

Surveying the Public Lands

Not long since, we pointed out the necessity of immediate surveying of the public lands in this end of the State, and particularly in Goose Lake Valley.

EDITORIAL CONVENTION.—The Albany Register in speaking of the members of the press, who were at the Odd Fellow's celebration in this city, asks: Why wouldn't it be a good idea to have an editorial convention, or grand reunion of "press operators," at Salem, or some other point in the State, during the coming summer?

By all means come down here to Jacksonville and learn something of the beauty of the valleys and the richness of the mines of Southern Oregon.

PASSENGER TARIFF ON THE OVERLAND RAILROAD.—Sacramento, May 7th.—Commencing on May 8th, the fare, first-class, from Sacramento to the eastern terminus of the Central Pacific Railroad will be \$50 in coin, or in currency, \$67.

The editor of the Oregon Herald has had another very violent spasm. It appears that Washburne has procured several consular appointments for citizens of Illinois, which are credited to the Territories, and the Herald man is nearly frantic.

RAILROAD MATTERS.—Elsewhere will be found a communication on the subject of railroads. In some respects it is erroneous, some of its conclusions having been drawn from the supposition that a grant had been made for the "Humboldt Branch."

WARM WEATHER.—For several days this week, the weather has been oppressively warm, the thermometer on Tuesday morning 94 degrees in the shade—Pretty warm weather for May.

FOR FORT KLAMATH.—2d Lieut Thornburn of the 23d Infantry passed through town this week for Fort Klamath, whether he has been ordered to report for duty as Quartermaster.

How Southern Oregon Lost the Railroad

EDITOR SENTINEL.—I observe in your last issue you asked, and I think correctly answered, a question which probably sets at rest the question of a railroad through Umpqua and Rogue River valleys for the next generation.

While such an event is much to be deplored, it is not sudden or unforeseen. The moment the Legislative Assembly of 1868 designated the East-side company instead of the West-side company, the true friends of our interests abandoned all hope.

In 1866 the Legislative Assembly designated the West-side company as the one entitled to the land grant, (20 sections per mile) which company filed their acceptance of the Act of Congress within one year, the time limited by the Act, and was recognized by the Secretary of the Interior as the company entitled to the grant.

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"The California and Oregon road, now that the branch is provided for, will, it is said, not take a direct line northward from Marysville, passing near Shasta, Yreka and Jacksonville, as the route was first surveyed, but will run north north westward in the valley of Pitt River, striking the summit of the mountains in the region of Klamath Lake, and then turn north north-westward of Portland."

This, then, is the last act in Ben's drama, assisted by the first class actors of Jackson and Josephine counties. That the audience have been disappointed is true, but the whole play points out a moral from which the wise may well profit, never to let a certainty pass beyond your power when you have the shaping and control of events, merely because an adventurer assures you that precautions for the people are unnecessary.

The Great Event of the Nineteenth Century

The East and the West are at length united by an iron band of over 3000 miles in length; and this generation has seen no achievement so grand and so full of future promise.

The North Carolina Standard says: For the first time in our history, railroad and other great works of improvement are beginning to shed their benign blessings over all our people.

SAN FRANCISCO, CAL., May 5th, 1869.

GENERAL ORDERS, No. 15. The following newspapers have been placed upon the advertising list of the War Department, for insertion of such notices as may be sent to them by officers having their publications in charge:

By order of Major-General Halleck: JAMES B. FRY, Assistant Adjutant General.

DENTISTRY.—Persons having decayed or sensitive teeth would do well to call on Dr. Grady, at his office, room No. 11, U. S. Hotel, Jacksonville, for a few weeks. The Dr. comes highly recommended, and is a first class operator.

THE WORLD MOVES!—Liberty of worship has been guaranteed by the Spanish Cortes, by a vote of 184 to 40, and universal suffrage declared by a large majority.

EARLY CHERRIES.—Ripe cherries are now among the luxuries in Jacksonville but we believe, none have been offered for sale yet.

REPAINTING.—The Catholic Church is being repainted and renovated generally. It will be ready for services in about a week.

Sachs Bros. claim to have the only new Spring goods in town—Call and settle the question with them.

Letter From B. F. Dowell.

