

BUSINESS NOTICES.

FRANCO-AMERICAN
HOTEL AND RESTAURANT,
OPPOSITE THE
Odd Fellow's Hall,
Jacksonville, Oregon.
Travelers and resident boarders will find

MADAME D' ROBOAM'S
HEBS 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 troubled will be spared to deserve the patronage of the traveling as well as the permanent community.

Jacksonville, March 31, 1866. 17

Peter Britt,
Photographic Artist,
JACKSONVILLE, OREGON.
Ambrotypes,
Photographs,
Cartes de Visite
DONE IN THE FINEST STYLE OF ART.
Pictures Reduced
OR ENLARGED TO LIFE SIZE.

DR. A. B. OVERBECK,
Physician & Surgeon,
JACKSONVILLE, OREGON.
Office at his residence, in the Old Overbeck Hospital, on Oregon Street.

DR. E. H. GREENMAN,
PHYSICIAN AND SURGEON,
OFFICE—Corner of California and Fifth Streets, Jacksonville, Ogn.
He will practice in Jackson and adjacent counties, and attend promptly to professional calls. feb21f

DR. A. B. OVERBECK'S
BATH ROOMS,
In the Overbeck Hospital,
WARM, COLD & SHOWER BATHS,
SUNDAYS AND WEDNESDAYS.

F. GRUBE, M. D.,
PHYSICIAN & SURGEON,
OFFICE removed to California Street, South side.
Jacksonville, Dec. 21st, 1867. dec21-17

DR. LEWIS GANUNG,
PHYSICIAN & SURGEON AND
Obstetrician,

WILL attend to any who may require his services. Office at B. F. Dowell's office, on the East side 3d Street, Jacksonville, nov21f

WILLIAM DAVIDSON,
Office, No. 64 Front Street,
Adjoining the Telegraph Office, Portland Ogn

SPECIAL COLLECTOR OF CLAIMS,
BONDS, PROMISSORY NOTES,
BOOK ACCOUNTS, AND ALL OTHER CLAIMS.
Will be made a speciality and promptly collected.

B. F. DOWELL, E. B. WATSON,
DOWELL & WATSON,
ATTORNEYS AT LAW,
Jacksonville, Oregon.

Warren Lodge No. 10. A. F. & A. M.
HOLD their regular communications on the Wednesday Evenings or preceding the full moon, in JACKSONVILLE, Oregon.
A. MARTIN, W. M.
C. W. SAVAGE, Sec'y.

D. L. WATSON,
ATTORNEY AT LAW,
Empire, City, Coos County, Ogn.

Administrator's Notice.
NOTICE is hereby given that letters of Administration, on the estate of James Hubbard deceased, late of Jackson County, Oregon, have been granted to the undersigned. All persons having claims against said estate, are requested to present them with the proper vouchers, to the undersigned, at his residence in Jacksonville, within six months from this date, and all claims not presented within ten months will be forever barred, and all persons indebted to the said estate are requested to make immediate payment to the undersigned.
HERMAN V. HELMS Adm'r.
March 6th, 1866.

Executor's Notice.
NOTICE is hereby given to all whom it may concern, that the undersigned will apply to the County Court of Josephine County, Oregon, at the May Term, 1866, for leave to resign the Executorship of the estate of P. C. O'Regan, deceased.
Korbville March 16th 1866.
Wm. CHAPMAN, Executor.
Jacksonville, March 29th.

Oregon Sentinel.

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JACKSONVILLE, SATURDAY, MAY 8, 1869.

NO. 16

THE OREGON SENTINEL
PUBLISHED
Every Saturday Morning by
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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 the year.
Legal Tenders received at current rates.

Letter From B. F. Dowell.
WASHINGTON, D. C. }
April 11th, 1869. }
RAILROADS,

During the last week received especial attention in Congress. On Friday night Senator Williams' bill giving further time for the East-side Railroad to file their acceptance of the grant of land from California to Portland Oregon, was amended by the House as to confine the sale of the land to actual settlers, and the price to two dollars and fifty cents per acre, and the bill passed both houses of Congress, and it is now the law of the land.

