

OREGON'S WEAL.

THE FAITHFUL SERVANT'S ACCOUNT

Review of the Congressional Con- tests By Senator Mitchell.

New Market Theatre Crowded With the Best Citizens of Portland.

The Spacious Halls and Galleries Fail to Accommodate the Multitudes.

HUNDREDS AND HUNDREDS TURNED AWAY FOR WANT OF ROOM.

A Large Audience Intently Interested for Three Solid Hours.

The Senator Sets Forth the Noble Objects Sought by National Legislation.

And the Infamous Influences and Intrigues that Attempted to Defeat All.

LET THE PEOPLE READ AND UNDERSTAND WHO HAVE BEEN THEIR FRIENDS.

Every Candid Reader Must Say of the Speaker, "Well Done, Thou Faithful Servant."

In response to the announcement that Senator Mitchell, in reply to the invitation of the leading citizens of Portland, had consented to deliver a speech at New Market theatre, in this city, on Saturday evening, August 31, 1878, the people began gathering at that place at an early hour on the evening named, and when the time for speaking arrived every seat was occupied, and the large and intelligent audience was in great part composed of ladies of refinement and culture. Among the audience were the leading citizens and representative men of Portland, and on the stage were seated Mayor W. S. Newbury, Hon. J. C. Tolman, Hon. D. Malarky, Hon. D. P. Thompson, Senator M. C. George, Hon. W. D. Hare of Astoria, Hon. J. N. Dolph, Hon. Vic. Trevitt of The Dalles, Hon. E. S. Kerney, R. Jacobs, Esq., Gen. Benj. Simpson, Major Eaton of Washington, Hon. Geo. A. Steel, and others.

About 8 o'clock the Northwestern band, which occupied the orchestra, rendered an appropriate piece of music, and as the last strains died away, His Honor, W. S. Newbury, Mayor of the City of Portland, escorted Senator Mitchell upon the stage, and in a few elegant and well-timed remarks, introduced the Senator as "the faithful servant who had come to render an account of his stewardship." As the Senator stood before the vast audience, hearing was drowned in rounds of hearty applause and cheers of worthy welcome. When these outbursts of greeting and approval had subsided, the Senator began his remarks in his usual deliberate manner, and, as he progressed, rose in warmth and oratory till the walls of New Market theatre reverberated tones of earnest, soul-thrilling eloquence, such as had never waked the silence of that altar of the bards. As subjects were touched upon that reached the deepest interests of the people of Portland and Oregon, the listeners were not wanting in expressions of highest approval of the earnest efforts of Oregon's "hardworking Senator." The speech was reported verbatim by the Bee, by Mr. Seneca Smith, and is presented below. It is well worthy of careful perusal by every citizen of Portland, and we only regret that the want of larger room prevented so many from hearing the earnest, truth-convincing manner

in which it was delivered. Every seat in the dress circle, parquette and galleries was occupied, and the standing room was taken; hundreds who came late were turned away, well considering themselves unfortunate. Even those of Senator Mitchell's bitterest enemies who were present, admitted that he acquitted himself most nobly; and the people who could look beyond personal spite and selfish interests to the broad domain of the public weal and welfare, will feel that words are insufficient to express their approval of the man whose heart and hands have been so earnest and faithful in the cause of the development of the State and the interests of its whole people. We give Senator Mitchell's speech in full, because it is the story of the people's demands, and the history of how they have been labored for by liberal men, and opposed by tools and schemers.

SENATOR MITCHELL'S SPEECH. MR. CHAIRMAN AND FELLOW CITIZENS: It is no less a duty than a pleasure devolving upon me to acknowledge, gratefully, the compliment I am paid, in the presence, here this evening, of this large audience, and in the enthusiastic and cordial manner in which you have met me at this time. As has been my custom ever since I have been trying to represent you, in part, in the Senate of the United States, I am again here for the purpose of rendering to you, the people, my masters, an account of my stewardship. I am here, also, for the purpose of meeting old time friends, who in all the years of my life, in every trial, in every vicissitude, have attested their friendship, their confidence, their fidelity, by an unflinching devotion to me and my interests, and to thank them to-night, thus publicly, for what would seem to be an abiding faith, on their part, in the integrity of my purposes as one of your public servants. I am here, also, fellow citizens, for the purpose of explaining, so far as I may be called upon to explain, and so far as I may, in the short time that I can take to-night, to you and all the people of Oregon, who may desire to do justice by their public servants, the motives which have actuated me, and the reasons I had for every vote I have cast, for every position I have taken, from time to time, while acting as one of your servants in the U. S. Senate. I am here, also, fellow citizens, for the purpose of answering, in a respectful manner, every just and honorable criticism that may, from time to time, have been made on my course, while acting as one of your public servants. I am here, furthermore, fellow citizens, for the purpose of

