

THE OREGON SENTINEL.

JACKSONVILLE, OREGON.

SATURDAY MORNING, JUNE 18, 1864.



"TO THE EFFICACY AND PERMANENCY OF YOUR UNION, A GOVERNMENT FOR THE WHOLE IS INDISPENSABLE."—Washington.

THE ISSUE.—The National Union Committee have laid down the following distinct platform as the issue of the forthcoming Presidential contest:

"THE UNCONDITIONAL MAINTENANCE OF THE UNION, THE SUPREMACY OF THE CONSTITUTION, AND THE COMPLETE SUPPRESSION OF THE REBELLION, WITH THE CAUSE THEREOF, BY VIGOROUS WAR AND ALL APT AND EFFICIENT MEANS."

NATIONAL UNION CONVENTION NOMINEES.

FOR PRESIDENT,

Abraham Lincoln.

FOR VICE PRESIDENT,

ANDREW JOHNSON,
OF TENNESSEE.

For Presidential Electors,

JAS. F. GAZLEY, of Douglas county.
H. N. GEORGE, of Linn county.
GEORGE L. WOODS, of Wasco county

Infamous, but not Candid.

Under the head of "Candid but Infamous" the *Review* takes us to task, for saying we are opposed to the Constitution as it is, and the Union as it was, and asks us to be candid enough to tell him what Constitution we are in favor of when we proclaim our devotion to the Constitution. We are in favor of a free Constitution, one that will not recognize slavery in any respect. The present Constitution is all we desire, with this exception. But permit us to ask, now, what kind of a Constitution you are in favor of, when in your State Platform you proclaim your devotion to the Crittenden Compromise? You cannot be ignorant of the fact that the Crittenden Compromise proposes several alterations in the Constitution of 1787? What then are these changes proposed by the compromise, which you hold up to the people as the panacea of all the national troubles? Nothing more nor less than to make the present Constitution more pro-slavery than ever; nothing else than to chain the nation to the disgraceful, degrading institution which makes merchandise of the bodies of men who are as much entitled to freedom as yourself. This is the Constitution you would have the people adopt. We oppose it, and you say that our course, though candid, is infamous. We cannot say as much for you. You would alter the Constitution by the Crittenden Compromise, and although the mere altering of the document would not be infamy, yet making the Constitution more pro-slavery would be the lowest infamy. The difference between us is, that we are in favor of a noble, free Constitution, one worthy of the American people, while you are in favor of an infamous, pro-slavery Constitution, one that would be a disgrace to the American name and nation. More than this, you are not consistent, because you continually proclaim for "the Constitution as it is, and the Union as it was," while at the same time you advocate the compromise which proposes to alter the old document. We cannot say, therefore, that you are either candid or consistent, while we can freely say that the proposition to alter the Constitution by the Crittenden Compromise, advocated by the *Review*, is both monstrous and infamous.

EXPEDITION MOVING.—The expedition from Fort Klamath is now on the road to Owyhee. A large number of citizens, prospectors and others, from this Valley, Yreka, and other places, have accompanied it.

The Railroad Question.

From articles in the *SENTINEL*, we learn that Charles Barry, Esq., is about commencing an expedition for the purpose of completing a survey of the Marysville and Columbia river railroad route. This is a laudable enterprise, and one which we hope will lead at least to a discussion of the practicability of the scheme.

It seems that two routes are now being discussed, by which it is proposed to bring our State into a connection with other portions of the world. One plan is to leave the main trunk of the Pacific railroad at Salt Lake City, and terminate near the head of navigation on the Columbia. The other proposition is to make a continuation of the Pacific road through Northern California and Oregon to terminate at some accessible point on the Columbia. Persons take sides on this question about as their personal or sectional interests dictate.

We think good reasons can be given why the latter proposed route should be preferred, at least by the inhabitants of the Willamette Valley and Southern Oregon.

The route would give us the benefit of the transcontinental track, and at the same time brings us into immediate railroad connection with California. The former route, while it would of course benefit the Northern regions, would effectually leave the older settled portion of Oregon out in the cold, by enabling the people of Salt Lake, and even the Western States, to ship supplies to the mines with as great ease as those of the Willamette and Umpqua Valleys, and thus rob us of an important market.

If the aid of the government could be obtained and a movement set on foot for building both roads, we should of course give them our hearty support, believing that all sections would receive equal benefit. But if compelled to choose between the two routes above mentioned, looking to what we consider the substantial interest of our State, we should be obliged to decide in favor of the latter.

