tion for that which they asked the public to all each year. What else? Why it provides do for their relief.

body desired to throw a straw in the way of the successful prosecution and final completion of this great highway across the continent, it was nevertheless thought by the committee to be no more than a very reasonable thing to ask that they should expend a portion of their capital in the construction of two short portages which would enable other navigation companies to put would enable other navigation companies to put upon the Columbia river other steamboats for the purpose of establishing competing lines of transportation between Portland and the head of navigation. The reasonableness of this de-mand was conceded by the company, and the

mand was conceded by the company, and the point in dispute was as to the question of time. All they asked was that they should not be lim-ited in point of time in respect to the construc-tion of these two portages in such a way substan-tially and materially to interfere with the pro-gress of their work in the selected place where it would be most profitable for them to push it. Some of the committee were for a shorter time, others were willing to grant a longer time. The others were willing to grant a longer time. The times as now fixed in this reported bill were the times fixed by the railroad company itself. This is their proposition; this is their offer; this is what they say they are willing and able to do, and what they propose and consent to do as a consideration by them for that which they have asked from the public. "I understand the objection to be that this is consideration to be that this is

"I understand the objection to be that this is oppressive upon the company; that it is a hard-ship upon the company; that it limits them so in point of time as that they will not be able to comply with the conditions. Who is au horized to speak for the company in that behal!? Who knows what the company is able to do? Who can undertake to say that this is more than they will be able to merform? I suppose that they will be able to perform? I suppose that the President of the corporation and the Directors of President of the corporation and the Directors of the corporation, those who are interested in its success and those who will be required to furnish the means, are better able to speak for it than any one else. It is aquestion for them to answer; it is a question directly between Congress and the corporation. It certainly is immaterial in this discussion to say that we neither know nor are what the company choose or are will use or this discussion to say that we netther know hor enve what the company choose, or are willing, or are able to do, for the very point of the ob ection is that this is a hardst, ip upon the company. If the company says it is not a hardship, if it says that it can undertake and will undertake and does undertake to do this thing, certainly every exclusion of malle company and will undertake and does undertake to do this thing certainly every consideration of public convenience and public policy not only authorizes but requires us to take if at its word, for the sconer that navigation is male free and open to competition the batter it is for every man, woman and child throughout the whole continent, for it benefits the entire and is any one else in the city of Port-tor to any member of that company, and I would no THEM A FAVOR As readily as any one else in the city of Port-land or the State of Oregon, provided that by dopublic.

ublic. If it could be opened to-morrow, it found be a great public advantage. "I submit therefore, that we ought not in the interest of the company to make an objection which the company does not make of its own, which the company does not make of its own, and that the arrangements which are contained in this bill and which were the result of con-ferences between the committee and the com-pany, ought not to be disturbed inasmuch as in this particular at least it is what the company has offered and screed to dee and company has offered and agreed to do; and certainly we ought, out of consideration to the public interest, to have this thing done in the speedlest manner in which we can reasonably and practically ob-

And, fellow citizens, it is a fact that so far as many of the principal stockholders of the N. P. R. R. Co., are concerned, many of whom I know in the cities of Philadelphia, Pittsburg and other places, and I say it to their credit, were in favor of such provisions as would open up the

MONOPOLY OF THE COLUMBIA RIVER, But the trouble is here. There were certain managers of the N. P. R. R. that were opposed to it. I have no doubt of that, but the greatest opposition came from the O. S. N. Co., and it is a fact known to me that when one or two of the friends of the O. S. N. Co., in 5 Senate, arose in their places and asked for a longer time, for four or five years, for the constructed of the road around the Cascades and the Dalles, that the President of the N. P. R. R. Co., himself, Mr. Wright, objected strenously in the lobby of the Senate, and said

that this proceeding was without his consent, that

that they shall within two years from the pas-"It was proposed, therefore, that everything sage of the Act, build on the line of their road, purpose. else should be conceded to them, and while no- not off the line of their road, because the extensage of the Act, build on the line of their road, sion is down the Columbia river, on the south side to the city of Portland, and thence " Puget In the State of Oregon, who have given their at-Sound: it provides that they shall whinin two years from the passage of the Act, construct and portion of their road, not of some other comtwo years and a half from the date of the passage of the bill that they shall

