

SATURDAY, MAY 22, 1869.

THE EBERHARDT MINE.—This mine, from October to February inclusive, has turned out \$382,098 34 in silver bullion.

The people of Northern Mexico talk of seceding from the Juarez Government.

Too Bad.—Admiral Semmes complains that the country sympathizes with the Cretans, adding: "But the devil of it is we take care of and admire everybody's rebels but our own."

About \$2,000 have been subscribed in Humboldt county, as an Indian hunting fund. A party under S. Fleming is about to start out to slaughter the savages.

No Trust.—A Napa firm closes its advertisement with the following appeal to the public: "If you buy on time, and pay in eternity don't come to see us."

The Richmond *Whig*, one of the leading Democratic journals in the South, says that the Northern Democracy of the Copperhead stripe are bad advisers for the South.

A Paris paper of March 28th has an obituary notice of Andrew Johnson, late President. It says that he will be justly esteemed by posterity in the list that begins with the name of Washington, and that the "old tailor" was not "a member of any temperance society."

Small Pox is making fearful ravages at Panama, though it is thought to be diminishing. It attacks the negroes and whites inside and outside the walls of Panama. The Sanitary Commission is actively engaged in checking the scourge.

A CONFESSION.—Henry A. Wise, who hung John Brown the insane man, and who was a bitter secessionist, in a secret letter admits that "the war was a national necessity, permitted by Divine Providence to prevent greater evils than war itself. Look out now for Democratic abuse. Longstreet was abused shamefully, and it is now Wise's turn."

A HORNE ROOSTER.—There is in the possession of John Madegan, of San Francisco, an ornithological curiosity, in the form of a horned rooster, which was lately brought from Mexico. Its right is about two inches in length, and is shaped much like the horn of an ox, while its left one crooks spirally like that of a sheep. It is to be presented to the Academy of Sciences, in order that they may classify it, or determine what strange process of nature gave it horns.

Railroad Rumors.

The principal topic of conversation on our streets of late has been railroads. All kinds of rumors have been set afloat, some of them reasonable and others quite the reverse. One rumor, given currency by California papers, is to the effect that the Central Pacific Railroad Company have bought the California end of the Oregon Central Railroad, and intended to commence work at Centerville immediately, promising to have the road in running order as far as Eugene City by the 10th of November next. It was asserted that the iron rail had already been purchased, and was now in transit to this coast. Another rumor was that the same Company had sent their chief engineer to Portland, and would commence work there soon, completing the road from Portland to Eugene City by November. The latest report is that Ben. Holliday intends completing twenty miles of the East side road, certain, by fall, and, possibly, fifty miles of road may be completed in that time. In connection with the announcement that Mr. R. R. Thompson, of the O. S. N. Co., of Portland, left on the last steamer for San Francisco, thence to Europe, report has it that his main business in Europe is to negotiate bonds of the West side road for iron sufficient to complete one hundred and fifty miles of the road. Not being a member of the "Railroad Ring," we are not prepared to vouch for the correctness or incorrectness of any of the various statements, but are in hopes that the Central Pacific Company has taken the matter in hand, knowing that if they undertake the job it will be done, thoroughly and right speedily. But we are not caring a continental copper who builds the roads, so that they are built. What Oregon wants more than anything else now, is transportation facilities such as can only be afforded by railroads.

Railroads as Civilization.

It is a demonstrable fact that the highest forms of civilization follow in the wake of commerce. Ancient and modern history furnish the most ample proofs of the truth of this assertion. Turn to written history, in any age of the world, and wherever you find a city or nation that has, for a length of time, commanded a large share of the world's commerce, either by the strength of arms, or by the energy and enterprise of its citizens, there you will find that the arts and sciences have grown and flourished, and left their most splendid and enduring monuments. Cast your eye over the history of the past, and read of the "mistress of the world—Imperial Rome." She held in her grasp the commerce of the world, and all nations paid tribute to her. Greece and Rome have long since lost their power; commerce and consequent wealth is lost to them, but the ruins of her past grandeur to-day furnish the best schools for our poets, orators, sculptors and painters. But to come down to our own times—look at the great cities of London and Paris, and mark what commerce has done for them. What has been accomplished for these vast human beings through the agency of commerce, is being daily reenacted for cities, towns and villages in our own glorious country, on a grander or lesser scale. This is an age of progress. The age when the highest ambition of the artisan, the mechanic, the farmer, to do as their fathers did before them, to use the same tools, to plow with the same old wooden mold-boards, and harrow their land with a tree-top or a bundle of brush, has passed away forever; and he who would not be counted a drone in life's busy hive must keep up with the new "innovations," the new helps to labor that science, skill and ingenuity are daily offering to the world; must discard old and exploded theories, and adopt the latest developments of science and skill, or be left far in the rear in the race for wealth and ease.

