

Unfair Conventuality

Referring to the abandonment of a husband by his wife a short time since, the Oregon Herald remarks:

"Once in a while some one like Gen. Sikes will take back an erring spouse all covered with infamy, but what man of honor—what man not lost to every noble impulse, would take back to his bosom the one who had so cruelly deserted him, and who had been polluted by criminal associations with another?"

This is all very well, but turn the tables and the above language, in our opinion, would be equally just and forcible. We hold that the obligation to be faithful and pure is as binding on one party as the other, and what is wrong in the wife is equally to be condemned in the husband. But does society regard it? Not at all; and women themselves are to blame for it. Let a woman fall and she is hissed to scorn and avoided as a loathsome thing by her own sex. Let a man be known as a libertine and he is admitted to female society without reserve. It is cruel and unjust in women to condemn only those of their own sex who do evil. It is cowardly and mean in men to blame the weaker party for that which they themselves too often glory in. If women would have this injustice righted, they must do it themselves, and whenever society is fair and equitable in its punishments it will be purified and regenerated. Women have the power to accomplish this and if they will it, the libertine and seducer will be looked on with as much disgust and scorn as a common prostitute.

How to Reach Oregon.

A few weeks ago a circular was published in the Portland papers, the design of which was ostensibly to call attention to Oregon. One Portland paper claims that it was issued by the Immigration Committee; but it strikes us as being only a huge puff, gratuitously published for Hailey's stage line and the O. S. N. Co., else why should other routes, whereby Oregon can be reached, be totally ignored. It is desired that people should know how to reach this State, it would seem proper to inform them that in addition to the above mentioned lines of travel, there is from Sacramento to Portland, the best daily line of stages in the country, passing through the valleys of the Sacramento, Rogue River, Umpqua and Willamette, and enabling the traveler to see some of the grandest scenery and the most fertile soil on the Pacific slope, in the same time and for the same fare. This might properly have been done, not as an advertisement of Corbett's overland line, but to show travelers that there are more ways than one to reach Oregon, leaving the route a matter of choice with themselves.

SOLDIER'S BOUNTY.—The discharge of the following named persons have been recently redeemed from the department at Washington to B. F. Dowell. Those who served in the Oregon Cavalry have been returned for additional or more formal evidence; those who served in the Oregon Infantry have been rejected: Joseph W. Linn, George R. Summers, Wm. Penn Martin, Hawkins G. Shook, Julius E. Fos, Ira P. Chandler, James W. Mae, Zachariah A. Garrison, R. T. Sargent, Wm. Woodley, James A. Abbott, Thomas Callan, James W. Barna, Simmeon Smead, James Wolley, John W. Reed, Jacob Prusa, James Harris, R. R. Sinclair, Nelson Stephenson, Jesse R. Huggins, Jephtha Hampton, M. Corbill, Cyrus W. Jackson, Andrew Jackson Wright, Sanford M. Amy.

The per diem of Assistant Assessors on this coast has been reduced from \$8 to \$7 in currency. It should have been increased, as those officers in many divisions are required to travel constantly and pay their own expenses, which hardly leaves sufficient margin to secure the service of efficient men.

Peter's Musical Monthly for August, has been received, and contains a choice variety of popular songs, marches, etc., with accompanying music, which themselves are worth double the subscription. Published by J. L. Peters, 198, Broadway, New York—\$3 per annum, currency.

The Japanese colony at Placerville is doing well. Their tea and mulberry plantations are thriving.

Water Rights and Irrigation No. 5.

BY DOWELL & WATSON, ATT'YS AT LAW, JACKSONVILLE, OREGON.

Ever since the 32 Edward III, the rule of law in England has been that an action will lie for an actual diversion of water of a stream from its natural channel. Our ancestors brought this rule of law with them to America, and it is now the settled law of every State and Territory belonging to the United States for an unreasonable and unauthorized diversion or use of this common benefit for a wrongful act, though no actual damage may thereby have accrued to the proprietor whose right has been invaded. The water is to be shared equally by all the riparian proprietors. Attempts have, at times, been made to lay down something like arbitrary rules by which to determine, in cases where, from drought or other cause, there fails to be water enough in a stream to supply the wants of several successive owners upon its banks, to which of them a prior right to the water is to be accorded. Thus, for instance, suppose the case of a stream the water of which is applied by one to domestic uses, by another to irrigate his land, and by a third to operate a mill; may either claim a precedence in right to the same, or is the water to be equally shared by them all, or is it to depend upon the order in which their estates stand upon the stream?