CONSTRUCT AND EQUIP & BOAD

On their line around the Dalles of the Columbia-It provides that after they shall have constructed these portage roads that they shall receive from all the boats of the Columbia river by whomsoever owned or run, all freight and passengers up and down at reasonable rates and without unjust discrimination. Is there anything wrong about that? (Applause.) Will the people of the city of Port-land or of the State of Oregon object to that? Did you ever consider for a moment the tribute that is being levied to-day upon the commerce of the Pacific Northwest by the O.S. N. Co.? I took the time and the pains last winter to examine the rates of transportation on nearly every water line of this broad continent and to compare the charges on all those lines with the charges for transpoatrtion on the Columbia river, and what is the conclusion ? Why, it is this that the O. S. N. Co. to-day charge on up river freight, from ten to twenty times owing to the character of the freight, more for the transportation of freight on the Columbia river than is charged on any other water line of transportation on this continent. (Applause.) They have a good thing, I do not blame them for holding on to it. They came here at an early day and had the foresight to see in the distant future the great advantage that would result to them by taking advantage of those passes through the Cascade mountains. But the interest of the people demand a new order of things—a free Columbia. And I want to say right here that

land or the State of Oregon, provided that by doland or the State of Oregon, provided that by do-ing them a favor I would not be acting against what I conceived to be the true interests of the State of Oregon. (Applause.) The O.S. N. Co., have reason to know this, as within the last year or so, as a gentleman representing the P. O. de-partment, and now on this platform knows, i through my influence in the P. O. department, I succeeded in getting them thousands of dollars from the Government, and why ? because I be-lieved they were entitled to it. They had been fined for not stopping at all the post offices be-tween here and Astoria, which was a physical impossibility for them to do, without putting on more boa's, and they were fined and their pay was kept bek amounting to thousands of dollars, and through an extra effort, secured payment to the O. S. N. Co., of thousands of dollars, and which they never would receive without my ef-forts. I have no personal hostility to them, but I believed it my duty to the people of this State, who, through the Legislature, employ me as their attorney at Washington, to do what I could to open up the Columbia river to free navigation, and, therefore, within two weeks after I took my seat in the Senate, I took steps in the committee on Transportation Routes to the Seaboard, which resulted in getting liberal appropriations for the construction of locks around the Cawades of the Columbia. Now what else is there in the N. P. R. R. bills. The next provision is that all the ing them a favor I would not be acting against

very reverse is true; because I have ever since I took my seat in the Senate favored a bill for that purpose. Now, there are very few of the people,

VERY FEW LAWYERS INDERD

tention to this matter and understand it. This subject came before the Senate first prominently, equip around the Cascades of the Columbia that about three years ago, and was referred by the portion of their road, not of some other com-pany's road, in the same line as the line of the N. P. R. R. itself, and a part of the line, and in were both members of the Senate Railroad committee. I was not then its chairman; these two bills, or rather this subject, because it came before the committee as a general subject for investigation; after receiving a most thorough investigation of weeks and months before these two committees,

resulted in two bills being reported to the Senate-one bill was reported by the Judicary committee, that is, by a bare majority of that commit-tee through Senator Thurman of Ohio. Another reported from the Railroad committee receiving with one exception, I believe, I think, Senator Hamilton, of Texas, a unanimous approval of every member of that committee. Now then, who were the members of that committee at that time? They were West, of Lousiana; Cragin, of New Hampshire; Howe, of Wisconsin; Hamilton, of Texas, Dawes, of Massachusetts; Ransom, of North Corolina; Eaton, of Connecticut; Kelly, of Oregon, and myself. So that the bill re-ported from the Railroad committee two years ago, which in principle was the identical bill supported by me at the last session of Congress, was reported and supported by every member of the Railroad committee two years ago, including Senator Kelly, of Oregon and myself. I have not time, of course, to go into the history of these two bills and show all their provisions and wherein they differed in principle and detail. It would take a whole day to go over this subject. The Act of Congress of 1862, known as the Pacific Railroad Act. said in substance to the Union & Central