MEETING MY DEFAMERS. Face to face; as well those of them who are and those who are not too cowardly to hide their malicious frowns and shriveled souls behind the subsidized columns of a monopolizing and subsidized public press, and to hurl back into their guilty faces, distorted as they are by habitual falsehood and persistent deception, the many misrepresentations, by which, from time to time, they have sought maliciously to mislead the people of the State of Oregon, with reference to my motives and my position as one of your Senators.

Fellow citizens, the public acts of public men, I hold, are, and of right ought to be public property. They are, and of right should be, at all times, and under all circumstances, open to a free, full and fair inspection, and to the honorable and just criticism of both the press and the people. Any public servant of the people who is unwilling, or ashamed, or afraid to submit his public acts to this crucial test, is, I hold, unworthy, in every sense of the word, to hold any office of honor, trust or profit, in this great nation. (Applause.) But while this is true, I hold it to be equally true, that any public servant who seeks to mislead the people, with reference to any of the public acts of any of their public servants, simply for the purpose of gratifying a spirit of personal animosity and private revenge, is not entitled to hold the honorable position, he, by such a course, deserves; such a man is no longer entitled to have his name enrolled among the names of honorable men, much less among the names of the many honorable journalists and newspaper men of our State and coast. Fellow citizens,

FALSEHOOD AND MISREPRESENTATION. Hurling daily from the columns of a vicious, mercenary and monopolizing public press, may for the time being accomplish its purposes, but a reaction is sure to come; wilful, persistent, flagrant misrepresentation of any public man, must in this educated, intellectual age of necessity be short lived. It may, I say, for the time being accomplish its purpose—it may defeat the man personally or politically against whom the malicious attacks are made, but what I inquire of you to-night, is a mere personal defeat, to any man, I care not what his ambition may be, I care not what he is or what may be his relations to a permanent, erroneous conviction in the minds of the constituents of any representative, that their public servant has been false to his duty; that for personal or other unworthy consideration he has sat in the councils of the nation, not in the interests of his people, but has sought to obstruct and hinder measures which would tend to promote their welfare—for my part, fellow citizens, I would rather, to-night, see every hope of earthly ambition perish instantly and forever, than to have my public acts and my motives misconstrued by the people whom I have been trying to faithfully represent in the Senate of the United States. (Applause.) And I desire right here to

CHALLENGE MY DEFAMERS. I ask them to-night, if there be any here, to point to a vote which I have cast, to a position which I have occupied, to an expression to which I have given utterance at any time since I have occupied a seat in the Senate that can by any fair interpretation be construed otherwise than in the interest of the people and of the State of Oregon, and I ask them to do it now, if there are any such here, and if they will not do it now in my presence, when I have opportunity to be heard in my own defense, they do not hereafter, because they happen to control the columns of a public press, attack a man, assassin like, behind his back, when he has no opportunity to be heard; for whatever might be said to the contrary, any man that will do that thing is, after all, little better than any man would be who had been proven by overwhelming testimony to be an assassin of truth and a defamer of public men; and if any such man exists anywhere in this fair State of ours, then it will be well for the people of this State, and for the prosperity of this State, that the time shall soon come when its fair face shall be cleansed and its fair fame freed from the weight of

THIS "FLESHLIEST INCUBUS." Now fellow citizens, knowing that the people of the State of Oregon, and of the city of Portland take a deep and abiding interest in all matters of legislation relating to railroads and to internal improvements and all that kind of thing, I propose to-night, as rapidly as I can, because I do not wish to detain you too long, to detail as near as I can some of the legislation and attempted legislation of the last session of Congress on this subject. And as I proceed, inasmuch as I have from time to time, day after day, month

after month for the past eight months, been attacked by the "principal newspaper of this State," as standing in the way of legislation favorable to the interests of this State, I propose as I proceed in detailing what was done and the part which I took in what was done and attempted to be done at one and the same time to answer all charges which have been made against me so far as I understand them. On the morning of my arrival here, fellow citizens, the following article

