J. M. SHEPHERD, Editor.

Baker City, Nov. 17, 1875.

THE BEDROCK DEMOCRAT has the Largest Circulation of any Paper Published in Eastern Oregon. Circulation 900 copies.

From our Extra of last Friday. We condense the followin news from the Grgontan. STEAMER PACIFIC LOST.

200 Passengers on Board, Only One Saved.

The ill-fated steamship Pacific, that was lost at sea last Thursday evening, about 40 miles from Cape Flattery, was built at New York in the year 1851, by W. H. Brown, and consequently was 24 years old. By consulting American Lloyds, for 1871, we find at that time the Pacific was commanded by Capt. F C. Scholl. At that date she was not surveyed, and her class upon the Maritime Register was A 2. The Pacific was of 876 tons register, with 12 feet draft, She was built of oak and chestnut and fastened with copper and iron bolts .-In 1870 the vessel was placed on the ways and remetaled. For many years the Pacific was owned by the North Pacific Transportation Company, and formerly run on the line between San Francisco and Portland. In the year 1862 the Pacific ran aground while coming up the Columbia River near Coffin Rock, when it was discovered that the forward part of the vessel was quite rotten and not able to withstand a heavy shock. However the steamer was temporarily repaired and continued to make regular trips. Being considered unseaworthy, the steamer was placed on the ways at San Francisco in 1869, overhauled and had new boilers 54x10 feet placed in. She was then placed on the route between San Francisco and points along the southern coast of California, and continued to run for several years .-Over a year ago the vessel was sold, and for some time past has been running in Goodall, Nelson & Co.'s line between San Francisco, Victoria and Sound ports Her dimensions were: Length, 223 feet, beam 331/2 feet, hold 17 feet, and her model in the Lloyds is classed as "M." For a long time the steamer has not been considered a safe vessel to travel on, but for some reason was permitted to run.

Those Lost. Captain Jeff Howell was in command of the Pacific when she was lost, and shared a common fate with those who met a watery grave. It will be remembered that Captain Howell was the individual who, some months ago, left the steamship Los Angeles when that vessel was disabled off Tillamook Head, and after encountering unnumbered perils reached the land and brought intelligence of the disaster to Astoria. Formerly Captain Howell was first mate under Capt. Connor on the Portland San Francisco route. He was a brotherin-law of Jefferson Davis, ex-president of the Southern Confederacy, and was regarded as a brave and experienced seaman. Most of the passengers on board the Pa-

cific were from Victoria and Puget Sound, some of them are known in this city, and a few have relatives residing here. The first names which greet the eye are those of J. Hellmuth and wife. Mr. Hellmuth has resided for some years near Walla Walla, and, having acquired a handsome competence, was on his way to Europe, accompanied by his wife. Mr. H. C. Victor, husband of the talented authoress, Mrs. F F. Victor, was also on board. Hon. G. T. Vining, formerly of Southern Oregon, who has served in the legislature several terms from Josephine county, and who was also a candidate for Secretary of State, is among the lost. He has resided for several years in Washington Territory. Mr. Fred D. Hard, who formerly held the position of special postal ageut for W. T., also perished. Among those who sailed from Victoria we observe the following:

Mr. Francis Garesche, W., F. & Co.'s agent at that place, and a banker. He had on board the steamer at the time about \$500,000 in gold dust which he was taking to the mint at San Francisco.

Messrs. Rockwell & Hurlbut, the great horse trainers, perished, together with the members of their company. They had on board the beautiful and wonderfully trained horse "Mazeppa," the fleet-footed "Mark Twain," the little filly "Star," which was so universally admired, and the two trick dogs, not one of which escaped the remorseless sea. Messis Rock-well & Hurlbut were on their way to their home in Binghamton, New York .- Orego-