The question arose in Evans v. Merriweather, reported in 3 Comm., where the court of Illinois undertook to prescribe rules applicable to cases like the one supposed. The stream, in that case, was a small and natural one. The plaintiff and defendant both had mills upon its banks, which were operated by steam, for generating which the waters of the stream, in connection with those of certain large wells, were used, and, ordinarily, were sufficient. But a drought having prevented such supply, the defendant, who owned the upper mill upon the stream, placed a dam in it, by which the water flowing therein was turned into his well, and the plaintiff's mill was wholly deprived of the same. As both were mill-owners, the determination of the question raised between them would not seem to call for a solution of the question above proposed. But the court proceeded to discuss it, under the inquiry whether the entire consumption of a stream by an upper proprietor can, in any case, be a reasonable one?

To answer this question satisfactorily, say the court, "it is proper to consider the wants of man in regard to the element of water. These wants are either natural or artificial. Natural are such as are absolutely necessary to be supplied, in order to his existence; artificial, such only as, by supplying them, his comfort and prosperity are increased. To quench thirst, and for household purposes, it is absolutely indispensable. In civilized life, water for cattle is also necessary. These wants must be supplied, or both man and beast will perish." The court then goes on to state, that, for manufacturing purposes, or those of irrigation, the use of water is not essential to man's existence in this climate, whatever it might be in hot and arid climates, and add: "From these premises would result this conclusion, that an individual, owning a spring upon his own land, from which water flows in a current through his neighbor's land, would have a right to use the whole of it if necessary, to satisfy his natural wants. He may consume all the water for his domestic purposes, including water for his stock. If he desires to use it for irrigation or manufactures, and there be a lower proprietor to whom its use is essential to supply his natural wants, or for his stock, he must use the water so as to leave enough for such lower proprietor. Where the stream is small, and does not supply water more than sufficient to answer the natural wants of the different proprietors living on it, none of the proprietors can use the water for either irrigation or manufactures. Each proprietor, in his turn, may, if necessary, consume all the water for these purposes," that is, for the supply of these natural wants. The case goes on to affirm, that if, beyond the supply of these, any surplus is left, all have a right to participate in its benefits, and no rule can be laid down as to how much each may use, without infringing the rights of others. The question in such cases must be referred to a jury, to say whether a party has, under all the circumstances, used more than his just proportion of the water. And, tried by the tests which had thus been premised, the court had no difficulty in holding the diversion complained of to be unwarranted.

Trip to Crater Lake.

JACKSONVILLE, OREGON, August 18th, 1899.

EDITOR SENTINEL.—In response to your request, I will endeavor to furnish you a brief sketch of our late tour to the source of Rogue River, and Fort Klamath.

On the 27th of July, memorable as the day of the great freshet in Jacksonville, our party, consisting of David Linn, wife and five children, Jas. D. Fay, Miss Anna Fay, Miss Hannah Ralls, J. B. Coats, Capt. John Sutton, Mrs. Caharne Shook, and J. M. Sutton, wife and one child, started on an exploring and recuperating expedition to Crater Lake and other points of interest in its vicinity.

The thermometer stood at 96 in the shade, and the atmosphere was unusually sultry. After traveling some sixteen miles we selected a beautiful spot on the shady banks of Rogue River to camp for the night and the following day, for the purpose of completing some minor details of our outfit. From this point we witnessed in the distance the terrific storm which was devastating Jacksonville, and terrifying its inhabitants. We could see the dark and terrible cloud which hung over our devoted town, pouring forth stream after stream of lurid lightning, and heavy peals of thunder which was startling, even at our safe distance. On the 29th, we moved forward, travelling most of the day over a rough, rocky road, beset with clouds of pumice stone dust. No incident occurred during the day worth a notice, save an adventure with a colony of yellow jackets that had taken up, and fortified a strong position about half way up a steep rocky point of the road. Wagons No. one and two passed over safely, but it was rather amusing to see the horses stop "right" over the jackets' nest to dance a hornpipe. This Thyrpescoian performance so excited the ladies in wagon No. 3, that they with one accord sprang out of the wagon to join in the dance; but owing to the steepness of the ground, they contented themselves with a promenade to the top of the hill. We camped for the night on a fine plateau of pumice dust, adjacent Rogue River. This camp we gave the somewhat startling appellation of Earthquake Camp, from the following circumstances: It was ten o'clock at night—dense clouds of smoke mantled the surrounding hills, together with the melancholy moaning of numerous rapids of the river which ran near by, gave the whole scene an air of extreme solitude. The women and children had long since retired, and the men were circled around the remnant of our once bright camp fire, deeply engaged in relating legends of camp life changing positions occasionally to accommodate the restless smoke. A sudden shock, accompanied by a deep heavy sound, cut off a half-told story of our very communicative guide, just in time to hear half suppressed screams from the ladies' department. To those of us who were awake the cause was obvious. A horse had shaken himself! Owing to the light nature of the region it had given a tremulous motion to the ground for rods around. To the ladies, however, who were asleep at the time, it remained a source of mystery and troubled dreams for the remainder of the night; and not until they had related their dreams of volcanoes, earthquakes and cobogs were they advised of the nature of the earthquake.