the Government of the United States, for the purpose of aiding you in that matter, will give you a land grant, and will issue its bonds for a certain amount per mile, bearing interest. The Government will take a first mortgage on the road to secure repayment at maturity of the bonds, principal and interest, and the company shall pay to the Government annually five per centum of the net earnings of the road after its completion, and the Government was to re tain all moneys arising from Government transportation. Then the Act of 1864 came in and changed the original contract between the Government and these companies. Under the first Act, as I have said, the Government had taken a first mortgage on the road. The Act of 1864 changed this, and authorized the companies to issue their bonds for an equal amount, some \$55,000,000, and give a first mortgage, the United States releasing the first and taking a second mortgage ; and it also provided that, instead of the Government retaining the whole of the moneys arising from Government transportation it should only retain one-half that amount, and that five per cent. of the net carnings sheuld be paid annually. The Government has been paying the interest on these bonds semi

Committee, proceeding on the theory of a new contract, with the consent of both parties to that contract, provided for the payment into the treas- tal in doing something that might promote the contract, provided for the payment into the treas-ury in semi-annual payments of \$2,000,000, the companies being willing to do this, and if that is not sufficient to cancel the in 'ebtedness, when the bonds and interest become due, then they were to have time on the balance, were to pay it in in-stallments evry six months, all of which was to be secured by mortgage on all their property. The Thurman bill, requires the payment of twentyfive per cent. of lhe net earnings annually, the companies consented whether OF not. These bills, after discussion of some weeks, at the last session resulted finally in the passage of the Thurman bill through the Senate, and it yassed the House without discussion or consideration. Naw, then, I desire to say this, because I itan city. I think there is for her a great future. will shirk no responsibility that I have taken, I It is with mingled emotions of surprise and pride Applause). I would do it with all my power, and why? Because I believed then, as 'I believe now, that it is not worth the paper it is written on. I believed then, and I believe now, in common with some of the ablest lawyers in the land, whose names I will presently mention, that that bill con-travenes the porvisions of a solemn contract made between this Government and its citizens, and whether that contract was made between the Government and the lowliest on earth, or be-tween the Government and the most powerful corporation on earth, I believe that the good faith of the U. S. requires that it shall be faithfully ob-served. Let me tell you, fellow citizens, whenever this nation shall assume the right or the power to break faith wifh its contractors, its creditors, or its debtors, whether they be citizens of this country hy? Because I believed then, as ;I believe now, debtors, whether they be citizens of this country or any nation under heaven — whether that contract relates to railroads, or whether it relates to the currency of country, or to anything else, it strikes from its escutcheon, the

PROUDEST BADGE OF OUR NATIONALITY, Then you strike a blow at the credit of the Republic that will cause her, in long years to come, to fairly stagger with impotency before the nations of the world. Now, allow me to call your attention for a moment to what one of the ablest Dem-ocratic lawyers of the Senate said in regard to that bill: I refer to Ben Hill, of Georgia, and surely my Democratic friends will agree with me when I assert, that Ben. Hill, of Georgia, whatever else may be said of him, stands to-day preeminent as a lawyer and as a jurist. No man will question that he is one of the ablest constitutional lawyers in the Senate of the U.S. to-day, and he is one of the ablest debaters in Congress to-day-he is furthermore, as I believe, a conscien tious, just man in everything that pertains to his duties as a Legislator. What did he say about the Thurman Funding bill, which I have been accused of bad faith to the Government in opposing? Here is what Mr. Hill said with reference to the bill reported by Mr. Thurman, and which finally became a law?

"Thus. sir, I have shown: First, that the bill reported from the Judicary committee, under the form of altering the acts under authority of which these contracts were made, does in fact seek to alter and change the contracts themselves, and without the consent of the parties to those contracts. Second, That such legislative power cannot be found in the theory of trusts. That the power to interfere under that theory exists only n the courts, and that even the courts can exercise such a power only after a default. Third, That the reservations "to alter, amend, or re-I ands of the grant shall be solD TO ACTUAL SETTLERS
At a maximum price of \$2.50 per acre, and shall be
shall be</l

and on either side; still, after looking over the whole ground, I say to-night, in the presence of God and of man, that I am unable to see wherein I could have labored to a better advantage, than by laboring just precisely as I have done. (Prolonged applause). I have faith in Oregon. I think I see a great future in store for her. I have faith in the city of Portland as acommercial and metropolopposed the Thurman bill, and I would do it again. that I witness to-day, after an absence of a year, the wonderful advancement of this young and beautiful city, and the rapidly accumulating evi-

