

Oregon City Enterprise.

VOL. 8.

OREGON CITY, OREGON, FRIDAY, AUGUST 28, 1874.

NO. 44.

THE ENTERPRISE.

ALLEGED DEMOCRATIC NEWSPAPER FOR THE Farmer, Business Man, & Family Circle.

ISSUED EVERY FRIDAY.

A. NOLTNER, EDITOR AND PUBLISHER.

OFFICIAL PAPER FOR CLACKAMAS CO.

OFFICE—In Dr. Thessing's Brick, next door to John Myers' store, up-stairs.

Terms of Subscription: Single Copy One Year, in Advance \$2.50 " Six Months " 1.50

Terms of Advertising: Transient advertisements, including all legal notices, 2 square of twelve lines one week \$2.50 For each subsequent insertion 1.00 One Column, one year 120.00 Half " " " 60.00 Quarter " " " 30.00 Business Card, 1 square, one year 12.00

SOCIETY NOTICES.

OREGON LODGE NO. 3. I. O. O. F. Meets every Thursday evening at 7 o'clock in the Odd Fellows' Hall, Main street. Members of the Order are invited to attend. By order N. G.

REBECCA DEGREE LODG. NO. 3. I. O. O. F. Meets on the Second and Fourth Tuesday evenings each month, at 7 o'clock, in the Odd Fellows' Hall. Members of the Degree are invited to attend.

MULTNOMAH LODGE NO. 1. I. O. O. F. & A. M. Holds its regular communications on the First and Third Saturdays in each month, at 7 o'clock, in the Odd Fellows' Hall. Members in good standing are invited to attend. By order of W. M.

FALLS CAMPAIGN NO. 1. I. O. O. F. Meets at Odd Fellows' Hall on the First and Third Tuesday evenings each month, at 7 o'clock. Members of the Order are invited to attend. By order of M. C. A. FLETCHER, G. M.

CLIFF ENCAMPMENT NO. 2. C. M. Meets at Odd Fellows' Hall, in Oregon City, on Monday evening, at 7 o'clock. Members of the Order are invited to attend. By order of M. C. A. FLETCHER, G. M.

B. S. BINKS' CARDS. J. W. NORRIS, M. D. PHYSICIAN AND SURGEON. OREGON CITY, OREGON. Office Up-stairs in Charman's Brick, Main street, August 24th.

W. H. WATKINS, M. D. Surgeon. OREGON CITY, OREGON. Office—Opposite Odd Fellows' Temple, corner First and Second streets. Residence corner of Main and Fourth streets.

W. A. MORELAND, ATTORNEY-AT-LAW. OREGON CITY, OREGON. Office—Main Street, opposite the Court House.

S. HUELAT, ATTORNEY-AT-LAW. OREGON CITY, OREGON. Office—Charman's Brick, Main street, August 24th.

JOHNSON & McCOWN, ATTORNEYS AND COUNSELORS AT-LAW. Oregon City, Oregon. Office—Main Street, opposite the Court House.

L. T. BARIN, ATTORNEY-AT-LAW. OREGON CITY, OREGON. Office—Over Pope's Tin Store, Main Street, Zimmar 73-11.

ICE-CREAM SALOON AND RESTAURANT! LOUIS SAAL, Proprietor. Main Street, - - - Oregon City. ICE-CREAM WILL BE SERVED FROM season. The best quality of French and American Candies. See for sale in quantities to suit.

J. T. APPERSON, BROKER. Office in Postoffice Building. Legal Tenders, Clackamas County Orders, and Oregon City Orders BOUGHT AND SOLD. NOTARY PUBLIC. Loans negotiated. Collections attended to, and a General Brokership business carried on.

A. NOLTNER, NOTARY PUBLIC. ENTERPRISE OFFICE, OREGON CITY.

Report on the P. D. and S. L. Railroad Bill.

