OREGON CITY ENTERPRISE.

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OREGON CITY, OREGON, FRIDAY, MARCH 29, 1872.

The Weekly Enterprise.

A DEMOCRATIC PAPER,

Business Man, the Farmer And the FAMILY CIRCLE.

ISSUED EVERY FRIDAY BY A. NOLTNER,

EDITOR AND PUBLISHER. QFFICE-In Dr. Thessing's Brick Building

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OREGON CITY, OREGON.

J. M. THOMPSON, THOM SON & FITCH, Attorneys at Law. Real Estate Agents.

EUGEN : CITY, ORECON, OFFICE TWO DOORS NORTH OF THE POSTOFPICE.

REAL ESTATE BOUGHT AND SOLD, LOANS NEGOTIATED, AND AB-STRACT OF TITLES FURNISHED.

WE HAVE A COMPLETE ABSTRACT of Title of all property in Eugene City, and perfect pluts of the same, prepared with great care. We will practice in the different Courts of the Stat . Special atthat may be placed in our hands. Legal Tenders bought and sold. sepStr

JOHN M. BACON,

Importer and Dealer in

BE CD CD BA SO STATIONERY, PERFUMERY, &c., &c., Oregon City, Oregon.

At Charman & Warner's old stand, lately oc cupied by S. Ackerman, Main street,

JOHN FLEMING, DEALER IN

BOOKS AND STATIONERY, IN MYERS' FIRE-PROOF BRICK,

MAIN STREET, OREGON CITY, OREGON.

DR. J. WELCH, DENTIST.

OFFICE-In Odd Fellows' Temple, cor of First and Alder Streets, Portland. The patronage of those desiring superior ide for the painless extraction of teeth. 1 Artificial teeth "better than the best, Will be in Oregon City on Saturdays.

Dr. J. H. HATCH,

Main and Seventh streets.

DENTIST, The patronage of those desiring First Class tions, is respectfully solicited Satisfaction in all cases guaranteed. N. B. - Nitrous Oxyde administered for the Painless Extraction of Teeth. ide of First street, between Alder and Mor ison streets, Portland, Oregon.

W H. WATKINS, M. D., SURGEON, PORTLAND, OREGON. OFFICE-Odd Fellows' Temple, corner First and Alder streets-Residence corner of

W. F. HIGHFIELD, Established since 1849, at the old stand, Main Street, Oregon City, Oregon. An Assortment of Watches, Jewand Seth Thomas' weight

ocks, all of which are warranted be as represented. Repairings done on short notice, nd thankful for past favors.

CLARK GREENMAN. City Drayman, OREGON CITY.

All orders for the delivery of merchandise or packages and freight of whatever des cription, to any part of the city, will be execated promptly and with care.

NEW YORK HOTEL. No. 17 Front Street, opposite the Mail steam-ship landing, Portland, Oregon.

H. ROTHFOS, J. J. WILKENS, PROPRIETORS. " with Lodging 6 00 7 11 11 Day 100

Railroad to Salt Lake. Letter from Congessman, Slater on the

Subject.

of Feb. 27th, we copy the following interesting letter from the Hon. James H. Slater:

Washington, Feb. 20, 1872. able paper I notice, under the caption of "A Land Grab Killed," an unfriendly, and I think, though Single Copy one year, in advance, \$2 50 upon your part unintentionally so, an unjust criticism upon a measure beautiful, approved styles of type, and modern MACHINE PRESSES, which will enable the Proprietor to do Job Printing at all times into the life of the few North