The chief instrument of commerce in a State is her means of transportation. If these are ample and swift, her commercial prosperity will be rapid and sure. As an instance of the rapid development of a State in material wealth and prosperity through her transportation facilities, glance at the great State of Illinois. A few years ago she had but one railway—that leading from Naples to Springfield, some sixty miles in length—was deeply in debt, with a population of less than a million. "The era of railroads dawned." Her citizens, seeing the immense benefits accruing from a well regulated system of railroads, gave aid and encouragement to all such enterprises. As a consequence she is to-day chequered all over with railroads, with a million or two of dollars lying idle in her treasury vaults, her broad prairies and lovely valleys dotted with cities and villages, and boasts of a population verging on to three millions of happy and prosperous people. This grand achievement is the result of her enlarged commercial relations, brought about by a great system of internal improvements, chief among which are her railways. The great Central Railroad traverses the entire length of the State from north to south, paying a tribute of seven per cent. to the State, which sum goes far towards liquidating the yearly expenses of the State government. What railroads have accomplished for Illinois they will accomplish for Oregon. Build a railway through the Willamette valley, and in twelve months after its completion land lying on either side of it will have doubled and tripled in value; products of every kind will have increased in a corresponding ratio, because every man will have a market at his own door for the various products he may have for sale. The great want of Oregon to-day is increased facilities for quickly transporting the vast amounts of produce that her rich soil renders so easy of attainment. By all means let us give aid and comfort to all enterprises having for their object the opening up of commercial relations with our neighbors. They will hasten the growth of our State in population, and open new channels of wealth and prosperity to her citizens.

SAVAGE.—A Red Republican journal of Tarragona, Spain, makes the following humane suggestion: "We have often said that Spain will never enjoy true liberty until she has achieved it in the midst of an immense sea of blood. Spain cannot consider herself as a federal republic, nor elevate herself to her proper rank among civilized nations, until she has caused a million heads to fall on the scaffold."

Nighty boys in Manchester, New Hampshire, are fined \$1 for playing marbles on Sunday.

Something About Railroads.

We, on the outside, hear a great deal about ballast for railroads. Now what is ballast, and why do they call it so? Well, those tons of iron, men, women, cattle and merchandise, which daily go rushing over the rails must rest on some firmer foundation than the natural soil. So, often after the track is laid and the road seems finished to the uninitiated eye, the ties, track and all must be raised again and gravel or broken stone deposited underneath to the depth of from one to two feet. This makes a hard, secure foundation, not given to settle, and allowing the rain to drain through these excavations alongside the track. Ballasting on a first-class road is always going on. The essence of a railroad safety is a hard and perfectly level track. What if it settle in one place even a couple of inches? There comes bent rail, and when twenty-five tons of engine and many more tons of cars rush over it, there is an unequal strain somewhere. One train passes, and maybe it cracks; the next, it cracks a little more; by-and-by there is a broken rail, a train off the track, a smash-up, a coroner's jury investigation over your insured remains, and all the other concomitants of railroad life and death. Such is ballast. The London colliers throw their gravel ballast into the Thames. The railroad men found it to be just what they wanted to make road foundations. So they called it ballast, the name answering for one purpose as well as for the other.

Fast running wears out track in fast time. On a certain road there was a double up-and-down track on a grade of forty feet to the mile. The up trains ran slow; the down trains ran fast; the down tracks wore out one-fourth faster than the up. The outer rail on a curve also wears much faster than the inner one. Passenger locomotives running from twenty-five to forty miles per hour do not wear out as fast as those used in hauling freight trains. Not drawing such heavy loads, the strain upon the boilers and internal machinery of the passenger engine is not so great.

Small freight cars are now being preferred to large ones. They are more easily and cheaply loaded, more conveniently handled at stations, carry more freight in proportion and in case of accident stand smashing better than large ones. The slower freight trains are run, the less wear on the rails. Rails wear out at the joints first. American iron for rails is now preferred to English. Col. Wilnot of the Royal Engineers, in testing the English iron, found none which would bear a strain of 29,000 pounds to the square inch. Maj. Wade, of the United States, got tests averaging from 40,000 to 45,000 lbs. to the square inch. Both were testing metal for ordnance purposes. The American cast iron wheel drove the English wrought iron wheels from the railway of Canada. The English make better roads than we; but our rolling stock, especially the locomotives, is superior.

