

OREGON SENTINEL.

JACKSONVILLE
SATURDAY, MAY 14, 1881

THE CHINESE TREATIES.

It will be a relief to the people of the Pacific Coast to know that, at last, the Chinese treaties have been ratified by the Senate and that the way is now open for a satisfactory settlement of a question, vital to the interests of the whole American people. Notwithstanding grave fears as to the scope of the treaty, and its efficiency to afford relief it was ratified with only two dissenting votes, some of those being cast by that class of Republicans who believe in that mythical quantity called the brotherhood of man. This, almost unanimous, action indicates two things, first that the nation has at last awakened to the danger of too great an influx of population unfit to be absorbed in the body politic. Second; that the question of Chinese competition with our own citizens had become so prominent in party politics, that neither party dared to place itself on the record as antagonistic to the interests of our working people. It is not at all creditable to the Democratic party that, while controlling the Senate, they permitted a whole winter to pass away without acting on the treaties, but it must be acknowledged that at the last moment its members placed themselves right on the record. We have no right to enquire into motives prompting a proper course, and all that now remains to be done is to have Congress pass such laws as will restrict Mongolian emigration. The scope of the treaty is ample and there is no doubt that any restrictive measure, short of absolute exclusion, will meet with the hearty approval of the President. When the unlimited entry of Chinese is checked, natural causes will, in due time, operate to mitigate the evils that have so long been a just cause of complaint.

Well Turned.

Senator Miller made a happy hit when he requested Senator Hoar to finish a scriptural quotation which he had made, to round off a fervent appeal in behalf of the "brotherhood of man," while discussing the Chinese treaties. Mr. Hoar quoted: "For God hath made of one blood all nations of men to dwell on the face of the earth," when Miller asked for the remainder of the sentence, but Hoar denied that there was any more and Senator Miller quoted: "and hath determined the bounds of their habitation." The dextrous turn took away all the force of Hoar's argument and he took his seat discomfited. The incident shows the necessity, so long as over three hundred million of people have accepted the Bible as their moral code, for politicians, even, making themselves familiar with its lessons. Certainly a knowledge of it proved a cog in the wheel of Senator Miller and he took his seat discomfited. The incident shows the necessity, so long as over three hundred million of people have accepted the Bible as their moral code, for politicians, even, making themselves familiar with its lessons. Certainly a knowledge of it proved a cog in the wheel of Senator Miller and he took his seat discomfited.

The Arkansas Democracy, like that of Tennessee, is going to pieces on the question of state finances. The Democrats of the Southern States, having begun repudiation with entire unanimity, are quarreling as to how and when to stop it. In Virginia the two factions of repudiators are attacking each other with a fierceness excellent that which, when united, they exhibited toward a common foe. In its desperation one faction comes out squarely for the Republic doctrine of equal rights to all, without distinction of race or color, thus turning the quarrel to the profit of the honest people of Virginia, whatever may be the result to honest people outside of it who are unfortunate enough to hold its paper.

Hundreds of thousands of souls are making ready to leave the Fatherland for America. For the three months ending April 30th the number of emigrants embarking at Hamburg was 24,441, or 15,633 more than during the corresponding period of the year before. The report reaches here that whole countries in Germany are being depopulated, and that people are sacrificing their property at one-third and even one-fourth of its value to raise means to go to America with. The flood of emigration via Bremen and Antwerp is also very great. It is said that Emperor William is very much distressed in mind that so many of his best subjects are leaving his domains.

The "star route" frauds continue to outrank even "bull butter" and it is singular, that the many smelling committees of Congress never discovered the stench before. It will turn out that the people who signed the "expediting" petitions, begging Senators and Congressmen to procure increased service, are more to blame than their public

A NOBGENERIAN.