> these things I purposed to speak. such a manner as to serve all inter- The State of Wisconsin had 20 Jacksonville Pensacolla and Mobile will be decided is near at hand, and while the incumbency lasts, and, You stigmatize the proposition to ested, while the evils which have miles of railway in 1850, and 187 Railroad Company to the title of will be reached in June. The when it ends, to strive by any and railway was built or not, the land possible under this bill. would pass into the hands of a That great evils have attended The first grant in Missouri was conspiracy with Charles Pond and now becomes the duty of every they may, the imputations cast ets," and as you have thus arraign- doubted, but they have not been had in operation 817 miles. ed the measure, fairness would an unmixed evil in their results, as I low a completed 68 miles of rail- actual defrauding of said State of lature in any county but is pledged he was comparatively a poor man; seem to require that the friends of may be attested by an examination way in 1855; the next year grants said amount an arms and equip- to work and vote against all meas- he is now a rich one. Let his the measure be heard in defense of of the statistics of the States where of land were made in that State, ment purchase; tenth, laying into ures calculated to throw us still furchase; tenth, laying into it and themselves. It is but reather they have been most thoroughly and in 1860 she had 655 miles of the State treasury depreciated ther into this one man system. it, explain this mystery if they can. sonable, however, to presume that tried. On the 27th of January railway. had you fully understood the terms last I took occasion to present the Grants were first made in Kan- of \$1,140 in should work and vote for meas- out "scandalous" to a proposition of the bill you would hardly have claims of the Salt Lake and Oregon sas in the year 1863; the next year United States currency paid to him ures that will get our people out to inquire how this wealth was acstigmatized it as a "land grab;" Railroad, and went into an examthese you could not know, as it
> ination of these statistics, the result
> ination of the state and of the North Result
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> ination of the state and of the North can fully understand and appre- The era of land grants to aid in completed. ciate opposition to the system of the construction of railways began reckless and almost criminally loose in 1850, the first grant being to the braska was made in the year 1862, twelfth, receiving a bribe of \$10. and the Willamette Transportation and that in many cases offices were land grants which have so largely State of Illinois. An examination but she does not appear in the list ooo from Aaron Barnett, and for Company, he possesses a power soon conferred on the giver by the prevailed in the past and so far as of the statistics of the States in with railways completed until such bribe signing a conveyance to which, unless "checkmated" by our Executive? Is his name not very your criticisms refer to past grants, which the system of land grants | With Tanways Completed and 1865, when she had 122 miles, and said Barnett of internal improve- Legislature, will sap the prosperity | generally connected with jobs of I do not complain; but it is the has been most thoroughly tested in 1870 she had 588 miles in op- ment lands. The evidence on of our whole State, and leave us a various kinds? Is not nepotism, a confounding of this particular discloses some very interesting and eration. measure with the past land grant important facts, which demonstrate Grants were made in the State not made in public, but must be of when we had no railrords. There charged upon him of the most as-

> The bill is just the reverse of developing their resources. Take, had 1,525 miles. what you suppose it to be. The sir, the States of Illinois, Missouri, Following the inquiry into states of the Assemble of the lands proposed to be granted, or lowa, Michigan, Kansas, Nebraska, tistics of population and property bly voted for impachment on the tools in every county working for ed, during three years or less in hands of a Ring of speculators," for the reason that they were never to pass out of the hands of the Federal Government except as they passed to the actual bona fide settler upon them, and then only in quantities of one hundred and sixty acres to each settler, and at the price of two dollars and fifty cents

The funds arising could not pass into "private pockets," except as provided in the bill, and as the work of construction progressed, not one dollar of which could be should be completed, and then an amount not exceeding \$30,-000 per mile, nor more than had been received by the United States from the sale of the lands granted. The bill provided for Orrice-In Weigant's new building, west the sale of the alternate sections set apart to aid in the construction of the road by the United States. The settler was to deal only with the Federal Government, and not with the company, which was to

these lands. miles of a great through line of approximated. railway, or within 20 miles of a

\$1 25 per aere, or as a gift. proposition that out of the values railways in one year to have been the construction of the road would of the enormous value of \$2,500,be provided the means in part for ings of railways in these States at that he intended to cease his at- humble and sociable—not irrasci- plantation negro,—Intelligencer. its construction; and as these val- 70 per cent, of those of Illinois for tentions, cowhided him around the ble or revengeful; who always How IT Feels, In um," as "Portland-on-the-Wallamues would mure to the public lands 1868, and we have the sum of room, and as he sprung through speaks the truth without resorting his lecture on "Cheerfulness," dethrough which it was to pass, a \$107,660,000 for that year. portion of these lands, which in their present condition are essentially valueless, it was asked should