FLOUNCE ROCK. This noted landmark is seen from Abbots, forty miles from Jacksonville. It is situated about three miles from the road, and is probably eight hundred feet high, the last four hundred perpendicular. It derives its name from its shape and its belted appearance, resembling the flounces on a lady's skirt. It is composed of various strata of different colored stone, which appears in the distance not more than two feet wide, although in reality they are probably seven or eight. I think a more appropriate name would have been Belmoral Rock. From here we passed over a high, graded mountain, giving us a view of Pimple Head, a high tower-like rock near the river. During the day we crossed Rogue River bridge, thence through dense forests of pine, fir, and spruce timber for a distance of eleven miles to Union Creek, a dashing mountain torrent, tributary to Rogue River.

OUR BAGGAGE MASTER. The submissive patience and calm determination of our Baggage master became pleasingly apparent, after crossing Rogue River bridge. Before the road can appreciate all the points of our worthy baggage master, it will be necessary to give a brief description of his outfit. His carriage was what is known among farmers as a "header wagon." It is made with low wheels, coupled six and a half feet apart, the axle-tree being within one foot of the ground. The bed of this particular wagon, was a kind of extempore affair, being made some five inches too narrow for the wagon, the end-boards tied in with strings, and no provision made for preventing it slipping forward and back. Thus equipped, our self-imposed baggage-master cracked his whip and started mountainward, exulting that no possible bad road could upset his duck-legged wagon. And such indeed proved to be the case throughout the journey. An unlooked for trouble encountered our baggage wagon on crossing Rogue River. From this point the road was made through thick timber, and over a soft pumice stone soil, and consequently the road has been beaten down from eighteen to twenty inches, leaving some hundreds of stumps to the mile, too high for our duck-legged wagon to pass over. It was among these stumps that the peculiar virtues of our baggage-master shone forth through the clouds of dust which surrounded him and his favorite wagon. Now you would see him packing legs to bridge a stump, again you would see him trying to drive between two trees outside the road just two inches too narrow to pass; next you would see him trying to drive one wheel over the stump, which expedient was three times out of ten successful. I do not hesitate to say that through the ingenuity of the baggage-master full one-half of the stumps were passed without striking the axle-tree of his wagon sufficiently to cause a dead halt. Of course I do not pretend to say that he was so successful for the first fifteen or twenty miles of stump-driving. It was only after he had become an expert at the business. But what is most worthy of imitation, is the fact that our B. M. did not once become impatient or out of humor, but went through every difficulty with a smile of content on his countenance. This certainly shows the "supremacy of man" over his own accidents.

We camped on a terrified little torrent, rushing, fretting and foaming down the mountain at a fall of three feet in ten. One half mile below us, Union Falls, on this little stream is a very pretty object. It falls some forty feet almost perpendicular. On the 31st we traveled all day over a very good but stumpy road. During the day we passed through vast forests of dead timber, which had been killed by fire. Among this dead timber in many places the ground was covered with low whortleberry, of the most delicious kind. We also passed many small brooks and springs in which the water stood at 40 degrees, F., just eight degrees above freezing, while Jacksonville water stands at about 70.

