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LEGISLATURE OF OREGON.

SENATE.

Sept. 25.

Clark, of committee to examine the books and papers of the books and papers of the penitentiary, reported organ...

BILLS INTRODUCED.

S B No 50, Van Cleave, to amend section 14, title 1, chapter 28, relating to the sale of liquors to minors. S B No 51, Van Cleave, creating a household and exempting the same as from forced sale.

HOUSE.

Speaker proceeded to read several resolutions passed by both Houses. Judiciary Committee reported important amendments to H B 2 to 15, on subject of foreign corporations doing business in Oregon.

SENATE.

Sept. 26, 1876.

Van Cleave, from committee on ways and means, reported favorably, with certain amendments, on S B No 2, to provide for the issue of bonds to redeem State warrants issued for the construction of roads and bridges.

INTRODUCTION OF BILLS.

Van Cleave, S B No 57, to provide for the registration of legal voters in the State. Bral-law, S B No 58, to repeal an act creating the office of State geologist.

son Wheeler to the amount of \$750 for military reported unfavorably and recommended that it do not pass. Further proceedings in reference to the bill was postponed.

[NOTE.—We omit account of the second reading of bills, except where some important amendment is adopted, or the bill summarily disposed of. We note introduction of bills, and shall give the final disposition of them.]

MEASURES BEFORE THE LEGISLATURE.

In looking over a file of the printed bills now under consideration in the two Houses we consider the following as important: S. B. No. 1, introduced by Senator Richardson, provides for raising a general tax to be levied by each County Court, each year, of four mills, for school purposes.

S. Joint Memorial No. 1, prays Congress to modify the treaty with China and prohibit the further immigration to this coast. Our people may have need for these now here, but it is time we checked their coming and offered some inducements for the coming of white laborers.

S. Joint Memorial No. 7, appoints a Joint Committee to take the transportation question under consideration and prepare a bill that will remedy existing evils and deliver the people from the pressure of monopoly. S. B. No. 2, would provide for the issue of State Bonds, to run 20 years, to take up the outstanding wagon road warrants issued heretofore, and providing that the State pays \$9,000 annual interest thereon.

S. B. No. 7, by ex-Governor Whiteaker, prescribes the duties of railroad conductors, engineers and other persons operating railroads. S. B. No. 8, by Mr. Wisdom, makes ten percent the legal rate of interest and provides that "upon express agreement, expressed in writing, such rate of interest may be charged and collected as may be agreed upon by parties."

S. B. No. 11, Van Cleave, seems to change the law so as to make the real estate of "all literary, benevolent, charitable and scientific institutions subject to taxation," which seems to include churches. S. B. No. 12, Mr. Colvig, provides for quarantine of vessels in sanitary condition and some such bill should certainly pass.

S. B. No. 13, and H. B. No. 16, are identical and amend the act providing for a uniform course of public instruction. S. B. No. 14, extends the benefit of the swine law to Marion county; prohibits swine from running at large which do damage, and provides that they can be taken up and kept at the expense of owner, by any person damaged by them.

S. B. No. 19, provides that the military Fund shall be used to own and equip the State militia when organized in companies. S. B. No. 22, would create a Sixth Judicial District out of the counties of Washington, Columbia, Clatsop and Tillamook, and it seems to be necessary, as Multnomah gives abundant occupation to one Judge.

S. B. No. 27, introduced by Mr. Myers, provides that a man shall not be liable for damages except that a man may deduct what he owes for what is due him. This would make all real estate liable to be taxed its value without deduction for any indebtedness it may be subject to.

S. B. No. 29, by Mr. Applegate, requires that application for license to sell liquor shall obtain the signatures of an actual majority of the legal voters in the precinct, ward or town wherein he desires to sell the same. This is an excellent idea if there is no way to evade it, and if some way is prescribed to find the actual number of voters in each locality. The present law is much in the same tenor, but has not practical efficiency unless a strong effort is made to secure remonstrants.

S. B. No. 31, by Mr. Cochran of Lane, makes each county responsible for the care of its insane and idiotic; and further provides that the Governor shall receive proposals to contract for keeping the insane every 4 years, at a rate not to exceed \$5.50 per week. The bill is long but these seem its most important provisions.

LATE DISPATCHES.

STOCK CITY, Sept. 24.—Telegram received tonight from Fort Sully says it is reported there that sitting Bull is now within 50 miles of there with a large force, which is being daily augmented by Indians from different agencies, who prefer to join the hostiles and keep their arms and ponies, rather than to give them up and remain at the agencies. Four hundred Indians left Bull's agency yesterday for the hostile camp.

NEW YORK, Sept. 24.—Hell Gate was blown up at 3 p. m., New York time. The shock was slight in New York, and the explosion as heard in New York was only a rumbling noise with a slight tremor of the earth throughout the city, and the upheaving of two columns of water accompanied with considerable rock, which all fell into the river. Hall's Point Reef at Hell Gate was settled this afternoon. This triumph of American engineering, conducted by Gen. John Newton, was completed in the precise time and manner intended without a single accident.

CONSTANTINOPLE, Sept. 21.—The Porte has agreed to prolong the suspension of hostilities for eight days, and expresses the hope that the powers, during that time, will communicate the conditions of peace which they propose.

SAN FRANCISCO, Sept. 25.—Four new cases of smallpox were reported this morning, three yesterday and none Saturday. Deaths for the past three days from that disease—8. The fumigation of Chinatown is being actively prosecuted without opposition. The officers are now at work in the block bounded by Dupont, Stockton, Pacific and Jackson streets. This is one of the worst parts of Chinese quarter, comprising the notorious Sullivan alley, and others about as bad.