The Oregonians in Washington are much divided on this bill. The stockholders in the West-side, and the stockholders in the Humboldt and Portland railroad combined together to defeat its passage. The stockholders and agents of the East-side pressed its passage. Mr. Williams, last session, introduced a similar bill to the present one; but it was opposed in the Senate by Mr. Corbett and Conkling, and it was referred back to the Committee on Public Lands. In the House it was opposed by Mr. Mallory, and it did not reach a vote of any kind in the House.

In the early part of this session the Committee on Public Lands unanimously reported in favor of the passage of the bill.

On the 6th of April Mr. Williams called it up and moved to add to the bill the following proviso:

Provided, That nothing herein shall impair any rights heretofore acquired by any railroad company under said act, nor shall said act or this amendment be construed to entitle more than one company to a grant of land.

Mr. Howard said:
Let me ask the honorable Senator from Oregon whether it is the bill for the construction of a branch road to Puget Sound?

Mr. Williams. No, sir; it does not relate to that matter at all. Mr. President, the act of Congress provides that the Legislative Assembly of the State of Oregon shall designate a railroad company to take the benefits of this grant, and no other person or parties but a railroad company can take anything under that act. I have offered this amendment so that there may be no controversy; and there is none in point of fact under the original bill, because it does not profess to take away or bestow any right upon any company; but to make assurance doubly sure, I am willing to incorporate this amendment which saves all the rights of any railroad company who may claim anything in this grant. This is what the act provides; and I do not see why the amendment should not be made to contain the particular features now suggested in order to embarrass its passage or to raise outside issues, when the act expressly provides that nothing but a railroad company shall have the benefit of the grant.

Mr. Conkling then opposed the passage of the bill, and offered to amend it by inserting the words "or other parties." Mr. Corbett also opposed the passage of the bill and read the laws of Oregon on the subject of the organization of railroad companies. He also read a letter from S. E. May, Secretary, showing the time etc., of the organization of the West-side company, and a letter from the clerk of Multnomah county on the same subject; also the act of Congress of the 25th of June, 1868, extending the time for the completion of the first twenty miles of the road eighteen months from the passage of the act. Mr. Corbett then said: "The Legislature of Oregon, one year after the time had expired for any other company to file their papers of acceptance of this grant, pretended that they had acted under misapprehension;

that this company was not legally authorized; and therefore they went on and set forth that they had acted under misapprehension, and then proceeded to designate another company. If the Legislature could do that they could as they attempted to do, repeal the ratification by the State of the fourteenth article of amendment of the Constitution. That amendment had been ratified by the previous Legislature; but this subsequent Legislature attempted to repeal that ratification. Was it recognized? No; we could not recognize anything of that kind. This company having been designated, another Legislature, two years thereafter, after the time had expired for them to file papers accepting this grant, could not designate another road.

He read a letter from the Secretary of the Interior, showing he had recognized the West-side; prior to the decision of the Secretary, that the West-side company could not take the land; because its organization was incomplete at the time it was designated by the Oregon Legislature in 1866, and a prosy long letter from James Smith, urging a consolidation of the two companies, and then said:

"Now sir, the history of this company is set forth in this pamphlet by Mr. Gaston, the president of the road. As I was present at the Legislature at the time of the organization, and was one of the original incorporators. I am not now interested to the extent of a dollar in the road in any way, shape or form; but I desire to do justice to all parties concerned in this road, and I must represent those parties who are in interest and who claim that they were first designated as the road to receive this grant."

Mr. Corbett continued reading long extracts from arguments of Mr. Gaston, detailing the rights of the West-side until the whole of the time for the consideration of the bill was exhausted, and until the Senators generally became very impatient to take up the regular order of business. The following is a sample of the colloquy on the subject between Messrs. Corbett, Williams and Howard:

WILLIAMS. I will ask my colleague if he will not allow me to take a vote on this bill at this time. He has said pretty much all he has to say about it.