James Laughlin, living with James Thornton of Ashland, is undoubtedly the oldest man in Jackson county. He was born January 27, 1789, in Washington county, Pennsylvania, and is therefore, in his 93d year. He is one of the few persons living who saw General Geo. Washington and shook hands with him in 1799. He also saw a number of Washington's successors in the presidential office: Adams, Jefferson, Madison, Monroe, Jackson and a number of the more recent Presidents, among them President Hayes, when he passed through Ashland in 1880. Mr. Laughlin's memory is failing quite fast and he finds it exceedingly difficult to recollect dates. He says, he thinks he voted at every presidential election, from Madison's first election down to the late election. He was a soldier of the war of 1812, and at the battle of Chippawa in Canada, was shot through the left arm with a musket ball. He draws a pension from the Government for his services in that war. From Pennsylvania he moved at an early day to Beaver creek, Ohio, whence he again emigrated to Indiana, and took part in the construction of the National road through that territory to St. Louis. Mr. Laughlin was twice married, his first wife and child dying at Valparaiso, Ind., a town which he located and caused to have laid out into town lots. Having subsequently again married he became interested in the location and settlement of Michigan city, on Lake Michigan, and the three acres that he then owned are now in the heart of the city. From there he in 1844 moved to Iowa from whence in 1853 he in company of Mr. Thornton and family he emigrated to Oregon, settling at first in the Umpqua valley and then in the Rogue river valley. Having long since past the three score and tenth mile stone, the allotted time of man's existence, and growing day by day in feebleness his demise may be looked for at any time.

D. L. Green, writing to the Salem Statesman, furnishes the intelligence that the party of excursionists who left Salem a short time ago for the East, are having a rough time of it. Between Sydney and Omaha their train was frequently delayed by high water and a washout. April 24th the party with great difficulty reached Council Bluffs, the skiffs paddling through many of the streets of that city; trains from the east could get no nearer to the depot than 2 1/2 miles. The outlook for getting away from the flooded city and proceeding on their journey was very gloomy. Compared with the Platte and Missouri valleys our own beloved Wefoot country was nowhere as to the quantity and quality of the moisture.

The training of children is now sadly neglected. Nothing worthy the name of training is seen in many families. Neither system nor obedience, nor deferential treatment of superiors is demanded or enforced. What will the harvest be of children left to themselves? From every four boys left to themselves, there may be one who has the making of a man, but two will amount to nothing, and the family is fortunate if the fourth does not turn out to be a drunkard or a thief. When men over fifty years old meet with misfortune, such as the entire loss of property, they become despondent and give up the struggle. This is an error. The world sympathizes with a man past middle life who says nothing about his misfortunes and does his best. Instances of prosperity regained after fifty and after sixty are by no means unknown. Never give up till God says, "It is enough," is the best rule for piety, for learning and for success in life.

The New York Court of Appeals holds that a watch is not a "jewel," that it is not carried or used as a jewel or ornament, but as a time-piece or chronometer, an article of ordinary wear by most travelers of every class, and of daily and hourly use by all. It is as useful and necessary to the guest in his room as out of it, in the night as in the day-time. It is carried for use and convenience, and not for ornament.

The fact that the railroad survey runs right through the cemetery at Baker city, strikes a thrill of horror through the quiet people of that town. They must understand that this is an age of progress and, that when a railroad is to be built, not only the dead, but the living must stand aside. There is nothing sacred to a "railroad king" save his own royalty.

In an essay on the effect of tobacco on the human system Dr. LeBon, an eminent French physician, says: The smoke of any kind of tobacco has a weakening effect on the optic nerve, impairing the eyesight, it weakens the memory and produces palpitation of the heart and

THE PACIFIC NORTHWEST.

Robert E. Straborn, member of the Literary Bureau of the Union Pacific R. R. Company, who last summer and fall traveled extensively through Oregon, Washington and Idaho, has just published an interesting account of his trip. Speaking of the resources of our Pacific Northwest, which his company aims to tap by their Granger-Baker city railway, he says:

Oregon and Washington contain 100,000,000 acres, enough of which is arable to annually produce 150,000,000 bushels of grain.

