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UNKNOWN.

Under the emerald shade Of a leafy glade, Of a glade, beneath the tropical sun, Mid the gorgeous flowers, Of nature's own bowers,

There was a man, whose life was done, And the sun on the shore, Of the surf that scintillated,

That he lay on the strand, For the body, that lay on the strand,

There was a man, in his prime, On his face not a line— Not a line that told of his age,

But ashen and dreary, Sad, waxy and weary, Were his features, that mournful page

On his breast there were scars As of perils in wars, In his eyes, in times that were flown,

And over them all, There was spread like a pall, A flag, that was flattened and torn,

A picture was pillow'd, Like something 'twas hallow'd, That was hallow'd and guard'd with care,

Over the earthly part Of the once warm heart, That lay in dead stillness there—

And a broken ring, On a silver string, A string that entwined his neck,

Was the only sign, On that form divine, Of the life of the unknown wreck,

All deathless, the glory Of that play in true story, The flag that on high was tost,

When the sun of the south, At the cautious month, Bled and died for the cause that was best,

And under the honor, That ne'er did surrender, The cross that shall wear nevermore,

Till the pulse ceased forever, In the veins of the soldier, Who lay dead, on that stranger shore,

Find a woman's face In a broken case, The case so treasured and worn,

That locked in the light, Like a vision bright, From some fairy mansion borne,

From the sweet heart or wife, To the unknown life, To the life that had parted from earth,

Was his last thought late, For a trifled fate, Or to give, for a lost one's worth?

And the ring of gold, With its chain of gold, Its clasp and its link chain?

Did her hand receive, In love's young time, Where that broken ring had lain?

Alas! who can ever tell, Whether 'twas good or ill? The fate that these keepsakes gave,

To the dead man pale, Who had buried the all, Fit to the north in an unknown grave,

Marriage.

Marriage makes home happy, Without marriage there is no home,

No real home; no true home; a house as the Frenchman says, but nothing more.

Marriage brings with it all that elevates and refines, all that satisfies and delights,

the commonest details of our ordinary occupation it clothes with a vesture of enchanting loveliness and imperishable beauty.

Marriage enlarges the scene of our happiness and miseries. A marriage of love is pleasant; a marriage of interest is easy;

and a marriage where both meet happy. A happy marriage has in it all the pleasures of friendship,

all the enjoyment of sense and reason, and all the sweets of life. Nothing is a greater mark of a degenerate and vicious age, than the ridicule which passes on this stage of life.

Marriage would be infinitely more successful if engagements were undertaken with more seriousness;

the future would be nobler, the preparation for which was made a matter of religion and careful conscience.

Many young ladies who are engaged would think less of their embroideries and more of their future duties; if they rank their outfit only below their wifehood,

and study to fit themselves properly for their coming duties rather than to arrange their ribbons and laces satisfactorily, marriage would then have a brighter outlook than now,

and an experiment which so often ends in tears and sorrow would have a better chance to flourish for a lifetime in the full sunshine of joy and love.

A German pedler sold a man a liquid for the extermination of bugs, "And how do you use it?" inquired the man after he had bought it.

"Ketch it bug, not drop your little drop into his mouth," answered the pedler. "The deuce you say!" exclaimed the purchaser: "I could kill it in half the time by stamping on it."

"Well," calmly exclaimed the German: "dat ish a good way, too, to kill him."

THE KING OF FRAUDS.

The Alleged Deceit of Henry Wilson, George S. Boutwell, James G. Blaine, Henry L. Dawes, James A. Garfield, and other Republican Magnates by Oakes Ames and the Credit Mobilier of America.

From the Chicago Tribune.

The country has long been aware that under the scheme of building the Union Pacific Railroad, there was an enormous swindle.

It has been always suspected that the Congressional corruption was extensive, and now some of the facts have come to light.

It will be remembered that the Union Pacific Railroad was organized in 1864-65; that it received, in addition to the donation of land, a money subsidy of \$16,000 per mile upon the eastern plains, \$48,000 per mile for the mountainous region, and \$38,000 for the western plains.

In addition, the company was allowed to issue its own bonds to an equal amount per mile. A contract was made by the road with H. M. Hoxie, an employee of the company, for building the road to the 100th parallel.

But, at the same time, there was an inner ring formed, which purchased a charter granted by the State of Pennsylvania; this company was called "the Credit Mobilier of America."

One of the original proprietors of this company was Henry S. McComb, a wealthy citizen of Wilmington, Del.

He subscribed \$50,000 for 500 shares, John B. Alley and Oakes Ames, members of Congress from Massachusetts, were among his associates.