A rail lasts about five years. The potent causes of its destruction are lamination and splitting. Locomotives hung on imperfect and rigid springs, hammer it to pieces. Steel rails are in England coming into general use. The director of one of the principal Pennsylvania roads remarks that the first railway talent we possess, openly avows that the only salvation of our railway system will be found in the use of steel metal for our rails.

There should be on every mile of railroad 2,400 cross ties. Broken axles and wheels as well as most other accidents to the running machinery occur from the shock occasioned by passing from a full bearing on a cross tie over the vacant space between them. Some railroad men advocate a continuous bearing of timber underneath the rail, doing away with cross ties. One hundred dollars worth of car, rail or locomotive will wear out to the amount of fifteen dollars yearly.

WELL EXPRESSED.—Generation after generation have felt as we now feel, and their lives were as active as our own. They passed like vapor, while nature wore the same aspect as when her Creator commanded her to be. The heavens shall be as bright over our graves as they now are around our paths. The world will have the same attractions for our offspring yet unborn as she had once for our children. Yet a little while and all will have happened. The throbbing heart will be stilled, and all will be at rest. Our funeral will wind its way, and prayers will be said; and then we shall be left alone in silence and darkness for the worms. And it may be, for a short time we shall be spoken of, but the things of life will creep in, and our names will soon be forgotten. Days will continue to move on, and laughter and song will be heard in the room in which he died; and the eye that mourned for us will be dried, and glisten again with joy; and even our children will cease to think of us, and will not remember to list our names.

A MARRIAGE has been arranged between the Prince of Austria and a daughter of the "Duke of Madrid." The Prince is very young and the bride elect is not yet born. It is said to imagine the blight of young affection in case she should happen to be a boy.

STATE ITEMS.

Mr. Dowell, of Jacksonville, has arrived at home from Washington city, where he has been for several months, engaged in public and private business.

The Salem paper says: The injuries received by Hon. Wm. Greenwood, by being struck by a falling beam, are of a more serious nature than was at first imagined. He is still lying quite low, it is feared that his injuries are internal and may permanently disable him, if not prove fatal.

The *Farmer* says: In this county (Marion) the price of milk cows ranges from \$25 to \$50; two year old cattle, \$14 to \$18; yearlings, \$8 to \$12 per head. Horses, \$50 to \$200. A good work horse can be had for \$100. Sheep are selling at \$1.25 to \$2 per head. Hogs sell at from 2c to 3c per pound.

The *Eugene Journal* of last Saturday says George Crumney has purchased a lot of land of A. J. Keeney, on the Coast Fork, for the purpose of going into the hop business. George Leasure has put a considerable amount of ground in hops near this place this year. The *Guard* says the McKenzie trail is now open and in a fair condition for stock. The snow has nearly gone and grass is excellent. J. G. Mitchell, of Pleasant Hill, has sold his valuable farm of 514 acres to Jos. D. Matlock for \$3,000.

The *Roseburg Ensign* of the 15th says: Nine or ten families have left this county, within the past two weeks, for the Pitt River country in California. We expect to see them back again shortly.

The "Spring fights" opened near the close of last week with unusual animation. Four actions for assault were disposed of before our Justice of the Peace last Saturday.

The *Jacksonville Sentinel* has the following paragraphs:

We hear it is the intention of Mr. Kubli to build a flouring mill near his place on Applegate Creek.

A military Court was held here on Wednesday to try the case of 1st Lieut. W. I. Henderson charged, we believe, with carelessness and irregularity. The court was composed of General Blake, General Robinson, Major Darling, Major Calif, Lieut. Manning and Thorburn and Captain Whittier, Judge Advocate. The finding of the court will not be known till acted upon by the War Department at Washington. Meanwhile, Henderson was ordered to report at headquarters under arrest.

NEWS PARAGRAPHS.

Single "bricks" in Montana are worth \$12,500. They are tolerably plenty. The crop of all kinds of fruit will be very large in Walla Walla valley this year.

There are twenty-six lawyers at White Pine whose cards appear in the *Inland Empire*.

The *San Francisco Herald* says about eight hundred people die of consumption annually, in San Francisco.

Sacramento made \$60,000 by the rail road celebration, that being the amount expended by visitors at the city.

Cherries are among the luxuries of the San Francisco fruit markets—just now selling at one dollar per pound.

The Government pays \$50 a ton for hay, and \$12 a cord for wood in Montana. A Northern Pacific Railroad would reform that.

