

HOTEL AND RESTAURANT, OPPOSITE THE Odd Fellow's Hall, Jacksonville, Oregon.

MADAME D' ROBOAM'S BEDS AND BEDDING

Placed in first class order, and in every way superior to any in this section, and surpassed by any in the State.

HER ROOMS ARE NEWLY FURNISHED,

And a plentiful supply of the best of every thing the market affords will be obtained for

HER TABLE.

No trouble will be spared to deserve the patronage of the traveling as well as the permanent community.

Jacksonville, March 31, 1866.

P. B. COFFIN, HOUSE PAINTER,

IS NOW IN POSSESSION OF THE ENTIRE stock of materials and tools formerly belonging to Costello & Coffin.

Corner of C and Third Streets, prepared to do work in a workmanlike manner and at reasonable rates.

EL DORADO. S. M. FARREN.

LIME! LIME!

BUILDERS, AND OTHERS WHO DESIRE lime, will find a constant supply, of the best quality, in quantities to suit, at my shop on Main street, between Oregon and Third.

STONE CUTTING AND Stone Mason Work

CHURNS. MENDENALL'S PATENT.

THE CHURNS ARE NOW BEING MANUFACTURED by Howard & Smith in Jacksonville.

To Foundrymen AND BLACKSMITHS.

1,000 Tons, J. R. DOYLE.

BOOT AND SHOE MAKERS.

NOTICE.—Having disposed of our Factory, we are now prepared to give our whole attention to our Leather and Finding business.

SUMMONS.

IN the Circuit Court of the State of Oregon, for the County of Jackson.

Action at Law to recover money.

You are required to appear in said Court, and answer the complaint of said plaintiff, filed against you, within ten days from the time of the service of this summons on you.

Dissolution of Partnership.

THE partnership heretofore existing between E. H. and Wm. C. Greenman is dissolved this day.

Warren Lodge No. 10, A. F. & A. M.

Alpha Lodge No. 1, I. O. G. T.

Oregon Sentinel.

VOL. XIII.

JACKSONVILLE, SATURDAY, AUGUST 22, 1868.

NO. 31

BUSINESS NOTICES.

Peter Britt, Photographic Artist,

Ambrotypes, Photographs, Cartes de Visite

DR. A. B. OVERBECK, Physician & Surgeon,

DR. E. H. GREENMAN, PHYSICIAN AND SURGEON,

DR. A. B. OVERBECK'S BATH ROOMS,

DR. A. B. OVERBECK'S PHYSICIAN & SURGEON,

DR. LEWIS GANUNG, PHYSICIAN & SURGEON AND Obstetrician,

PHYSICIAN & SURGEON,

DR. LEWIS GANUNG, PHYSICIAN & SURGEON AND Obstetrician,

THE OREGON SENTINEL.

PUBLISHED

Every Saturday Morning by

B. F. DOWELL,

OFFICE, CORNER 'C' & THIRD STREETS.

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TERMS OF ADVERTISING:

One square (10 lines or less), first insertion, three dollars; each subsequent insertion, one dollar. A discount of fifty per cent. will be made to those who advertise by year.

Legal Tenders received at current rates.

IMPORTANCE OF RAILROADS.

The recent report of the Committee on Military Affairs to the Senate, in relation to the extension of the Eastern division of the Union Pacific Railway, is one of those rare documents issuing from Congress, which contains much valuable information in a small compass.

Only those who have traversed the vast domains of public and unoccupied lands, teeming with mineral and agricultural resources, which stretch from the confines of Missouri to the Pacific Ocean, can thoroughly appreciate the indispensable necessity of railroads in the development of that great region out of which many future States are to be formed for the benefit of the whole nation.

Whether to leave this grand scheme for a distant future, and the fruits of it to be reaped by a remote posterity, or by prompt action to cede them in our own times, is a question now proposed for the consideration of Congress. A bill has lately been reported in the House by Mr. Garfield in relation to the subsidy asked for the extension beyond Kansas of the Union Pacific railroad.