The Executive Committee of the Pacific Railroad Company thereupon contracted with the "Credit Mobilier"—the membership being identical—for the construction of the road.

Mr. McComb subscribed also for 250 shares for one H. G. Fant; Fant failed to pay, and assigned the subscription to McComb.

The company assented to and recorded the transfer, but owing to some difficulties did not issue him a certificate. In course of time the stock of the Credit Mobilier became immensely valuable, and additional stock was issued and apportioned among the stockholders.

McComb demanded his stock, with its accretions, which, after long delays, was refused. He then brought suit for it in Pennsylvania, and the commission appointed to take evidence has been in session lately.

Mr. McComb tells the whole story, and in so doing discloses what looks very much like corruption on the part of several Senators and members of Congress.

He declares, from the books of the Credit Mobilier, that the whole cost of the construction of the road averaged \$25,000 per mile; that the money subsidy from Congress was more than equal the cost, and, consequently, the profits of the Credit Mobilier were enormous.

The original capital stock was \$1,000,000 and subsequently increased to \$3,000,000. The dividends on the stock were as follows:

1866—April 19—50 per cent. in stock of U. P. R. R.

1866—July 50—per cent. in stock of U. P. R. R.

1866—Sept. 22—110 per cent. in stock of U. P. R. R.

1866—Dec. 31—110 per cent. in stock of U. P. R. R.

1867—April 1—50 per cent. in stock of U. P. R. R.

1867—Jan. 4—60 per cent. in stock of U. P. R. R.

1867—Jan. 4—33 per cent. in stock of U. P. R. R.

1867—Jan. 4—80 per cent. in stock of U. P. R. R.

1867—Jan. 4—14 per cent. in cash (gold).

1867—Feb. 8—17 per cent. in stock of Credit Mobilier.

1867—Feb. 8—12 per cent. in cash (gold).

1867—June 17—40 per cent. in stock of U. P. R. R.

1867—June 17—60 per cent. in cash.

1867—July 8—75 per cent. in stock of U. P. R. R.

1867—July 8—75 per cent. in bonds of U. P. R. R.

1867—Sept. 3—75 per cent. in bonds of U. P. R. R.

1867—Sept. 3—100 per cent. in stock of U. P. R. R.

1867—Dec. 19—200 per cent. in stock of U. P. R. R.

It will be noticed that prior to January, 1866, the securities of this stock had become very large in fact, were far in excess of its par value.

At this time Mr. Oakes Ames, then a member of Congress, demanded that a portion of the stock should be placed in his hands for disposal, to aid the purposes of the Company.

At this stage we let Mr. McComb speak for himself. "Q—What distribution of it was made by Mr. Ames? A—He gave it to members of Congress, Senators and Representatives.

"Q—What was paid into the Credit Mobilier for that stock which Mr. Ames distributed in the way you mention? A—This stock which Mr. Ames took as Trustee had paid to it all the dividends of the company from the date of the organization of the company down to the time when the stock was delivered to him, and none of these proceeds,

amounting to several hundred per cent. in par value, were paid in. The par value only was paid in.

"Q—What was the cash value of this stock at the time it was issued? A—it would sell in the market at \$200 per share cash value, and very little could be had at that—more buyers than sellers a good deal. I was offered \$500 per share for mine, shortly after that time.

"Q—What has been the highest value reached by the Credit Mobilier stock? A—I was offered \$600 per share for mine. This was in 1868, long before this suit began. I refused to sell at that time. I considered it worth \$1,000 per share, and it would have been readily worth that, honestly and fairly managed at that time.

"Q—Do you mean by giving that those shares were gifts in the nature of presents? A—I do.

"Q—You understood, then, Mr. Ames to mean that those shares were to be presented without value paid to members of Congress? A—I understood from Mr. Oakes Ames that they were substantially a gift, the parties to whom the stock was said to be appropriated receiving through him as their Trustee more than sufficient available assets as dividends to pay for the same, and that he, out of their assets, paid into the treasury the par value of the stock.

"Q—Do you mean to say that these persons had not previously agreed to subscribe for the stock as others had done? A—I had no information on that point.

"Q—Do you understand Mr. Ames to mean that these shares were not entitled to these shares as subscribers or persons who had agreed to subscribe? A—I understood no such thing.

"Q—Did you understand from Mr. Ames what was the motive for allowing these persons to take this stock at par when it was so valuable that part of the dividends sufficed to pay the par value? A—The motive, I understood, was to secure the influence and support in Congress of the men to whom the stock was given.

"Q—Influence and support for what? A—For anything affecting the Union Pacific Railroad Company in Congress.