MAJESTY OF HER FREEDOM And in the strength of her individuality and power, free from the tax of middle-men, she must make her own contracts and do her own must make her own contracts and do her own business with the commercial marts of Europe, Asia and the islands of the sea. And our State what of her; great in territory, rich in soil, lovely in climate, inexhaustible in resources with her hundreds of miles of sea-coast stretching along her golden borders, her canadous harbors, her fertile valleys, her mighty fo ests, her pastoral ranges, her grand old mountains, her agricul-tural, piscatorial, grazing and other elements of wealth she stands to-day, even in her infancy. wealth, she stands to-day, even in her infancy, perriess among the sisterhood of States in all that relates to commercial, political and social prosperity and power. But yet, fellow citizens, there are clogs in the pathway of her advance-ment, and these must be removed by the judic-ious and proper excercise of the legislative power of the Natinal Government in her behalf. Her breakwaters and her harbo's of refuge on her coast; her great river, the second on the conti-nent, must be cleaned from the head of navigation to the sea, so that boats, competitive, can pass and re-pass, carrying the produce of this rich land from the place of production to the place land from the place of production to the place of sale. (Applause.) Not only this, her people on the frontier, by whose cuterprise and indus-try the realm of her civilization is being rapidly and widely extended across the fertile valleys and rich plains of the great valley of the Col-umbia must be afforded more certain, more ade-entities more complete methoding adjust the quate, more complete protection against the murderous mutilating hand of the red man than has ever been given before. If this is not done, then this Government had better, at once and then this Government had better, at once and forever, whoe out from its fondamental charter those provisions of its glorious preamble which declare that among the purposes of this Govern-ment are those of "securing domestic tran-quility," and providing for the common de-tense. (Applause.) The recent Indian raids through the settlements of Eastern Oregon and Idaho, by which so many of our citizens rer-shed so many homes are desolated, so much ished, so many homes are desolated, so much property destroyed and whereby panic and con-sternation were spread throughout all our bor-

the company had agreed to the bill as reported, and that it was the O. S. N. Co. which was making this opposition, and I see a large stockholder P. R. Co. in the audience now who of the N knows that every one of these assertions are true. I refer to Mr. Montgomery. (Mr Montgomery arose in the audience and said, "What the Senator says is entirely true in that respect. I was present and heard it). Not only so but the Oregonian said at first that it was the bill the company wanted, and that they had subjugated Mitcheil; that I had been compelled to concede everything to them; but a few of the land-grabbers-1 don't refer to the stockholders generally of the company-because I believe the great majority of them are honorable men, but there are a faw land grabbers, and they, in connection with the O. S. N. Co., are the ones who have been obstructing the bills. But it was heralded all over the State afterwards that this bill was not acceptable to the company; that nobody was in favor of it but Mitchell; that Grover and Williams were both against it; that it was the defeat of all egislation on the subject. I have shown you that my colleague

MR. GROVER WAS NOT OPPOSED TO IT, By his having voted for it. Now I will show that my colleague, Mr. Williams approved it after it ad passed the Senate, in the most unquali-ed terms. Representative Williams made a fied terms. speech in the House of Representatives. It was at a night session, and the bill was not up partic-ularly for discussion, but according to the rules of the House, they could discuss any measure they pleased, and Mr. Williams and Judge Jacobs, of W. T., made speeches in which they as-sented, as I said, in the most unqualified terms to the bill. That was the night of the day after the bill had passed the Senate, and had gone to the House of Representatives and was on their able. Now I want to show you what Mr. Williams said, and what he very property said I think on that occasion Mr. Williams was speaking generally in favor of the House bill for the avtenuing of time to the N P R Co. and the extension of time to the N. P. R. R. Co., and amongother things, he used the following lan-

gnage : "The Senate bill, which was this day laid on our table, contains, substantially, all of the provisions of the bill which I am now discussing many important additional provisions nich I concur, and I doubt not they will in which when the bill is reached, be incorporated into the bill and will receive the assent of the committee and the House, as I understand they have of the company."