This morning in an advanced stage of smallpox, a Chinaman was found by an officer in a wood pile, where he had been stowed away by his countrymen, hoping to evade the search for such cases, which is carried on in connection with the work of disinfection. From the experience of the party thus far it would appear that leprosy, the existence of which among the Chinese has been questioned by many, was much more common than supposed, as one or more lepers have been routed from their dens in almost every alley visited. In the vicinity of the present scene of operations many whites are living, principally of the most degraded class of courtiers, thieves, rascals, etc., and the health officers state that their habitations are quite as pestiferous and need fumigation as much as those of the Chinese.

D. D. Pretyman, Polk county, has forwarded two each 4 shingles to the Centennial, one 18 and the other 18 1/2 inches wide. They were picked out of a bundle made near Silverton.

Earnings and Profits of our Railroads.

In the Oregonian of 25th inst., we find a letter from Mr. Villard, President of the Valley railroads, written under the impression that it might be attempted at this session to regulate railroad freights by legislation. In explanation of the present increase of freights from some points he says: "The existing tariff was adopted simply because the competition of last year and year before with the river interests had resulted in giving us an income not equal to even one half of the low interest rating in the old countries of Europe, and had precluded the possibility of making necessary improvements of our existing properties."

Mr. Villard concludes as follows: In conclusion, we should be very sorry to feel that the people of Oregon have forgotten the undeniable and immeasurable benefits which the investment of our money in the railroads has conferred upon them. It will be better for them and for us that they should remember the state of things that existed before either road was built, and ask themselves whether our money did not appreciate the value of every acre, every town lot and every kind of agricultural products raised adjacent to the roads, and what the Upper Willamette, Umpqua and Rogue River valleys would be without the longer road. And having answered these questions, let them act accordingly.

And right here we would submit another point for consideration. We are taxed by the State and counties through which our roads extend to the amount of fully ten percent of our income and may well ask whether this is not more than a just share of the public burden, which we have borne, however, so far without complaint. If our words regarding the above statement of the earnings of the Oregon and California railroad be not believed, we will be glad to give a legislative committee access to our books to verify it.

To meet the complaints directed against the new tariff of the Oregon Central railroad, it will be only necessary to state that that road has never yielded one cent of income to the parties that furnished the money to construct it, and that it has no time earned more than the bare operating expenses. A diminution of its present small earnings would inevitably compel us to stop operating it, as we cannot be expected to be satisfied with no income, and subject besides to a constant drain to meet deficiencies.

porate rights," and with article I, section 21, providing that "no ex post facto law, or law impairing the obligation of contracts, shall ever be passed," which is, as is well known, but a confirmation of a prohibition of the United States to the same effect. Knowing the protection thus vouchsafed to us, we calmly await the course of events, trusting to the integrity of the State and Federal courts for the vindication of our rights, if any power subject to their jurisdiction should venture to dispute them.

After referring to the legislation against railroads in Wisconsin, and the repeal of those laws when it was found that they operated as an absolute check to the influx of outside capital into the State, and the supply of money for new railroad construction had entirely ceased, Mr. Villard says:

The intelligence of the people of Oregon renders us confident that they will not refuse to profit by the lesson of experience, especially as the constitutional and legislative guarantee to railroad companies in this State of the right to regulate transportation rates would make any attempt to curtail that right a priori abortive. And it will be well to bear in mind that the very making of such an attempt would already involve deplorable consequences for the State. It would taint its reputation to such an extent that not a dollar of outside capital for any public enterprise would find its way to Oregon during the lives of the present generation. It would destroy entirely the prospects of securing for Oregon an Eastern railroad connection. Certainly we should at once abandon every effort to develop the transportation enterprises under our control, upon which development the prosperity of the State altogether depends. It is generally known that it is our intention to complete the Oregon Central or west side road. If we are left undisturbed in the enjoyment of our rights as owners and creditors, this will be done within three years at the latest, and next year will see the addition of twenty-five miles to the present length of the road. But if we should be disturbed, not a rail will ever be added to it, if we can help it. Furthermore, we know that the owners of the Central Pacific Railroad, with whom we intend to cooperate in connecting our railroad with theirs, take the same view of the case. If we are permitted to carry out our intentions, Oregon may enjoy the benefit of such a connection within five years. On the contrary, if hostile action should be attempted, there is not one of those that have joined in the unjust outcry against us that will live to see the day when Oregon will be lifted out of her present isolation.

On behalf of the owners and creditors of the Oregon & California and Oregon Central R. R. Companies.

Certainly the present owners of the railroads have claims to fair treatment from the people of Oregon, and if we can succeed in sustaining fair competition on the river it does not seem probable that railroad charges can be very unreasonable. The east side company has caused dissatisfaction in the past by discriminating against towns away from the river and that is the most serious cause for complaint we hear of.

CANNOT ANSWER.—A subscriber and correspondent in Coos county asks us for information concerning Indian Agencies, which we are unable to answer in full. Also wants to learn the Indian Jargon, and wants it in a book. We can simply say that the reservations in Oregon are as follows: Umatilla, Malheur, Siletz, Grand Rond, and Klamath. Traders have to obtain consent of the government to do business on the reservations.

ED. FARMER: The committee for forwarding fruit to the Centennial, do not deem it expedient to send any after the steamer of Sept. 29, as the exhibition closes in the fore part of November, and it takes two weeks to get the fruit there. So let no one send fruit to reach here after Friday next.

To those that intend to exhibit cut flowers at the State Fair, to compete for Vick's premium, I would advise to put them up in this way: Take a box or pan about two inches deep, fill with moist sand and cover with moss nicely; stick the flowers in this singly, the larger ones first, and taper down with smaller ones. Thus they keep and show well.