MR. CORBETT. I should like to explain this question fully, and if the Senate then determine to give this right to the east-side company, for this bill virtually gives it, if there is any technicality in the organization of the first company—

MR. HOWARD. I must insist on calling up the order of the day.

MR. WILLIAMS. I am very much obliged to the Senator from Michigan for his courtesy in allowing me this time. I cannot ask for any more now; but I shall expect that the Senate will not allow this sort of tactics to obtain; and I hope before the adjournment of the session to obtain a vote on this bill.

MR. HOWARD. I have only to say that I sympathize entirely with the honorable Senator from Oregon respecting the use that has been made for the past half hour.

MR. CORBETT. My colleague remarked that he hoped to be able to get a vote on the railroad bill notwithstanding the kind of tactics resorted to this morning. I desire to state to the Senate in reply that I wish to present the views of the opposite side of the question. I am in duty bound to do that in justice to my constituents. They depend upon me to represent their interests. There are a number of counties on the west side of the river that are vitally interested in this road; and if I am cut off from making to the Senate an explanation of the circumstances of the case by being denominated as a tactician to prevent the passage of the bill, I do not think it exactly fair or proper. I desire to state fully the circumstances of the case so that the Senate may understand what they are doing, and that I may be relieved from responsibility if they pass the bill. That is all I have to say.

MR. WILLIAMS. Now if my colleague would take pains to understand the bill he would see that no rights whatever are affected by its passage, and the matter that he has presented to the Senate is as foreign to the merits of the bill as would be a chapter from the Book of Genesis. He had consumed nearly an hour in the discussion of a matter that has no connection whatever with the bill. The rights of his railroad company are all preserved by the bill; and he knows as well as I do that the Secretary of the Interior refuses to recognize either company, and that this grant will be lost to the State unless there is some legislation; and it is simply the dog-in-the-manger policy to say "Because I cannot get the grant nobody else shall have it, and therefore the State shall lose it."

the regular order of business, and during the morning hour the next morning, Senator Williams again called for this bill, and Mr. Corbett then said:

"Now I move to amend the amendment of my colleague by striking out all after the word 'provided' and inserting:

That this act shall not deprive any designated company or association of the land grant who were fully organized when they filed their acceptance of the grant with the Secretary of the Interior within the time limited by the said original act, and such company or association so designated and organized shall be deemed and held as fulfilling the requirements of the law.

I understand that the purpose of this bill is to secure the land grant to the State. The first company designated by the Legislature of 1866 was recognized by the Secretary of the Interior, and with that understanding the company went on and expended a large amount of money. Now I propose this amendment so as to prevent any designated company who were fully organized when they filed their acceptance within the time limited by the original act from being deprived of the grant. This amendment will secure the land grant to the State. They being the first company designated, I ask, if there were no imperfections in the organization and designation, inasmuch as they filed their acceptance within the time prescribed by law and completed their organization before they filed their acceptance, that they may be secured in their grant."

MR. WILLIAMS replied.
Now, Mr. President, I have to say simply, in reply, that if the west side company was designated by the Legislature and did file its assent within a year, it will get the land under this bill as reported by the committee, and I am willing that it should have the land; but the Secretary of the Interior has decided that it never was designated, and another company upon that ground have proceeded and expended \$200,000, expecting to be designated by the Legislature."

MR. CORBETT then urged the adoption of the amendment. Said he

I hope the amendment to the amendment will be adopted. I think it is just and proper. I ask for the yeas and nays upon it.

The yeas and nays were ordered; and being taken resulted—yeas 5, nays 36; as follows:

YEAS—Messrs. Brownlow, Corbett, Gilbert, Rice, and Robertson—5.

NAYS—Messrs. Abbott, Anthony, Bayard, Carpenter, Casserly, Cattell, Chandler, Conkling, Davis, Drake, Edmunds, Fenton, Fossenden, Grimes, Hamilton, Hamlin, Harlan, Harris, Howard, Howe, McCreery, McDonald, Horrill, Nye, Pratt, Ramsey, Scott, Sherman, Stockton, Sumner, Thurman, Tipton, Warner, Willey, Williams, and Wilson—36.

