THE WEEKLY ENTERPRISE.

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THE WEEKLY ENTERPRISE.

A DEMOCRATIC PAPER,

FOR THE

Business Man, the Farmer

And the FAMILY CIRCLE.

PUBLISHED EVERY SATURDAY

AT THE

OFFICE—Corner of FIFTH and Main streets Oregon City, Oregon.

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TERMS of ADVERTISING:

Transient advertisements, including all legal notices, ¶ sq. of 12 lines, 1 w. $	2 50
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One Column, one year.....	$120 00
Half " "	60
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Physician and Surgeon,

☞ Office on Main Street, opposite Masonic Hall, Oregon City. 13tf

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☞ Office at his Drug Store, near Post Office, Oregon City, Oregon. 13tf

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Permanently Located at Oregon City, Oregon

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An Assortment of Watches, Jewelry, and Seth Thomas' weight Clocks, all of which are warranted to be as represented.

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PROVISIONS, GROCERIES,

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☞ At the old stand of Wortman & Fields Oregon City, Oregon. 13tf

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KENT & PLUMEY,

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Choice Wines, Liquors & Cigars,

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LEON DELOUEY, PROPRIETOR OF THIS ESTABLISHMENT.

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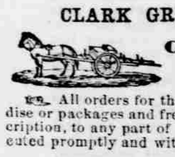
WILLIAM E. HOWELL,

(Of Oregon City Manufacturing Company,)

15.3m AGENT.

CLARK GREENMAN,



City Drayman,

OREGON CITY.

☞ All orders for the delivery of merchandise or packages and freight of whatever description, to any part of the city, will be executed promptly and with care.

STATISTICS OF OREGON.

BY A. J. DUFUR.

NO. 17.

LANE COUNTY.

This county extends from the Pacific ocean on the west to the Cascade Range on the east, and covers an area of 2,240,000 acres of land, a large amount of which is well adapted to grain-growing, stock-raising and general farming purposes. Lying at the head of the great Willamette Valley, and bounded north by Benton and Linn counties east of the Cascade mountains, which separate it from Wasco county, south by Douglas, and west by Douglas and the Pacific ocean, this county has diversity of scenery, variety of climate and soil, natural advantages for manufacturing, lumbering and agricultural developments, that are sure to soon repay the immigrant or new settler for time and capital invested within its boundaries, and render it one of the wealthiest as well as most important localities within this State.

Three of the main branches of the upper Willamette river in the eastern part of this county, form their junction near its center, and make the upper Willamette, thereby giving water communication by steamboat navigation as far up as Eugene City, near the center of the county, and sometimes a few miles above. Perhaps no county in the State has the face of the country more generally diversified with gently undulating prairies, gradually rolling back and breaking into long lines of low hills in either direction towards distant mountains; with other portions rising into abrupt elevations, covered with dense forests of timber, from the midst of which issue rapid creeks or mountain streams running through rich and lovely valleys, capable of furnishing industrious settlers with happy homes, than Lane county.

The McKenzie Fork, quite a large tributary of the Willamette, rises in the northeastern part of this county, runs in an almost westerly direction till within a few miles of the Willamette, then takes a northwesterly course, and enters the latter river near the center and northern line of the county. This stream and its tributaries waters some as fine farming land as is to be found in any State. Some small and other quite extensive valleys along its course are a rich, alluvial deposit of vegetable mold, capable of producing, when properly cultivated, excellent crops of corn, tobacco, onions, tomatoes and peaches, with every variety of roots and vegetables; also wheat, barley, oats, and all the different kinds of small grain, together with apples, pears, cherries, plums and small fruits of every variety, and tame and wild grasses of the most luxuriant growth. This stream has also a number of natural mill sites, capable of being improved, so as to furnish some of the best of water-powers for manufacturing purposes. There are also forests of valuable timber located within its scope.

The Middle and South Forks rise in the Calapooia mountains, within the limits of the county, and running in a north and westerly direction, form their junction a few miles south of Eugene City. What has already been said of the McKenzie can generally be claimed for these forks of the Willamette river.

The Siuslaw rises in the southern part of this county, takes a northwest and westerly direction, intersecting the Coast Range of mountains, and forms a part of the boundary line between this and Douglas county, and empties into the Pacific ocean. The river is between sixty and seventy miles long, has generally a rapid current broken by frequent cascades, is not navigable, but has some good land for lumbering and farming purposes within its bounds.