THE NEEDLES ON CRACK CREEK. It seems as though nature has her idiosyncrasies in every country, but nowhere does she develop such singular freaks as on the Pacific coast. The objects known by the above name are situated on Crack Creek about two miles from its source. They consist of some hundreds of spires composed of material resembling ferruginous cinder with dark metallic fracture. The banks of the creek are some four hundred feet in height, sloping down to an angle of about fifty degrees. The earth of these banks is composed of very loose pumice stone dust which runs down them in continual streams. The needles raise perpendicularly all the way from the creek to the top of the bank. They are evidently dykes of lava, which have penetrated the soft soil at some time and the channel of the creek has washed away the loose sand and left them standing erect. We camped one mile from the summit of the Cascade Mountains and two and a half miles from Crater Lake at a place known as Sprague's grade. At this place a trail has been graded down the precipitous banks of Crack Creek sufficient to pass men and horses. On the next day (Aug. 1st) the order of the day was to find "a north-west passage" to Crater Lake whereby we could take our wagons and boat. We started out early in the morning, a party of self-constituted road viewers. After nearly the whole day spent, we succeeded in finding a good route for a wagon road and moved our camp about one half mile backwards when we found excellent grass and water. On the next day we set out the road to the Lake, returned and moved camp to within half a mile

of that point and in time to haul our boat to the brink of its destination. On the 3d we took our families in the wagons and soon arrived at the long wished for point. On alighting from the wagons and reaching the brink, the first exclamation of the ladies was "look out for the children! Stand back Cora! Look out for Zetta! Come back Jimmy! Come back Peter!"

CRATER LAKE.

In approaching the lake from whatever direction, we had to ascend a mountain; it being located on a high point of the dividing ridge of the Cascade mountains. From the south we gradually ascended the mountain through heavy open timber, principally hemlock and spruce, until within two hundred yards of the lake, when we passed out of the timber into a fine grassy lawn mottled with seaberry and other flowering shrubs peculiar to high regions. Passing up this lawn, which was a little more precipitous than before we arrived at the brink of the Lake which was beautifully skirted with timber at intervals, all around its circumference. To say that this wonderful lake is grand, beyond description, is to give no idea of its magnificence. Every one gazes at it for the first time in almost tearful astonishment. Elevated 4,200 feet above the sea we could skin the tops of the vast piles of mountains in every direction while almost a quarter of a mile beneath our feet reposed the placid lake. From the best estimate we could make, the lake is about six and a half miles from east to west and five and a half from north to south and nearly oval in shape. It is entirely surrounded by walls of light colored basalt, scoria, and almost every conceivable variety of volcanic productions. Near the west end rises a cone like island about a mile in diameter at the base and about seven hundred feet in height—this island is about two miles from the shore where we stood and a half mile from the west end of the lake.

Each man now shouldered up a portion of our boat material, and after a few timid glances down the fearful incline, started boldly over the loose crumpling bank, starting bevy of loose boulders at every step, at the eminent danger of any one who dared venture ahead of the party. We succeeded in getting our boat to the water and afloat before night. I had forgotten to state that one lady accompanied down on this occasion, arriving at the bottom with her also a torn entry from her feet on the sharp rocks. On getting ready to return she made the following address to the lake: "O, thou horrid puddle! Like a great spider, thou has hid thyself in this miserable hole to catch butterflies. Before I entered thy miserable hole the road, like thy face, looked smooth and the distance short—but I found the road long, and nothing but roughness and danger, and now thou art rolling great waves at my feet! I know not whether I shall escape these villainous walls, but I promise you that if again side at the top I will never more trouble you with my presence; in sincerity of which I now make unto you this peace offering." So saying, she cast her dilapidated shoes in the troubled waters, and returned barefoot, through tribulation and boulders, to the top. As there was no water for our horses, and only snow for ourselves, we returned to our last camp, for the night. During the day we were joined by Lieut. S. B. Thorburn, U. S. A., from Fort Klamath, Col. Ross and H. P. Duncan and lady.

Early on next morning we returned, eager for the adventures of a day on the lake. DOWN TO THE LAKE. Arriving at the lake, speedy preparation was made to go down to the water. Lieut. Thorburn, Col. Ross, David Linn, J. B. Coats, James D. Fay, J. M. Sutton, Miss Anna Fay, Mrs. Linn, and Mrs. Sutton went out in the boat a few hundred yards and returned, five of us started for the Island, two miles distant. One hour hard rowing against a heavy wind, brought us to the Island; forty five minutes more took us to the top of the Island, where we proclaimed it to the winds that on the 4th day of August, 1899, we, David Linn, J. D. Fay, Lieut. S. B. Thorburn, J. B. Coats and J. M. Sutton, landed on the Crater Lake Island, and then there claimed to be the first human beings that ever set foot on its soil. This Island is but a loose pile of cinders and pumice stone, crumbling down at the very touch. Around the basin-like crater is large piles of scoria ready to tumble down with the least exertion, and many, indeed, were the tons of this rock that we started down the precipitous sides of the Island. The rim around the crater is some five hundred yards in circumference and one hundred feet deep, in the bottom of which remains a bank of snow. We left a bottle on the south side of the crater, sheltered beneath a ledge of lava, containing the names of all our party. Any one curious to find it, near some blades made with a knife on the limbs of some small trees hard by. We returned to the lake and found the