List of Passengers: The following is a list of the passengers on the Pacific, fourteen of the first ones mentioned, together with ten or twelve in the steerage, being from Puget Sound and the balance from Victoria: J. Helmuth and wife, of Walla Walla; Mrs. Mahon and child, H. C. Victor, G. T. Vining, Fred D. Hard, C. B. Davidson and wife, A. Robbins, T. Allison, O. McPherson, Wm. Maxwell, B. Woods, John Tarbell, Wm. Ammiss, M. Wilson, Wm. Purdary, A. Lang, John G. Todd, J. McLanders, Dock Young, J. Fitzgerald, J. Condon, C. Chishelm, A. Frazer, J. S. Webster, Hurlburt & Rockwell troupe, F. Garesche, Miss A. Reynolds, Miss F. Palmer, Mrs. Moote, Mrs. Lawson, James Lenninga, Mrs. S. Styles and child, D. C. McIntyre, C. B. Fairbanks, Capt. and Mrs Parsons, A. B. Oaway, W. J. Ferry, J. F. Johnson, Thos. Smith, John Cochrane, S. P. Moody, T. J. Ferrell, M. Summers, J. Cahill, John Watson, Wm. Wills, James H. Webbs, Wm. Polley, Cal. Mandeville, wife and child, R. Hudson, H. Cline, E. P. Atkins, Thomas Beverly, R. Layzell, Eswin H. Pelley, W. Waldron. John Lee, G. Gribbell, Geo. Morton, John McCormick, John Sampson, Isaac Webb P. L. Chapman and 40 more in the steerage. The ships crew consisted of Master, J. D. Howell; Mates, A. N. McDonough, A. Wells, J. M. Lewis; Purser, O. Hite, Jr.; freight clerk, S. H. Bigely; engineers, T. Houston, D. M. Basset; ollers, T. Lestrange and J. Dugan; carpenter, R. Erickson; watchman, Henry Norris; stewards, J. Martin, C. H. Jackson, S. McNichol; cooks, J. M. Hollinsworth, S. Miles, C. H. Whiting; baker, T. Mulloy; porter, R. T. McNemaine; stewardss, Hannah Muir.—There were also five firemen, four coal passers, ten seamen, two messmen, two mansers, ten seamen, two messmen, two pan-try men and eight waiters.

Later from the Wreck af the Pacific

Three More Bodies Found

search with the revenue cutter Oliver Wol- and crew. I was taken to Neah Bay and kindly ure. With the infinence of the whole of the cott, and when close to Neah Bay she picked | cared for by Mr. Huntington, the Indian agent. up three dead bodies, one of which was a woman with ring marked L. and H. supposed to be Mrs. Lawson of Victoria. On the same day the Wolcott picked up two trunks, one of which was a lady's, with valuable wearing apparel; the other was evidently the trunk of the man who had been exhibiting how to tame horses, as the straps and other articles are what he used. One of the bodies is Geo. Vining of Puyallup, who had on his person bills of lading for hops shipped by him at Tacoma. The watch found on him stopped at 9:30 P. M. on the pisaster. The other was evidently a fireman or coal

The pilot schooner has not returned. She is out in search of bodies. It is evident that all who had life-preservers on did not live 12 hours after the wreck, as the sea was very rough, with cold winds and rains.

Neil O. Henley, the quartermaster saved by the Wolcott, says the second mate told him that he thought the mate, with eight of the crew in a boat, got clear of the ship. They may be heard from yet.

The Wolcott has gone cruising along the coast of Vancouver Island as far as Barclay

The Gussie Telfair went south on this side as far as Quillehuyte. The Wolcott has taken Indians and canoes to search along the shore. If there is any one alive on the shores they will be picked up by the Indians, who are on the lookout. The people at Victoria should watch th beach from Sooke to Race Rock, and also on Dugeness and Ingeles Spit, as the current has be n so strong from the westward that the bodies which came into the straits have gone far up.

all that will be found alive except the one boat, if she made the shore. It is evident that very little of the steamer broke up except the part of the hurricane deck where the wheel stood, which was the means of saviug the lives of the two men picked up. The three men who died on the raft did not live fourteen hours, and those with life preservers on could not live so long.

I have been out two days among the drift kelp where the bodies were found and the pieces of wreck were, and failed to see anything which I thought belonged to a ship or bark, all was light material that belonged to

There has been nothing seen of the vessel the steamer struck. She must have sunk or gone to San Francisco: We spoke several vessels from outside and none saw anything of the disabled vessel. The Wolcott and pilot boat will continue the search as long as there are any hopes of picking up bodies. The mate is supposed to have got clear of the ship with eight men in the quarter boat. The quartermaster says Captain Howell was the last man to leave the ship.