From notes made by personal observation, while traveling thro' this county, a few years ago, together with information recently received from William Smith, Esq., a gentleman who has resided there for the last twenty years, we are able to make the following report:

Lane county was first settled in the year 1846, but still contains large quantities of vacant land, well adapted to agricultural, mechanical and lumbering purposes, although settlements have been made there for about twenty-three years. The soil in the small valleys, and at the immediate foot and between the hills and mountains, is dark and porous, and formed by the admixture of decayed vegetation and a grayish clay loam. This soil is unrivaled for productiveness, but seems to be of a thirsty nature, and suffers if the summer drouth is of long duration. Along the banks of the rivers and more extended valleys, the soil is a rich alluvial deposit of decomposed earth and vegetable mold, producing grain, grass, fruit and garden vegetables, corn, roots, and in fact all the necessaries and luxuries of life with unstinted hand. As you leave those bottoms, the soil of the prairies, with few exceptions, although showing strong alluvial indications, seems to be of a very fine quality, and composed of grayish, calcareous, sandy loam. These lands form a part of the great natural wheat fields of Oregon. And, although readily producing grass, fruit and vegetables, of almost every variety, these prairie lands are especially adapted to the raising of wheat, oats, barley, flax, and every kind of small grain.

Along the spurs of mountains and extended ranges of hills, the soil is thinner and generally of a grayish clay loam, but is susceptible of receiving a high state of cultivation, and can be made to produce grain, fruit and vegetables in abundance, although more especially adapted to grass, grazing and stock-raising purposes.

The geological features of the country denote a sedimentary formation, with more or less of mineral indications as you approach or leave the Cascade Range. Shales and a sort of argillaceous limestone are found here; also a sort of conglomerate of highly silicious compositions, which often contain shell and other sedimentary indications.

The different kinds of timber are fir, cedar, pine, hemlock, oak, ash, maple and alder, well distributed through the county, of good quality, and sufficient for all lumbering purposes.

Mill sites and water-powers occur in almost all parts of the county, not only sufficient for the manufacture of lumber, but also capable of driving machinery of foundries and manufacturing establishments generally, sufficient to supply the demands of the whole State.

In regard to the climate of this county, Wm. Smith, Esq., who has resided there for twenty years, says: "The seasons are longer in Lane than in the counties below, on the Willamette river. The frosts do not come as early in the fall, nor as late in the spring; neither is there as great a liability to snow as there is farther down the valley. I have seen vegetables killed below Corvallis six weeks earlier than in this place."

The water in this locality cannot be surpassed for purity, healthfulness and general conveniences for domestic purposes, in any part of the world. Like most all other parts of Oregon, brooks, creeks and rivulets from the mountains furnish an abundant supply, while numerous living springs along the hill sides and in the valleys exist conveniently to a majority of all the farms.

The general health is good; fever, ague and bilious diseases are but little known.

The conveniences for communication are as good as could be expected where no railroad connections exist. A good stage road, with a daily line of coaches between Portland and Sacramento, passes through this place, while river navigation from Eugene City to Portland is had a considerable portion of the year. The Oregon Central Railroad, when completed, must come to Eugene City, and there is a railroad under contemplation, and a military road already under construction, to connect this place with the Central Pacific Railroad by the way of Humboldt Basin.

The population of the county is between six and seven thousand inhabitants, who are generally engaged in raising stock and grain. It is estimated that there is now nearly sixty thousand acres of land under cultivation. Allowing the increase of production to be equal in proportion to the amount of land brought under cultivation in the last four years, the yield for 1868 would be as follows:

Wheat, bushels	169,715
Barley, "	10,802
Oats, "	74,769
Corn, "	8,113
Apples, "	28,818
Potatoes, "	220,263
Butter, pounds	237,454
Cheese, "	15,690
Tobacco, "	12,888
Wool, "	159,715
Hay, tons	4,227

This county is also supposed to have about 15,000 head of cattle, 6,000 horses, 12,000 hogs, 300 mules, and 60,000 sheep. Some of these estimates may be above and some a little below, but the average will not be far from the correct amount.