Following we publish the report made by Senator Kelly in the Senate of the United States on May 4th, which was ordered printed, on the bill providing for aid to construct the Portland, Dalles and Salt Lake Railroad. The report gives such facts and figures as show plainly the need of the road, and the benefit it would be to this coast and the General Government. The report says:

The United States are now paying \$224,000 per annum for carrying the daily United States mail, in four-horse coaches, each way, between Kelton, in Salt Lake Valley, and the Dalles, in Oregon, a distance of about one hundred miles; and \$18,000 for carrying it by steamboat (and over a short portage by railroad) six times a week, each way, between the Dalles and Portland, a distance of about one hundred miles; thus making the sum of \$242,000 which the Government is annually paying simply for the transportation of the mails between Kelton and Portland. The schedule time for performing this duty between these ports is seven days in summer, and nine in the winter. If, therefore, by changing an appropriation of money for the performance of an inferior and inefficient service to a vastly superior one, without greatly increasing the cost to the Government, the closest stickler for retrenchment and reform could but regard the measure as a wise one. That is the object sought to be accomplished by the bill reported by the committee, and if, by its passage, it can be shown that even in the period of twenty years the Government will save from one to four million dollars, it may with reason be expected that the most rigid economist will yield it his hearty assent. And when, in addition to this economical expenditure of the public money, it is made to appear that a series of benefits will be conferred, not only upon the people of that vast extent of country through which the road passes, but upon the whole Union, there ought to be no hesitation in adopting the measure proposed.

These are the general features of the bill. Whenever the Portland, Dalles and Salt Lake Railroad Company shall complete a section of its road, the United States, in length, the United States will guarantee and pay interest at the rate of five per centum per annum, for ten years, on \$8,000 of the construction bonds of the company for every mile of completed road, not, however, exceeding in the whole, seven hundred miles, between Ogden or Kelton and Portland, whatever the actual distance between those points may be. In consideration of the payment of interest, the railroad company obligates itself, its successors and assigns, to carry the United States mails, Army and Indian supplies, troops, and munitions of war of every kind, and to transmit all telegraph messages for the Government free of charge forever.

Whenever the entire line of railway shall be completed, then the interest required to be paid by the Government for every mile of the \$280,000 annually for ten years. On the other side, the Government will save the cost of carrying the mails, which, as before stated, amounts to \$242,000 per annum; Army supplies, which, during the year 1873, amounted to \$26,000; and which doubtless will be greatly increased upon the completion of the road; telegraphic and signal services from Salt Lake to Portland, which amounted during the year 1873 to \$1,085. Be it also to be remembered that the Government could well dispense with mail-service on the route from Winnemucca to Boise City, now necessary for the transportation of the mails between San Francisco and Boise Valley, and which at the present time costs the Government \$72,000 per annum.

Arranged in tabular form, the account stands thus: Mail-service from Kelton to Portland, \$242,000 00 Transportation of military supplies, 26,000 00 Winnemucca mail-service dispensed with, 72,000 00 Total for services, 340,000 00 The United States, 280,000 00 Annual saving to the Government, 60,000 00

Thus for services performed during the past year the Government has actually paid \$340,000 more than it would be required to pay for interest as proposed in the bill which the committee has reported, a saving, in ten years, of \$600,000 over and above the whole amount of money which the United States would pay to the company for constructing the road.

On the basis of compensation allowed by act of Congress for carrying the mails on railroads, at the rate of \$200 per mile, the company, after the completion of its road, would be entitled to \$140,000 per annum for transporting the mails from Salt Lake Valley to Portland. Add to this, for the annual transportation of military supplies, &c., the same as paid last year, and the account would stand thus for a period of twenty years.

Annual amount for services, 280,000 00 Amount for twenty years, 4,760,000 00 Total amount paid by the United States, 2,800,000 00 Saving to the Government in twenty years, 1,960,000 00

The foregoing statements, it will be observed, do not take into account the cost of transporting Indian supplies and annuity goods, for the reason that no reliable data have been obtained on which to base an estimate. And yet it must be manifest to every one at all acquainted with the nature of this service that the amount would be no inconsiderable item in a country dotted over as that is with Indian reservations.

Every precaution has been taken by the committee to guard the rights and interest of the United States, and the services to be rendered by the railroad company for the Government. The bill provides that the Secretary of the Treasury shall not guarantee the payment of interest on the bonds of the company until the road shall be completed in sections of not more than five miles; nor even then until it shall be made to appear to him that there are no liens of any kind having priority to that of the United States to have those services performed. The road is declared to be a military and post road for government purposes, and the right to have the mails, military and Indian supplies, and troops transported over it made to adhere in and become a part of the corporate existence of the company and a lien upon the road and its equipments of every kind, whether the same be in the possession and control of the Portland, Dalles and Salt Lake Railroad Company, or of its successors or assigns. In addition to all this, a section in the bill makes it a penal offence for any officer, agent, or employee of the railroad company, its successors or assigns, to willfully refuse to transport the mails or supplies specified in the bill after the United States are entitled to have the services performed. In short, every precaution has been taken to protect the Government against loss, and to secure its rights in perpetuity.

