

THE DEMOCRATIC TIMES,

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Jan. 14-1f.

THE DEMOCRATIC TIMES.

VOL. I.

JACKSONVILLE, OREGON, SATURDAY, JUNE 10, 1871.

NO. 23.

THE TIMES

BOOK, PAMPHLET,

—AND—

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Dangers to Oregon Enterprise.

It is the experience of all men who engage in any important enterprise promising success, that some other less meritorious individual presents his claim for a division of the profits. Let any one inaugurate a new state of things ever so beneficial to the general public, and opposition shows its head often from sources least expected. No enterprise, however, is worthy the name unless it has an object, and no success worth striving for unless it meets with opposing forces. Competition is essential to healthy results, and when fair and manly will receive encouragement; but there is a legitimate competition and

AN OFFICIOUS INTERMEDDLING.

It is of the latter we desire to speak just now.

Oregon is no longer unknown to the wealthy capitalist. People are flocking to these shores from all quarters of the globe. Oregon lands are becoming valuable. There is vast wealth in the soil of its valleys and in the bowels of its mountains. Our geographical position in reference to other countries is just being understood. The trade of Asia and the Islands of the Pacific is nearer our doors than any other American possession. The products of Oregon are unsurpassed by any country in the world. All this commercial wealth must be controlled. Now who shall do it?

A NETWORK OF RAILROADS

is the surest and quickest way of arriving at this result. California is bound to this great network by iron bars and bolts, and great wealth is fast flowing into the coffers of capitalists owning therein. The great Railroad network of the Pacific slope will be controlled by one corporation and few capitalists if possible. It will not do, say they, to let Oregon build and own her own railroads independent of California. The soil plains and dry valleys of California do not yield like those of Oregon. They lack moisture and are subject to too many circumstances to insure regular crops. The climate of Oregon has been found well suited to the growth of the great staples of commerce. This commerce must pay tribute to California as heretofore. Oregon has gone on with her own work about far enough; it is time now that other parties step in and demand a share of the profits. It is true Oregon desires to unite her railroad lines south with those of California, but this must not be permitted unless California capitalists can control the entire line.

Now how is this to be done? Don't be astonished, my friend, when we tell you that the

ELLIOTT'S LADY SUIT,

now on trial in Portland, is an important step towards the accomplishment of this object. We disclaim any personal sympathy for Mr. Holladay. With him as a man we have had no dealings, nor are we influenced or controlled by any relationship or personal interest with him or any of his friends. We give our opinion in this matter as an honorable citizen of Oregon, having the best interests of our State only in view. Almost every reader of our paper knows something of the contest in the last Legislature over the railroad interests of Southern Oregon. That an attempt was made to divert the original line from its legitimate course to the southern boundary of the State, there to unite with the California line, if the California Company completed their line as contemplated, otherwise the right extended into California until a connection was made. Oregon capitalists (so-called) and certain parties interested in the Central Pacific overland route, desired the line changed so as to pass through the lands of the Willamette and Humboldt Waggon Road Company and thence on until it formed a junction with the Pitt river route or continued to Ogden on the Central Pacific. The Democratic members of the Legislature pledged the people of Southern Oregon that they should have the railroad as at first contemplated, and their official organ ought to maintain that pledge. The contractors on behalf of the O. & C. R. Co. have expressed a willingness to conform to their pledge, and will no doubt complete the work if not prevented by annoying law suits and officious intermeddling of outside parties who, as we verily believe, have adopted this course to cripple the Company's credit and thus accomplish by unfair means what could not be done through the Legislature. Mr. Elliott admits in his own affidavit that he had no means until quite recently to prosecute a suit brought nearly two years ago. If there is that justice and equity in the claim he sets up, how is it that he could not, until within the last ten days or so, procure from friends sufficient means to prosecute the matter? We do not know who Mr. Elliott's friends just now, but we have a strong suspicion that there is more in the suit than the simple facts that may be in dispute between him and Mr. Holladay. The people of Oregon want a completed line of railway through the State, and it matters but little to them who builds it; they will sustain and defend any man or company of men who give evidence of a willingness and ability to complete the work. Any delay will cause uneasiness, and the claim set up in any court by which such

delay is caused must be predicated upon very clear evidence to satisfy an Oregon public that such a course had to be pursued to obtain justice.