MR. CONKLING'S amendment was rejected. Mr. Williams bill was agreed to and then the bill passed without a division. The bill then went to the House and it was taken from the Speaker's table and passed without being referred to any committee.

This is the best that could be done for the interest of Oregon. Without some further legislation like this the land grant would have been forever lost to the State of Oregon. This Act will enable the East-side to get iron for the track, and it is thought it will give it sufficient credit to complete the road. Let us have good railroads and Oregon will be a great producing and a great commercial State. Jackson county can raise more wheat than Ohio or New York.

THE PACIFIC RAILROAD
Imbroglio was also settled, and the Central Pacific will both continue to construct the road until they meet; but the Central Pacific is to pay the Union Pacific for all it constructs west of Ogden, and the final terminus of both roads will be at Ogden. Ogden is situated on Salt Lake, about thirty miles north-west of Salt Lake City. Hence it is the natural terminus of both roads. Each company will now push on in friendly emulation to the end of making the grand connection in the shortest space of time. Those best acquainted with the circumstances say the road will be completed by the first of May. Gross frauds have been charged in and out of Congress against the Union Pacific Company. The Resolution requires the President to investigate these charges, and to secure the interest of the United States. This Resolution is plain and explicit on the subject. It will be found in another column.

Pacific Railroad.

The following joint resolution was passed during the last night of the last session of Congress giving the President power to investigate the alleged frauds and fixing the terminus of the West end of the Union Pacific at Ogden and the East end of the Central Pacific at the same place. Here is the Resolution:

JOINT RESOLUTION for the protection of the interest of the United States in the Union Pacific Railroad Company, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the 22d day of April, 1869 at the city of Boston, (with power to adjourn from day to day,) shall elect a board of directors for the ensuing year; and said stockholders are hereby authorized to establish their general office at such place in the United States as they may select at said meeting. *Provided,* That the passage of this resolution shall not confer any other right upon said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or waive any rights of the United States, to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted, whereby the rights of the general government have been or may be prejudiced: *And provided further,* That the common terminus of the Union Pacific and the Central Pacific Railroads shall be at or near Ogden, and the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect, and form one continuous line.

Section 2. And be it further resolved, That to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is authorized to appoint a board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report upon the condition of, and what sum or sums, if any, will be required to complete each of said roads for the entire length thereof to the said terminus as a first-class railroad, in compliance with the several acts relating to said roads; and the expense of such board, including an allowance of ten dollars to each, for their services, for each day employed in such examination or report, to be paid equally by said companies.

Section 3. And be it further resolved. That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds, authorized to be issued by the United States under said acts, sufficient to secure the full completion as a first-class road of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company. And if it shall appear to the President that the amount of subsidy bonds yet to be issued to either of said companies is insufficient to insure the full completion of such road, he may make requisition upon such company for a sufficient amount of bonds already issued to said company, or, in his discretion, of their first mortgage bonds, to secure the full completion of the same, and in default of obtaining such security as in this section provided, the President may authorize and direct the Attorney General to institute such suits and proceedings in behalf and in the name of the United States, in any court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security; and thereby, or in any manner otherwise to protect the interests of the United States in said road, and to insure the full completion thereof as a first class road, as required by law and the statutes in that case made.

Section 4. And be it further resolved, That the Attorney General of the United States be, and he is hereby, authorized and directed to investigate whether or not the charter and all the franchises of the Union Pacific Railroad Company, and of the Central Pacific Railroad Company, have not been forfeited; and to institute all necessary and proper legal proceedings; also, to investigate whether or not said companies have or have not made any illegal dividends upon their stock; and if so, to institute the necessary proceedings to have the same reimbursed; and also to investigate whether any of the directors, or any other agents or employees of said companies have or have not violated any penal law; and if so, to institute the proper criminal proceedings against all persons who have violated such laws.