What has heretofore been said relative to the bill, and the United States have in the construction of the road in their governmental capacity. That, however, is but an insignificant matter compared with the benefits which would result to the people at large, and especially to the people of that widely-extended region through which the road will go—the valleys drained by the Columbia River, and its tributaries, the great northwestern portion of the United States. The State of Oregon and the Territories of Washington and Idaho embrace an area of 260,000 square miles, and are greater in territorial extent than all the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, and Indiana, combined. And yet this vast region is wholly disconnected by railroad communication with the other States and Territories of the Union, and almost inaccessible to the emigrant who may desire to make it his home; indeed, it can only be reached by the long circuitous sea-voyage from San Francisco to Portland, eight hundred miles out of the way, and by the present stage-coach route of three hundred miles from the present terminus of the California and Oregon Railroad, and over a lofty mountain-range; or by the still more wearisome way, by wagons or stage-coach, for the valley of Snake Lake.

This explains the reason why the State of Oregon and the Territories of Washington and Idaho, with such boundless resources of natural wealth, and of such ample territorial domain, are yet so sparsely populated. And all this combined had not, at the time of the last census, a sufficient number of inhabitants for a congressional district under the present apportionment for members of Congress, although settlements were commenced there as early as 1843.

There seems to be at the present time, an earnest spirit of inquiry abroad among the people of the United States, and especially those living in the valley of the Mississippi, how to obtain cheaper modes of transportation to the great centres of trade, and particularly on the outlets to the sea. Railroad charges for the transportation of freight on the leading routes, although not excessive, are yet considered exorbitant. Perhaps this is so; but how insignificant the cost appears to be when compared with that which the people living along the line of the contemplated railway are compelled to bear. The charges made for carrying freight from different points to Boise City may be taken for example, to illustrate how great is the difference in the cost to the people living here and those living there. This place is selected because it is the capital of Idaho, and the radiating point for the trade and transportation of that Territory, and because it is on the line of the contemplated railroad, and nearly midway between Salt Lake and the navigable waters of the Columbia River.

Kelton to Boise City, distance in miles 250 Kelton to Boise City, charges for freight per ton, 100 Kelton to Boise City, passenger-fare on stage-coach, 50 Winnemucca to Boise City, distance in miles 280 Winnemucca to Boise City, charges for freight per ton, 120 Winnemucca to Boise City, passenger-fare on stage-coach, 50 From Portland to Umattilla, the point of departure on the Columbia River for Boise City, the distance is about two hundred and forty miles, and the cost of transporting freight by steamboat and railway around the portages of the Cascades and Dalles that place is \$25 per ton, making the total amount from Portland to Boise City \$135 per ton. The prices specified above are all payable in

gold coin. When it is known that the transportation of goods and merchandise on the above mentioned routes, excepting on the Columbia River, is made in wagons, drawn sometimes by horses or mules, but more frequently by oxen, traveling, on an average, about ten miles a day, some conception may be had of the wearisome delays, as well as the burdensome charges, which the people of the Pacific Northwest are compelled to endure. Having suffered for years all these vexatious and actions, is it a matter of any special wonder that the Legislatures of Oregon, Washington, and Idaho have memorialized Congress to give some relief by aiding in the construction of the road? All political parties there have passed resolutions in favor of the project, and the petitions on that behalf from the people, presented to Congress, and referred to the committee, attest how earnest they have become in this matter, and how hopeful they are that Congress will give them relief.

This road once completed, it would be the only one of the kind, indeed the only, traveled route from the East to the great Northwest, a country richly endowed with natural resources of wealth of almost every kind, agricultural, commercial, and mineral, but the greater portion of which is now only a magnificent unpeopled waste. Once completed, it would be to Oregon what the Central Pacific is to California, the great artery of commerce, conveying health and vigor into every channel of trade, and awakening into activity every dormant industry in the land. The enhanced value it would give to the unoccupied public lands would, of itself, more than compensate the United States for any outlay, if such a road were built, which is the object in the bill reported to the Senate. And there is its great mineral wealth; mines of silver and of gold, almost countless in number and of exhaustless value, in Idaho and Eastern Oregon, now lying almost wholly unworked because it is impossible, except at a ruinous cost, to transport thither the expensive machinery required for their development, and the supplies necessary for the subsistence of the miners. The road constructed, this industry would at once revive throughout Idaho, and develop mines already discovered as rich, perhaps, as any in Nevada, and certainly greater in number.