"Being challenged to produce his written evidence, he presented the originals of two letters from Mr. Oakes Ames, which letters read as follows:

WASHINGTON, Jan. 30, 1868. H. S. McComb,

DEAR SIR: Yours of the 28th is at hand, enclosing copy of letter from, or rather to, Mr. King. I don't fear any investigation here; what some of Duran's friends may do in New York can't be counted on with any certainty.

You do not understand by your letter what I have done, and to do with my sales of stock. You say placed some with New York, or have agreed to. You must remember that it was nearly all placed as you saw on the list in New York, and there was but 6 or 8 M for me to place. I could not give all they wanted, or they might want, out of that. You would not want me to offer less than one thousand (M) to any one.

We allowed Duran to place \$58,000 to some three or four friends, or keep it himself. I have used this where it will produce most good to us I think.

In view of King's letter and Washburn's move here, I go in for making one bond dividend in full. We can do it with perfect safety. I understand the opposition to it comes from Alley. He is on the Finance Committee and can raise money easy if we come short, which I don't believe we shall, and if we can loan our bonds to the Company or loan them the money we get for the bonds, the contract calls for the dividend, and I say have it. When shall I see you in Washington?

Yours truly, OAKES AMES.

P. S.—We stand about like this: Bonds first mortgage received on 325 miles at \$16,000 per mile..... \$5,200,000

Bonds first mortgage received on 15 miles at \$48,000 per mile..... 720,000

Bonds first mortgage received on 100 miles at \$48,000 per mile..... 4,800,000

\$10,720,000 sold and to sell to pay our debts..... 10,900,000

Eighty per cent. dividend on \$3,700,000 C. Mobilier..... 3,000,000

\$920,000

Government bonds received this day..... 960,000

Due for transportation, \$400,000, one half cash..... 200,000

\$2,080,000

In addition to this, we can draw Government bonds for two-thirds of the work done in advance of the track if we desire it.

The following is in pencil on the Ames letter:

Oakes Ames list of names, as shown day to day to me for Credit Mobilier, is:

BLAINE of Maine..... 3,000

PATTERSON of New Hampshire..... 3,000

WILSON, Massachusetts..... 3,000

PAINTER (Rep) for Quincy, 2,000

S. COLFAX, Speaker, C..... 2,000

SCOTFIELD and KELLY, Pa., 2,000 each.

ELIOT, Massachusetts..... 2,000

DAVES Massachusetts..... 2,000

FOWLER Tennessee..... 2,000

BOUTWELL, Massachusetts..... 2,000

BINGHAM and GARFIELD Ohio..... 2,000 each.

Endorsed: OAKES AMES, Jan. 30, 1872.

France and the South.

The remarkable success which attended the placing of the recent French loan, says the New York Sun, is not the only evidence we have of the astonishing vitality and recuperative power of France.

It is less than eighteen months since the sword was sheathed in that country, and the Prussian troops have not even yet been withdrawn from some of the departments.

Yet in all parts of France, including the northeastern departments which suffered so fearfully in the war, the country is resuming its wonted appearance.

At Sedan the prospect of a good crop has enlivened the spirits of the inhabitants, and an officer of the Red Cross Society who has recently passed through that region reports everybody looking cheerful.

Bazilles is rising from its ruins, and Bazieres will soon look better than before the bombardment.

On all sides the hands of industry are repairing the ravages of war, and the people are hopeful and contented.

The latest commercial statistics show that this recuperative process is going on through the length and breadth of the land.

According to the customs reports the foreign trade of France, imports and exports, amounted in the first half of 1872 to 3,406,000,000 francs, being an increase of 191,000,000 francs in the first of the year 1870, and the largest sum ever attained in the same length of time.

The augmentation was made up chiefly of exports, which show a difference of 187,000,000 francs, and of these exports fifty-six per cent. consist of manufactures.

In short, although suffering from a crushing defeat, and not yet wholly freed from the invader's grasp, France stands today with an unimpaired credit, and is exhibiting an unexampled activity in her agricultural and manufacturing industries.

If we compare the encouraging condition of affairs in France with the actual situation in the Southern States which took part in the rebellion, what a melancholy contrast is presented to our view.

Under the misrule of the plundering carpet-baggers who are executing Grant's policy of reconstruction the value of the real estate has been reduced one-half, or more than \$500,000,000, while the debts of the Southern States have been swelled from less than \$50,000,000 to \$350,000,000.

This increase of \$270,000,000 of debts forms a burden which has been imposed upon the people without their consent, and for which they have received no benefit.