The *Helena Herald* gives an account of a great fire which occurred at that place on the 28th ult., by which ninety business houses and over forty dwellings were burned. Loss, \$500,000.

Harvesting has begun in California. The telegraph reports that fields of barley are now being cut.

The *Marysville Appeal* says that the crops will not be as large as it had previously announced.

The best quality of lumber turned out in White Pine, is now selling, both in Shermantown and Hamilton, at \$200 per thousand feet. It is said to be only 200 miles from Corinne on the Union Pacific Railroad to Boise City. Corinne has a population of about 1,500. Bear River valley is claimed for ranches at a distance of twenty miles on each side of the town.

Farming in the Payette valley, Idaho, seems to be more prosperous than on former years, and the prospect for an abundant yield is excellent. It is estimated that in the valley alone 1,750,000 pounds of grass will be produced this season.

Says a Victoria paper: "An invoice of goods, shipped from Edinburgh to a firm in this city, came to them yesterday visited by the American Consul at that port, the Consul and the shippers believing this to be American Territory. Fact!" Smart people!

The second German expedition to the North Pole is to leave Bremerhaven during the first week in June.

It is reported that Mrs. Lincoln will shortly be married to the Chamberlain of the Duke of Baden.

A Salt Lake paper finds fault with Brigham Young for selecting the eagle for his emblem, because "that royal bird is a monogamist." He should adopt a rooster.

The great tumble bug of Polk county, Ben Hayden, has gone carpet-bagging over in Washington territory for the carpet-bagger Moore. Ben goes over, as we learn, to show the people by an awful example, what the nigger and Chinaman are to be brought to by becoming his equals.—*Oregonian*.

Thirty thousand acres of public lands were disposed of to actual settlers during January, in Nebraska, Minnesota, Missouri and Wisconsin.

Great distress, it is reported, prevails among the handloom weavers of Glasgow, and, as trade in Scotland is dull generally, large numbers of work people are idle, and philanthropic persons are moving for affording them relief.

Old maids are described as "embers from which the sparks have fled."

A seven feet long cigar, one foot in circumference and weighing thirty pounds, has been twisted out of leaf tobacco in a New Haven (Ct.) factory.

The Eberhardt Company at White Pine has sold to New York capitalists one-half of what is known as the Eberhardt north mine for \$500,000 in gold coin. The company refused to dispose of more than one-half, because they believe it will develop as rich as the Eberhardt south.

PUB. DOCS.—We have been favored with numerous pub. docs. Thanks.

San Francisco Markets. Wheat—Quiet, at \$1.22@1.55, as a range, the latter figure for choice article, which is scarce and firm.

Barley—We quote feed at \$1.25@1.35, and brewing at \$1.40@1.50. Oats—California, \$1.40@1.70; Oregon, \$1.65@1.70.

Wool—Receipts continue large, and sales range at 19@21c for clear grades spring clip.

Beef—American, first quality, at 9@10c per pound.

Veal—Steady, at 10@11c for first quality.

Mutton—6@7c for first and second quality.

Pork—undressed, 51@71; dressed, 9@101.

NEW TO-DAY.

I. S. Rosenbaum & Co., Have removed to No. 67 FRONT STREET, Northwest corner of STARK street, Cresc' Building, store formerly occupied by Blumner & Rosenblatt. Portland, Oregon, May 15-1m

Agents Wanted—\$10 a Day. Two \$10 Maps for \$1.

LOYD'S Patent Revolving Double Maps. Two continents, America and Europe, and America with the United States portion on an immense scale.

COLORS—IN 4,000 COPIES. THESE great Maps, now just completed, 61x62 inches large, show every place of importance, all Railroads to date, and the latest alterations in the various European States. These Maps are needed in every school and family in the land—they occupy the space of one Map, and by means of the Reverses, either side can be thrown front, and any part brought level to the eye. Country rights and large discount given to Good Agents.

Apply for Circulars, Terms, and send money for and see sample Maps first, if not sold taken back on demand. J. T. LLOYD. May 22-1m 23 Cortland street, N. Y.

"GAY" NEWS.

Farmers Can Ride and Plow, BY SECURING ONE OF THE

"GAY" PLOWS, Manufactured and sold for the very low price of \$65 and \$75.

