

Oregon Sentinel

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A. G. GIBBS, L. E. STEARNS, ATTORNEYS AND COUNSELLORS, Rooms 2 and 4 Snowbridge's Building, PORTLAND, OREGON.

THE CITY BREWERY, VEIT SCHUTZ, Proprietor.

A FULL LINE OF SHELF AND CASE HARDWARE FOR SALE BY JOHN MILLER.

WHY SHOULDN'T

The People of this Valley Save THEIR MONEY WHEN THEY CAN BUY Dry-Goods and Fancy-Goods GROCERIES,

BOOTS AND SHOES, TOBACCO & LIQUORS, AND ALL KINDS OF MERCHANDISE!

ALL KINDS OF PRODUCE BY GOING TO A. FISHER & CO. RYAN'S BUILDING, Next door to Post Office, JACKSONVILLE, OREGON.

Where Highest Cash Prices are paid. CALL AND SEE US.

CITY MARKET, CALIFORNIA ST., WILLIAM BYBEE, Proprietor.

FRESH BEEF, PORK, VEAL, MUTTON, HAM, SALT MEATS, BACON, SAUSAGE, LARD, ETC.

CITY BARBER SHOP AND BATH ROOMS, CALIFORNIA ST., Jacksonville, Oregon.

HOT OR COLD BATHS, GEORGE SCHUMPE.

P. DONEGAN, GENERAL BLACKSMITHING

HORSE SHOEING, COR. OF SECOND AND CALIFORNIA ST.

BLACKSMITHING! DAVE CRONEMILLER, BACK AT THE OLD STAND.

KAHLER BROTHERS, DEALERS IN DRUGS AND MEDICINES

BOOKS AND STATIONERY, THE CITY BREWERY.

DR. SPINNEY & CO., SPECIALISTS, No. 11, Kearney Street

NEW GUNS MADE TO ORDER and repairing property done by MILLER.

CITY BAKERY

AND SALOON, IN MASONIC BUILDING, OREGON ST., JACKSONVILLE, OGN.

THE UNDERSIGNED HEREBY DESIRES to announce to the public that they are now prepared to fill all orders for every description, such as wedding cakes, cakes for parties, wine cakes; also brown and rye bread, ginger snaps and crackers.

TABLE ROCK SALOON, OREGON STREET, WINTJEN and HELMS, PROPRIETORS.

THE PROPRIETORS OF THIS well-known and popular resort would inform their friends and the public generally that a complete and first class stock of the best brands of liquors, wines, cigars, ale and porter, etc., are constantly kept on hand.

NEW STATE SALOON, C. W. SAVAGE, Prop., JACKSONVILLE, OGN.

HAVING AGAIN TAKEN POSSESSION of this saloon, we will be pleased to meet his friends and the public generally at this old and popular resort.

"C. O. D." SALOON, CALIFORNIA ST., J. P. McDaniel - Proprietor.

S. P. HANNA, WAGON-MAKER, Jacksonville, Oregon.

RE-OPENED! JACOB MEYER, PIONEER WAGON-MAKER.

F. RITSCHARD, PRACTICAL WATCHMAKER AND JEWELER, California Street, Jacksonville - Oregon.

MAKES A SPECIALTY OF CLEANING and repairing watches and clocks. Charges reasonable. Give him a call. J. MEYER.

DR. SPINNEY & CO., SPECIALISTS, No. 11, Kearney Street

TREATS ALL CHRONIC AND PRIVATE DISEASES without the aid of mercury. Office hours - a. m. to 12 m; 2 p. m. to 6 p. m.

AN ELEGANT ASSORTMENT OF POCKET AND TABLE CUTLERY FOR SALE BY JOHN MILLER.

T. G. REAMES, F. R. REAMES.

REAMES BROS., CALIFORNIA ST., Jacksonville, Oregon.

AHEAD AS USUAL!! A CASH BASIS!! THE GREATEST REDUCTION IN PRICES

LARGEST STOCK OF GENERAL MERCHANDISE

GREATEST VARIETY TO SELECT FROM IN Any One Store in Southern Oregon or Northern California.

ALL FOR CASH!! OUR STOCK CONSISTS OF FALL & WINTER DRY-GOODS, FANCY GOODS,

LADIES' DRESS GOODS, CASHMERE, AND DIAGONALS, SILKS, AND SATINS, BOOTS & SHOES, CLOTHING, ETC., LADIES' CAL., MADE CLOAKS

WE CALL THE ATTENTION OF THE ladies to the fact that we have now on hand the largest and best selected assortment of LADIES' DRESS GOODS and FANCY GOODS of every description.