The taxpayers are ground to the earth under exorbitant taxation extorted to promote the self-aggrandizing schemes of the most corrupt officials who ever disgraced a civilized community; and the securities of some of these States are hawked about for what seven years have passed since the close of the war, and during all that time the people of the South have been left helpless at the mercy of an enemy more rapacious than an armed foe—an army of greedy, unscrupulous politicians, who have preyed upon subjugated communities without scruple and without remorse until they have brought the South to its present pitiable condition.

No country can enjoy an enduring prosperity when a vast and important portion of its territory is going to decay. If the people of the North have no regard for right or justice their own self-interest should prompt them to rescue their Southern fellow citizens from the crushing weight of carpet-bag domination which has brought them so much misery.

The carpet-bag plunderers could never have maintained their hold on the South except for the aid and encouragement afforded them by Grant's Administration, and to the defeat of Grant the intelligent classes of the South look forward as the only practical means of salvation from utter ruin.

Corrupt legislation is the curse of our Republic, and until a complete change is effected in our national Administration we have no reason to hope for any improvement in this regard.

The Journey of Life.

Ten thousand human beings set forth together on their journey. After ten years, one third, at least, have disappeared.

At the middle point of the common measure of life, but half are still upon the road. Faster and faster, as the ranks grow thinner, they that remain till now become weary, and lie down and rise no more.

At three-score and ten, a band of some four hundred yet struggle on. At ninety, they have been reduced to a handful of thirty trembling patriarchs.

Year after year they fall in diminishing numbers. One lingers, perhaps, a lonely marvel, till the century is over. We look again, and the work of death is finished.

SCISSORINKTOMS.

A plain loaf—to visit the prairies; To boil a tongue—drink scalding coffee.

A man can not speak but he judges himself.

Sorrow shows us truths as the night brings out stars.

How to make an Indian loaf—give him a gallon of whisky.

Right is a dull weapon, unless skill and good sense wield it.

A true religious instinct never deprived a man of one single joy.

What is it that has three feet, and can't walk? A yard measure.

When is a small baby like a big banker? When he is a wroth-child.

What most people clear by betting on horse races—their pockets.

What part of the wife is like an assault? The breach of the piece.

When does a man have to keep his word? When no one will take it.

How to make good puff—send the publisher fifty cents a line for them.

A little girl described a snake as a "thing that's a tail all up to the head."

An Oxford student defines flirtation to be "attention without intention."

An Alabama lady has worked a silk quilt for the State fair with 20,000 pieces in it.

The cat is a wonderful builder; we have seen a cat run up a house in less than five minutes.

Some one, speaking of the red nose of an intemperate man, said "it was a very expensive painting."

The mind that busies itself much with the future has need to be an uncommonly cheerful one.

A sure mode of never succeeding with your own plans is to give much attention to those of other people.

Nations and men are only the best when they are the gladdest, and deserve heaven when they enjoy it.

Fidelity, good humor and complacency of temper outlive all the charms of a fine face, and make decay invisible.

The mystic seeks truth in riddles, or finding her upon the highway, he, by virtue of his office, imprisons her in a paradox.

Fond as man is of sight-seeing, life is the great show for every man—the show always wonderful and new to the thoughtful.

I have cleaned my mirror, and, fixing my eyes upon it, I perceive so many defects in myself, that I easily forgive those of others.

Truthfulness is a corner stone in character; and if it be not firmly laid in youth, there will always be a weak spot in the foundation.

The smallest and slightest impediments are the most piercing; and as little letters most tire the eyes, so do little affairs most disturb us.

Said a nice old lady the other day to a morning caller: "Pray make yourself at home; I'm at home myself, and wish you were, too."

Some one says the lion and the lamb may lie down together in this world, but when the lion gets up it will be hard work to find the lamb.

SHOULD LADIES RIDE MAN FASHIONS?—The question, "Should ladies ride astride?" is exciting considerable discussion just now. Fannie Claffin says she is not a rooster, and therefore will not wear spurs; and that she is not a man, and therefore will not ride the regimental horse astride.

On the other hand five young ladies recently appeared in the Central Park, New York, astride of their horses. Appleton's Journal publishes a long article in its favor, quoting numerous and high authorities for ladies riding as men do; and the Scientific American, says:

How often do we hear ladies complain of this "uncomfortable" and "twisted" position; of the right leg being badly, often seriously, chafed after a long ride; or rendered unpleasantly and injuriously numb, by stoppage of circulation, from its awkward position? And can any one tell why this awkwardness, inconvenience and injury should be submitted to? Can any good reason be given why ladies should ride side ways, or why they should not ride as nature intended—astride?

Do not think there can. Riding astride is safer, pleasanter and more graceful, and if the fashion were generally adopted by ladies, they would much more generally indulge in this best of all exercises.