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WOOD WORKING MACHINERY.

THE U. S. HOTEL,

Cor. 3d and California Sts., Jacksonville - - Ogn. JANE HOLT, Proprietress.

FIRST-CLASS ACCOMMODATIONS. MEALS AT ALL HOURS.

ROOMS TO LET BY THE DAY, WEEK OR MONTH. Prices Very Moderate.

OUR NEW HOTEL BUILDING BEING completed for occupancy.

ASHLAND Livery, Sale & Feed Stable.

THE UNDERSIGNED TAKES pleasure in announcing that he has purchased these stables and will keep constantly on hand the very best.

HORSES BOARDED.

THE ASHLAND Woolen Manufacturing Co.

BLANKETS, FLANNELS, CASSIMERES, DOESKINS AND HOSIERY.

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LUMBER, LUMBER THOMAS' SAW MILL.

IS NOW FULLY PREPARED FOR business.

ASHLAND AND LINKVILLE Express.

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AM NOW RUNNING A DAILY LINE between the above points.

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COFFIN TRIMMINGS.

LINKVILLE HOTEL, LAKE COUNTY, OGN.

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THE UNDERSIGNED TAKES pleasure in announcing that he has taken charge of this house and that the management will be first-class in every particular.

WOOD WORKING MACHINERY.

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CALIFORNIA ST., Jacksonville, - - - Oregon.

AHEAD AS USUAL !! BY ADOPTING A CASH BASIS !!

THE GREATEST REDUCTION IN PRICES

LARGEST STOCK

GENERAL MERCHANDISE!

GREATEST VARIETY

Buy On 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 on hand the largest and best selected assortment of LADIES' DRESS GOODS and FANCY GOODS of every description in Southern Oregon and will hereafter make this line of goods our specialty and sell them at

Cheaper than the Cheapest.

GROCERIES, HARDWARE, CUTLERY, GLASSWARE, CROCKERY.

A FULL LINE OF ASHLAND GOODS FARM AND FREIGHT WAGONS.

Plows, Gang Plows & Sulky Plows.

DAVID LINN, GENERAL UNDERTAKER.

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LINKVILLE HOTEL, LAKE COUNTY, OGN.

W. C. Greenman, Proprietor.

THE UNDERSIGNED TAKES pleasure in announcing that he has taken charge of this house and that the management will be first-class in every particular.

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ASHLAND COLLEGE

NORMAL SCHOOL. FACULTY.

REV. L. L. ROGERS, A. M., President, Professor of Ancient and Modern Languages, Mental and Moral Philosophy.

REV. LADRU ROYAL, A. M., Vice President and Professor of Higher Mathematics and Natural Science.

MRS. A. A. ROGERS, Professor of English Literature, Principal of Preparatory Department.

MRS. A. W. WELCH, Professor of Instrumental Music.

MRS. KATE THORNTON, Assistant Teacher.

Expenses. TUITION—\$6 a month, \$15 a quarter \$40 a year.

Courses of Study. Course in English Language and Literature—Reading, Elocution, English Grammar, English Analysis and Parsing, English Composition, English Literature, Rhetoric, Ancient History, Mediaeval History, Modern History.

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Course of Latin.—Latin Grammar, Latin Reading, Caesar's Commentaries, Virgil, Cicero's Orations, Livy, Tacitus, Cicero de Officiis.

Course in Greek.—Greek Grammar, Greek Reader, Anabasis, Greek Testament, Memorabilia, Homer, Herodotus, Demosthenes' Orations.

Course in Mathematics.—Arithmetic, Algebra, Geometry, Trigonometry, Surveying, Mechanics, Acoustics and Optics, Astronomy.

Course in Modern Languages.—French Grammar, French Reader, Corinne Racine, German Grammar, German Reader, Goethe, Schiller.

Course in Natural Science.—Geography, Physical Geography, Botany, Zoology, Natural Philosophy, Astronomy, Chemistry, Mineralogy, Geology.

Course in Mental and Moral Philosophy.—Ethics, Psychology, Logic, Esthetics, Moral Philosophy, Theism, Butler's Analogy, Christian Evidences.

Normal Course.—English Grammar, Arithmetic, Geography, Physical Geography, Physiology, Algebra, Zoology, Geometry, Rhetoric, Natural Philosophy, Botany, Christian Evidences.

USUAL COLLEGE DEGREES CONFERRED. College Calendar.

The Fall Term begins Thursday, September 1, 1881. Winter Term commences Thursday, November 24, 1881. Spring Term begins Thursday, March 2, 1882.

SELLING OUT At Cost, at BRECKENFELD'S! NO HUMBUG.