Cheaper than the Cheapest. To the gentlemen we will say, if you want A SUIT OF CLOTHES you must go to Reames Bros. to buy them as we claim to have the best STOCK OF CLOTHING in Jackson county and will allow none to undersell us.

GROCERIES, HARDWARE, CUTLERY, GLASSWARE, CROCKERY.

A FULL LINE OF ISLAND GOODS FARM AND FREIGHT WAGONS Plows, Gang Plows & Salky Plows

NEW LIVERY STABLE BACK OF COURT HOUSE. J. W. MANNING, Proprietor.

FINE TURNOUTS The stable is furnished with the best animals and most substantial harness and a first class black and white horse.

NEW GUNS MADE TO ORDER and repairing property done by MILLER.

BIG BUTTE ITEMS.

Copious showers. Vegetation flourisheth like the green bay horse. O! sun, beautiful sun, where hast thou gone.

Notwithstanding our educational (!) middle school starts off with seats well filled and with Wm. H. Parker as pedagogue.

The rain still falleth, the sun doth not shine, the plow speedeth not, and the husbandman looketh down his prosopis.

The genial "phiz" of Mr. W. A. McPherson, the Bohemian editor, was seen in our vicinity to-day.

A certain Butte Creek wag is making a beautiful cane and carving a Chinaman's head on it and will send and present the same to Mr. Hayes.

Ira—David Dunlap's eldest son—pulls down two hundred avoirdupois, stands six feet under the standard, wears a No. 11 shoe, made on a large last, and is only 15 years of age.

Some of us Butte Creekers are getting hungry, but then we shall make up for lost time when our beef fatten and the swine come home; when the roads dry up so we can go to the grist mill; when old red has a calf and we get a new churn; when "garden sass" comes and strawberries ripen, and the hens begin to lay eggs so we can go to market and get some sugar and trade some deer skins for terbacker.

We had a "returning board" recently which "went behind the returns," "counted" two of our school directors "out" and two more in.

Big Butte, April 18th, 1879.

WILDERVILLE, April 18th. EDITOR SENTINEL—Spring has again come around clothing all nature in her loveliest garb; the winged warblers singing to us their sweetest song, and the innocent little lambs frisk and gambol in the noonday sun.

Prospectors who have just returned from the Briggs creek mines say that that creek bids fair to rival Silver creek in the richness of its minerals.

A district school is now in progress under the management of Prof. Hammond, at the Pine Grove school house, in this district; another will soon be started at the Slate creek school house, also in this district.

There will be a picnic under the auspices of the order of the P. of H. at the Josephine Grange hall near here, on the first day of May.

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HARBOR OF REFUGE.

Considerable anxiety is manifested by those interested in the construction of a harbor of refuge on this coast, as to where it will be located.

In our opinion, Crescent City, with all its disadvantages, as a harbor, is the most favorable location for the harbor of refuge of any on the Pacific Coast.

Something more than this is needed, and should be pressed upon the attention of Congress, by the combined mercantile interests of the coast and that is a breakwater and harbor of refuge north of San Francisco, at some point equidistant or nearly so between the metropolis and the ports of supply, and where the natural advantages are such that the expense of construction can be kept within reasonable bounds.

Upon an examination of the charts of the coast we find but three points that appear to answer these requisitions: Trinidad, lat. 41 deg. 03 min. long. 124 deg. 08 min. 08 sec. Crescent City, in lat. 41 deg. 44 min. 34 sec., long. 124 deg. 11 min. 22 sec., and Port Orford, in lat. 42 deg. 44 min. 28 sec.

All of these points are N. W. lews, or summer harbors. To briefly sum up the advantages and disadvantages of each: Trinidad is a narrow and contracted anchorage, and although the material for building would be plenty yet the depth of water is such between the available points that the cost of breakwater would be very great.

Port Orford, Oregon, is the best summer anchorage on the coast, the holding ground being good and the harbor large and affording plenty of sea room.

In this respect it has decided advantages over the other places named. Building material is also plenty, as the rocky headlands would form inexhaustible quarries, but still there would be an obstacle of a serious nature.

A breakwater at Port Orford, starting from Tichen's rock, the N. W. boundary of the harbor, would have to be built in very deep water, commencing at 14 fathoms and ending at 23. Such a work, to be of any service, would cost an immense sum and exercise the ablest engineering talent of the world to render it secure.