If this route should prevail, the northern terminus would probably not remain long on the Lower Columbia. If the northern mines held out and the country became populated, it would before many years be extended through the Cascades.

The present terminus should be at some point on the Columbia accessible to shipping, and below all sand-bars and shoals that could prevent the free entrance of the largest vessels. It should be below where the river is blockaded with ice a good portion of almost every winter. It was suggested by Mr. Elliott, when making his preliminary survey, that St. Helen, or some other point lower down, would probably be the point.

The consummation of such a scheme may be several years in the future, it is true, but it should be the aim of all those who are interested to use every means by which it may become, like the great Pacific road, a fixed fact.—*Statesman*.

We are glad to see the *Statesman* call the attention of its readers to so important a question. Next to Oregon's loyalty to the Union stands the question of Oregon's safety from the Latin marauders that are now threatening the Republican communities of the Pacific. And what so necessary to our safety as a speedy railroad connection with the great, giant forces of the Atlantic States. It is true that years will be consumed in the consummation of this railroad scheme, but remember that the more years we defer the commencement, the more years we defer the end. We all remember how many years the country talked, and Congress philosophized and made speeches, over a Pacific Railroad, and nothing was done, except to annually send out the military cadets with handsome appropriations to explore for a route; the results of which were observations taken with a pocket barometer, and wonderful pictures of toads, snakes and Diggers. The Government engineers, instead of making reliable reports of the country over which the great highway was to pass, heaped up obstacles and magnified the difficulties, and never were able to find a better route through the Rocky Mountains than the one the emigrant and his ox-team had followed for years. And the ridiculous proposition, reported by one of those red-tape men, that the Siskiyou could not be crossed by a railroad, save by cutting a tunnel which would cost many millions of dollars and eight or ten years of time, was knocked in the head last summer by Mr. Polley, a practical railroad engineer, who with a level and transit demonstrated a route through the Applegate pass, having a grade of less than ninety feet to the mile, and no tunnels.

The people of California got tired of red-tape railroads, organized their Central Pacific Company, and sent T. D. Judah, a practical railroad man, to Washington, with his real surveys, and in one single session of Congress he procured such aid as enabled companies on both sides of the mountains to commence the great work; and at this last session, Congress has

doubled that generous bounty, and the great Pacific railroad will hasten to completion. Now, if Oregon wants any benefits of this great, national, continental enterprise, we must take hold of it as did California. It is our business, and we must attend to it; and if the people of Oregon do not, nobody else will for them.

The continuation of the railroad from California to Oregon, and to the deep waters of the Puget Sound, or the lower Columbia, is, we think, the most feasible plan. At least, it is the only one that will benefit the people of Southern Oregon and the Willamette Valley. Building a railroad from Salt Lake to the headwaters of the Columbia, would be of no consequence to the nation, and would be literally commencing at nowhere and ending at nowhere. Transporting iron up the Columbia to build it, would doubtless make millionaires out of everybody who owns a share of the Oregon Steam Navigation Co.'s stock; but what is that to us mudsills?

RAILROAD SURVEY.—By recent letters from Col. Barry we learn that the Railroad Survey has reached Cartwright's, on the other side of the Calapooia Mountains. The survey was made through the celebrated "Applegate Pass" in the Calapooia, being a pass discovered by the Hon. Jesse Applegate within the last year, and being nearly a level valley through the mountain, and affording beyond doubt incomparably the best route for the railroad. This discovery, which is to be credited to the energy and perseverance of Mr. Applegate, will save, doubtless, not less than one million dollars in the construction of a railroad on this route, over the usually traveled route. So far, the people have taken hold of the matter in earnest, and, as Uncle Jesse expresses it, the State is bound to have a railroad now, before the people will rest satisfied. Messrs. Thomas Smith, E. Young, B. P. Smith and E. F. Estes, are entitled to especial thanks for the interest they have taken in the matter, and for the substantial aid they have rendered the surveying party. We sincerely hope it will not be many years before they can take their families, seat themselves in a sumptuous car behind the iron horse, and take a trip to Portland or San Francisco, at the rate of thirty miles per hour. Then will all these Valleys teem with busy, prosperous thousands, where hundreds are now struggling to make both ends of the year meet.