The character of the approaching political contest in Alabama is clearly foreshadowed in the address of the chairman of the Democratic and Conservative State Convention recently held at Montgomery. The New York World, in commenting on the current news from the South, calls attention to the fact that the uncompromising attitude assumed by the Radical party in the Civil Rights bill is daily tending to make the political division between the whites and the blacks complete. Practically, political contests at the South since the war have been between the masses of blacks on the one side and the masses of whites on the other, but except in Virginia and one or two other States the question of race has not been made a direct political issue. The Radical platform, the address of negro orators, and the addresses which have recently emanated from Radical conventions at the South have at length convinced the whites of Alabama, and indeed of other southern States, that the race issue which has been thrust upon them must be squarely met at the polls. It is an issue of which the negroes of Alabama would not be unmindful whatever the whites might do. The white people, in taking up the issue, have been very wary, and the negroes, deliberately disclaim all intention to use their victory for interfering in any way with the rights of the negroes. The coming elections in Alabama will be merely a contest to decide, and they will decide only whether the whites or the blacks of Alabama shall control the State Government. Contrasting Virginia under the control of the whites with South Carolina under the control of the negroes and their knavish leaders, no friend of civilization can hesitate where to bestow his sympathies.

IT SHOULD BE BURIED.—In the concluding portion of Mr. Beecher's statement, after declaring that he had used no influence whatever with the committee to direct their deliberations, and denying that he had anything to gain by a compromise, and authorizing any living person to produce and print forthwith whatever writings of his they have of any sort whatever, he very truly says, and all decent people will agree with him: "It is time for the sake of decency and public morals that this matter be brought to an end. It is an open pool of corruption exhaling deadly vapors. For six weeks the nation has risen up and sat down on a scandal. Neither a great war nor a revolution could more have filled the newspapers than this question of domestic trouble magnified a thousand fold, and like a sore spot on the human body, drawing to itself every morbid humor in the blood. Whoever is buried with it, it is time this abomination be buried below all touch or power of resurrection."

We often hear of people who are too poor to marry; but a California couple, who had been engaged for some time, married because they could not afford to keep two separate rooms in a boarding house.

Why will America's emblem outlive those of England, France, Ireland and Scotland? Because the rose must fade the lily droop, the shamrock die, the thistle wither, but the stars are eternal.

A Court that Knew Herself.

A funny affair in a court of law lately came off at Chicago. One Amelia Donerschoff brought suit against Augustus Behrens, who had promised to marry her, but had failed to keep his word. The lady demanded only \$200 in damages, not an exorbitant price for her disappointment in being obliged to retain so cumbersome a name as Donerschoff. The suit came to trial before Justice Banyon, Mr. Behrens, not denying the principal fact alleged against him, excused himself by saying that Amelia insisted as a condition of the marriage that her mother should keep house for the young couple, and this Augustus could not consent to. "I told her," said he, "that I loved her deeply, and was ready to marry her, but did not wish to marry her mother also, a woman of loudly and unpleasant habits, and who insisted on feeding me too much cabbage, a vegetable I always disliked."

After this frank avowal of his purpose and his un-Teutonic distaste for the national custom which he possessed, Justice Banyon said, "Which would you do, marry the lady and take her mother to live with you, or pay \$200?" Augustus answered firmly, "I will pay the \$200." Whereupon the worthy and enlightened magistrate delivered the following judgment: "I do not wish to shake hands with you. I envy your firmness. There was a period in the life of this court, when it was in circumstances somewhat similar to your own. If it had had the moral courage which you possess, it would have saved about twenty-five years of misery and unhappiness. The alternative was presented to this court whether it would marry a young lady and her mother or whether it would pay \$200 in gold. The court was poor at that time. It was earning an unsatisfactory living at the restaurant business. It yielded. It took the young woman and her mother to live with it, and kept the \$25. For a quarter of a century it regretted its hasty action. It is glad to meet a man who cherishes happiness more than he does money. The order of the court is that the defendant stand discharged, and that the plaintiff be allowed to sue for a man to marry her to a mother-in-law, be fined ten dollars and costs."—Legal Intelligence.

The Contest in Alabama.