APPEARED IN THE OREGONIAN: A newspaper, I BELIEVE, published in Portland; I THINK it is published here, I am not one of its subscribers, and the courtesy which has been extended to me by nearly every other newspaper on the Pacific coast, of sending me a copy while I have been representing you in the Senate, has not been accorded by the Oregonian, but I understand it is published here, and here is the article, which I will read, at length, because it is very short: "Senator Mitchell complains that he has been misrepresented. He does not, yet indicate in what respect, but certainly it cannot be said that he has been misrepresented in this, that it was the opposition and delay produced by his course in the Senate, which threw away the opportunity for passing the Northern Pacific Extension Bill." Now then, in this very point to which I had referred, when, in the few remarks I made on the evening of my arrival here, I stated that I had been misrepresented; and now fellow citizens of Oregon, I say to you, to the editor of the Oregonian and to all the people of the State of Oregon that I propose here, and now, not only to assert, but prove in the face and light of recorded history, in the face of the open undisputed record, and that too with a confidence which can only be born of an implicit faith in the

FINAL TRIUMPH OF TRUTH. Over falsehood, of justice over injustice, of right over wrong, of fair play over foul play, that any man whether it be the editor of the Oregonian, or any other man, who will assert that any alleged opposition of mine, any delay of mine, any act of mine either in the Senate of the United States or elsewhere, throw away the opportunity for passing the Northern Pacific Extension bill does, either maliciously and malignantly, or ignorantly and unconsciously misrepresent me. Now here is a charge made, and it is not made here for the first time, and my denial is just as broad as the charge is, or possibly can be; now for the proof. The burden of proof in all cases, every lawyer knows, that every lady knows it, everybody else knows it, is always upon the party making the charge of wrong, whether that charge is made against a criminal in the docks at the bar of public justice, or whether it is made against one of the people's representatives at the bar of public opinion, it makes no difference which the

BURDEN OF PROOF ALWAYS. Rests upon the party making the charge. And while I have confidence to believe that the justice and fairness and good sense of the people will always discriminate against a mere naked charge unsupported by evidence, and an accusation unsubstantiated by proof; while I believe that, still inasmuch as this charge among others has been iterated and reiterated against me through the columns of the Oregonian from time to time, I propose to-night to waive all questions as to where the burden of proof rests, and to show to you from the open record, from facts and arguments as irrefragable as the broad sun-light of heaven, that the charge is false. Yes, fellow citizens, so untenable is it that it would seem incredible, no I will not say that, I will say it is incredible that any man possessed of sufficient intelligence and ability to conduct the columns of a newspaper in a great State like this, and I cheerfully concede that Mr. Scott has all of that, and whose duty it is, and who in honor bound to render to his readers a faithful account of the

ACTS OF THEIR PUBLIC SERVANTS. And to make just criticisms and draw just inferences from those acts, I say it is incredible that any such man would make such a charge unless prompted by motives of the purest personal animosity and for the purpose of gratifying a spirit of the purest personal revenge. Now fellow citizens bear in mind the charge: "My course in the Senate," says the Oregonian, "threw away the opportunity for passing the Northern Pacific Railroad Bill." Why fellow citizens is it not a fact of record which no man with the least vestige of respect for truth left in him will deny that the bill for the extension of the Northern Pacific R. R. under my advocacy in part, and under my personal leadership and direction, after a two days discussion, and without a single dissenting vote was passed through the Senate of the United States on the 23d day of April last, two months lacking three days before the adjournment of Congress. Yes, fellow citizens, 57 days before the House of Representatives adjourned, the bill for the extension of time to the Northern Pacific R. R. Co., the passage of which the Oregonian says I defeated, was under my special leadership. I say it in no boastful spirit, but because it is a fact, pushed through the Senate of the United States, the bill having been reported by me from the

SENATE COMMITTEE ON RAILROADS. Some days before that, and having received, by the way, the sanction and unqualified approval and approval of every member of the Senate Committee on Railroads both Republican and Democratic. (Applause.) Why, fellow citizens, I ask you, I ask of you fellow citizens of Portland and the State of Oregon, was not the bill taken up in the House of Representatives and passed there on some one of the fifty-seven days which elapsed between the time of the passage of the bill in the Senate and the time the House adjourned. Could any act of mine either in the Senate or out of the Senate stand as a fatal obstruction to the passage of that bill, at all, even to the weight of a feather, in the passage of that bill through the House of Representatives, and that too in precisely such form as the friends of the Northern Pacific Railroad Co. in the House might desire to pass it. Most certainly not. Nobody will contend this. But suppose it should be said, because I desire to meet this question in every possible phase, that it can be presented, that the bill which passed the Senate, although it passed that body after two days discussion, without a dissenting vote, receiving the approbation of every warm friend of the Northern Pacific Railroad Co. in the Senate, suppose it should be said, however, that the bill which passed the Senate on the 23d of April last was not satisfactory to the