Losers by the disaster

LACONNER, Nov. 11 -Among the losers houn Bros. and J. S. Conner of this place. Messrs. Calhoun Bros. shipped 1,700'bushels grain, consigned to J. Everding & Co., San Francisco, on which there was no insurance. J. S. Conner shipped 4,300 bushels Grain, consigned to Corbitt & Macleay and J. Everding. S. F. Conner was partially

Neil O. Henly's Statement.

NEAH BAY, W. T. Nov. 10 .- The statement of Neil O. Henly, late quartermaster of the ill-fated steamer Pacific, rescued by the U. S. revenue cutter Oliver Wolcott, Captain Harwood commander, is

On the morning of the 4th inst, we left Victoria, B. C. at 9:30 A. M., with about 250 passengers on board. All went well. We passed Tatoosh light about 4 P. M., with a fresh southerly wind and heavy swell. I belonged to the second officer's watch, and went below at 8 o'clock P. M. Everything was all right, and the light's in place. About 10 P.M. I was aroused by a terrific crash, I jumped from my berth, while the water was rushing in, filling the forecastle. Gaining the deck all was confusion. The passengers were all crowding on the hurricone deck. The first I heard was Capt-Howell shouting, "Hard a starboard!" which was done, and the ship fell off into the trough of the sea and became unmanageable. I looked on the star board beam and saw a large vessel, under sail, which they said had struck the ship. I saw her green light distinctly, but cannot state how far off. At this time the passengers crowded into the boats against the command of the captain and officers who were trying to clear them away. I was at the forward port boat with the chief engineer. There were about 15 women and six mon in her. We succeeded in getting her into the water, when she struck the ship and filled. The ship seemed to be rolling over toward me. I did not see the engineer or boat afterwards. About this time I was submerged, and, letting go the chain, I came to the surface and gripped end of the hurrycane deck skylights, which I retained about fifteen minutes, when it capsized and I lost my hold. Seeing a part of the hurricane deck with about eight on it, I swam and succeeded in getting thereon. Looking around for the steamer, I discovered she had disappeared, feaving one floating mass of human beings. The cries and screams were frightful, and they will never be effaced from my memory. Very shortly afterwards all cries ceased and we were alone on the raft which was part of the hurricane deck where the wheel house stood on. There were eight-the captain, second mate, cook and four passengers, one of which was a young lady, At 1 A. M. of the 5th

it was blowing a gale from the southward, and the sea making a clean breach over the raft. About 4 o'clock A. M. a heavy sea washed overboard the lady, captain, second mate and another passenger, leaving only four of us. Abaut 9 o'clock A. M. the second cook died and rolled off. About 4 o'clock P. M. it cleared off and we could see the land, about 15 miles distant, with fresh southwest wind and heavy sea. We saw another piece of a wreck with two or more on it. About 5 o'elock P. M. another man died, leaving only two. On the morning of the 6th another died, leaving me alone. Shortly afterwards I saw a ship, but she was too far off to see or hear me. Abbut 4 o'clock P. M. a large empty box dioated near me, and the sea being very calm and smooth, I succeeded in getting it on the raft, which sheltered me from the wind and spray. I slept very sound that night for several hours. On the morning of the 7th I could see the laud on both sides, and was surrouded with float kelp, which made the water very smooth. I had several short naps through the day, with no feeling of hunger or thirst. It continued calm all that day and night. At 3 A. M. I heard a noise, and on looking out of my box I saw the light of a steamer close to me. I halloed as loud as I could, and was heard by those on board. They lowered a boat and NEAR BAY, Nov. 10.—The Gussie Telfair rescued me from my perilous situation. I was tall to Oregon, and Lafayette Lane, the represenarrived here on Tuesday, and joined in the ken on board and all my wants supplied by the offi- tative elect, is fully committed to the meas