The vast benefits to insure to the Government are so clearly set forth in the bill, that we prefer to quote its own language to any argument of our own on the subject. The committee say:—

That they have carefully considered the statements therein made, and have found them confirmed by the following facts, drawn from official record:

The cost to the government for transportation on the Union Pacific Railway, eastern division in 1867, was \$511,998 21

If the military supplies had been wagoned, and the mails carried by stage, and the troops marched, (taking the average rates at which the government made its transportation contracts for that year, as shown by certificates of the Quartermaster General and Postmaster Gen.) the cost would have been 1,358,291 00

Saving the gov't in 1867 846,292 82

At this rate of saving all the United States bonds issued in aid of this road, principal and interest, would be extinguished in less than four years.

These are the results of the use by the government of the finished portion of the road in Kansas, in the last year.

In regard to the extension of the road beyond the point in Kansas at which its subsidy ends, the committee find that there are three regiments of troops in New Mexico, (two of infantry and one of cavalry,) nearly all of the supplies for which are wagoned from the end of the Kansas Pacific railway, at a cost of \$1 28 per 100 pounds per 100 miles.

At the present freight rates of the railway, as shown by their printed schedule, the saving in transportation on these supplies to Albuquerque, on the Rio Grande, a central distributing point in New Mexico, would be, per annum, \$651,580. We have ascertained that the additional saving to the government in the transportation to Albuquerque of the mails, troops, and Indian supplies, would be \$231,992. Total annual saving, \$1,083,572.

But there is another consideration of economy in the public expenditure as the result of constructing the road. Lieutenant General Sherman has testified that one-half of the military force in New Mexico could be dispensed with if the road was constructed, owing to the greater mobility of the

remainder, and the growth of self-protecting settlements on the line of the road. As his estimate of the cost of maintaining the two regiments of infantry and one of cavalry was about four millions of dollars a year, the committee find that an additional saving to the government, of two millions annually, would thus be effected by the road.

This saving, added to the saving in the transportation of the diminished military force that would be left in New Mexico, and of the supplies to maintain them, including the carriage of the mails and Indian goods and supplies, would in less than six years, reimburse the entire loan necessary to extend the road from its present terminus to the Rio Grande.

The committee have had satisfactory evidence presented to them that west of Albuquerque, and through Arizona and Southern California, the same or even larger proportionate economy in the public service would be effected by the substitution of railway for wagon transportation, with the result of an equally certain payment of the interest and extinction of the principal of the government aid long prior to its maturity.

The committee have also had before them the written recommendation of Major Phillip H. Sheridan that the government at once continue its aid to the Kansas Pacific railway, in the course of which he says:

"It almost substantially ends our Indian troubles, by the moral effect which it exercises over the Indians, and the facility which it gives to the military in controlling them."

No one, unless he has personally visited this country, can appreciate the great assistance which this road gives to economy, security, and effectiveness in the administration of military affairs in this department."

The committee make no recommendations to the House, but merely report the facts which they have ascertained in the consideration of General Sherman's letter, and to ask that the same be printed and referred to the Committee on the Pacific Railroad, and that the accompanying detailed statements, documents, and official certificates be referred to the same committee, without being printed.

[A wise legislation will foster schemes such as these, calculated to benefit the whole Union; and the above logic will assuredly govern Congress in considering the question of aid for the Oregon branch of the Central Pacific, via Rogue river and Umpqua valleys.—Ed. SEN.]

LETTER FROM WASHINGTON.

WASHINGTON, July 29th, 1868.

ADJOURNMENT OF CONGRESS.

Congress adjourned, at 12 o'clock last Monday, till the 21st of September.

There will be no session, however, before the regular meeting in the fall, unless Mr. Johnson undertakes to set the laws aside and usurp authority, as he did last summer. If anything should occur to make it actually necessary for Congress to assemble in September, the members will be notified by Senator Morgan or Representative Schenck, members of the Republican Congressional Committee. A resolution to impeach the President was offered in the House last Saturday, by Mr. Hamilton, of Florida, and referred to the Judiciary Committee, by a vote of 100 to 30.

