DAILY DEMOCRAT.

RICKING VICIOUSLY.

The Brownsville Times is kicking vieiously. Some time ago it went to work and built, with great pains and labor, a hugh man of straw, and, since its completion, has been kicking in the most vigor ous manner to down it. It is as mad as though it had seen a red flag, because, forsooth, the people of Albany appear to want a bridge across the Willamette river. It complains that too much of the money of the county is spent in the north part of the county and not enough in the south part of the county. When told that Albany was not directly benefitted by the building of the Waterloo, Sweet Home, Stayton and Mehama bridges it cries out and asks why did Albany favor these, then. The answer is plain to every intelligent man in the county, except the Times man. The public needed these bridges, and especially, the pea fle who live in the locality where they are severally located. This is the universal reason given for the construction of a bridge at any time or place. Albany is neare Brownsville where a bridge was lately built, than she is to either of the bridges above named, and hence was more benefitted by the latter than any or all of the former in a direct way. The tax payers of Albany, and of Lebanon, and the forks of the Santiam, and, in fact, all portions of the county, approved the action of the court in building a bridge at Brownsville because it was much needed by the public at that place. And, while the tax payers of Albany and vicinity paid probably three times as much as the tax payers of Brownsville and vicinity for the bridge, yet, so far as is known, not a single objection was raised by any tax payer of Albany against its construction. It is no fault of the tax payers of Albany that many move bridges have to be built in the north and northeast part of the county, than in' the south part. Nature has placed her largest and most turbulent streams in the north and northcast part, and for this, Albany is not to be held accountable. The bridges at Lebanon, Waterloo and Sweet Home are nearer Brownsville than they are to Albany. Albany favored the building of thes bridges. The Times says that the tax payers in the southern part of the country have been paying more taxes in proportion to their actual wealth than those in the northern half, and that the DEMOGRAT does not deny it. We do not deny this allegation and challenge the *Times* to prove it. The people of the south part of the county have been assessed by the same assessor as those of the north half, and if an individual has been now and then found to be assessed too high, it is the fault in the have been paying more taxes in proportion to be assessed too high, it is the fault in the judgment of the assessor. The people of Albany are no more to blame for this than the "man in the moon." Then, as if to cap the climax of abuse of the people of the north part of the county, (the real contention is against Albany, though,) the Times says: "For the last ten or fifteen years the northern half has been managing affairs in their own way, taxing the southern half without its having a repre sentation." This statement is so absurd that we can not understand how any man (unless he is densely ignorant) could make it. Now let us see who have been on the county board for the las: fifteen years, and then our young ftiend of the Times who is comparatively a stranger in the county can see whether the south half of the coun-

19 has had any representation on the board during that time. From 1874 to 1876, the board was comprised of E N Tandy county judge, of Harrisburg, J A Porter, of Halsey and L Cox of Albany, commissioners. From 1876 to 1878 the board consist ed of Judge Johns, of Brownsville, B R Holt of Harrisburg and J K Charlton, of the the Forks. From 1878 to 1880 the board consisted of Judge Johns, H R Powell, of Brownsville, and A R McDonald, of Scio. commissioners. From 1880 to 1882 Judge L Flinn, of Albany, M Cunningham and L Douglas, both of Harrisburg. From 1882 to 1884 the board was Judge Flinn, John Isom, of Center, and S R Claypool, of . Lebanon, commissioners. From 1884 to 1886 the board was Judge Whitney, of Albany, A Condra, of Harrisburg, and D Myers, of Scio, commissioners, From 1886 to 1888 the board was Judge Whitney, E J Miller, of Halsey and A Brandon, o Center, commissioners. From 1888 to 1890 the board was Judge Blackburn, of Albany, and B W Cooper, of Center, and G W Phillips, of Scio, commissioners, During these eight terms the south half has been represented on every one, and half the time has had a majority of the board. So this sllly stuff about the south half having no representation on the board explodes on the slightest investigation, The very silly stuff about Albany transacting county business is easily answered by saying that during all these fifteen years she has not even asked for a bridge If she has controlled county business why has she not built her a bridge if she is a selfish as the Times makes out?

Tandy and J A Porter, both from the south part, were on the board. The Green's ferry bridge at Jefferson was built when Judge Johns and B R Holt, both of the south part, were on board. The Sanderson bridge was built like wise by the same board. The Mehama and Sweet Home bridges were built when A Condra was on the board all of which shows that the south part was represented when all them bridges were built. On the bridge at Browns ville over \$15,000 has been spent and not a man in the county objected. Albany has been settled nearly fifty years, and, during all that time has paid her taxes to pay for the building of bridges all over the county without a murmer, and now, when she intimates that she needs a bridge, the Times objects. But the Times does not represent the feelings of the arnsible tax payers in the south part of Linn. It has some imaginary grievance against Albany which crops out every few weeks. The intent of the bridge law is that bridges should be built where they are needed without reference

ouly proves what we said last above,

bridge at Lebanon was built when Judge

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to the locality. The need of a bridge is determined by the use of it. A bridge at Albany would be used as much as nearly or quite other bridges inethe county combined.

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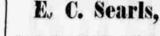
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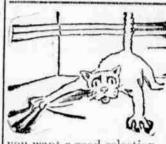
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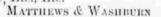


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Now, the truth is, that it has been largely through the influence of the south part that these county bridges have been built, and this is creditable to the broad minded character of the people of the south part of the county. We know those people well, and known they will not object to the building of a bridge, if needed, simply because it happens not to be in their locality. They are made of better stuff than such narrow selfishness. Why we are told that the business men of Brownsville petitioned for the bridge at Waterloo, which



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