NORTHERN PACIFIC RAILROAD COMPANY. And I will come to that hereafter; then to that proposition there are several incontrovertible positions, and the first is this, and I call your especial attention to it: The House of Representatives was in continual session from the 15th day of October, 1877, until the 20th day of July, 1878, a period of eight months and five days. Why, I inquire of you, and of the editor of the Oregonian, was there not a bill for the extension of time to the N. P. R. R. introduced in the House and passed through that body on some of those 244 days, and in just such form as the friends of the N. P. R. R. desired to have it, and sent to the Senate for the consideration of that body? Will the editor of the Oregonian answer me that question? Will the land-grabbing, stock-manipulating, aristocratic, purse-proud Billings, of Vermont, who has been hurling his anathemas at me on lightning wings across this continent for the purpose of deceiving and misleading my constituents in reference to this matter, answer that question? Will any of the Oregon Steam Navigation Company or their friends who have been asserting that I have been standing in the way of the N. P. R. R. answer me the question? Will the people of

Oregon answer the question? Was the House of Representatives, fellow-citizens, was any member of the House of Representatives who might have been in favor of the passage of the bill for the extension of time to the N. P. R. R., even pure and simple, without a single provision looking to the protection or guardianship of the interests of the people of Oregon, under any kind of obligation to await

THE ACTION OF THE SENATE? Most certainly not, no one will contend this for a moment. Were there any parliamentary rules of Congress, either of the House or of the Senate, that prevented the House from acting upon this most important measure without regard to what was being done in the other end of the Capitol? Will Mr. Scott answer me why out of these 244 days a bill was not taken up and passed through the House and sent to the Senate for its consideration. Most assuredly he would be the last man to give me the credit of having sufficient power to control the whole House of Representatives on this subject for 8 months and 5 days. [Applause.] Power to prevent against the wishes of my colleagues, and against the wishes of the many friends of the N. P. in the House for eight long months, the passage of just such a bill as they might desire. I claim no such credit. It would be foolish in the extreme for me to assume any such power, and I know Mr. Scott would be the last man in the world to accord it to me. [Applause.] Now bear in mind there was not only nothing in the Constitution of the U. S., in the parliamentary rules of Congress, in any book which was ever written, or any unwritten book, that prevented the House of Representatives from proceeding to pass upon this measure at any time without regard to what was being done in the Senate. Not only that, but the friends of the N. P. R. R. Co. did introduce a bill in the House early in the session, and I will speak of the character of this bill presently, if I have the time, asking for an extension of time for ten years. That bill

WAS INTRODUCED IN THE HOUSE. Long before any bill was reported in the Senate, then why I ask was not that bill taken up and passed through the House and sent to the Senate? Again, suppose the Senate bill was not satisfactory to the friends of the company, why I ask again did they not take up the Senate bill and amend it in the House to satisfy the N. P. R. R. Co. during some one of the two long months that the Senate bill was on the table of the House of Representatives and send it back to the Senate for its consideration of the amendment. But suppose again this hard-supplicable fact that the Senate bill was drawn in such a way that it was inexpedient or impossible to amend it without tearing it all to pieces; and I say that this is not a supposable case, but suppose it was, then if that were the case I inquire why did not the friends of the N. P. R. R. Co. take up the House bill even after the Senate bill had passed, and pass it through the House and send it to the Senate for its consideration? No, fellow citizens, in the face of the facts, in the broad noonday of this outspread record, which no man can successfully deny; before these facts of history which are incontrovertible, and which will live and shine and tell the truth, when calumniator and caluminate alike shall have taken up their abodes in the speechless cities of the dead, can any man, with the intelligence of an oyster, except he be a wilful defamer, a public calumniator, a daily manufacturer and dispenser of that "whore edge," according to the great poet, "is sharper than the sword, whose tongue outvenoms all the worms of Nile," have the audacity to assert that "my course in the Senate of the United States prevented the passage of the bill for the extension of time to the Northern Pacific Railroad Co." If any such man after understanding all these facts and after understanding this history as it really is, will still have the audacity in his public press to