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NEVER DREAMED IT.—It is rumored that Henry Ward Beecher is going to retire from the pulpit and become the editor of the new Republican paper which is about to be started in New York. Whereupon the Louisville Courier-Journal remarks: "We have been apprehensive from the start that Tilton's charges, if proven to be true, would sink Beecher very low; but that they could by any possibility sink him to the level of a Radical newspaper editor is a thing of which we never even dreamed."

HIS RETORT.—Said Young America to his papa: "Pa, be you a Britisher?" "Yes, my son, I was born in England." "Well, we whipped you," retorted the youngster.

"Oregon as It Is."

The land in which we live has become to us an every day affair. Its beauties have become familiar and we notice them no more. A slight shower causes murmuring against the land of Webfoot. The following is what *Croft's Western World* for August says:

The atmosphere of Oregon is pure and cheerful, warm and balmy; life is longer, health is better and more enjoyable, when the ordinary laws of such are attended to, than any State in the Union, or any country in Europe. In Oregon the soil is so rich and moulty that the average of thirty bushels of wheat to the acre can be raised with half the labor than the average of seventeen bushels can in the Mississippi Valley. The soil of the Mississippi Valley is gradually wasting, the soil of Oregon is continually improving; and as scientific farming takes the place of much of the present careless cultivation, it will improve it a great deal more. The soil of the hills of Oregon, and hills five hundred feet above the level of the sea, is more productive than the average valleys of Mississippi. The soil and climate of Oregon are pledges and guarantees that it will be, in the language of the Hon. W. H. Seward, "The future granary of the Pacific Coast." Oregon the Queen State of the Northwest, holds in her right hand long life and unusual health, and in her left, great wealth and power, and invites the industrious from all parts of the world to come and partake of them. The State is protected on the West by the Coast Range from the strong gales of the Pacific Ocean, and on the east from snow storms and cold winds by the Cascade Range. The trade winds of the Pacific, from the northwest, keep the summer months of Oregon sufficiently cool to impart vigor and life to the soil. The trade winds from the southwest in winter, and the warm currents of the Pacific Ocean, are sufficient to keep the winter months mild, comfortable and healthy; the one protects from extreme cold, the other from extreme heat. The magnificent snow peaks of Mount Hood, Mount Jefferson, and their companions, stand as faithful sentinels on the Cascade Range, ready, as soon as the sun goes down, to bid good night to the secure delightful sleep to the sons and daughters of toil and labor.

THE NEGRO VOTE IN KENTUCKY.—Commenting upon the recent election in Kentucky, the *Frankfort Yonian* says that it marks an epoch of no small significance in the history of colored suffrage in that State. The manner in which that vote was split and scattered, and the manner in which it was cast and the palpable effects it had on the results in Fayette Franklin, Jassamine and other counties of Central Kentucky, plainly pre-argue that the Radical party can never again calculate on wielding it as a card as they have done hitherto. On the contrary, the dumb, driven cattle seem to have broken away from their keepers, and, having tasted the sweets in politics and in political action, will not be likely again to submit themselves body and soul to such ignominious and utterly selfish tyrants as have ruled them for the last four years. In fact, it may well be hoped, from present appearances hereabouts, that many of the more intelligent colored people are at last beginning to find out that their real and best friends are their former owners and present proprietors of the soil, the Democrats, who tell plain unvarnished truth, and not the Radicals who deceive them continually, and who flatter and cajole them for their votes, but to betray and throw them off when their sordid object is attained.

TREATED WITH CONTEMPT.—The *Cincinnati Commercial* shows that Congress has universally treated the recommendations of President Grant with contempt. He has advised the passage of a general amnesty bill; he has asked for the establishment of a postal telegraph; he has recommended post-office savings banks; he has proposed that Congress should build mansions for the members of the Cabinet, and that a national university be established; he has asked for a law defining expatriation; for a constitutional amendment by which the President can approve part of a bill and veto the rest; for another amendment vetting the powers of extra sessions of Congress to subjects specified in the call under which they are assembled; he has advised legislation to restore American ship-building; he has recommended the exploration of the Amazon river; he has asked for new legislation respecting claims against the government; he has proposed a census in 1875; he has recommended an enabling Act to admit Colorado, and the construction of a great canal to irrigate the eastern slope of the Rocky mountains; and he has asked for a law securing the civil rights of negroes. All of these important measures Congress, with an overwhelming Radical majority in both Houses, has steadily ignored with sympathetic scorn.