PORT TOWNSEND. Nov. 12 -All day Tuesday a

terrific storm raged and it was impossible to go out-

side of the Cape, so all the labor of the two steamers was devoted to searching the, north and south shoaes of the Straits, with only the results above indicated. On Wednesday it moderated and the commander of the Wolcott determined to search the shore of Vancouver Island as far north as Barclay Sound, 35 miles from Cape Flattery. At about the same time the steamer Telfair started in her search to the southward. During the passage along the Vancouver shore all the Indians seen were communicated with, but farther than the fact that some light timbers, deck buckets and boxes had been found, nothing was ascertained. Steaming up Barclay Sound, the first Indian village was bailed, and a canoe came off containing a white man, who came aboard and introduced himself as the first mate of the ship Orpheus. He stated that he had been run into the Thursday night previous by a steamer, and was wrecked on the following saturday morning on an island near by Copper Island. The captain and crew had got ashore safely, and were encamped further up. Proceeding in the direction indicated, another cance approached, in which was Captain Sawyar, of the ship Orpheus. He gave the following account of the disaster: On Thursday evening he was approaching the Cape, and was, by his reckoning' about twenty miles off, with a fresh sontheast breeze, steering about northwest, before the wind. His man at the wheel first saw the steamer's headlight off the port bow, and then immediately after straight ahead. He could see neither of her side lights, and could not make out which direction she was coming. He put his helm astarboard and turned his ship's head off shore. The light came nearer, and he continued to starboard his helm until his vessel had turned around, his sails were flat aback and his ship hove to. The steamer, by this time, had got very near him, and blew one whistle, and in less than a half a minute after, her bow struck his ship a glancing blow just abaft the fore chams crushing in the rail and break-There is no doubt but that the two saved are | ing his planking down to near the copper. She surged alongside of her, striking and grating along his starboard side, carrying away all his starboard braces and rigging on that side and also his foretopmast and topgallant mast. Capt, Sawyer states he hailed the steamer as she surged past and called to them to lay by him, and send him a boat, as he then supposed his ship to be in a sinking condition, but no one answered his hail neither did he see any one on her deck. She drifted or steamed away, he was not certain which, and he afterwards saw a flash light, which he took for a signal at that time-they had heard his hail and would lay by him. He saw her no more, and his ship at that time demanded all his attention. He lay to the remainder of that night and nearly all day Friday repairing his rigging, and that afternoon got under way and again made sail for the land, allowing for two knots northerly set off the current for his position, from which he had first hove to. Soon after dark he made a light, which he took for Cape Flattery, not knowing that there was a light on the coast farther north, nor did his latest sailing make note of any. He allowed five miles clearance for Duncan rock, and considered himself safe after entering the Straits of Fuca, when, about 5 o'clock Saturday morning, his ship scraped over a reef, and immediately after struck her bow on a rock stuck fast and filled. The light he mistook for Flattery is on Cape Beale, the entrance of Barclay Sound, 35 miles north of the former. How the ship escaped dangers passed before she struck is a mysby the stemship Pacific were Messrs. Cal- tery to all who have examined the admiralty chart of Barclay Sound. The ship will prove a total loss. Capt. Sawyer got all the valuables he could out of her, and encampted on the shore with his wife and crew in tents made of her sails. CAPT. J. D. HCWELL.—Capt. Jeff D. Howell,

commander of the steamship Pacific, lost a few days ago on the Oregon coast, was a brother of Mrs Jefferson Davis of Memph is. He is a native of Natchez, Miss, lived at New Orleans several years, and served as and say, farewell until the birds come back to anmidshipman under the confederate flag, under Admiral Semmes. Some months since he was promoted to the command of the Pacific for gallantry displayed in rescuiug shipwrecked people during a violent storm. Faint hope is still entertained that he may