From the St. Louis Republican, and the soil without value. If this reduce it to \$35,000 per mile, and

recently before the House Commit- but that their enrichment has poses. It is not large now, but twenty out the building of the road there 2,689 miles. years may accomplish as much relis but little inducement to settle ritories immediately west of the building of the road, and is given 1856, and in 1860 she had 779 Milton S. Littlefield a bribe of \$3,- Holladay's farm"? Mississippi river. But it is not of to the construction of the road in miles.

ione note of C	maer var
ious acts of Congress to	aid in the
construction of railways	
follows:	Acres.
Illinois	2,595,053
Missouri	3.745 100
	7,207,83
Michigan	4,922,56
Kansas	
N. handastrans	5,600,000
Nebraska	6,016,000
Wisconsin	4,328,360
Minnesota	7,683,403

2000, 2000 000		4 41 F C C C C	STEEL ST
1	850.	1860.	187
M	iles.	Miles.	Mile
Illinois	111	2,790	4,85
Missouri		817	2,00
Iowa		755	2,68
Michigan	342	779	1,63
Wisconsin	20	905	1,55
Kansas			1,05
Nebraska		x + +	58
Minnesota			1,07

have no control whatever over railways of New York, Pennsyl- ninety-six per cent in ten years The measure was one pre-emin- 9,338 tons per mile. Estimating tenths per cent. greater than the ently in the interest of the settler; the tonnage of railways in these increase of population for the same "A bill to facilitate the settlement nage could not have been below ways in these States.

\$150 per ton, and it shows the The claim to aid rests upon the merchandise moving upon their

be set aside in aid of the construction of the country through which ing heart.

tion of the road. These lands are it passes five time the cost of its unoccupied, the productive power construction. The average cost of of the country through which the railroads in the United State is SUBSTANCE OF THE ARTICLES OF IMroad was to pass is undeveloped, placed at \$40,000 per mile; but road were built all this would be there has been added to the prop-

aid the construction of this road by attended and grown out of past miles at the end of 1855. The the property of the Pensacolla boast has been made by those rev- all means from the same motives, a land grant as a "land grab," and legislation of the kind are carefully first grant of land in this State and Georgia, and Tallahasse, and eling under Ben Holladay's "sane to have it renewed. Let Presisay that "of course, whether the provided against and rendered in- was made in 1856, and she had 905, Florida, Atlantic and Gulf Cen- tuary" that he has enough money dent Grant's sycophants say what miles in operation in 1860.

Ring of speculators and the pro- and been the outgrowth of land in 1852; she built the first road E. B. Bulkey of the city of New man in Oregon having the welfare upon his honor, his uprightness, ceeds thereof go into private pock- grants in the past is not to be the following year, and in 1860 York, to defraud the State of Flor- of the State at heart, to see to it and his integrity, it is at least cer-

system and killing it by heaping by the most incontestable data of Minnesota in 1851, but she does the most convincing nature, as upodium of past legislation upon it, that it has been of incalculable value on reading the report of the Com- freight on the river or railrod lines est proof? Perhaps if these things

rather set apart to aid in the con- Wisconsin and Minnesota. The values, we find everywhere the articles above synopsized. struction of this road, could not by grants in these States, under var-fullest evidence of the same general fact. In 1850-the population of these States was 2,333,459, in 1860 their population was 5.421, 940, and in 1870 it was 8,618,805. Property valuations in these States for 1850 are not as complete in the census returns as since. In 1860 the true valuation of real and personal property in these States was estimated by the Census Bureau at \$2,243,803,920 or \$415 to each person. In 1870 the true value of The number of miles of railway | States, as estimated by the same completed and in operation in these department, was \$6,029,672,109, States at the close of the years or about \$700 to each person, showturned over to the company build- 1850, 1860 and 1870, are as follows: ing that in ten years those States increased their property values at s. the rate of one hundred and sixty-23 four per cent., and increased their population at the rate of fifty-eight and six-tenths per cent. And deducting from the gross valuation of property the estimate increase of values attributable to the construction of railways in the decade, their construction, or \$1,650,950,-Total.... 473 5,946 15,380 000 the increase of property val-In 1868, the tonnage upon the ues after such deduction, is over vania and Massachusetts averaged and is thirty-eight and four-

Very respectfully yours,

JAS. H. SLATER.