They now annually export 200,000 tons of wheat, 200,000,000 feet of lumber, 250,000 tons of coal, 7,000,000 pounds of wool, and many other important items, with less than one-twentieth of their area utilized. They also exported about 500,000 cases of salmon in 1880.

Now possessing 250,000 inhabitants, and an assessed valuation of about \$125,000,000, they are without railway communication with the outside world.

Their importance in the commercial world, even in their infancy, may best be understood from the fact that 400 vessels, having a tonnage of over 300,000 tons, touched at Puget Sound ports in 1880, and that there were 200 arrivals of ocean vessels at Portland the same year.

Over 25,000 passengers and 125,000 tons of freight were carried by two leading steamship lines, between Portland and San Francisco, last year (1880).

Ninety thousand cattle and 75,000 sheep were sold from the vast pastures of Eastern Oregon and Washington last year.

From Mr. Straborn's report it is sufficiently clear that these two great corporations, the Oregon Railway & Navigation and Union Pacific, have united their efforts to develop the great Pacific Northwest. The former is pushing its line with all possible speed to Baker city, and the Union Pacific will provide an outlet east by a line now being constructed from Granger, a point about 150 miles east of Ogden, to Portland, Oregon. This line, leaving Granger, strikes out in a northwesterly direction, intersecting the Utah and Northern at or near Pocatillo, 125 miles from Granger and on, traversing rich pasture lands over which Mr. Straborn rode horseback, and passing within easy reach of the Wood and Salmon river mining camps, which will be the silver sensation of 1881, will reach Boise City, 275 miles from Pocatillo, by an air line, and then 140 miles through a fertile, agricultural country, especially adapted to fruit raising, to Baker city, and there, by connection with the Oregon Railway & Navigation Company, to Portland. The total length of this line from Granger to Portland will be 910 miles, which is eighty miles less than the distance between Granger and San Francisco. The distance between Chicago and Portland by this line will be 2,286 miles, and a saving in time of 48 hours. It will be a shorter route from Chicago to Portland by several hundred miles than by the Northern Pacific.

Villard's Plan Adopted.

A dispatch from Frankfort dated May 5th, says:

At a meeting of the bondholders of the Oregon and California railroad today President Villard's plan for reorganization of the road was adopted, 5828 to 19. At the same meeting Messrs. Villard, Bretherton and R. D. Peebles were appointed trustees of the road; and the following board of seven directors were also chosen: R. Villard, Endicott, R. B. Pullman, Horace White, W. H. Starbuck, Bretherton and T. F. Oakes. These to have power to nominate four other directors at the annual meeting in October next.

The "plan," according to the prospectus advertised in the London Times, involves the completion of the line south of Roseburg, as originally projected, and also the building of a road from Portland to Astoria. A connection with the C. P. at Redding will give a through line of road from Portland to New Orleans by the Southern route and if the Villard company should not obtain control of the North Pacific, which is by no means certain, there is not the slightest doubt but that connection will soon be made.

Too Heavy a Load.

"Twinkle, twinkle little star, How I wonder what you are." For several weeks the Roseburg Star has been trying to "twinkle" under the heavy burden of Fink, Gazely and the Canyon Road case, but the character of the load crushed the poor thing to death. Its late manager, Baker, issues a doleful farewell and shaking the dust of Roseburg from his feet departed in disgust. Baker's farewell indicates clearly that he did some dirty work for his employers, but that their part of the contract was broken and he starved out. In other words, Baker turned the grindstone while the road parties were sharpening their "little hatchets," much dulled by use, but never got a cent for the job. Baker has no right to complain as he knew the men and their cause.

PIONEER HARDWARE STORE

Jacksonville, Oregon.

BILGER & MEGLY

Dealers and Workers

—IN—

TIN, BRASS & COPPERWARE.

WE ALSO KEEP constantly on hand a first class assortment of

STOVES,
GLASS,
TOOLS,
OILS,
PUMPS,
PAINTS,
PIPES,
BRUSHES,
MACHINES,
AMMUNITION,
TIN WARE,
SHELF HARDWARE.