be among the saved. Annexation to Oregon. The Wallawalla Statesman says, as a rule our people feel little or no interest in the transactions at the territorial capitol. Wise legislation is not looked for, and the feeling can best be expressed by saying, "We wish to be let alone." The vote on dismembering the county shows that those who rule the affairs of the territory are careless as to our welfare, and are ready to adopt any measure that promises to dwarf our influence. Knowing this to be the prevailing sentiment at the capitol, many of our people have come to regard our connection with the Scand district as unfortunate, and would be glad to see this valley annexed to Oregon. Recent events have intensified this feeling, until to-day we find very many persons who have heretofore opposed annexation coming out as its warm advocates. In the constitution of Oregon, as adopted in 1858, the Snake River was fixed as the boundary line, and it appears in the constitution as published. The line was changed at the suggestion of I. I. Stevens, then delegate from Washington territory, who was acquainted with the character and resources of the Walla Walla country, and was anxious to secure this fertile district as a sort of appendage to the country west of the monntains-a tail to the Puget Sound kite. Jee Lane, at that date Oregon's representative, always underrated the importance of the country east of the mountains, and if Stevens had asked it, he would willingly have given him the whole of the country. This, however, did not suit Stevens' purposes, as in that event the counties would have controlled the territory and left the clam eaters out in the cold. His policy was to take just as much of this section of country as could be controlled, and leave the balance to be absorbed by Oregon, and this was the policy that prevailed. The result is that with our business interests and associations all harmonizing with our Oregon neighbors, we are allied with the people of Puget Sound-a people with whom we have scarcely a single interest in common, and from whose selfishness and clannishness we have suffered great injury. To get rid of

this hateful alliance is a question that is be-

ing carefully and calmly discussed by our

people, and remembering the old maxim,

that "wherever there is a will there is a

way," we are not without hope that within

the coming year a bill will receive the sanc-

Oregon delegation in favor of annexation, it is scarcely within the bounds of possibility that the measure can fail, and hence it is \$5 that the friends of annexation are hopeful of success. Annexed to Oregon and co-operating with the eastern counties, our influ- \$5 ence would be felt in receiving appropriations toward opening the Columbia and improving the navigation of Snake river. This is a meaure in which Oregon is largely interested, and that sooner or later is sure to be realized. Add our influence to that already bearing upon Oregou Congressmen, and the close of the next session would see a large appropriation to be expended in locking and daming the "great river of the west. Another advantage that would result from annexation, would be the introduction of capital from abroad in aid of local enterprises. Portland capitclists would then regard us as "bone of their bone and flesh of their flesh," and instead of giving us the cold shoulder now, would gladly make loans at reasonable rates. The value of farm lands and town property would be enhanced, and annexation a fixed fact, our beautiful valley would enter upon a new era of prosperity.

The Valley and the Valley Mines.

Once more Mr. Editor we are seated to enlighten our dear readers on the doings in the "rural districts'; and the mines and crops in the valley have been very large this season. One cannot form any correct idea of the amount of grain grown in this little valley without personal observation and inquiry. On six farms not more than eight to ten miles from Baker City, there was harvested, this season, no less than twenty thousand bushels of grain-wheat, oats and barley. One man within a few miles of the city, this season raised a vegetable garden worth five hundred dollars, besides doing four months work in the mines-and still dissatisfied inhabitants of this flowery land, so prolific in harvests of grain and gold, sigh and weep for "a better country."

Alas! for the variety Of reasonable men Under the sun .- (Tom Hood "doctored"

The Mining Season s about over, yet several companies are still at work on the Powder River slope. These mines are July 1874, and paid out in principal and

beginning to assume their true status among miners-which is that they are, on the whole, the best paying mines in the country. Mining opera tions on this slope will be much more extensive next season than heretofore. We are informed that Nelson, on Salmon Creek

will put on a Little Giant hydraulic apparatus under a thirteen inch pipe, using six hundred inches of water through a five inch nozzle. This being the case, look out for a heavy report from this section next fall. We are happy to see the great improvment in the columns of your valuable paper and shall look forward with pleasure to its enlargement and consequent increased capacity for the food of the hungry soul, may it "live long and bien happy" as Rip Van Winkle remarks when he takes his oath of total abstinence.

But "Shep" the winter draweth nigh and "The Last Rose of Summer" hangeth like the trembling drop of ink on our pen and is almost ready to fall into its snowy grave for

he last approaching season of storms. The wild geese and the birds of tender flesh and soft voiced throats have taken their flight to the sunny south-and to make a long story short, the denizens of "these hyar" mountains are about to 'hole up,' for the winter. We, individually ere determined to drift this winter, and now we shoulder our little pick and shovel with which we intend to seek into the very bowels of the earth for the bright yellow gold, and re uctantly make our bow nounce the fair maiden, flower laden, spring. A TRAMP

Washington, Nov. 12. When the Vice President awake this morning he said he felt better, and now wants to read the newspapers. Dr. Baxter has now more confidence than ever that he will recover and be out again in a week or ten days.