THE simplicity and practicability of this new Plow commends it favorably to the special notice of every farmer. It possesses a decided superiority over all other plows now in use. The wheels are four feet in diameter, and run on the unplowed land. Its entire construction is in no way complicated. The plow is managed in every manner with ease, and requires only two levers to be used in making any alteration. The superiority of the "Gay" Plow will be clearly shown by the following certificate:

We, the undersigned, citizens of Linn county, Oregon, having purchased and used upon our farms the "Gay" Plow, hereby certify that the same has given us entire satisfaction. Its facility for adjusting to suit the depth of furrow without moving from the seat, is simple and easy. We like the plow for its draught, because the same is brought to bear directly upon the plow-beam instead of the carriage; also, because it is strong and durable, all except the wood-work being constructed of wrought iron—no castings are used. The wheels running upon the solid land is an advantage over other gang-plows, in striking off land and in plowing, not having to make the necessary changes in the machinery, and the seat is always level, not throwing the driver forward or sideways as in other plows. Better work and more of it can be accomplished by the use of this Plow than by hand.

We take pleasure in recommending the "Gay" Plow to our brother farmers, as one having no superior in Oregon.

J. G. REED, W. P. ESHOM, A. S. LOONEY, E. W. PIKE, W. H. GOLFTREE.

May 20th, 1869.

The "Gay" Plow is manufactured by H. Goulding, Portland, Maine. All orders will be promptly attended to by addressing, C. F. GAY, Portland, Oregon.

May 22, '69-37

NEW ADVERTISEMENTS.

S. DENNY, UNDERTAKER

— and —
Manufacturer and Dealer in all kinds of

FURNITURE & CABINET WARE, MATTRESSES, ETC.,

Under the "States Rights Democrat," office, FIRST STREET, [Oct 24 '68-7] ALBANY.

P. W. SPINK. A. CAROTHERS.
P. W. SPINK & CO., (SUCCESSORS TO M. W. HARK.)

Dealers in Tin, Sheet-Iron, Copperware, — and —

STOVES! First, between Washington & Ferry-sts.

ALBANY, OREGON.

THE undersigned having purchased the stock formerly owned by M. W. Mack, and having made large additions thereto, now offer to the public the fullest and complete assortment of first-class goods in our line, yet offered in this market, consisting of

PARLOR, BOX, HALL, COOKING STOVES,

of the following patterns:

Buck, Black Knight, Golden Gate, Henry Clay, New Nation, Buckeye State, &c., &c., &c.

from the best manufacturers, which they are offering at lowest rates.

Also, a large stock of French Saucepans, Ladles & Skimmers, Iron, Enamelled and Brass Kettles, Iron Tea-kettles and Ovens, Iron and Lead Pipe, Force & Lift Pumps,

and a full assortment of **COWAN'S PITCHER PUMPS!**

We will continue to keep on hand a large stock of

NO. 1 TIN WARE! which we will dispose of to dealers at the lowest market rates.

We are better prepared than ever to do all kinds of

REPAIRING! in a neat and workmanlike manner, at short notice.

Persons from the country will find it to their advantage to give us a call, as our facilities for manufacturing enable us to give a liberal discount.

Terms—Cash, or marketable Produce.

Nov. 28, '68-12 P. W. SPINK & CO.

C. MEALEY & CO.,

DEALERS IN & MANUFACTURERS OF

FURNITURE! — and —

CABINET WARE! Bedding, Etc.,

Corner First and Broad Albin streets,

ALBANY, OREGON.

PARTICULAR ATTENTION PAID TO

ORDERS OF ALL KINDS in our line.

October 31, 1868-8

BLACKSMITHING!

PLOWS! PLOWS! PLOWS!

THE undersigned gives notice to the general public, that he is now manufacturing the

Galesburg Patent Plow! and any other style of plow that may be ordered.

Also, particular attention paid to

Horse Shoeing, Wagon and Carriage Making,

and General Jobbing.

All work entrusted to me will receive prompt attention, and be executed in the best possible manner with good material. A share of public patronage is solicited.

Shop on corner Ellsworth and Second streets, opposite Pierce's Ferry.

Albany, November 21, 1868-11 F. WOOD.

NOTICE.—All persons receiving their mail at the Post office at Lebanon, are hereby notified that the office will be kept open an hour after the arrival of the mail on Sundays, after which it will be closed for the day. The office will not be open until the mail arrives.

S. H. CLAUGHTON, P. M. January 9, 1869-18m

TURNING. - - TURNING.

RAWHIDE CHAIRS. I AM PREPARED TO DO ALL KINDS OF TURNING! I keep on hand and make to order RAWHIDE-BOTTOMED CHAIRS, — and —

Spinning Wheels.

Shop near the "Magnolia Mills."

JOHN M. MITCHELL

Albany, Nov. 28, 1868-12