Florida's Carpet-Bag Governor.

PEACHMENT AGAINST HIM.

Advice to Wives.—We often regret that their husband do not talk with them. This is not the place to discuss the shortcomings of a man but sometimes when I have listened to the faultfinding, and railroads, and he will also the face of such a state of affairs, details, the childish exactions of sympathy and attention with which some women bore their husbands when they are overburdened or anxious with care and work, I husband and wife live so much of the time in a different world that a will not be likely to make a man talk by telling him he ought to sensible man.

to the appellation.

The Crisis Coming.

[From the Oregon Farmer.] We have at last the full text of much during the past ten years as Committee to enquire into Grant's changed. Its creative power crty values in these States, within the articles of impeachment exhib- to the best mode of securing cheap, connection with "jobs," his preswould fix a value to the soil, the twenty years, the sum of \$2,608,- ited against Harrison Reed, Gov- or at least reasonable, rates of ent-taking and other alleged corpublic lands would be occupied by 725,000, or an amount equal to ernor of Florida, on the 10th of transportation on the vast amount rupt practices, the President's sycthrifty settlers, the now dormant more than \$60 per acre for the February, by the unanimous vote of freight shipped by them down ophants denounced it as "scanda-EDITOR MISSOURI REPUBLICAN: energies of that section would be lands granted by the Government; of the Assembly. The articles the valley and out of our river to lous." Upon this the Wasington Sir:-In a recent issue of your very brought into activity, and new and within the last ten years there are twelve in number, and, strip- San Francisco; and many of them Patriot remarks that "there is cercenters of commerce and trade has been added to property values ped of technical phraseology, hoped from promises made, that tainly scandal in this connection, in these States by the construction charge as follows: First an over- when the railroad was completed but it is not in the resolution. The The objection to past land of railways \$1,650,950, equal to issue of \$528,000 of State bonds, to the head of the valley, these scandal is that the President of the grants has not been so much that \$38 per acre for every acre granted under act approved January 28, charges would assume a shape United States has laid himself open corporations have been enriched, within her limits for railroad pur- 1870; second a fraudulent conspir- more reasonable for the producer. to the accusations implied in this tee on Public Lands. The measure been at the expense and to the And now, sir, does any one bonds for the purchase of stock of deceived. Mr. Holladay has ad- that a President meriting such a is one of great importance to Ore- disadvantage of the settler by de- doubt for a moment that these re- the Florida, Atlantic and Gulf vanced rates of freight on wheat resolution should have in the Unitgon and the Territory of Idaho. I priving him of an opportunity to sults, as demonstrated by facts and Central Railroad, with intent to and flour (the principal articles of ed States Senate defenders of his regret it the more as we had confisecure title to the granted lands at figures, flow directly from the profit thereby in collusion with freight), the former 5 cents per 100 misconduct. There is a scandal to dently looked for some encourage- a reasonable price; in other words, grants of lands in those States, other parties; third, an unlawful is- pounds, the latter 10 cents per bar- the American people in having a ment from that great center of the that monopoly of the lands result and is the present possible vindical sue of \$1,000,000 in State bonds rel, on his steamships plying be- President culpable to such a de-West, the city of St. Louis, with ed from the grants. Under the tion of the wisdom of those who for the purpose and with the inwhich we are seeking connection provisions of this bill such a mon- first inaugurated that policy? If tent recited in Article II.; fourth His former rates were sufficiently such a resolution is just or possible. by means of the road for which the opoly would be impossible. The there be such let them examine a a fraudulent signing and issual of high, and his line of steamers was Herein lies the scandal, and it is