Eugene City, situated seventy-five miles south of Salem, at the head of navigation, on the west side of the Willamette river, is a smart business point and the shire-town of the county. Its geographical location must some day render it a place of importance in the State. The enterprising and public spirited citizens of this place have spared no pains in furnishing themselves and the surrounding country with ample means for moral, intellectual and religious instruction. An excellent academy for teaching the higher branches of science and literature has been established at this place; also good public and private schools sufficient for all educational purposes in the city. The Episcopalians, Presbyterians, Catholics, Baptists and Methodists have each a church, and almost all the religious denominations are represented here. The city also has a fine, commodious court-house, warehouses, stores of every description, machine and mechanic shops of all kinds, sufficient to supply the wants of the surrounding country. The different professions are ably represented, and the city contains a population of between one and two thousand.

Springfield, a thriving little town three miles above Eugene, on the east bank of the Willamette, has stores, postoffice and shops of mechanics, with steamboat navigation a short time during the year.

The other towns in the county are Willamette Forks, Lancaster, Franklin, Long Tom, Cottage Grove, Siuslaw, Pleasant Hill and Cloverdale.

A good system of common schools is established throughout the county, school districts being organized and school houses built in all the settlements and towns of importance in the county.

Gold placers and silver mines exist in this county. In 1864, some 758 grains of gold were taken out of different placers prospected in this county, but like most other localities in the Willamette Valley, the stock-raising and agricultural interests were sufficient to induce the people to turn their attention to these more profitable employments at home.

Extensive leads of stone coal have also been discovered in the western part of the county.

There are thirteen saw mills and four grist mills in this county, with as good inducements for woolen mills, foundries, machine shops, and all kinds of manufactories as can be found on the Pacific coast.

Nothing can be more apparent than the fact that Lane county offers good inducements to the immigrant, or new settler. The climate is mild and healthy, water pure and abundant, daily communication by telegraph, mail, stage, and steamboat navigation; supplies of all kinds obtained at a reasonable figure; good conveniences for schools and meetings; the best of agricultural lands at any price from $1.25 to $30 per acre; and its mineral and agricultural resources but little developed, and scarcely surpassed for natural wealth on the Pacific coast.

A little seven year old living in Waterford, Saratoga county, taking pattern of his father, stoutly declared himself a Democrat. His grandfather who is a Republican, promised him a pony and carriage if he would declare himself a Republican. The next morning at breakfast Freddy looked very grave, and was uncommunicative. After a brief meal he arose and went into the kitchen, where Bridget was at work. Resting his head upon his hands, he indulged in deep meditation for a moment, then suddenly looking up he asked, "Bridget, do you know what I am?" "No," said the girl. "Well I will tell you," said he; "I am a darned old copperhead. "What?" said Bridget. "I tell you I am a darned old copperhead, the meanest kind of a Democrat." This settled the case, and Freddy clings to his party at the sacrifice of a pony and a carriage.

PRESERVATION OF WOOD.—M. Payen reports to the French Academy the analysis of a piece of wood, part of a water-wheel, which has been in constant service for fifteen hundred years past, its use being to keep an ancient copper mine free from water. The wood was found perfectly sound, and partly converted into a compound of sellulose and copper, similar to that formed by Boucherie's preservative process by the use of sulphate of copper.

LOSS OF THE STEAMSHIP GOLDEN CITY.

FULL PARTICULARS.

From the Alta California, March 2d.

ON BOARD THE STEAMER COLORADO, February 26th, 1870.

The steamer *Golden City* left San Francisco on the 18th of February, with about 300 passengers. The weather was pleasant, and everything promised a pleasant voyage. We had been out from port about three days and nineteen hours, and had run about 1,000 miles, when on the morning of the 22d the first passengers on deck were alarmed at finding the steamer running head on into a thick fog, and hearing the heavy roar of the breakers, apparently in close proximity. It was evident we were dangerously near the shore, while right ahead the peril still apparent to old sailors on the coast, the density and blackness of the bank of fog hanging over Point Lazaro, were unaccountable to us who knew nothing of the coast. It was night intensified. Looking over the other bow, north and west we could see a smooth sea and a clear horizon. Shortly before 7 A. M., just as the tables were let down to breakfast the steerage passengers, the ship was felt thumping against the bottom with no great violence, but it sufficed to cause a rush on deck. She rode over this obstruction and careered on with slightly diminished speed. She kept on her course without any change of position for about two minutes, when she struck again with great force. It seemed as if it was intended to drive her over this, but all efforts to clear it only drove her farther on. The engines were then reversed with a view to backing off. It was too late, she was hard aground. Her fate was sealed; at this juncture she careened from side to side with fearful force, sending men, women and children into prostrate masses over the decks.