PERSIST IN THIS GROUNDESS CHARGE. Then I for one would turn him over to his God with a prayer for mercy, admonishing him at the same time to remember the terrible fate which centuries ago overtook a couple of persons whom I could name for persisting in an offense not wholly unlike his own. Now, fellow citizens, I propose to call your attention as rapidly as I can to the position I occupied in the Senate of the United States in regard to this railroad question, and the true nature of the bill which finally passed the Senate. And right here, before I proceed I will state that I have at no time had any desire to conceal from the people of the State of Oregon my views, and the position I have occupied and held in regard to this whole matter, on the contrary I have always been anxious that the people should understand exactly where I stood. Now the act of Congress first passed in aid of the construction of the Northern Pacific Railroad Co., provided for a grant of land down the Columbia river and then on to Puget Sound and also a branch as afterwards amended, across the Cascade mountains from somewhere, according to the location of the company, near Poudre lake to Puget Sound. There were included in this grant about five million acres of land. Nearly three years ago a bill was prepared and passed the Senate of the United States, giving the company an extension on their main line down the Columbia river, but no extension was given to the branch across the Cascade mountains, and the company, bear in mind, did not insist upon any extension for that branch, and why? Because I believe that the company were firmly of the opinion at that time that it would be a physical impossibility to run their

ROAD ACROSS THE CASCADE MOUNTAINS. That they believed that in order to reach Puget Sound at the point where their interests were greatest—where they owned large tracts of land, and where they expected to build up a great commercial city, that they would necessarily be compelled to come down the Columbia river, and then, via Kalama, to Puget Sound. So the bill was passed; at that time I believed that that was the necessity of the case, so at that time, I insisted on no further restrictions than was incorporated in that bill—that bill passed the Senate then, and I call your attention to this fact, that two years ago I voted for the bill which passed the Senate, but never passed the House. I have always been in favor of the N. P. R. R., and I am to-day in favor of it. I believe it would be one of the greatest enterprises of the age, but I am opposed and I always will be opposed to the passage of any bill extending the time for the building of the road that will totally ignore the people of Oregon. (Applause.) Shortly after that time, the N. P. Company conceived the idea of relocating their branch line across the Cascade mountains to Puget sound from the terminus of their coal road in Washington territory, to the Columbia river near the mouth of the Snake river, and let the say, that the very moment they conceived this idea, that their managers, in my judgment, it not the stockholders, made up their minds to give, not only the city of Portland, but the whole State of Oregon, the go-by. When Congress met in October last, knowing, as I did, these facts, I was of the firm conviction, as I am to-day, because I have seen or heard nothing to change my mind, but on the contrary, I have seen much to strengthen my conviction, that unless the N. P. R. Company were compelled by legislation, to come to the city of Portland, they never would build a single solitary mile of road within this State. Therefore, when Congress met, I was of the opinion that a bill something like this would be a proper bill for the extension of time to the N. P. Co. I believed that in lieu of the five million acres surrendered on the Cascade mountain branch an equal number of acres of land should be given

Lake. I believed the road from Umatilla to the mouth of the Columbia should be a common road for the use of the trains of both companies, and I believed the work should be commenced within a reasonable time at Portland, and that provision should be made for the protection of settlers within the limits of the grant. These, in brief, constitute the character of the bill which I introduced in the Senate at the first place, and I believe it ought to have passed, and I believe would have passed had, unfortunately, the Oregon delegation not been divided. That bill received the approval of eight out of eleven members of the Senate Committee on Railroads; and let me tell you that the great question before that committee was the question of unlocking the Columbia river, and breaking up the monopoly that now controls it, and opening it up to free navigation. (Applause.) On that question Senators Matthews, of Ohio, Dawes, of Massachusetts, Barnum, of Connecticut, Dorsey, of Arkansas, Saunders, of Nebraska, Teller, of Colorado, Armstrong, of Missouri, and myself—six Republicans and two Democrats—were united while opposed, not all in the committee particularly, but they joined in opposition afterwards were Windom of Minnesota, Lamar of Mississippi, and Ransom of North Carolina. Now then, let me tell you this, that up until the time that that bill was reported from the Senate Railroad Committee I had entertained the belief and the hope that the N. P. R. R. Co., although I knew they did not like some of the provisions of the bill, would waive their opposition, and give to it their assent. In that hope I was mistaken. I found not only that they were going to fight the bill, but that the Oregon delegation was not united upon it, and while I believed that was the kind of bill which ought to pass, I at once determined to propose to the friends of the N. P. R. R. Co., like this: If you will