CHEYENNE, WYOMING TERR., May 1st, 1869.

I left New York at 6 30, P. M., on the 26th, and arrived at Omaha, in two days and twenty-one hours, and here in three days and twenty-one hours.

This place is situated on the Union Pacific Railroad, 517 miles west of the Missouri river, at the foot of the Black Hills, or spurs of the Rocky Mountains, and about 85 miles south of old Fort Laramie. This town started about two years ago, when the railroad reached this point.

The last is a German social society which I described while in Washington two years ago. The Germans as a people, at the stated festivals, join the race, dance and social chat with great energy.

One is naturally led to enquire what supports such a city, surrounded with one vast and almost boundless prairie. No living tree or bush can be seen for miles around.

Vast beds of good coal have been discovered all along the base of the Rocky Mountains from Montana to the south boundary line of Colorado. It is used in the machine shops, blacksmith shops, at the hotels and on the cars, all along the Pacific Railroad.

The Miner, published at South Pass City near Sweet Water says:

"We see quite a number of white shirt and paper collar strangers around town, but they don't seem to understand the quartz, pick, pan and shovel lingo. However, it is never too late to learn, and they should by taking lessons."

Gold BRICK.—At Joslin & Park's may be seen a brick of Sweetwater gold assayed at the U. S. Branch M. t., Denver. The brick is certified as follows: Gold fineness 814; Silver 169; total ounces 52.55; Value in currency \$1,261.

A large amount of counterfeit money is said to have found its way into the far west. It is said that over \$40,000 of the "queer" has been captured in Kansas City, within the last four months.

A correspondent of the Cheyenne Daily Argus, writing from Atlantic City, Wyoming, states that he had examined all the lodes in that district that have been developed sufficiently to test their character, and find them exceedingly rich in the precious metals.

PERSONAL

Oregonians are frequently seen in almost every town and city. At New York I saw E. M. Barnum, W. C. Griswold, Mrs. Senator Williams, and Mr. Star, of Portland Oregon.

By the negligence of the baggage agent of the North-Western Railroad I got ahead of my trunk, and I am waiting for it.

Completion of the Continental Railroad

San Francisco, May 8.—Commencing on May 8th, for first-class passage from Sacramento to the Eastern terminus of the Central Pacific Railroad, the fare is \$50 in coin or \$67 in currency; from Ogden to Omaha, \$77 40 currency; Omaha to Chicago, \$22 currency; Chicago to New York \$20 currency; children under 12 years of age half price; 100 pounds of baggage free.

To-day the grand celebration in honor of the completion of the transcontinental railway, the greatest event of the present century, was a grand success, the procession being the finest and largest ever witnessed in this city. The enthusiasm along the line was very great, and the decorations of buildings with banners, flags, etc., was very general.

A dispatch received from the last spike of the Central Pacific road at 10 A. M. sent the joyous news throughout the city.

San Francisco, May 8.—Business was universally suspended yesterday, and the whole city gave themselves up to celebrating the completion of the railroad. The procession was a splendid affair, considering the haste in which it was gotten up.

Union Mutual Life Insurance Company

The special travelling agents of this old and reliable institution, arrived in our city, from the North, last evening. They come here for the purpose of pointing an agent and meeting a committee for this county. This company was organized in 1818, therefore it has been before the public nearly a century.

JOHN KELLY, Register.

NEW TO-DAY.

REGON CENTRAL RAILROAD COMPANY Will purchase all their goods at Ham's the cheapest store in town.

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AGENTS WANTED—\$10 A DAY. TWO \$10 MAPS FOR \$5. LLOYD'S Patent Revolving Double Maps Two Continents, America and Europe, and America with the United States partitioned on an immense scale.

Strayed or Stolen From the residence of the undersigned, living one-half mile east of Hopwood's Mill, Jackson county Oregon, one bright bay mare, 15 hands high, left hind foot white, no brands, peculiar, works in harness. Any one finding and returning said mare to my residence will receive a reward of \$10.

Dissolution of Copartnership. THE Copartnership heretofore existing between the undersigned is this day dissolved by mutual consent. All business transacting to the date hereof will be settled by John Miller, who will continue the business as the old firm. MILLER & BYAN. Jacksonville May 14th, 1869.

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