. Mr. Cooper took a piece of it—in our presence—and bent it over the anvil, cold, nearly double—yet it never "checked." Mechanics are now using all the Oswego Iron that they can obtain, and it is a real pity that the Oswego Iron works are actually dead—and have been delivered over to the sexton for burial.

—Mr. Walter Moffitt is still continuing his improvements at Portland. He is now engaged in making extensions to the New York, Liverpool and China wharf. He has lately fitted up his First street establishment in fine style—and the front doors carved, of Oregon Cedar, are the finest specimens of workmanship in that line which we have seen. These doors were carved by Mr. W. F. Wilcox.

—Deputy U. S. Marshal Dolan, called upon us on yesterday, en route to Portland after a trip on official business up the Wallamet. He was forced to close out a firm in Corvallis on involuntary bankruptcy—and seized the steamer *Ann*, for infringements of the revenue law. She was tied up at the mouth of Mary's river.

—Hon. J. H. Mitchell has received an invitation to deliver an oration on the 4th of July at Roseburg. Having already accepted the invitation to go to Olympia, on that occasion, he is of course unable to comply with the wishes of his friends at Roseburg.—*Oregonian.*

—Mr. L. P. W. Quimby, the popular host or the American Exchange, and W. R. Sewell, one of hosts of the Cosmopolitan, are members of the Republican Convention, to meet in Portland this evening for the nomination of a city ticket.

—Mr. Markwood has left with us a branch, bearing plums which resemble smut balls. The disease is unknown to us, and we have not been able to find any person who can account for it. Good fruit grew on the same tree.

—The *Evening Commercial* reached us on last Thursday—the first copy we had seen for a week.

### JACKSON COUTNY SCENERY.

—The Jacksonville paper says: The railroad promises to bring us any number of sight-see-ers and adventurous tourists from the East the coming summer. California, with her picturesque vallies, her rugged mountains and her big trees, may satiate their curiosity for a while; but if they wish to see truly fine scenery,—some of the grandest touches of nature's variegated workmanship,—let them come to Oregon. Rogue River Valley alone, is a sight well worth crossing the continent to behold. No matter from which direction it is entered, the sight that greets the traveler is grand and transporting, and beautiful beyond all powers of the pen or pencil to describe.

The two Table Rocks, standing out like impregnable fortress, overlooking and frowning down upon as fine a valley as man could wish to inhabit, never fail to attract attetiuon; while Mt. Pitt, Mt. Diamond, and one or two other towering peaks lift their snow-white crests high toward Heaven to complete the splendor of the picture we have before us. But our greatest natural curiosity, and one that may well rival the world-renowned Falls of Niagara, or Mammoth Cave of Kentucky, is the deep sunken Lake, situated on the summit of the Cascades, near the road leading to Fort Klamath. The water is seen from the top of the mountain, many thousands of feet below the surface, and resembles a great well, dug out and walled up by the hand of Jehovah. This, then is the place for those in search of wonderful phenomena. Here is the "land of endless forests," "where rolls the Oregon."

—Senators Williams and Corbett are now at home in Portland. Senator Williams was serenaded at the Cosmopolitan, on his arrival in San Francisco. He was loudly applauded for stating that the policy of the present Administration would be liberal towards the people of the Southern States, in order to insure a speedy and thorough reconciliation between all sections of the country. He was also applauded for stating that the interests of the coast demanded the speedy construction of a northern railroad to connect Oregon with California. After giving three rousing cheers for the Senator and bidding him good night the crowd dispersed. The Oregon *Herald* hopes to hear Senator Corbett on the 15th Amendment before the city election, as, it says: "It is his his duty to aid the party that is in consonance with his views on this the great leading question before the country, by all the means within his power. He owes it to himself. He owes it to this coast. He owes it to the country." Whether Senator Corbett is willing to be "captured" in this manner, remains to be seen.

AN OREGON SOURCE OF WEALTH.—In a late issue of the San Francisco *Times* we find the following notice of the Coose Bay coal fields. The coal business at Coose Bay is making a rapid and renewed development; since the commencement of the shipping of coal from that point in 1866 to this point, never has that branch of industry looked so favorable as at present. We understand that the Eastport Coos Bay Coal Mining Company intend to ship large quantities to this market henceforth. The members are Levi Stevens, I. Raymond, J. S. Dean, Oliver Eldridge, Claus Spreckles W. H. Sharp and J. Lawrence Pool. From the report of Mr. Ashburner, the mining engineer, who has made a thorough survey of the coal field of Coos Bay, it appears that the coal produced from the mine of this company is of the quality known as brown coal; that it is of a superior quality for domestic purposes, is remarkably clean, leaves but little ash, burns without disagreeable odor, and can be laid down in San Francisco at a cost of seven dollars per ton. The mine belonging to the above company comprises six hundred and forty acres of land underlaid by the coal deposit."

—The election for city officers in Portland will take place on the 21st. The Democrats have nominated Dr. J. A. Chapman for Mayor, Hon. A. L. Lovejoy for recorder, D. Jacobi, for marshall; W. F. Trimble for attorney; H. F. Block, Treasurer; S. F. McCoy, assessor.

—Many a philosopher who thought he had an exact knowledge of the whole human race has been miserably cheated in the choice of a wife.

—The official vote of Washington Territory will show a majority of about 150 votes in favor of Garfield.

—There will be a meeting of the directors of the new transportation company at Monmouth on Monday the 21st.

—The Peace Jubilee in Boston, opened on the 16th, according to programme.

—The *Herald* seeks consolation for the defeat in Washington Territory by abusing the policy of nominating renegade Republicans on the Democratic ticket, and to strengthen its position refers to the late State election in Oregon when "the Democracy nominated bed rock, hardshelled representative men." What does Ben Hayden think of this? If Jo Smith is a hardshell what is Ben Hayden?