Reorganization of the Judiciary

The following is the law which has just been passed to amend the Judiciary system of the United States:

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Supreme Court of the United States shall hereafter consist of the Chief Justice of the United States and eight associate Justices, any six of whom shall constitute a quorum; and for the purpose of this act there shall be appointed an additional associate Justice of said Court.

Sec. 2. That for each of the nine Judicial Circuits there shall be appointed a Circuit Judge, who shall reside in his Circuit, and shall possess the same power and jurisdiction therein as the Justice of the Supreme Court allotted to the Circuit. The Circuit Courts in each Circuit shall be held by the Justice of the Supreme Court allotted to the Circuit, or by the Circuit Judge of the Circuit, or by the District Judge of the District sitting alone, or by the Justice of the Supreme and Circuit Judge sitting together, in which case the Justice of the Supreme Court shall preside; or in the absence of either of them, by the other (who shall preside) and the District Judge; and said Courts may be held at the same time in different districts of the same circuit; and causes may be heard and tried by each of the Judges holding any such Court, sitting apart, by the direction of the presiding Justice or Judge, who shall designate the business to be done by each. The Circuit Judges shall receive an annual salary of \$5,000.

Sec. 3. That nothing in this act shall affect the powers of the Justices of the Supreme Court as Judge of the Circuit Courts, except in the appointment of Clerks of the Circuit Courts, who, in each Circuit shall be appointed by the Circuit Judge of that circuit, and the clerks of the District Courts shall be appointed by the Judges thereof respectively, provided that the present clerks of said Court shall continue in office till other appointments be made in their place or they be otherwise removed.

Sec. 4. That it shall be the duty of the Chief Justice and of each Justice of the Supreme Court to attend at least one term of the Circuit Court in each district of his circuit during every period of two years.

Sec. 5. That any Judge of any Court of the United States who, having held his commission as such at least ten years, shall after having attained the age of 70 years, resign his office, shall thereafter, during the residue of his natural life, receive the same salary which was by law payable to him at the time of his resignation.

We are getting on. We learn fast. We yield to what is inevitable with becoming grace. Negro soldiers gave up a shock from which we had scarcely recovered when emancipation, wholly and at once struck us with a death-like chill. This was scarcely recovered from when negro suffrage was proposed and accomplished, not, however, without giving us the shakes, which had not entirely subsided when negro office-holding became a fixed thing; and we are now in a state of relapse into which it threw us. We shall recover, however. The Lieutenant Governor of the State of Louisiana, in the person of a negro, named Dunn, has for weeks been received on the floor of both branches of Congress, where he has been treated as though his skin was white. A gentleman of wealth, culture and elegant manners, color is the only peg to hang an objection on; and that is so short and feeble that it is of little account. Should a negro make his appearance with credentials entitling him to a seat in Congress, is it probable we should survive. In fact, there is nothing more likely, and we shall yet live to wonder that we ever made such a fuss about "the nigger."

RESPECT THE BODY.—Respect the body. Give it what it requires, and no more: Don't pierce its ears, strain its eyes, or pinch its feet; don't roast it by a hot fire all day, and smother it under heavy bed covering all night; don't put it in a cold draft on slight occasions, and don't nurse or pet it to death; don't dose it with doctors' stuffs, and above all, don't turn it into a wine cask or a chimney. Let it be "warranted not to smoke," from the time your manhood takes possession. Respect the body; don't overwork, overeat or overlove it, and never debase it, but be able to lay it down when you are done with it, a well worn but not a misused thing. Meantime, treat it at least as well as you would your pet horse or hound, and, my word for it, though it will not jump to China at a bound, you'll find it a most excellent thing to have, especially in the country.

A few days ago, in a certain restaurant in this city, a young man discovered a cockroach in his pudding. He turned the insect over and over, examined it closely, and finally remarked to a friend: "That ain't right; I don't like it, and, if I find another, I won't eat the pudding."