wind blowing almost a gale, and coming from every point of the compass every five minutes. We arrived safely on shore, drew our boat above high water mark, which, by the way, is only about four feet, left with it a bucket of tar and four or five pounds of nails for repairing purposes, and then started on our weary way to the top. A distance of half a mile at a double steep or than forty-five degrees. On arriving at the top we heard the story of how the ladies got back, and how the Col. climbed a rope, and many other male and female adventures. Through the politeness of Mr. Peter Britt, I was prepared to take photographs of the lake, but owing to the smoke in the atmosphere I did not succeed. We were soon under way to our camp, well repaid for all our pains, and proud of our store of adventures.

NEW TO-DAY.

WILSON'S GREAT WORLD CIRCUS!

An Exhibition of PERFORMING AFRICAN LIONS Will Exhibit at JACKSONVILLE, SATURDAY EVENING, SEPTEMBER 16th, 1899.

Performance to commence at 8 o'clock P. M. The Manager of this Gigantic Establishment encouraged by the very extensive and liberal patronage with which his efforts for a number of years have been rewarded, and with the view of presenting to the public on the Pacific Coast an Exhibition of unsurpassed Excellence, has secured the highest Acrobatic Talent in the World!

From all parts of Europe and America, and in addition has secured the greatest sensation of the age—a den of performing AFRICAN LIONS!

Together with their Intrepid Keeper, MONS. LAMBERT, THE LION CONQUEROR, who will at each presentation enter the den and by the exercise of his great power perform a number of THRILLING AND DARING FEATS!

With the Management of The Circus. The citizens of this place and vicinity may depend on this being a FIRST CLASS ENTERTAINMENT, and that there will be no four in number and weighing 1,500 and is positively the finest den of performing African Lions in the world.

The performance will be moral, interesting and refined. The management have in connection, California's Favorite Jester, HARRY JACKSON.

No effort will be spared to make a weak and inefficient appropriation to the Great World Circus and Animal Exhibition. J. R. MARSHALL, General Business Agent.

RAILROAD TOLINK RIVER!

A Large Assortment OF DRY GOODS, GROCERIES, HARDWARE AND GENERAL MERCHANDISE,

AT NURSE'S FERRY, AT Link River.

THE BRIDGE

Across Link River is now complete, and the travelling public can now cross at the following liberal rates: Wagons 50¢; Horses 25¢; Sheep per one hundred head 50¢; Cattle per one hundred head 25¢. GEORGE SPOUSE.

DISSOLUTION. I, L. C. Spouse, hereby give notice of the dissolution of the firm of L. C. Spouse & Co., in this day dissolved by mutual consent. Either party is authorized to use the name of the firm in settlement. JAMES T. GLENN, JOHN S. DREM, ALEX. MARTIN. Jacksonville, August 17th, 1899.

Notice. The undersigned having purchased the interest of Messrs. Drem and Martin, will continue the business of General Merchandising at the old stand, where he will be glad to meet his former patrons. JAMES T. GLENN. Jacksonville, August 15th, 1899.

NOTICE. In the matter of the Estate of P. C. O'Regan, Notice is hereby given that there will be a Final Settlement made with debtors and creditors of the said estate, on the 30th day of September, 1899, preparatory to a final settlement with the Probate Court of Josephine county Oregon. All parties having claims against said estate will please come forward, and all parties owing said estate are expected to come forward promptly and settle their accounts. W. E. O'BRIEN, Administrator and Heir at Law of the Estate of P. C. O'REGAN. Kerbyville, August 1899.

ELDORADO MILLS. The above Mills, formerly the Valley Mill, at Placerville, Oregon, having been purchased by the undersigned, and thoroughly repaired, with a No. 1 Improved Woodward's Machinery, and also improved Shakers, with an entirely new Boiling Cloth, is now ready to grind new exchange, at the usual rates, to-wit: 25 lbs. Flour 3 lbs. Bran and 2 lbs. shorts per bushel for good merchantable wheat. And will furnish flour with dispatch and bargain at the same equal to that of any mill in the world. J. T. GLENN, Prop. Jacksonville, Oregon, Aug. 20, 1899.