ROGUE RIVER AND JOHN DAY WAGON ROAD.—During the coming week Mr. Jacobs will address the people of the different portions of the county at the times and places named in a notice in another part of this paper, on the subject of the Rogue River and John Day Wagon Road. We are informed that there is but twelve miles of this road to finish, and when that is done there will be one of the best wagon roads in the country from this valley to the Northern mines. There certainly ought to be life enough in this Valley to finish this road. The people of Lane county have subscribed \$30,000 to the McKenzie Fork Road, and Rogue River Valley ought to be able to raise \$2,000 more to finish our road. Let every one turn out and hear what Mr. Jacobs has to say.

HUNG IN EFFIGY.—By late advices from Fort Klamath, we learn that the indignation of the soldiers at Colonels Ross and Drew reached such a pitch that they actually hung Ross in effigy. We are glad to see these brave boys express their contempt for Copperhead officers so bravely. Being thoroughly loyal and true to the Union themselves, they feel mortified at being compelled to submit to the leadership of secessionists. They can see, too, easily enough that it was Drew that removed the last man of them from this county prior to the election, in order that their votes could not be polled for the Union county ticket here. No wonder that they feel justly indignant.

CONTRACTOR.—In the last issue of the *SENTINEL*, the name of Governor Gibbs was incidentally connected with the article against Drew. Let no one suppose, by reason of this, that there was any intention to reflect on the Governor for the Copperheadism of Drew, as such is not the case. Gov. Gibbs is one of the most faithful and zealous Union men in Oregon, and has done all in his power to correct existing evils in this military department. The headless General in San Francisco is the party to blame.

ELECTION NEWS.—So far as heard from, the Union party has carried every county in the State, except Jackson, Josephine, Coos, Columbia and Umatilla; and Henderson's majority will not fall short of 2,500. In Jackson and Josephine counties the Union party succeeded in electing a part of their tickets, including the election of B. F. Dowell for District Attorney, by a majority of one vote, over T. Vault. In this county we elect the Clerk, one Commissioner, Coroner, School Superintendent and Assessor; and in Josephine the Union men have elected Thomas Floyd, Sheriff, and R. J. Forbes, School Superintendent. In this county the Union candidates for Representatives were defeated by a very small vote—Mr. Jacobs by only two votes, and had not Drew removed all the soldiers from the county just prior to the election, our whole ticket, except Sheriff, would have been elected.

ARGUING WITH THEM.—Our Fort Klamath letter states that when the soldiers unanimously petitioned Col. Drew to dismiss the Copperhead Ross, he (Drew) undertook to "argue" with them. "Argue" with these soldiers, indeed! Force them to follow the lead of this "pathfinder" shouter for the Jeff. Davis party! Mortify them by compelling them to follow a man who rejoices over the defeat of the cause of the Union! A fine thing, indeed! If Drew had his deserts he would be sent to Fort Alcatraz to pack sand-bags for six months. That would doubtless take some of the Copperhead arguments out of him. Such treatment had a wonderfully good effect on old Chipman. It cured him of his arguments in short order, and it ought to be administered to Drew until he becomes loyal.

SERVED HIM RIGHT.—In another column will be found a letter from a private soldier at Fort Klamath, detailing the manner in which the soldiers expressed their contempt for John E. Ross, Drew's toady interpreter. We want no better index to the sentiments of Drew than those expressed by Ross. Not given to thinking himself, he but reflects what Drew tells him. Here we see this Copperhead leaven which Drew has long been scattering, cropping out again. Last winter Ross was considered as good a Union man as anybody, and was even talked of as a suitable person to receive the Union nomination for Representative, and now we see him, under Drew's manipulation, in Government employ, and hurrahing over the defeat of the Union party. Men will get the scales off their eyes after awhile.

RATIFICATION MEETING.—The Union men of Jacksonville held a glorious ratification meeting last Saturday evening, notwithstanding the rainy, inclement weather. The old "baby-waker" was brought out and a salute of thirty-four guns fired in honor of the nominations of Lincoln and Johnson. At a late hour the crowd rallied in front of the Union Hotel, and O. Jacobs, Esq., was called out, and made an eloquent speech. Cheers were proposed and given with a will, for the Union nominees, the Army and Navy, the Flag, and the speaker. The nomination of Honest Old Abe and the gallant Andy Johnson is hailed with delight by every true Union man. They are recognized representatives of the great cause of the people—the cause of right and justice—and they will be overwhelmingly elected in November next.