POINT LAZARO.

The exact location of the wreck is about ten miles north of Point Lazaro, which is a mountain range of four miles in length, and varies in height from 500 to 1,200 feet, forming the northern boundary of Santa Maria Bay, a retreat of whales, well known to whaling men. This bay is about twelve miles north of the Margarita group of islands, whereon the steamship Independence was wrecked years ago.

Cape Lazaro is in latitude 21° 40', and it projects due south into the Pacific ocean, the general course of the peninsula being south—southeast and north—northwest. Its distance from San Francisco is about 1,000 miles, and from Cape St. Lucas 225 miles.

THE FRIGHT OF THE PASSENGERS.

It was a dreadful sight, enough to cower the bravest heart.—Women were calling for their husbands, children screaming for their mothers, and others praying God to save them, in a manner beyond any adequate description. Presently the third mate came forward and began pulling the pile of life preservers assunder. The men who had until now been quite calm, broke loose, and made such a charge as probably never was seen before. In less time than it takes to tell it, the heap was cleaned off to the floor. In the confusion such havoc ensued that more than half the coveted articles were rendered useless. The fog which intervened between us and the shore was gradually clearing off, and by the time we were equipped with life preservers, put on hurriedly in all styles and positions, the eager faces turned shoreward to measure the distance to be overcome before taking the dreadful plunge, saw the land. It was less than half a mile from the ill-fated vessel. It caused much easiness among the people, calming the terror-stricken, giving promise of safety. The first officer then came among the passengers and called for a force to haul the kedge anchor aft to the stern of the ship for the purpose of carrying it into deep water in order to make an effort to get her off. A gang readily offered their services, and after some unavoidable delay succeeded in lowering it over the quarter into the charge of the second officer, Hart. He carried it out a short distance, and everything being ready, the cable was bent around the capstan and put in motion. The work continued about 20 minutes, with no success. She would not budge an inch. The Golden City, from the time she came to a final stand, had been carried, or rather driven, by each succeeding swell into the current of the breakers, and it was now beyond the power of any human agency to save her. Every change of position of her furrowed sand-bed would be followed by tremendous heaving and lurching from side to side, threatening to pitch overboard any who did not have a firm hold of some support.

GOING ASHORE.

Previous to lowering the life-boats, the first officer (Gerrick), who worked heroically to save the ship, called for order among the crowd assembled round the stern; he told them it was determined to take to the boats; he required their help, and if they would keep cool, all would be saved. He appealed to them to behave like men, to stand by him till the women and children were safely landed, and, finally, that he would shoot anyone who attempted to get into the boats till that was fully accomplished. When they put off, many feared they would meet with loss in the angry breakers that were roaring round them. With grateful hearts we saw them overcome every danger, jump into the surf and wade ashore.

Two boats landed their human freight without accident. The life raft, manned by the Chinese crew, was then put into service. By 11 o'clock, four hours after she struck, the passengers were landed. The boats continued hard at work during the remainder of the day, taking out as much stores and provisions as could be got from the wreck. Providentially they were enabled to secure enough to place us out of absolute want. We had hard-tack in abundance; next morning we were put on short allowance of water.

A BOAT SENT OFF.

About 1 p. m. on Wednesday, the 23d, the second mate, with a picked crew of six men, were dispatched to Cape St. Lucas, with instructions to keep in the track of the expected steamer, eight days out from Panama, due here on the morrow, or the morning of the following day (Friday). They probably passed each other in the night. Capt. Farnsworth was not apprised of the accident till a later date.

DISORDER AND DRUNKENNESS.