into the life of the far Northwest option. He could take a home- railway; in 1850 she had 111 miles Railroad Company; fifth conspiration the people of Oregon to do? Shall and indelible disgrace." And it cannot be viewed with indifference stead upon the ungranted sections, of railway, having built in nine cy to unlawfully issue \$1,000,000 they remain quiet and allow Ben adds: by the city of St. Louis, if she or locate and purchase 160 aces of years but 89 miles. The first year of State bonds to David L. Yulce | Holladay to forge fetters and rivet | would maintain her supremacy as the granted lands at \$2 50 per acre, after Congress made her grant she and other persons; sixth, unlawful them upon the people, or will they time-when public men accepted the commercial center of the Mis- and in either case get his title di- added 160 miles to her railways, issue of the amount of bonds men- rise in their might and strike down office not to coin it into gold, or rect from the United States. With- and in ten years after she added tioned in article V.; seventh con- this monster monopolist? Will houses, or lands, or other things spiracy with one Milton S. Little- they lie idle and see the result of most enviable in the eyes of the In 1841 the State of Michigan field and other persons to embez- their hard toil go to swell the cof- sordid and mercenary men, but atively for the State of Oregon, either class. It will thus be seen had 138 miles of railway; In 1850 | zle the public moneys received fers of this nabob, or will they, in | with the nobler motives of doing Washington and Idaho Territories that the interests of the settler are she had 342 miles, having built from the hypothecation of State the exercise of their rights, show their country some good in their as the last twenty years have ac- fully protected, while a new section 203 miles in nine years. The first bonds, and actual embezzlement him that they are not yet his slaves, day and generation. The time is complished for the States and Ter- of country is opened to him by the grant was made in this State in of \$20,000; eighth, receiving from and that Oregon is not yet "Ben when holding office from the

ture of such men as he can use, tune. Indeed, President Grant, by or, to use plainer English, his own reprehensible conduct, and such men as he can buy-and this his pernicious example, has plunggame is being played on both par- ed the civil service into utter disties. If he is successful in this, the grace, and done much to shield be in favor of him, his steamboats, accountability and penalties. In walk away from our legislative how preposterous and sycophantic hallss with a United States Sena- it is for his companions in the Sen-

who work and pay taxes and cher- conduct. They may enshrine him if ish the prosperity of our State, they will, and call upon the corrupt have not wondered that some men is to vote against any one, from horde of office-holders to fall down Congressman to Coroner, who is and worship him, but they cannot it is a great loss if a man is silent known or suspected of being in conceal the "front of brass and alliance in the least with Ben Hol- feet of clay." laday. Vote for no man that is not pledged against this monopoly. free intercourse can be a great help If you do not, the time is not far of the Southern carpet-bag Govand pleasure to each of them. You distant when you will rue the day ernors, by Legislatures composed you failed to do so.

for him to talk with you. Exercise | tional constitution which debars a | worst stripe and better fitted for 72 taken at five times the cost of good sense, good temper and tact foreign-born citizen from the Prest the gallows than for governors. in drawing him out on topics of idency and Vice Presidency has Thank heaven, their attrocities are interest to himself. Be patient un- excited some discussion lately, and gradually opening the eyes of the der his moods of silence. Be de- the suggestion has been made more people, and even at the North their serving of the companionship of a than once that it ought to be strick- true characters are beginning to crease of the large share of cul- trust, when reason resumes her THE REAL GENTLEMAN .- Not ture and intelligence which it con- sway the villains and cut-throats in short, the settlement of the States in 1880 at 2,500 tons per period showing beyond the possi- he who displays the latest fashion tains. As an evidence of this for- will all be hurled from political pocountry through which the propos- mile, it would amount to 38,350, bility of a doubt that this great -dresses in extravagance, with eign-born "strain" in our citizen- sition in the South, and a new era ed road was to pass was the basis ooo tons; and making every allow- increase in population and wealth gold rings, and chains to display. ship, and of the prominence which dawn for that outraged and unof the proposition, and it might ance for possible excess or over-es- was in the main directly the result Not he who talks the loudest, and it is attaining, we may mention happy section. have been appropriately entitled, timate, their net merchandise ton- of the rapid construction of rail- makes constant use of profane lan- that the Minnesota Legislature guage and vulgar words. Not he contains seventeen Scandinavians. of the public lands," inasmuch as 25,000,000 tons. The value of I trust that you will find it con- who is proud and overbearing- It is a question whether the disland at \$2.50 per acre within 20 this tonnage, of course, can only be venient to allow this communication against the citizen who tion space in your columns. It is with contempt on houest industry. may chance to have been born in The value of railway tonnage in but fair that both sides be heard. Not he who cannot control his Ireland or Germany, which constinavigable stream connecting im- the State of New York in 1860, as We are willing to stand or fall passions and humble himself as a tutionally shuts him out from the portant commercial points, is really reported in the census returns, was with the merits of our measure, child. No; none of these are real highest office in the land, is not an cheaper than land from 100 to 300 \$163 per ton; but estimate the and hope we are not to be congentlemen. It is he who is kind injustice which should be done miles away from such facilities at tonnage of these States for 1870 at demned through the press unheard, and obliging—who is ready to do away with. It is certainly an anomyou a favor with no hope of a ret olous state of things, which, while ward; who visits the poor, and as rendering it impossible for Senator is the consistency and honor of sists those who are in need; who Schurz to reach the Presidency, A young lady at Council Bluff's is more careful of his heart than leaves the legal way to the attainpractically create there ought to 000,000. Placing the gross earn- being informed by ber "feller" the dress of his person; who is ment of that prize open to any