IN CORRECT.—Certain Copperhead papers persist in representing that Judge Williams and Governor Gibbs refused to meet the opposite side in discussion in Southern Oregon. This is not correct. Gov. Gibbs met Lane at Eugene and Roseburg, and Fay at Phoenix; and as to the meeting at this place, we have yet to learn that any one desired to have a discussion with either Gibbs or Williams. At the close of Judge Williams' speech here, Mr. Fay got up to make a mere announcement, as we understood it, and not to make a speech. If he had handed his announcement to the chairman of the meeting, it would have been cheerfully made, but as he undertook to do it himself, the audience refused to listen to him.

WASHINGTON CORRESPONDENT states that the Overland Mail is in danger of being discontinued after the 30th of June, when the contract expires; that the company would not be able to perform the contract for \$1,000,000, owing to the increased cost of feed and high rates.

OREGON CENTRAL MILITARY ROAD.—The surveying party on the Military Road started on Tuesday last. The party consisted of Mr. Pengra, Superintendent; Mr. Odell, Surveyor, and six men.—*Eugene Journal*.

By an advertisement in the name of we learn that Superintendent Pengra about the 29th of June, start with a party of thirty-five men to explore the route the above road, from the base of the Cascades to Harney Lake. We rejoice in these manifestations of a coming day for Oregon. When the people direct their attention to such public works, internal improvements as railroads, wagon roads, we may certainly expect rapid and substantial growth and improvements throughout the entire State.

THE COPPERHEADS FOR FREMONT.—Copperheads are endorsing Fremont freely. It seems that they like the name and name of the Radical Democracy. San Francisco *Monitor*, the self-appointed Catholic organ, is out strong for Fremont. It says:

"This powerful party, and its decisions in favor of the essential principles of American liberty, cannot fail to have powerful effect."

The Democratic papers throughout Oregon are copying largely from the *National Freeman's* paper in New York. We were not surprised to soon see the names of Fremont and Cochrane hoisted in its intelligence.

CIRCUIT COURT.—This institution has been in session occasionally during the week. There only about a half-dozen cases, and these are not worth anything to the lawyers. The irrepresible "mud" has been removed to Josephine county, we can now assure our Josephine county friends that they will not be without a suit for several years to come. R. F. Bell was appointed Prosecuting Attorney *pro tem.*, Mr. Gazley failing to appear. One of the new cases is one brought by the State of Oregon against the County Commissioners for delinquent taxes. The delinquency consists in tendering greens which the State Treasurer refused to accept.

GIVES HIS FRIENDS THE LIE.—O'Brien and the other Copperhead editors of the restoration of the Democracy is the only way of restoring the Union. They are also lauding Congressman Linn of Ohio, as the great representative of the people. Here is what Loug says:

"If the Democratic party were in power to-day, I have no idea, and honesty compels me to declare it, that they could restore the Union of thirty-four States, believe that there are but two alternatives and these are, either an acknowledgment of the independence of the south as a dependent nation, or their complete subjugation and extermination as a people; of these alternatives, I prefer the former."

DISTINGUISHED ARRIVAL.—Major Taylor was in town this week, looking as well as life and twice as handsome. He returned on his return to Fort Lapwai, I. T., yesterday morning.

Our old townman, Mr. P. J. Byard, just returned from the Atlantic States, whether he has been sojourning for the past year. He looks much improved in appearance, which is doubtless owing to the fact that Heaven has blessed him with partner in his joys. We welcome them to Jacksonville, and hope that they will consider this their "home place."

Pay Up! Pay up!

We need about \$500 to pay back to printers. There is far more than long since due the *SENTINEL*. We who know themselves indebted to us, forward and pay up, or will they put the increased expense of going after them. Those whose subscriptions have expired will confer a great favor by adopting the advance payment system. It will be saving to them and a great accommodation to us.

Attend! Everybody.

O. Jacobs, Esq., will appeal to the son and pockets of the citizens of this county, at the following named times and places, in favor of the completion of Rogue River Wagon Road. Attend everybody.

At Phoenix, on Saturday, June 18th.
At Ashland, on Monday, 20th.
At Rock Point, Thursday, 23d.
At Willow Springs, Friday, 24th.
At Jacksonville, Saturday, 25th.

Speaking will commence at two o'clock in the afternoon, at each place, at Phoenix, where it commences at early daylight. By request of

MANY CITIZENS