Now then the Oregon delegation although they were wide apart at first, came together on the bill, and it was finally passed the Senate as I have shown you from the record with the apporval of all and as no man will ever deny. Now, then, a few words on what the bill is as passed by the Senate-Have you examined it, do you citizens of Portland, property holders here, interested in the welfars and prosperity of this city, understand it ? Have you examined it? Do the

PEOPLE OF EASTERN OREGON

Who are lock-bound to-day, understand it. Do the people of this whole State understand it? If they do what is there wrong about it, that is what I want to know. Will

the Oregonian to-morrow morning tell its readers what there is in that bill from end to end that is not in the true interest of the people of this State, what there is in that bill rom beginning to end that the Northern Northern Pacific Railroad Co. in obtaining nds with which to build their road. It ves them an extension of time for ten aiways have been. And I am their friend to-day, although I have been reviled by some the men connected with the company, imply because I insisted on conditions in your interest. And I will during the remainder of my term fight their battles in Senate of the United States. I will not do it, I tell them But and I tell you in opposition to the interasts of the people of the State which I n part represent. I will suffer my right arm to taken off at its socket before I will do that

ing. It gives them an extension of ten years. What else? Why, it says that within nine onths of the passage of the Act they shall comence work on the Columbia river, at or near

judgment, ten votes in either branch of Conclaim any credit for it, but that was the doctrine I don't believe any considerable number of not vote for any bill which has not that provision in it. Now, I must hurry along. I would like to talk four or five hours about this, but I cannot ; there are many charges against me, and I have to answer each of them. If I do not answer all the charges to-night which have been made, you will find an article as long as

your arm in the Oregonian to-morrow morning. saying Mitchell evaded this and evaded that ; but I will answer all of them that I have time to, and if we cannot get through to-night we that I hope and believe the bill for the extension of time to the N. P. R. R. Co., as it passed the Senate, will pass the House at the next session. It may be anemded in some particulars,

I WOULD AMEND IT MYSELF

In one pasticular if I had my way. There was an amendment put in in the Senate, on motion of Senator Bayley, of Tennessee, about taxation lands, which I did not favor, because I thought it would tend to embarrass the company. I want to be fair and do not wish to embarrass the company. I want them to have leg-islation that will enable them to build this great national h ighway as a rival to the other roads whose attorney I have been maliciously and un-lustly charged with being. Now, fellow.cttizens, I want your attention for about twenty minutes on another matter, and I want it for the purpose of answering a criticism which has been made on my actions on what are known as the Pacific R. R. Funding Bills. It is charged by the Oregonian and by other papers; some papers in the East, the N. Y. Sun for instance, and the Philadelphia Times, and perhaps in other papers, whose columns have been controlled by men who have been trying to put me down; that my who have been trying to put me down; that my action on what are known as the Pacific R. R. Funding Bills was in opposition to the true in-terests of the Government, and it has been in-sinusted, yes, more than insinuated; it has been charged directly, but never sustained by a par-ticle of proof, that my action in reference to these bills was influenced by improper motives and unworthy considerations. Now, then, to any and unworthy considerations. Now, then, to any just, intelligent criticism made by any paper, just, interligent criticism made by any paper, either the Oregonian or any other paper, as to my action on this or any other public measure, there can, as a matter of course, be no possible objection, and I propose to meet all such criticisms, all fair, intelligent, honorable criticisms, in the spirit in which they are tendered. I pro-pose that they shall receive my respectful con-sideration and answer

TO THE CHARGE, HOWEVER,

Fellow-citizens, that I, at any time since I have

Pacific Railroad Co. has any right to take ex- held a seat in the United States Senate, on ception to? What there is in that bill from that or any other subject, have been the attorney nd to end that will tend to embarass the of the Union Pacific or the Dentral Pacific, or of any other company, or of any officer, stockholder, agent, attorney or friend of any railroad company, or have acted in their interest; or for any conside ars. That is right. I am in favor of it and ration whatever, in any manner, I say here, tonight, in the presence of God and of these witnesses, that so far as that charge is concerned it is infamously and unqualifiedly false, and not only so, but I assert here, to-night, that in so far as that charge has been made by any person who has re-sided in the city of Portland for the last eighteen years, during which time I have resided here, that he knew it to be false when he made it. (Applause.) The people of the city of Portland, however, and the people of the State of Oregon, have a perfect right to know my reasons for the position I have taken and the votes I have cast on that or any other public measure since I have held a seat in the Senate: nor am I ashamed to come before the people of the State of Oregon, en masse, and look them in the face and give them my reasons for my he mouth of Snake river, and build forty miles ach year thereafter; and one hundred miles in for the funding of the Pacific railroad debts, the