BEAUTY.—After all, the truest beauty is not that which suddenly dazzles and fascinates, but that which steals upon us unobserved. Let us each call up to memory the faces that have been the most pleasant to us—those that we have loved best to look upon, that now rise most vividly before us in solitude, and oftentimes haunt our chambers, and we shall usually find them not the most perfect in form, but the sweetest in expression.

"I fear," said an Aberdeen minister to his flock, "when I explained to you, Scotch and Scandinavian, that philanthropy was the love of our species you must have understood me to say specie, which may account for the smallness of the collection. You will prove, I hope, by your present contribution, that you are no longer laboring under the same mistake."

GOSE FOR GOOD.—A man and his wife both eloped from Kearny City, Nebraska, on the same night, a short time ago, each leaving a note for the other saying they had gone for good. "Two souls with but a single thought," etc.

Luckless Louisiana.

From the San Francisco Examiner. As was remarked in debate during the late session of Congress, by a United States Senator, "Louisiana was acquired from France by the treaty of 1803, and that treaty contained the following provision in the third article:

"The inhabitants of the ceded territory shall be incorporated in the Union of the United States, and admitted as soon as possible, according to the principles of the Federal Constitution, to the enjoyment of all rights, advantages, and immunities of the United States."

That is a treaty stipulation. The faith of this nation was solemnly pledged to the Republic of France that the inhabitants of that Territory should for all time to come, at least during the existence of this Government, enjoy the rights, advantages, and immunities of citizens of the United States. Are we redeeming this treaty stipulation at the present time?

Have the citizens of Louisiana the same rights which they possessed at the time of solemnizing this treaty? By no means. They then had the power to regulate their own domestic affairs in such way as best suited their interests. Do they have that power still? Far from it. The original white inhabitants, in whose favor this treaty stipulation was made, have been completely overpowered by a servile race, and the former proprietors are now virtually the slaves. The historic fact cannot be forgotten that the Louisiana thus acquired by treaty embraced a vast territory, stretching from the Rio Grande in the south, to the forty-ninth parallel in the north, and from the Mississippi on the eastward to the Territories of Montana, Idaho, Wyoming, Washington and the State of Oregon. It constitutes now the grandest industrial empire in regard to size and may soon become the dominating power in the civilized world. Its climate ranges from the semi-arctic Winters of the extreme north to the eternal Spring and Summer on the shores of the tropical Gulf, and from the inland seas; its fruitful plains can fill the granaries of the world; its mountains are bulwarks of defense and treasure-houses filled with gold and silver. In fact, the sixteen great States and Territories which have been carved from the Louisiana, for which we paid a bagatelle of fifteen millions of dollars, have within their borders wealth enough to purchase whole kingdoms in Europe, and to rival the European. And yet what is the deplorable condition of our sister State of that name to-day? A full appreciation of it, as it is, should cause the blush of shame and indignation to mantle the cheek of every liberty-loving and true American citizen.

FOREIGN-BORN CITIZENS.—The Sacramento Union has been examining the census report and has collated some interesting statistics in regard to our foreign-born population. It has ascertained that the State of Nevada contains a greater proportion of foreign-born residents than any other State in the Union. That is to say, 42 per cent of the whole number, Indians included. California and Wisconsin each contains 26 per cent, Minnesota 35, New York and Rhode Island each 25, Massachusetts and Nebraska each 24, Michigan 23, Connecticut, New Jersey and Illinois each 20, and Pennsylvania, Ohio, Kansas and Vermont each 14 per cent. The southern States have the smallest per cent of foreign-born residents, Tennessee South Carolina Alabama Georgia and Arkansas are all below 2 per cent, and North Carolina has but the one-third of one per cent. Statistics show a decline in the Irish and German immigration, and a marked increase in the English, Scotch and Scandinavian. There are now nearly 115,000 Scandinavians in the country—nearly all of them in the Northwest. Minnesota has 37,450; Wisconsin 45,258; Illinois 15,591; Iowa 14,707; and Dakota 1,294.

It is stated that the Illinois Central Railroad cost \$34,061,333.56. The lands donated to that corporation yielded by sales to settlers and others the aggregate sum of \$24,825,353.33 and it still holds bonds remaining unsold to the value of \$9,165,520. There has been a stock dividend declared of \$5,773,301. This statement shows that the company has received the sum of \$1,701,937 in excess of the entire cost of the road, which is a pretty good thing for the stockholders.

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