CRESCENT CITY. We have next to consider Crescent City Bay or Roadstead, in our opinion, the most feasible point. Its disadvantages may be summed up as follows: The approaches are considered dangerous, on account of sunken rocks.

Four miles northwest of Crescent City lines Point St. George, and stretching out obliquely from it, the Dragon Rocks or the Crescent City Reef. This reef, on which the "Brother Jonathan" was wrecked in 1865, is the largest and most dangerous on the coast, the outside rock being seven and a half miles from the nearest point of shore line.

The existence of this great reef to the northward compels vessels bound up the coast to make a long track to avoid it, and forms another argument in favor of Crescent City Bay as vessels bound up in heavy north western, or running before a gale in winter would seek the protection of a breakwater, and wait until the storm had passed in preference to weathering the reef.

It will thus be seen, that aside from the natural advantages of the place, it has some commercial importance and natural wealth, needing only a secure harbor to develop.

A. Bush, Superintendent of the Penitentiary, in his report for the months of November and December, 1878, and January and February, 1879, makes the following report: Expenditures, \$6,454 01; earnings, \$3,248 50. Excess of expenditures over earnings, \$3,205 51. Collected, \$1,259 76. Indebtedness, \$1,268 54.

Number of convicts in Penitentiary November 1, 1870, 139. Convicts received up to February 28, 1879, 47; total, 186. Convicts discharged up to February 28, 1879, 32. Convicts remaining March 1, 1879, 154. Average number of prisoners, 151.

breakwater suggested in Col. Williamson's report would start from Battery Point, a rock ledge on the N. W. side of the bay, and run in a S. S. E. direction a distance of 2,117 feet; thence in a direction slightly south of east 850 feet; thence in a direction slightly north of east 800 feet. It would require about 410,000 cubic yards of material, and the estimated cost was \$5,178,000 currency.

The total length of this breakwater would be 3,767 feet and the depth of water four fathoms. The structure would, however, interfere somewhat with the room, for anchorage inside. A more costly but better plan would be to start from what is known as Light House Island and run from thence to the rock called Steamboat (54 feet high) a distance of 1,800 feet, from thence to the rock called Round (45 feet high) a distance of 175 feet. Total length 5,034 feet.

The two rocks mentioned would serve as great natural anchors and give solidity to the structure. The greater depth of water on the line would be five fathoms. When finished the Light House might be removed to the end of Round Rock and indicate the entrance to the harbor as well as allow the light now hidden by intervening obstacles to be seen from the reef.

COMMERCIAL IMPORTANCE OF CRESCENT CITY. Capt. Chase has the following to say which is but a minimum to what would be at the present time, a harbor were improved and transition facilities provided so that the ports and exports of Southern Oregon could be shipped via this place.

The commercial importance of a selected for a general harbor should not have undue weight. It is of some consequence as a station of many branches and the opening of new wealth would follow.

These elements of eligibility Crescent City possesses. Immediately back of the town lies one of the most extensive and finest bodies of timber on the coast composed of redwood and spruce. There are two mills in active operation cutting 25,000 and the other 40,000 feet per day.

Back of this timber belt lies the rich valley of Smith's river from whence, if proper facilities were to had for shipment, large quantities of grain, potatoes and stock could be exported twenty miles in the interior, reached by a graded road, constructed at a cost of \$17,000, are the rich copper mines of the Alta District.

These mines once worked extensively are now discontinued, owing to the decline in copper and the cost of mining the ore and freight to San Francisco. Were, however, a good harbor provided, and consequently freight lessened, these mines would again be worked.

In the vicinity of the copper mines are also deposits of a rare mineral chromite of iron. One of these deposits is now worked by a Baltimore Company, who shipped from Crescent City last summer 1,000 tons of this ore. There were also shipped from Crescent City in 1870, besides the ore mentioned, four million feet of lumber and 500 tons of butter, salt salmon, potatoes, etc.

There was also a large quantity of lumber and as there is now another in operation, the shipment of lumber will probably be doubled this year.

During the summer of 1870, 30 sail vessels, and 16 steamers arrived at Crescent City, bringing a gross amount of over 5,000 tons of freight, and many passengers. The largest portion of the freight thus brought into the town was for transportation to the interior, for the supply of several mining and agricultural towns, of which Jacksonville is the principal.

It will thus be seen, that aside from the natural advantages of the place, it has some commercial importance and natural wealth, needing only a secure harbor to develop.

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