The bill to protect American citizens abroad passed the Senate—39 to 5, and passed the House without a division. Senator Williams is the author of the third section, which embraces about all there is of the bill. The funding bill also passed both houses, during the last hours of the session. It provides for two classes of bonds, one payable in 40 years at 4 per cent. interest; the other in 30 years at 4 1/2 per cent. interest, principal and interest payable in gold, and the bonds to be free from all taxes except the income. These bonds can be used only for taking up the five-twenties, and no commissions are to be paid for negotiating the bonds. The bill to discontinue the Freedmen's Bureau after January 1, 1869, passed the Senate over the President's veto by 42 yeas to 5 nays—strictly a party vote.

It passed the House by 115 to 23. The Democrats have been loudly calling for the discontinuance of the Bureau for a long time, but when "a radical Congress" passed a bill to discontinue it, their President vetoed the bill, and every Democrat voted to sustain the veto.

APPROPRIATIONS.

The principal appropriation bills passed by Congress this session are as follows: Military Academy, \$276,000; Diplomatic service, \$1,210,600; Post Office, \$20,279,000; ocean service, \$800,000; Army, 33,082,000; Navy, \$17,370; Legislative, Executive, and Judicial, \$17,950,300; civil service, \$9,250,000; Pensions, \$30,350,000; Indian service, \$4,100,700; Alaska (in coin) \$7,200,000; Deficiencies, \$17,460,650; charities (District of Columbia) \$216,000; charities, (private) \$110,000; Miscellaneous, \$260,000. The total amount of all the bills is about \$161,400,000. And the total appropriations for the current fiscal year, including the appropriations for the public debt, bounties, etc., is only \$290,000,000. The original estimates of the Democratic Administration for the fiscal year was \$372,000,000, or \$82,000,000 more than Congress has appropriated. In other words the Republicans have appropriated \$82,000,000 less than the Democrats, who are making so much fuss about economy, wanted to spend.

A GREAT STORM.

One of the most remarkable rain storms ever known in the history of this country passed over Maryland and Virginia last Friday. The rain poured down for a few hours in torrents, as if the windows of heaven had been opened. The heaviest rains of Oregon are only a "mist" compared with this deluge from the clouds. Rain fell at the Smithsonian Institute to a depth of two and a half inches in about two hours; and further north the storm was greater than at Washington. Three or four hours after the rain commenced falling nearly the entire city of Baltimore was under water to a depth of from eight to twelve feet. Jones Falls, a little stream which rises in the hills of Northern Maryland near Pennsylvania, and flows through Baltimore, commenced overflowing its banks at noon, and in two hours the water was from eight to twelve feet deep in all the principal streets of the city, and in some places it was twenty feet deep. It rose in the streets at the rate of two inches per minute. In one instance the flood rose so rapidly that a street car on Gay street, full of passengers, was washed down Harrison street, finally turning over and drowning two of the passengers. A number of other persons were drowned in various parts of the city. The bridges across Jones Falls on every street were swept away, and nearly all the lumber, sugar-hogsheads, barrels, bales of hay, and other loose property was carried off by the raging flood. Hundreds of stores were submerged, and the goods were removed, as fast as possible, to the upper stories. In many instances the water reached the second stories. In some places foundations of buildings gave way, and the walls fell in. Some firms lost as high as \$90,000, and the total destruction of property in Baltimore is estimated at between \$3,000,000 and \$4,000,000. At Ellicott city, a village near Baltimore, the destruction of life and property was fearful. A number of houses were swept away and their inmates drowned. The family of Dr. Owings, consisting of a wife and six children, who had fled from their own residence to a neighboring house for greater safety, were swept away, and all drowned. It is estimated that at least fifty persons were drowned in this village. Dams, mills and factories were swept away. One large granite cotton mill, some of the walls of which were twenty feet thick, and which cost \$160,000, is a total ruin. Nearly all the roads and bridges in Baltimore county are destroyed or damaged. The cars were stopped between New York and Washington, for a short time, owing to damages on the Baltimore and Ohio road. Trains have entirely ceased running on that road west of Baltimore, for the present, and westward bound passengers go round by Philadelphia. The Pennsylvania Cen-