Mr. Elliott came to the State without a dollar, and his only claim towards ability to carry on such an important work was a connection with a mythical firm known only to himself under the deceptive title of "J. Cooke & Co." Let it be understood that this is not the great banking firm of "Jay Cooke & Co." of New York, London, and other Eastern cities, and which is now interested in the Northern Pacific, but a "straw" firm, having no real existence, and using the name of "J. Cooke & Co." evidently with the intention to deceive. Mr. Elliott may have friends, but it is seldom that a man has such warm personal friends as will launch out an unlimited sum to prosecute a half dozen suits in as many cities, all upon the same complaint. Corporations frequently do such things, but individuals seldom.

We have only touched upon some of the points involved in this important suit; we reserve still more important facts for future comment, our space not permitting us to say more at present.—Democratic Era.

Look to the Record.

The Herald refers to some remarks of ours on railroad affairs, and presents our statement that itself is a "consistent organ of a California corporation." To say this, it declares, is to "maliciously falsify" its position and opinions. Well, let it be called an inconsistent organ of a California corporation then, if it likes the appellation better. For it has constantly done the work of the Central Pacific Company, though its methods have been quite inconsistent and contradictory. When it says that we "maliciously falsify" its position it must suppose that we have so poor a memory that we retain no recollection of the course it pursued last year for two weeks prior to the election, when it dropped politics entirely and changed the whole content into a fight against Oregon railroad interests and in favor of the plans and schemes of a California corporation; that we have forgotten its gross and vituperative diatribes against Senator Williams for proposing a measure to secure the symmetrical development of the railway systems of the State, according to the plan laid down by the Legislature; that we do not remember how fiercely it denounced the action of the recent Legislature in instructing Senator Kelly to oppose the scheme of the Central Pacific Company, and how, after he had taken a pledge on the subject, it deliberately advised him to disregard it and brand himself with dishonor, in order to serve the interests of a corporation which it had been laboring so long and so earnestly to promote. Do we "maliciously falsify" when we say this has been the course of the Herald? Next time that paper will be denying that it ever opposed the Republican party and Senator Williams on railroad issues; it will be declaring that it never advocated the Ladd-Pengra-Central Pacific combination in the matter of building a railroad over the so-called Pengra route and preventing the connection by way of Southern Oregon, and it will roundly assert that it never expressed disapprobation of the resolutions of the Legislature and the pledge given by Senator Kelly. The public will judge whether we have "maliciously falsified" the position of the Herald, or not. And as the editor of that paper puts on such an air of virtuous indignation and talks of honor and truth and kindred virtues, it would perhaps be advisable for one of such "honest" susceptibilities to quit a position in which, as an advocate of a California corporation, he has placed himself in antagonism to the general sentiment of Oregon and the declared sentiment of his own party as expressed through the Legislature, and get back to the really useful and honorable occupation of wheeling sawdust, which in an unfortunate hour he abandoned to take control of an organ which has been run for more than a year mainly in the interest of the aforementioned California corporation, and which has quarrelled with and been repudiated by its own party on this very issue.—Oregonian.

Two members of the West Virginia Legislature lately took the sleeping cars to go to Hartford. The cars were crowded and the two had to sleep together. One was fat; the other lean; the fat man snored, and the lean man therefore lay awake. At about midnight the insomniac legislator could no longer stand the stentorian breathing of his mate, and arose and sat by the fire. An old lady entered, and wanted a place to sleep. "Go to my berth," said the sardonic lean one, "I left my little boy asleep there; I shall sit up. I must think of legislative things."