CONFORM TO SUCH TERMS. As I believe the people of the State of Oregon desire and to which they are entitled in regard to the opening of the Columbia river, and in regard to the commencement and completion of work within a reasonable time at the Cascades and The Dalles, and in reference to the protection of settlers within the limits of the grant, then I would allow that bill to stand upon its own merits. On my proposition considerable negotiation was had, and the sum and substance of the whole thing was that the bill as finally reported from the Railroad committee of the Senate finally passed the Senate without a dissenting vote. Now, fellow citizens, not only so but it was also agreed that the bill for the P. D. & S. L. R. R. should be reported as a separate measure, receiving the vote of every member of the Railroad committee of the Senate, both Democratic and Republican, and stand today upon the calendar of the Senate for action when it shall come up in its order. (Applause.) And now, fellow citizens, a few words, and I will be as brief as possible. It has been said that the bill as passed through the Senate, was passed in opposition to the wishes of the N. P. R. R. Co., that they did not want it, that they would not accept, and that I did all this mischief myself. Now a few words in regard to whether they did or did not agree to that bill; the first place EVERY MEMBER OF THE RAILROAD COMMITTEE OF THE SENATE AGREED TO IT TO START WITH. Every member of that committee agreed to it enthusiastically; then my colleague in the Senate, Senator Grover, agreed to it because he voted for it. He offered one or two amendments which were agreed to in the Senate, and which I approved, and as amended the bill passed the Senate by my vote and by my colleague's vote, not only so, but it passed the Senate as I said before by the vote of every Senator in the Senate, Democratic and Republican. (Applause.) And not only so, but I want to read you what Senators Matthews and Windom said in the Senate as to whether or not the company had agreed to it, and I will only read a moment. A question was raised in the Senate about

GIVING A LONGER TIME. For the construction of the road around the Cascades and the Dalles. Senator McMillan of Minnesota wanted 4 years and the bill as reported from the committee required that it should be done in two years at the Cascades and in two and a half years at the Dalles, and Senator Windom, who was at one time a stockholder and director of the company, and that company has no warmer or more honorable friend than Senator Windom who made this statement: "This is an old question in the Committee on Railroads. It was considered for several weeks. A great deal of discussion was had there upon it; there were consultations back and forth between those who represented the interests of the company and those who desired to restrict the time, and after a great deal of thought and careful consideration the proposition contained in the substitute reported from the committee was unanimously agreed to, as being one that could be practically carried out. I hope that the Senate will permit the bill to pass as the committee has recommended it. I think that such a course would be a great deal of time to restrict the time, and the company can carry out these conditions. Even if, as my colleague states, they are onerous, they are such as have been accepted by them, and I hope the Senate will not change them."

SENATOR MATTHEWS SAY. On this subject as to whether the company had agreed to the bill as it was reported from the committee. Hear him while this bill was under discussion in the Senate: Mr. MATTHEWS. Senator Grover, this particular feature in the bill was a matter of very considerable discussion in the committee. The railroad company applied for an act of Congress extending the time within which they might complete their road and save their franchises and land grants. Although Portland by their own act had become the western terminus of the road, they desired to build a portion of the road that was intermediate between the terminus, commencing at the head of navigation on the Columbia river and penetrating to the interior in a northeasterly direction for a distance I think of about two hundred and eight miles, for the reason that the construction of that portion of the road would be the most profitable to them immediately, on the ground that the line so constructed would pass through a very fertile region of country, the settlement of which was imminent, in reference to which they already had applications for the purchase of large quantities of the lands belonging to their franchise.

"The committee was confronted with the fact that the navigation on the Columbia river as now necessarily pursued was in the hands of a monopoly, a navigation company owning a line of steamboats, and which had constructed around its boats several obstructions, portages, which enable them to handle as against every competition, all the freight that was required to be transported, and all the travel that sought to pass to and fro over that river, at any price that they saw fit to exact, and who, in point of fact, holding this monopoly, were doing just as others do who hold monopolies, they were improving it to their advantage but to the detriment of the public, by charging excessive rates for the transportation of freights on that great highway. Inasmuch as this very line along the banks of that river was the chosen and ultimate line for the location of this railroad, and inasmuch as this railroad company were seeking to enlarge their privileges and obtain new franchises from the public, it was thought no more than right, and fair, and just and equal that they should do something to relieve the public by way of compensation.