that. Well, now let me say on that question, ment until the principal of the bonds which ran that any other kind of bill giving an extension thirty years had matured. There then was an of time to any company could not get, in my important legal controversy, so that Congress passed an Act in 1873 to enable the Courts to gress-not ten votes. That proposition is not settle the question and decide what the contract mine. It is not a new idea of mine. I do not was between the United States and the railroad companies. That Act was passed, authorizing this Government laid down shortly after the N. an action to be brought in the Court of Claims. P R. R. bill was passed, and, as I said before, The action was brought, and that Court decided the sentiment is so chrystalized in Congress that UNANIMOUSLY that the claim of the Government was not good, and could not be maintained. members of the House or the Senate would vote An appeal was taken to the Supreme Court of for any land grant or extension of time, unless the United States, and what did the Supreme it were provided that the company receiving it Court of the United States do? They also deshould sell their land at not more than \$2 50 cided WNANIMOUSLY, so that it was not a partisan per acre, and I say it is right, and for one I will decision, not a decision of a majority of the Court, but they decided UNANIMOUSLY that the CLAIM OF THE GOVERNMENT

Was not one which could be maintained—in fact, they decided that the contract made be-tween the U.S. and these railroad companies, under the Acts of 1862 and 1864, was such, companies were not bound to refund to the Gov-ernment of the U.S., any part of the interest of the bonds, until the maturity of the principal of the bonds. In other words, the Supreme Court decided that neither the principal nor the interest of these bonds because interest of these bonds became due or payable to the Government of the U.S. from the companies, will have a meeting to-morrow. (Laughter.) I until thirty (30) years had elapsed after they had been issued. THAT, said the Supreme cours of the U.S.—the highest judicial tribunal of the land-was the contract, whether it be good or bad, that the Government of the U.S. made in bad, that the Government of the U.S. made in 1864 with these companies. Now, the object of the funding bill, what is known as the Thurman Funding Bill, was to compel these railroad com-panies, without their consent, to set aside from their earnings and pay semi-annually into the treasury of the U.S., not5 per cent which the contract called for, as construed by the Supreme court, but 25 per cent. of their net earnings. That was the bill the Railroad committee two years ago unanimously decided, with one exception, in acting upon-the bill which the committee on Railroads reported to the Senate, that the principle of the Thurman bill was unconstitutional and unwise, as did a full minority of the Judi-ciary c minittee. Here, then, we had these two bills in the Senate of two years ago-one from the Ratiroad committee, suthorizing the companies to pay into the treasury of the U. S. 31,500,000 each year, which they were willing to do, to be placed at interest as a fund with which to meet this in-debtedness when due. The other, Mr. Thurman's bill, which compelled them, with ut their conbill, which compelled them, with ut their con-sent, to change the contract, and pay into the treasury annually 25 per cent. of their earnings on a debt not due for 25 yeart. These two bills, two years ago, were discussed at length, before the Senate, for days and weeks. The Senate was nearly equally divided, nearly one-half being in terror of favor of