So the lady went to the berth, disposed of useless clothing, and lay down. Presently the "boy" kicked. Then the lady patted him on the back and said, "Lie still, sonny; pa said I might sleep along with you." "Oh, ho! roared the bison—a boy no more, but a bison. "Thunder! who are you? I ain't a boy. I'm a member of the West Virginia Legislature." The lady went into a swoon, nor could she be aroused till the fat man promised her that he would have the lean one impeached.

Railroad Matters—An Old Contest in a New Form.

For some days past public attention in this city, and to some extent throughout the State, has been attracted to the Elliott-Holladay controversy in regard to the Oregon and California Railroad. Of the purely personal issues we have nothing to say; they do not concern the public. But the controversy in its progress and results may greatly affect the public interest, and from the direction it is taking it is clear to any one who examines it that it is little else than an old contest revived in a new form. The people of Oregon have not forgotten the fierce controversy of just one year ago in regard to Oregon railroads, when the Central Pacific Company, of California, seconded by a few men in Oregon, attempted to strike a blow at the development of the railway system of this State, and make Oregon tributary to the California corporation. It is yet fresh in the public mind how this issue was precipitated on the people of Oregon just on the eve of an important election; how a scheme was advanced which would have cut off Southern Oregon from all hope of railroad connections, and thrown the balance of the State into the clutches of corporations in California; how the scheme was pushed forward here by a few persons who had an interest in a land grant extending southeast from Eugene City, and who hoped to make that grant valuable by securing the construction of a railroad over it; how the Herald was subsidized in this interest and made the advocate of this plan of operations which would have struck a blow at the general interests of the State and of Southern Oregon in particular. These things are all freshly remembered. And now that paper has entered the lists again as an advocate of a scheme by which it is covertly intended to bring about the same, or a similar result. The plan is to check railway development in Oregon on the system on which it is now going forward; to embarrass the prosecution of these enterprises and finally to make the same combination which fought against the interests of Oregon a year ago master of the situation.

The people of Oregon usually take a practical view of things and judge men by what they do and measure by results. Mr. Elliott has of late brought divers suits designed to enlarrass railroad development in this State. He is making every possible effort, as we understand it, to stop operations on the Oregon and California road, to injure its credit, to get it into the hands of a receiver, and to tie up the whole enterprise. This plan, if successful, would also, as a matter of course, cripple the west side road, and in all probability prevent its construction. Now the people of Oregon have no particular reason to judge favorably of Mr. Elliott. They know of nothing that he has accomplished for the State. And, from the methods he is adopting and the course in which he is working, there seems to be every reason to believe that he is backed in this matter by enemies of Oregon interests. For a long time, as he declares in the affidavit which he caused to be published, he was without means to prosecute for the recovery of his alleged rights in the east side railroad. He has, however, very recently obtained means for that purpose. Who furnished them? The indications are very strong that it was the Central Pacific Company of California. It is plain to see that that Company, if it can stop Oregon railroad developments at the point now reached, might have strong hopes yet of carrying out the schemes about which there was so bitter a contest in our last election. That scheme is for a railroad over the so-called Pengra route, to connect with the Central Pacific on the Humboldt. Let the progress of the Oregon and California road be stopped for an indefinite time at the head of the Willamette valley, and the original scheme of the Central Pacific becomes possible again. This would deprive Southern Oregon of a railroad and force the railways of this part of the State into the hands of the Central Pacific Company. This is the aspect which the case now wears. And we find that the Herald, which a year ago was the untiring advocate of this scheme, now working with as much energy as before on the new line of policy.

For ourselves, we are simply looking to the interests of Oregon and give no heed to the personal questions involved in the controversy. Ben Holladay and S. G. Elliott are nothing to the Oregon public, except in so far as their enterprise and the results thereof cause the people to have an interest in what they propose, or intend or accomplish. But if Mr. Elliott has yet done anything for Oregon the people of Oregon are entirely ignorant of it, and they are not an undiscerning people, either. It would be a calamity to the State if its railroad development should be arrested; but the Herald in fighting on the line of last summer, seems quite anxious to witness that result.