Job Work a Specialty.

Prompt attention given to all orders from abroad.

OUR MOTTO IS

"Live and Let Live."

WE ARE also agents for the World renowned Wood's Harvesting machinery. The Water & Woods' new enclosed Gear Mower, one of the most perfect mowers ever built. Lightest draft, complete gearing and strongest built. Patent lock nuts, and all latest improvements.

23,000 OF THESE MOWERS SOLD IN 1880.

Call and examine before purchasing elsewhere. BILGER & MEGLY.

MECHANICS' PLANING MILL

—AND—

FURNITURE,

SASH,

BLINDS AND DOORS

—AND—

Moulding Factory,

ASHLAND, OREGON.

E. S. P. MARSKE, Prop'r.

ALL KINDS OF PLANING, MOULDING, Turning, Circular and Scroll Sawing.

FURNITURE & ORNAMENTAL CARVING, ETC., DONE TO ORDER.

Furniture, Sash, Blinds, Doors and Moulding constantly on hand and made to order.

I will contract to design and erect all kinds of buildings. When desirable to those employing me, I will furnish all the material required for the construction of any building, ready for occupancy.

Spring Meeting.

RACES! RACES!

—OVER—

Cardwell's New Race Track.

JACKSONVILLE, OREGON,

Thursday, Friday & Saturday.

May 25, 27 and 29, 1881.

FIRST DAY.

No. 1—Single dash of a mile for 2 year olds and under. Purse \$40; entrance, \$5.

2—Trotting Race, half-mile heats. Purse, \$40; entrance, \$5.

3—Running Race, half-mile heats. Purse, \$30; entrance, \$5.

4—Half-mile dash. Purse, \$25; entrance, \$5.

THIRD DAY.

5—Running Race, dash of a mile and a half. Purse, \$30; entrance, \$10.

6—Foot Race, 80 yards and repeat. Purse, \$25; entrance, \$5.

7—Trotting Race, mile heats, 2 in 3. Purse, \$70; entrance, \$10.

RULES AND REGULATIONS.

All the above purses are free for all, except purse No. 1.

All the above races to be run to rule. National Trotting Association Rules to govern trotting races, and California State Agricultural Society Running Rules to govern running races.

All entries to close at 8 o'clock P. M. preceding each day's racing.

Entrance fee added to purses. In all the above races, three to enter and three to go.

CARDWELL & FLITNER, Prop's.

BLACKSMITHING

—AND—

HORSE - SHOEING.

—

A. BARNEBURG, Prop.

HAVING LEASED THE SHOP FORMERLY occupied by Mat. Shannon I ask a share of the public patronage. Staple produce or Cash taken for work.

GREAT

SLAUGHTER IN PRICES

—AT—

E. JACOBS' STORE

Oregon Street, Jacksonville

WHERE A COMPLETE AND magnificent assortment of new goods has just been received, consisting in part of

CLOTHING,
DRY-GOODS,
GROCERIES,
FANCY GOODS,
BOOTS & SHOES,
SCHOOL BOOKS,
HATS AND CAPS,
TOBACCOS & CIGARS,
HARDWARE AND CARPETS, TINWARE, ALL KINDS PAINTS.

—ALSO—

WINDOW GLASS

GROCERIES.

A FINE ASSORTMENT

—OF—

LADIES' HATS AND

FLOWERS, &c., &c.

In fact everything to be found in a first-class stock of General Merchandise, which will be sold at prices

That Defy Competition.

The highest price allowed for country produce.

Give me a call at my establishment in the Masonic building and be convinced that there is no humbug about this.

E. JACOBS

HUNTERS EMPORIUM!

Jacksonville, Oregon.

FRED OTTEN, - Proprietor.

DEALER IN ALL KINDS OF AGRICULTURAL implements, tools of all kinds and a general assortment of sheet hardware.