Vice President Wilson to night is able to take a more nourishing diet. At 8 o'clock he was sleeping quietly. His pulse was regular, and his condition generally comforta-

Washington, Nov. 12 .- The Mexican Minister Mariscal yronounces as utterly unfoundee the rumor of negotiation; pending for the aquisition of another slice of Mexico by the United States. He says no such propo sition is made and the acceptance of it would be fatal to the Mexican administration. The rumor probably originated in a privately expressed opinion of the commissioner inquiring into outages on the Texas border, that such raids could be stopped only by a change of boundary, but said opinion was never embodied in writing.

THE Savants hold that at one time there existed in the present United States a far higher civilization than what is now seen. Underground relics attest that our ancient predecessors had rungs -but quite different from those in vogue in our time. THE RESERVE OF THE PROPERTY OF

GRAND BALL TO BE GIVEN BY

Rebekah Degree Lodge, No. 8, OF BAKER CITY, ON THE EVENING Of December 24th, 1875,

CLEAVER'S HALL.

Committee of Arrangements: MRS. L. B. ISON. MRS. J. M. SHEPHERD. " T. C. HYDE,
" F M. ALFRED, JAS. H. SHINN, C. M. FOSTER, J. W. CLEAVER, " J. W. WISDOM, " J. P. ROSS, " E. P. MRS. FRED. DILL. E. P. PERKINS,

Committee of Reception: L. B. ISON, F. M. ALFRED, WM. UMBERGER.

Floor Managers: R. ALEXANDER, J. P. ROSS, C. M. RELLOGG, S. L. BEAR, T. C. HYDE. By order of the Lodge. T. C. HYDE, N. G.

A Grand New Year's Ball Will be given at Baker City, on Friday, Dec. 31, 1875, AT

CLEAVER'S HALL.

Committee of Invitation: BAKER CITY-J. H. PARKER, J. W. VIR-TUE, S. OTTENHEIMER, H. BAMBERGER and R. ALEXANDER. 1. YE VALLEY-JAMES ODELL, and W. W. WEBBER.
CONNOR CREEK-R. C. GEORGE.
VIRTUE MINE-M. HYDE.

Floor Managers:

tion of Congress ceding Walla Walla valley W. L. BURNHAM, C. M. KELLOGG. to Oregon. Squators Mitchell and Kelley TICKETS, including Supper, \$4 00. are warml in favor of making this addition The best of Music will be in attendance. A cordial invitation to all is extended, Baker City, Nov. 10, 1875. 27td

NEW ADVERTISEMENTS.

\$5.00

Five Dollars will purchase a Fraction of an Industrial Exhibition Bond, that is certain to draw one of the following Pre-

miums, on DECEMBER 6TH, 1875. A Tenth which costs only \$5-can draw any of the following, and will be received by the Company at any time in 6 months, as \$5 in the purchase of a \$20 Bond.

Phorois a ch:	ance for gain an	d no chance
	ence for Sain an	d no chance
r loss.		
10 Premium	s of \$3,500 each,	
10 "	1,000 "	Paid in
	500 **	
10 "	500 4	Cash, and
10		Cash, and
90	100	
10	50 "	no
100	20 "	
290 **	10 "	discount.
TOTAL PARTY NAMED IN COLUMN TO THE PARTY NAME	5 11	
144	2.10"	

The Lowest Premium is \$2.10. Fraction must draw this sum. actions will be good with \$15.00 to se a whole \$20.00 Bond. a chance for a fortune, and no Bond participates in four drawings

ar, until it has drawn one of the ollowing premiums. \$100.000,

\$21, \$50, \$100, \$200, \$300, \$500. \$1,000, \$3,000, \$5,000, \$10,000, \$35,000, \$100,000.

The Bonds issued by the Industrial Exnibition Co., are a copy of the European Jovernment Loans. The Bonds are a safe investment.

PEOPLE OF SMALL MEANS Can find no better or safer investment. No chance of loss. A fortune may be acquired ON DECEMBER 6TH-ON JANUARY 3rd

PURCHASE NOW. HOW TO PURCHASE.