Another consideration why the Central Pacific Company may be interested in checking the growth of the present railroad system of this State, with a view to controlling it themselves at a future time, is furnished by the announcement that a new and independent line of railway is to be built from California through Southern Oregon and Southern Idaho, to Ogden,—an enterprise which comes in direct competition with the Central Pacific. It is expected that the road from this valley, after passing through Unqupa and Rogue river, would take a southeasterly course and unite with the proposed new road at some point in the southeast part of the State. This would fulfill the original design of our railroad system, as set forth by the Legislature of our State at the last two sessions. But if the Oregon and California Railroad can be stopped at the head of the Willamette valley and embarrassed either by litigation or attacks on its credit so that no bonds can be sold, the Central Pacific Company may be able after a time to get control of it or make a connection with it at the head of this valley by the so-called Pengra route. How prejudicial this would be to Oregon can be seen at a glance. To stop the progress of this road would be a terrible blow to the prosperity of the State, and would surely stop the progress of the west side road also. It is a suggestive coincidence that Mr. Elliott is supplied with funds to press his suits just at the time when the new enterprise to complete the Central Pacific from Salt Lake to California is started. It is suggestive, too, when we see the Herald, which contended for the Central Pacific's schemes last year, enter at once and with so much interest upon this new and covert attack on the railroad interests of the State. These incidents are almost conclusive as to the source whence the attack is instigated and the objects to be accomplished by it. The Herald is the consistent organ of the California corporation.—Oregonian.

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LEGAL TENDERS taken at par for subscription.

General F. P. Blair, in a speech of great power on the anti-Ku-Klux bill, delivered in the Senate on the 13th ultimo, turned aside for a while to pay his attentions to the "third Senator from Maine," which he did in this clever manner: The Senator from Mississippi (Mr. Ames) did me the honor, in two elaborately prepared speeches, to vindicate himself from what he called my personal aggression, which consisted in the illustration that I made of the reconstruction laws by his presence in this chamber. The Senator concludes his last speech with an expression of this kind: "This discussion is not of my seeking or liking, words and phrases are to me awkward weapons." If that is the case he must have been sponged on these occasions by one who understood the manipulation of spoons pretty well. [Laughter.] He seems to have taken great interest in my personal history. He traces me up, having been in the Union army, and admits that I was pretty sound, but he says that after the war was over and the rebels were all put down, for the sake of getting office I joined the rebels and the Democrats. Well, sir, I do not think you could get a gentleman of his cloth to take such a course to obtain preferment and office. His way of getting office was to take one by force and sign his own commission, after dictating his election to the creatures of his own authority. \* \* \* When he could find himself justified in accepting an election at the hands of his own creatures, and apply and be admitted a Senator in this body, he would be much duller than I supposed him to be if he had not a sensibility which I am very glad to see he exhibits on this occasion, although my allusions to him were only in the spirit of an illustration of these infamous laws; and there can be no more bitter sarcasm upon the Republican government than that which is furnished by the attitude of that Senator upon this floor, elected in the manner in which he was elected from the State of Mississippi. It was an unparalleled outrage, an unmitigated outrage upon the people of the State, and a flagrant outrage upon all the people of this country.—Sac. Reporter.

We take the following from a speech delivered by Horace Greeley before the American Club, New Orleans: This is my first visit to the South. I come here with a heart devoted to the good of all people. They are not my enemies. I bear hatred to no one. He believed the best men should occupy the best places, without any reference to by-gones, for the point which necessitates the exclusion of some men from the ballot box no longer exists. He opposed disfranchisement, as no longer a necessity, and said there would not be a KuKlux in the land now if there had been a general amnesty five years ago. It would have united the people and healed the wounds produced by the war. For that he had struggled, and the time was not far distant when every American would have his fair chance at the ballot-box, and the majority would rule.

A TRUTHFUL SAYING.—Said Mr. Murray in a late sermon: "Our business anxiety and effort are of less importance to the world than we think. Three months after I were dead, I would not be missed in this pulpit. Its place would be filled. If any of you should die after a while you would not be missed, even in your own family."

THINGS THAT COME HOME TO US—"Butcher Bills!"