He also keeps the largest stock of, and all the latest improvements in

GUNS AND PISTOLS,

—AND A FULL ASSORTMENT OF—

Fishing Tackle,

powder, Shot, &c.

—ALSO—

LAMPS, CHANDELIERS,

AND ALL KINDS OF OIL.

Give him a call and examine his stock before making your purchases.

THE S. F.

VARIETY STORE,

UNDER THE MANAGEMENT OF

LITTLE & CHASE,

JACKSONVILLE.

WILL BE KEPT WELL STOCKED with the choicest

CIGARS,

JEWELRY,

GROCERIES,

CANDIES, NUTS,

PIPES, CARDS,

NOTIONS, CUTLERY,

STATIONERY, ALBUMS,

TOBACCOS, CIGARETTES,

And everything usually found in a first-class variety store.

Our goods are the best and guaranteed to be as represented. Prices low, as we do not propose to be undersold.

Give us a call.

LITTLE & CHASE.

BARGAINS! BARGAINS!!

Clearance Sale

OF

Dry Goods, Fancy Goods.

CLOTHING, HATS, ETC.

AT

COST FOR CASH

For the

Next Sixty Days

AT

Reames Bros.

Ladies trimmed hats worth \$2.50 for \$1.00 at the New York Store.

Sheriff's Sale!

—

Sheriff's Sale

—

ATTENTION

IS CALLED THAT

THE GOODS

IN THE

New York Store,

ARE NOW OFFERED

FOR SALE

AND MUST BE SOLD

REGARDLESS

OF COST

By order of the Creditors.

ASHLAND HARNESS SHOP

C. K. KLUM,

MANUFACTURER OF, AND DEALER IN

Saddlery and Harness,

ASHLAND, OREGON.

KEEPS A GENERAL ASSORTMENT OF goods in his line of trade.

Ladies', Mens' and Boys' Saddles, a Specialty.

TEAM, BUGGY AND

PLOW HARNESS,

WHIPS,

ROBES,

DUSTERS

—AND—

HOSE BLANKETS.

—ALSO—

WINCHESTER REPEATING RIFLES

(commonly called Henry Rifles) of model of 1866, 1873, and 1876.

Pistols, Cartridges, Etc.

Wheat taken at the Highest Market Rates in Exchange for goods.

NOTICE.

Those who are indebted to the undersigned by note or book account are hereby notified that an immediate settlement must be made, as I intend to go East to buy goods, and I must have money.

G. KAREWSKI.

LAST CALL.

Those knowing themselves indebted to Mrs. J. Bilger, on book account, will come forward and settle immediately. The firm has changed hands and all old accounts must be settled. MRS. J. BILGER.

Navy tobacco at the New York Store for 65 cts. per pound.

K. KUBLI,

Odd Fellow's Building Jacksonville, Oregon

DEALER AND WORKER IN

TIN, SHEET IRON, COPPER, LEAD

Pumps,

AGRICULTURAL IMPLEMENTS,

NAILS,

A FIRST-CLASS STOCK OF STOVES

HARDWARE, TINWARE,

POWDER OF EVERY DESCRIPTION

Fuse and Caps,

WOODEN & WILLOW WARE,

ROPE, NAILS,

Paints, Oils, Varnish, Glass

CUTLERY, WIRE,

Shot, Brushes, Chains, Hose

ETC., ETC.

I have secured the services of a first-class Mechanic, and am prepared to do all repairing promptly and in superior style.

IN CONNECTION WITH THE ABOVE I am receiving and have constantly hand a full and first-class stock of

GROCERIES,

DRY-GOODS, GUM ROOTS, TOBACCO

READY MADE CLOTHING,

GLASSWARE, CROCKERY, &c.

Every thing sold at reasonable rates.

K. KUBLI

Jacksonville, March 5, 1878.

G. KAREWSKI,

DEALER IN

STOVES,

TINWARE,

HARDWARE,

DRY GOODS,

Agricultural Implements