Mr. Speaker, it is estimated by Mr. Speaker, it is estimated b statisticians that every mile of rail- him to be careful for the future wherever he may be found. Rich von shake hands with him you al- when it comes to the Judge of a way adds to the value of the prop- not to trifle with a gentle and lov- or poor, high or low, he is entitled ways feel as if you were doing it United States Court is simply rithrough a knot-hole,

"Scandalous,"

When Mr. Davis of Kentucky The people of the Willamette offered a resolution in the Senate Valley have troubled their minds instructing the Whitewashing few other facts I have to submit. \$4,000,000 of State bonds for the paying him a very heavy dividend. striking, nay, it is astonishing. commerce now rapidly springing granted or ungranted lands at his In 1841 Illine is had 22 miles of Jacksonville, Pensacolla and Mobile The question arises: What are Nay, it is worse yet; it is a dark

Presidency down, is a mine of 500 to sustain the claim of the The crisis when these questions wealth, to be worked sedulously tral Railroad Companies; ninth, to buy the next Legislature, and it they will, and effect to scout, as ida of \$15,000 in State bonds, and that not a candidate for the Legis- tain that when he became President State scrip to the nominal amount nor should they stop here. They Until they do this let them not cry later, or in 1860, had 1,051 miles ing to bribe a Justice of the Peace day's control of the North Pacific President Grant has on every side to decide in his favor in a case be- Transportation Company and both "received gifts of men"-houses, The first grant of land in Ne- fore said magistrate pending; and the East and West Side Railroads, lands, equipages, horses, stocks, etc., which these charges are bassed is thousand times worse off than word of unfragrant meaning, ue in peopling those States and road until 1863, and in 1870 she mittee appointed to investigate until after the election in June; af- were looked into some explanation Governor Reed's official conduct ter that date we may expect it at might be found of the process the nomination to the Legisla- the Presidency, quite a large foracts of the next Legislature will those employed in it from proper ate to effect horror at the idea Our advice to voters, those of suspecting the President of mis-

> THE impeachment of so many of the same class of people, ought to be sufficient proof of the dastalk, or scolding him because he DISCRIMINATION AGAINST FOR tardly character of those officials. does not do so. Make it a pleasure EIGNERS.—That clause in the na- Indeed they are all men of the en out, in view of the constant in- be discerned. By and by, we

During the whole of the Franco-Prussian war, and while the Grant administration was professing the warmest friendship and sympathy for Germany, it was secretly engaged in furnishing arms to France. Aud yet this same administration now wants England to pay us for damages sustained by us through her partiality for the South. This Ulyses S., the hide scraper,

AFFECTATION .- Judge Deady, in writing up his judicial decisions, et." This is a degree of affectadiculous .- W. W. Statesman,