MR. THURMAN'S BILL,

And nearly one half in favor of the bill reported by the committee on Railroads, and a very few were not satisfied with either bill. The result was, that after over three weeks discussion, neither of the bills became a law. Now in that discussion two years ago, as the records of the Senate will show, many of the ablest lawyers of the Senate, both Republican and Democratic, took the position and advocated it for days, that the principle enunciated in the Thurman bill the principle enunciated in the Thurman bill was unconstitutional, impolitic unjust and un-wise and ought not to be and could not rightfully be adopted by the Government. I took that po-sition and I am not ashamed or afraid to avow it. My colleague, Senator Kelly, took that posi-tion. We voted together on that question; if I am wrong he is wrong. As a matter of course we are both liable to be mistaken. But the subject again came before the Senate of the United States

again came before the Senate of the United States at the last session. Again it was referred to the committee on Judiciary and the committe on Railroads. Again a thorough examination was had upon the whole subject. Again two bills had upon the whole subject. Again two bills were reported to the Senate, one by Mr. Thur-man, receiving the approbation of only a bare majority of the Judiciary committee and op-posed by a full minority of that committee and another reported by the committee on Railroads without a dissenting vote in the committee, al-though I think three members of that commit-tee did on the final vote, vote for the Thurmar though I think three members of that commit-tee did on the final vote, vote for the Thurman bill' Now bear in mind, neither of these bills was mine, neither was reported by me and I never introduced a bill on the subject. Senator Thurman, I say, reported one from the Judiciary committee, whilst Senator Matthews reported the other from the Railroad committee. These bills reported last session differed somewhat in detail from the Bills of two years are but not in

detail from the bills of two years ago, but not in principle, the great overshadowing question be-ing whether Congress could constitutionly change the contract between the United States and these companies without their consent, whether whether

VESTED BIGHTS COULD BE DESTLOYED

By an act of Congress. The bill of the Bailroad

inherently or by reservation, to alter or rescind the contracts actually made under that authority distributed, then Indian wars and Indian raids after that authority had been executed, after the contract had been made, and after the rights and this is so I have also become convinced, and I liabilities of the parties to those contracts had become vested and fixed.,

But again, in answer to a question from Senator Thurman, Senator Hill said : "I am arguing upon the assumption that you are right, and yet I show that your bill is unconstitutional." But hear Senator Hill further. He said :

"It is a bill filed to foreclose a mortgage before the mortgagoris in default. Then, sgain, it is a common law action of debt to collect a debt before it is due. It is a bill, I repeat, to make the acts of the debtors crimes, which acts the contract stipulated they might do and which were offered them as inducements to make the contract. Sir, I affirm that the Legislature of England in the time of James I never asserted a more absolute power. Here certain things that these corporators might do were provided for in the charter; you stipulated that they might do them ; and now you come in by this bill and propose to make it a crime if they d them ? Was such a monstrous power ever heard of to be exercised by legislators? Surely, if this be true, the legislative power of this body is indeed omnipotent. In plain language, I repeat what I have said; it is a bill to make a good contract without agreement solely because the Government apprehends it made a bad contract by agreement, and after the chief inducements to the Government to make the contract find no precedent in the courts of law, no authority in the powers of legislation, and-1 say it respectfully -- in my judgment, no justification in the forum of conscience." I could quote similar opinions from numerous Senators o the same effect, and yet I must be traduced ali over this State because, when exercising my right to judge of my responsibility to the people and the country, and to construe the obligations of my oath. I opposed a bill that is thus branded by the leading Democratic lawyer of the Senate and others as one more monstrous than any that ever passed under the reign of James I. (Applause.) I could stand here and

QUOTE BY THE HOUR,

(Applause.) I could stand here and QUOTE BY THE HOUR, And quote from Democratic and Republican lawyers on the same sublect, but I have not the time. And will you then say to me that I have acted in bad faith towards this nation or towards you, because I have opposed a bit that I religionally believed to be unconstitutional, because I have advocated views that were advocated and defended by such Senators. Republican and position to the Thurman bill. Such men as Matthews, of Ohio: Allison, of lowa: Barnum of Connecticut; Blaine of Marie: Dorsey, of Arkaneas, Dennis, of Maryland; Eaton, of Connecticut; Ferry, of Miehigan; Bruce, of Mississippi; Gordon, of Georgia; Conover of Florida; Randolph, of New Jersey; Sargent, of California, Sanders of Nebraska; Pad-dock, of Nebraska; Cameron, of Wasconsin, Teller, of Col-orado; Chaffe, of Colorado: Dawes, of Massachmsetts: Howe of Wisconsin; Hill, of Georgia and Coukling, of New York. All these Senators opposed the bill that I opposed. You bemocrats! will you charge we with baf faith for taking the position I did on a subject like this, which I have examined carefully? I think I understond it, and in re-ference to which I endeavored to do my conscientions duty. Will you charge me with violation of my public study, Will you charge me with violation of my public study. Will you charge me with violation of my public study will you charge me with violation of my public study. Will you charge me with violation of my public study for the singertant subject-integrity of, you Democrats have confidence, and justly too, in the distal integrity of Senator Kelly, and yet, he and I you Democrats have confidence in the official integrity of, you Democrats committee, and yet every one of these minent statesmen and lawyers as Hill, of Georgia atom, of Connecticut; Randolph, of New Jersey; Dennis, of understand for some years past of the Na-tional Democratic committee, and yet every one of these minent statesmen and lawyers as Hillson, May in use, Blaine, Ferry, Dorsey, Bruee, Conov