tral road was so badly torn up that passengers have to be carried thirteen miles by stages. The telegraph poles were nearly all down. Baltimore was inundated in 1817, and again in 1837, by what has since been known as "the great flood." In the flood of 1837, which occurred in the night, several persons were drowned—one whole family in their beds in the second story of a house. But there has never been anything known, since "Noah's flood," like the great flood of last Friday evening. The storm reached New York Friday night, and did considerable damage in that city and Brooklyn, filling up cellars with water, and overflowing the wharves.

LETTER FROM B. F. DOWELL.

NEW YORK, July 24th, 1868.

I left Washington on the morning of the 21st of July, and I arrived here at 5 o'clock, P. M., being only ten hours and forty-one minutes on the way. At 12 o'clock to-day I start home on the steamer Rising Star for Aspinwall. The price of fare is from \$30 to \$110. Up to the time the opposition left, on the 20th inst., it was as low as \$80 first cabin. However, I was not fortunate enough to arrive in time to buy my ticket until after the opposition left.

POLITICAL AFFAIRS.

Are lively and encouraging. Congress adjourns on Monday to meet again on the 26th of September. This will give the balance of the Southern States a chance to reconstruct in time to vote at the Presidential election, if they comply with the conditions of the reconstruction acts of Congress. It will also prevent the President from violating the laws of the land with impunity for political purposes. His ambitious hopes are blasted, and he is so corrupt that no one can tell what he might do. He dislikes Seymour and hates Grant, and the Democracy are still coquetting with him. No honest man who knows him is willing to take his word for anything. He has told several that Seymour could not be elected if he had the unlimited patronage of the Government.

The Republicans of New York boast they will carry this State by a majority of 25,000 to 30,000. A very large majority of the Germans and Fenians will vote the Republican ticket, and the Irish vote, generally, will be nearly equally divided between Grant and Seymour; but the old Scotch and English Democrats will all vote the Democratic ticket. They all sympathized with the South, and still rejoice at the destruction of our commerce by the Alabama and other pirates fitted out in England during the war.

THE NEW ISLANDS IN THE PACIFIC, Which were discovered by Captain Brooks in July, 1859, were formally taken possession of by Captain Reynolds of the U. S. Navy on the 13th of September last. His report says the principal harbor is equal to that of Honolulu. Truly may it be said "the Star of Empire wends its way westward." The bill to pay for Alaska will probably pass both Houses of Congress to-day. The islands East, South and West nearly all desire to join our great Confederation. Let us have peace, and the whole North American continent and the adjacent islands will soon be one great, peaceful and happy Republic.

THE MORMONS

Continue to emigrate to Utah. A company of about one hundred and fifty left this city for Utah on the 22d inst. It is reported that this band was gathered from New York, Philadelphia and Washington. I visited the wharf to see them take their departure. They seemed very happy as they began their journey. It is said 8,000 more are expected from Europe this season.

Mrs. General Jo. Hooker died on the 15th inst. at Watertown, New York. She was a sister of W. S. Grovesbeck of Cincinnati, who was one of the President's attorneys in the impeachment trial.

E. M. Barnum, formerly of Salem, Oregon, is here. He has invented a plan for an Elevated Railway, Parcel Express and Pneumatic Dispatch. The design is intended to erect elevated iron railways over the principal streets of New York and other cities, and to send dispatches in an air-tight tube, by exhausting the air from one end of the tube to the other, in a few seconds. I have heard the plan favorably recommended by several good engineers, and capitalists are taking a lively interest. I have no doubt of its success. Mr. Barnum expects next winter to get a liberal charter from the Legislature of New York. If he does the work will soon be commenced. If it is well managed a princely fortune awaits him and his heirs. He is actually a good mechanic and a worthy citizen, and we wish him great success.

Wm. Recter, formerly Superintendent of Indian Affairs, has just returned from a tour after machinery to England. He returns on the steamer to-day to his new home in San Francisco.