From the time when it became dangerous to approach the scene of the wreck, the people busied themselves picking up the articles driven in by the waves. I may here state that if a demand, a request even, had been made known among them to save the wine, apples and other stores for the general good, it would have met with willing response. But not so; the only indication of any order or means to that end was noticeable at the Captain's headquarters, which were roped round, and quartered by sentinels, to prevent the too near approach of the passengers. In the meantime about five hundred feet of the beach was staked off and ropes run to the waters edge. The result of this plan was soon manifested, the passengers took it for granted that everything which came to shore outside of the stakes belonged to them. Whatever the intention of this scheme, it resulted unfortunately, and in the end was the source of much trouble. A portion of the men went to work regular wrecker style, and when the liquors began to arrive the thirsty crowd would break in the heads of the barrels and swallow it by the quart. Excited folks ran hither and thither, for vessels to hold the precious stuff, hats played a prominent part in the revelry, those who wanted a drink, and were not otherwise provided using them instead of cups. Soon drunken men could be seen reeling around in all directions; demoralization and utter selfishness were gaining strength with each arrival of plunder. It was apprehended at one time there would be bloodshed if this state of affairs was allowed to continue. It was determined if possible to put a stop to it. The third mate, with a posse of volunteers from among the well disposed, armed with axes, broke through the mob and spilled the liquor into the water. The whisky ring murmured against this invasion of their rights, and resorted to every trick to circumvent the vigilant officer. He succeeded at last in restoring order and preventing a recurrence of the disgraceful scenes of the fore part of the day.

THE COLORADO APPEARS.

Every eye was turned seaward, after order was restored, scanning the horizon for the coming steamer. This was the day (Thursday) for her arrival at this point. Our fears that she might have passed the night before were painful in the extreme, though it was hoped that ere this she had been met by our boat and directed to our relief. Failing in this, the belief was entertained that the party at Point Lazaro would attract her attention.

At about 1:30 p. m., we were cut short in our conjectures by tidings that she was in sight. A boat was sent out to intercept her; after an exchange of signals with the shore she turned back, and steamed round the point out of sight. We were informed that the Captain was going to make a speech and wanted us to be present. A box was placed in a commanding position, and after a few preliminary flourishes the objects of the meeting were gone into "*pro bono publico.*" He said that the Colorado would proceed twenty-five miles down the coast to a sheltered bay where we would embark in perfect safety. He hoped they would be found willing to do all in their power to consummate this laudable purpose; and lastly that he must be obeyed. It is likely that had any other of the officers made the appeal, the result would be different; but few tendered their services. The Captain had lost the confidence of the people. Such a demand from him was equal to a refusal on their part. The distrust of him was general. I must do him the justice to state that he was more of a captain in his tent than on the quarter-deck. I would not say, however, that he does not understand his business. He only differs from men who know their duty and attend to it.

THE JOURNEY TO SANTA MARIA.

The journey to the Colorado was taken up immediately after the Captain retired, and continued late that afternoon until the last had left. We had a clean sand beach to within two miles of the point. The small quantity of water doled out for the tramp was soon exhausted; we passed the entire night without a drop. The direct road from here to the point of deliverance was not definitely known, some supposing it to be over the point of the mountain, while others chose to go inland and round its base. It was night before any great number reached the end of the beach. Then fires were built to cheer the weary ones toiling on. The night was bitterly cold; a fresh breeze blowing in from the sea sent its clouds of fog and wet right into our faces. Those who had no blankets suffered tenfold misery. It was the most dismal time experienced since the wreck. Many came in totally used up—those especially who had walked barefooted in the hot sand had swollen and burnt feet from the piercing rays of the sun. One woman was carried in delirious, and raving with suffering. So keen was the desire to get aboard that night that many passengers went beyond the fires and attempted to cross the mountain in the dark. The prudent ones came back, after getting among rocks, cactus, and thorney bushes. Alas, for the rest; a roll-call on the 27th showed nine missing, among them a woman. It is feared some will perish. The next morning the march was resumed around the mountain instead of over it. By Friday evening all who had arrived at the head of the bay were taken aboard and generously cared for.

SAILING OF THE COLORADO.

We left for San Francisco about nine o'clock last night. Before our departure a quantity of water and provisions were left on the beach to relieve the unfortunates left behind.

Great praise is due Mr. West, steerage steward, who did his best for the comfort of his people. He was ever present to assist and encourage them.

Some of the passengers foolishly loaded themselves with trash from the wreck, which used them up so much that they were glad to get rid of it before they got half the distance. Blankets, pillows, clothing, etc., were strewn along the road, left behind by worn-out travelers. The Golden City is a total wreck. When we left she was broken in three pieces; ere this she has probably disappeared.

THE sheriff of Butler county Pa., excluded all city reporters at a recent execution, on the ground that he had contracted to give the country papers the official account.

OLD men are mowed down, but babies are cradled.

COURTESY OF BANCROFT LIBRARY, UNIVERSITY OF CALIFORNIA