In person, or by certified Check, or Express, or Postal Order, or Draft, or enclose Greenbacks in a registered letter, to, and made payable to the Industrial Exhibi-tion Co. The funds raised by the sale of these Bonds, will be applied to the erec-

CRYSTAL PALACE, Which every American will be proud of. Recollect, the Industrial Exhibition is a legitamate enterprise, chartered by the State of New York. Its Directors are the best citizens of New

\$750,000,

Any one obtaining a premium, the company piedges itself not to make public.

This enterprise is simply a new form of bond; in no sense is it to be recognised as a lottery. There are no blanks. Be sure and purchase at once.

§ 5 will buy a Fraction for December, 6, 1875.

5 " " Quarter Bond for Jan. 3, 1870. " Whole Bond All Bonds are exchangable into city lots in the suburbs of New York City.

Each Bondholder is regarded as an honorary member of the Industrial Exhibitorary member of the Parlors of the Co., No. 12 East 17th Street. Agents wanted. All communications and remittances to be mads to the Industrial Exhibition Co., 12 East 17th St., between 5th Avenue and Broadway. New York City.

For the purpose of giving the Bondholders of the Industrial E-hibition Co., full and complete information as to the progress of the Company, and a complete list of the drawings, an Illustrated Journal will be published, viz; The Industrial Exhibition Illustrated,

Subscription One Dollar per Year. Any person seuding a ctud of 15 subscribers, with \$15, will be given a Hremium of one Fraction of ¼ Bond, club of 27 subscribers, 2 ½ Bond; club of 50 subscribers a whole Bond. Address,

INDUSTIAL EXHIBITION ILLUSTRATED, 12 East Street, New York City. n28 \$60 will purchase 13 Fractions.

CUT THIS OUT!! 2925 Lady's Waterproof
Costume. Belted with
very little fullness at waist,
and looped in skirt, forming a neat over-dress. Can be dropped in a moment into a Pattern, with Cloth model, 50 Cents. 3918 Lady's Over-

skirt. Very stylish and in great avor. Pattern with Cloth model, 25 cents. * * GRAND OFFER.

I will mail these two Patterns and one copy of "World of Fashion" to any person who will cut this adver-tisement out, and send it with 60 Cents to

A. BURDETTE SMITH, 914 Broadway, N. Y. City.

STATE LANDS Last Call:

AVING RECEIVED POSITIVE INructions from the Board of School Commissioners to enforce the Colof all Interest due this office, those ested will please take notice that all upon which the interest remains hands upon which the interest remains unpaid on the 1st day of January, next, will be considered forfeited, and proceedings will be commenced at once for the collection of both principal and interest; persons paying their back interest previous to that date will be relieved from paying principal as long as interest is paid promptly.

No more letters will be written, nor fur-ther notice given to any one.

JAMES HENDERSHOTT, Union, Ogn., Nov. 10, 1875, n28n35

Dissolution of Copartnership.

THE COPARTNERSHIP HERETO. fore existing between the undersigned, in the Rail Road House hotel business, was dissolved on the first day of November, 1875. Our accounts are placed in the hands of E. W. Reynolds for collection and speedy payment must be made to

JAMES FLETCHER, JAMES STEVENSON, Baker City, Ogn , Nov. 12, 1875.028n34

NOTICE.

DIVIDEND NO.1, PAYABLE TO THE Creditors of J. W. Virtue, at Baker City, will be disbursed on and after Nov. 17, 1875. C. M. FOSTER, W. J. VAN SCHUYVER, November 16, 1875.tl

A SOCIAL PARTY Will be given at the New York Ranch on

THURSDAY EVENING, NOV. 25, 1875. COMMITTEE OF INVITATION:

Connor Creek.

Music-by R. D. McCord.

BANKING HOUSE

JAS. W. VIRTUE Baker City.

OREGON. Pays the Highest Price for

GOLD DUST. GOLD AND SILVER BARS.

And Transacts a General Banking, Collection

AND EXCHANGE BUSINESS

Interest alflowed on Special Deposits. County Orders Bought and Sold. A complete

ASSAY OFFICE

Is in Connection with the Bank,

We make it a branch of our business to give Correct Information in regard the to Mining Interests of

Eastern Oregon. Dec. 1, 1874.n30y

MILLINERY

Dress Making.

