WM. HOFFMAN TOTARETUBEIC CONVEYANCER E.S. Circuit Courr Commisioner


|  |  |
| :---: | :---: |
|  |  |
|  |  |


| SUTTON \& HYDE, <br> hyons kathatron, LYONS EXCT GINGER, lyons elea powder, |
| :---: |
|  |  |
|  |  |

AHERICAS EXCHANGE,
Cornet of Washington and Front Streets,
pORTLASD. OREGON.
L. P. W. QUIM B Y,
$\mathrm{H}^{\wedge}$



## dUcan \& WALL

FORWARDIKG aKd COMMISSION MERCHANTS,
Briok Builicting.

sew brooms sweer clear
THEX 60 T0 PHEATER'S BROOM MANUFACTORY ASE BTI THE BEST IS TIIE MaREET,



## Oregon Sintinel.

VOL. XII.

TIII

Photographic Artist,
 Omice at his reesidence, in
Hoophlat, on Oregou Street. Physician and sergeon OFFICE.-Corner of California and Fiat


## DR, A, B, OVERBECK'S

BATH ROOMS In the Overbeck Hospital, SUNDAYS ARD WEDNESDAYs. PHYSICIAN \& SURGEON,
$\square$




JACKSONVILLE, SATURDAY, JANUARY $18,1868$.

$$
\frac{\text { st, }}{2}
$$



| "How old art thoa ""-Man measureth time | men and Abandoned Lands. By com- |
| :---: | :---: |
| by thiges that fall axay and die; |  |
| tod | E. D. Townsexd, Ass't A'j |
| mam's latt tioom, or wiater't thy. | The effect of this order is to reduce |
|  | the Arny from \$6,000 to 45,000. Mr. |


LETIER FROM B. F. DOWELL.


## Plows! Plows!  

last election; but they cannot import ananimous consent of the Senate, and
enough to beat us. The election of reported to appropriate commitees.
Proident will come off at the same Judge Williams lias great influence
and in all prolability all of thene bill
will pass both Ifouses.
Josil Bulscus os Wursk r - - Whis
ky, the great American beveridge, isveryrand daddy of awl likker, anddrink in it is at least a cozzen to whisky or old rye, aud in my honest opin
ion is second only tew original sin; it
order on the subjeet
Heapgearens of the abuy, poor, degraded, human mature, and if
civel from the War Department, and
15 Republicens and 5 Demoerats.
A few members have writen speech-
ed hold of his throat, atid lett the office,
What did the vietim do? He Halleiltion cards to be struck off-'Vourt
Edition-Atrocious Assitult upon the
Elitor.' 'Fifh Elition-Further Par
ticulars of the Cowarilly Awault upo
the Editor'-and soon ill New YorBeneet, 'I adided a little garnish whic
was not strictly true. I said, 'W
vould have pardoned this unmannerly,
owarily assante uponan unarmed mai,
were driven off the stage and ruined
'That,' adds Bement,'was my revenge.'
As Ixmax Bebat, Grouxd in De.
rhorr.-The workmen engaged in ex
laying of the Nicoison payment, din
covered a large number of humandians. Near the center of the stree
was found the grave of one who nument of the remains and rich ornarave clearly indicating nuch to be th
man, full nix feet in hight, and by hidren, their tiny frames appearing ingreat contrant with those of the gi-
gantie man no near them. Guns ofaneient patterns, stone hatchets, pipenbeads, wampum, and a piece of a mircor some five of nix inches square havevery movement of the plowsharebrings to the surface relics of yearlong past, which have long lain within
the boson of the carth. Ayed resi-denta of that the carth. Aged renilection of an Imdian barial ground atthat phace, but the foriaation of thethases was prior to their nutulement inMichigan- Detroit (Micl.) Poas, NoIt is said that "the census embraces
eventeen millions worcu". Censushas got a good thing.
Has the "tide of events" anythingto do,Austy condemning the wearing of
moutaches, declared: "It is one of
the fal the fabhions I net my tace against!"

Probable Rallroad Routes:
We published an article a short
年es since, from the Duily Oregonian time since, from the Duily Oregonian,
under the above caption, professing to under the above caption, professing to
be entirely impartial as to the location et it evidently exaggerates the diffyet it evidently exaggerates the diff-
culties to be overcome between Yreka and the Willamette Valley. Evident y the main consideration seems to be the conneetion of Portand and the nd-
jacent country with California and the acent country with California and the Before any railroads aréconstructed
0 conneet Oregon with Callornin or to connect Oregon with Caltornin or
with some of the transeontinental lines, With some of the trans-continentalfines,
the casiest and most feasible roatem
will hich require the smallest expenditure mancy will be adopted. It is diem.
cuth to decide by what roote we conld ath to decide by what route we conld with California and the East; bat that route, wherever it may lie, is the one which will be chosen whesever actual We take isoue wis
Wo whe with the foregoing wuggestion, and are of the opinion, hat when a railroad is buil, it will not be over the "easiest and most fea bur State which, from its geographio position, demands such a necesasity and which, by its natnral resonrces will make business for a roail. Port and is not Oregon, by any means, and road built over the most feasible ante, simply to connect that city with er to that portion of the Suate lying hech is certainly no unimportant par of Oregon, We will suppose by way ate" was along the sea beach from ant Franciseo to Astoria-Californí and Oregon would be connected by railroad at a much less cost than is an-
tieipated by any other route spoken of; in what sense woold fortand b henefitted, or what grevater tachatiem
vould be offered to drain the Willam would be offered to drain the Willam
the valley of its surplas produce? ad bulle to Portland, leating the hrough the Cascade mountains, and mersecting the great Pacific road
mewhere on the Humboldt, would benefit Middle and Southem Oregon hule more than a road across the reat Salaan to the center of Atriea The local projudice that adrocates any ther route than that usually spoken of - ia Yreka, Jarksonville, and directly bough the fertie valiegs of this stat camnot be justified. A road buil our wants; and, certainly, will not ommand our patronage. We want a railroad directly through the produc ong portion of our state, to bring our
supplies and our immigrants, to trans port our surplus produets to a market Hrat vallics and illimitahle stoek ranges of Southem Oregous would nes cosserily lose all the profits that would
accrue trom passing through a mettled and productive country. That is wher the road will be built, if built it ever
is-where there is business to support , and where it in a natural want to a country having no other outlet; notwithatanding the opinion of the Ore-
gonion. Oar cotemporary expresec an unwillingness to exaggerate the dif-
fiemities on this route, but torgets to tate that the first great obistacle, "fif mountains, with a grade of seventy-five y by way mile, can be avoided entire dreaded Siskiyou is a much less ohata de than the monatain to be passed beThe people and the press of Northern California, from the head waters of the Sacramento to Yreka, will have somely thought of, as they are is precisely he same situation as regards communi cation with the great markets of tha
world, as we of Southern and Middla Oregon are; and their influence and location of a road
We would like to see this subject ag. Itated and discussed in a spirit of liher ality, and with a view to the developstate, and not for the beneft of any about the "most feasible routes," sim ply with a view to the conacction of and teel satinfied that the road will run just where it is aceded, even it the obstaeles aro nomewhat greater than whero it is not a pablie necessity.

Matchless misery" has been de aned to be to have a cigar and nothing
light it with.