OPPOSED THE THURMAN BILL,

Every one of these men occupied the position that I did, and yet I am charged all over Oregon wherever you can get a paper which is mean enough to utter the contemptible slander that I am the attorney of Jay Gould and Huntington. Now, fellow-citizens, that is all I have to say about that matter. I have done in reference to this matter, what I considered to be my duty. I have no re-grets in the case, whatever. Since I have been at

have had, from 10,000 to 15,000 men properly

would have been a thing of the past, and while have studied this question with a great deal of care, that so long as the present small reservation system is kept up, that not only the interests of our people, but of the Indians themselves would subserved by turning the whole control be of the Indians over to Department of War. (Applause.) I believe, that if that were done, there would be less money go into the hands of thieving speculators. I believe, that the Indians themselves would in that event get more benefit from the appropriations made year by year, by Congress. I believe that they would be held in more complete subjection, and that better protection would be afforded to people on the frontier. If I had my way about this whole question I will tell you what I would do: I would create four large Indian Reservations. I would have two of them west of the Summit of the Rocky mountains and two of them east of the summit of the Rocky mountains. I would have them located at points remote from the settlements. I would then encourage all the Indians on present reservations, who are willing to work and support themselves, to separate themselves from their tribal relations. I would give them lands in severalty and would issue patents to them. Then I would gather all the Indians, paying them well for all their property; in America, on these

FOUR RESERVATIONS.

have been fully realized. It is a bill which can I would place over them a strong but a just civil government; I would provide them with schools and teachers and preachers; I would have them taught in the arts of civilization and of peace ; 1 would place upon every one of these reservations a strong military force, a force sufficient at all times and under all circumstances to compel peace and to keep the Indians in subjection; I would hold the Indian in subjection to the law, and if he killed a man I would have him arrested, indicted and tried by the Civil Government, and if convicted, I would call it murder, and have him hung, instead of having him pampered and fed by the Government. And then I would throw open the many reservations scattered all over this western country to settlement by the citizens of this country-reservations which have stood and which are standing to day as obstacles in the pathway of civilization and the peace and prosperity of this whole country. Now, fellow-citizens, one more word or two and I have done. The election is over; those who have desired to see me retired at the end of my present term, have reason to be gratified. My friends who have desired to see me continue in the place I hold, have reason to feel chagrined. In a few short months I shall be relieved from the great responsibilities which always rest upon one occupying the position which I now hold. Ere another month shall have passed away my successor will have been chosen. But one ambition now remains to me, and that is that my motives and my public acts during the term of my public services may not be misunderstood or misconstrued by the people of the State

THAT HAS HONORED ME,

And whose interests I have at all times assidiously endeavored, according to my best judgment and ability to faith fully guard and defend; and, fellow citizens, if in the end, I shall stand justified and approves in the public estima-tion, then I erave no greater recompanse. The success of my political opponents in a party contest, in a closely contested State like the State of Oregon, and wherein my public acts certainly were not directly at issue. I do not accept nor construe as a condemnation of those public acts Others may, I do not; but it is rather to the calm, quiet, impartial, unprejudiced tribunal of the wiele peo-ple of the whole State, irrespective of party; when the smoke of battle shall have passed away, and the spirit of personal animosity, of party rancor, shall have forever host, that I shall submit my record, as your public servant, and with the verdict that may then be rendered, whether it be for me, or against me, I shall be content. fully guard and defend; and, fellow citizens, if in the ond,