MRS. F. M. ALFRED HAS JUST RE-ceived, at her Old Stand, on Main Street, the Largest Stock of First Class Fall and Winter Millenery Goods, Ladies and Furnishing Goods ever brought to this

Mark t. HATS, BONNETS, TRIMMINGS, and PAT-TERNS, JETS, LACES. &., &. A Fine Stock of Shoes and Hosiery always

MRS. F. M. ALFRED. Baker City, Nov. 10, 1875.027tf

Dissolution of Copartnership.

THE COPARTNERSHIP HERETOfore existing between the undersigned in the Brewery business, is this day dissolved by mutual consent. All debts, demands and liabilities against said firm will be settled by Louis Kastner, to whom all debts and demands due the late firm must be paid. LOUIS KASTNER. must be paid. J. M. LACHNER.

Louis Kastner will continue the Brewery business, and respectfully solicits the patronage of the public.

Baker City, Nov. 1, 1875.n26t2

Railroad House, BAKER CITY, OREGON.

this well known House; formerly owned by Fletcher & Stevensom, the undersigned will continue to keep up its good reputation, clean Rooms and Beds, and as good a TABLE as the Market affords.

JOE respectfully solicite a liberal shows

JOE respectfully solicits a liberal share of the Public Patronage. JOSEPH M. LACHNER. Baker City, Ogn., Nov. 1, 1875an26tf

HOTEL RESTAURANT FRANCE. WM. J. HARTMAN, Proprietor,

BAKER CITY, OREGON. THE PROPRIETOR HAS Bought the Hotel Restaurant, next door to the Post Office, formerly kept by Joseph Manaudas, and has fitted the same up in the best style as a Hotel, on the French Restaurant Style. He is prepared to ac-compodate the Public, and is determined to give entire extistantion

to give entire satisfaction.

The House is open from five o'clock in the morning until twelve at night, during which time customers will be supplied with the best of everything to be had in

MARKET Baker City, Nov. 1, 1875.n26tf

Notice to the Debtors of

Fletcher & Stevenson. Late proprietors of the Rail Road House-

ALL PARTIES INDEBTED TO THE undersigned are requested to make immediate payment of their indebtness to E. W. Reynolds, at the Rail Road House, in the City or Baker, on or before the 20th day of Novembers, 1875, or costs will be added to the same. We will take grain, chickens, vegets les, cattle, sheep, wood, etc., at Cash Market prices, in payment for your indebtedness to us. Square up and all is well up and all is well.
FLETCHER & STEVENSON.
Baker City, Nov. 8, 1875.n27t2

PRIVATE SCHOOL.

D. ROTHWELL WILL OPEN A Private School on Monday, Nov. 15, 1875, temporarily in the Episcopal Church, and solicits the patronage of the people of Baker City and cousty.

This School will offer to pupils the advantages of a Graded Public School in the highest department. The teacher is permited to refer to the following named patrons of the School: rons of the School:

L. B. Ison, Dr. J. M. Bovd, Dr. A. J. Thibodo, S. H. Small, J. M. Shepherd, D. Carns, Rev. Dr. Nevi's, A. B. Imer, H. W. Estes, W. J. Hindman, T. P. Hender-New pupils will be received at the First of every month.

Primary Department, per month, \$2 50 Intermediate " " 3 75 Bill payable monthly. A discount will be allowed if the bills are paid in advance.
P. D. ROTHWELL.
Baker City, Nov. 10, 1875.n27tf

The Best Paper for Farmers.

NEW YORK WEEKLY TRIBUNE. ONE DOLLAR PER YEAR IN CLUBS of thirty or over, Specimen apples free. For terms and commissions,

free. For terms and Address, Address, THE TRIBUNE, New York.

NOTICE. A LL PERSONS INDEBTED TO THE undersigned must call at his Office and Settle immediately, or he will proceed to enforce collection. J. P. ATWOOD. Baker City, Oct. 27, 1875.n26t4

Dissolution Notice.

John Brattain, Baker City; M. Hyde, VirtueiMine; W. W. Webber and W. Fernald, Rye Valley; C. Van Clay and T. Hoffman, Connor Creek.

pay all demands against the same.
L. O. STERNS
T. C. HYDE.