The undersigned is now selling off at cost, to close out business, his complete and first-class assortment of Gents' Furnishing Goods, such as Hats, Shirts, Underwear, etc.

READY FOR BUSINESS. THE JACKSONVILLE ST. AM FLOURING MILL.

Commenced Manufacturing the best of flour on MONDAY, SEPT. 20, 1880.

CRESCENT CITY WAGON ROAD MATTERS.

We publish herewith the text of the agreement between Horace Gasquet of Del Norte county, California, and the members of the Wagon Road committee from Jackson county.

It will be seen that each party to the agreement is expected to do. Much preliminary work has already been done by Mr. Gasquet, and he is in readiness with a large force of men to commence on the grade. All that is necessary now for the people of Jackson county, is to get ready with the half of their subscriptions to the wagon road fund.

This agreement made and entered into on this 1st day of August, 1881, by and between Horace Gasquet of Del Norte county, California, party of the first part, and Mr. Hanley, C. C. Beckman, Max Muller, J. Nunan and E. D. Foudray of Jackson county, State of Oregon—a committee on the part of said Jackson county, Oregon—party of the second party; Witnesseth, that the said party of the first part for and in consideration of the sum of five thousand dollars to him in hand paid, as hereinafter set forth, agrees and by these presents binds himself unto the said party of the second part, or his successors, to construct a good and substantial wagon road from the Oregon boundary line (on what is known as the Howard survey) to the forks of Smith River, said road to be 6 1/2 feet wide, solid roadbed, and of a grade not to exceed one foot in sixteen and a half feet, with sufficient turnouts for all practical purposes; The said party of the first part further agrees with the said party of the second part, for and in consideration of the said sum of five thousand dollars aforesaid,—to be paid as hereinafter set forth,—to build a good and substantial wagon road from the Forks of Smith River aforesaid to the intersection of the old Crescent City wagon road at what is known as the Low Divide in Del Norte county, California. Said road to be in all respects built, as the said road from the Oregon line to the forks of Smith River, is agreed to be built—said entire road to be completed and ready for use on or by the 1st day of June 1882. The said party of the first part further agrees that, in case he fails to complete said road, he will on the failure thereof, have been paid to him by the party of the second part. The said party of the second part—the committee above named—on behalf of Jackson county, Oregon, agrees to collect the subscriptions donated to said road enterprise by the citizens thereof to the amount of five thousand dollars and pay the same to the said party of the first part for and in consideration of his constructing said road as aforesaid—said money to be paid as follows, to-wit: One half at the end of Thirty days from the date of the signing of this agreement by the parties, and the other half when the said road shall have been half completed and received by the party of the second part.

In witness whereof we have hereunto set our hands the day and year first above written.

As regards the organization of the wagon road company, we remark that it is our understanding (though Mr. Gasquet has not thus informed us) that he has obtained in his own name a franchise from the board of supervisors of Del Norte county, and he is now, to all intents and purposes, the wagon road company. This action of the board of supervisors makes him the owner of the road under the laws of California, but does not give him any right to issue shares of stock, but he can do what amounts to the same thing, i. e., he can estimate the cost of the road at so much, and if anyone will work on it for an interest in it, Gasquet can for such work deed him a proportionate interest in the road and franchise. There is some hesitation on the part of the Jackson county committee to sign this contract. The original subscription list of \$5,000 calls for a wagon road from Waldo to Crescent City, but under the new arrangement the road has been diverted, and instead of going to Crescent City, it is now the intention of Mr. Gasquet to run it to the Smith River Corners—a point on the coast that Mr. Howard's survey does not take in. The committee contend, that what Jackson county wants is a road to the coast, but in the subscription list the terminus of the road is fixed a Crescent City. The question with the committee is: Can the subscriptions be collected by law, since the road has been diverted from its original destination? That there should be some doubt on this point is quite natural; and hence the committee hesitate to enter into legal obligation. They are willing to do what they can to raise the sum required, but the guarantee that they

will give a "guarantee of parole." Let Mr. Gasquet go on with the work and when he has the road pretty well under way, a citizen's committee from here with Mr. Howard at its head, will be sent to examine it. If the committee finds, upon examination, that the road is built according to agreement, the first \$2,500 will be paid. This is not exactly what Mr. Gasquet wants, but from the sentiments expressed by a number of our leading citizens it is the best that Jackson county can do under the circumstances.

A SPLENDID SHOWING. WASHINGTON, August 1.—The new fiscal year opens with an unusually favorable exhibit; the reduction in the public debt for the first month, ending last Saturday, being over \$10,000,000, against \$5,600,000 for July, 1880. This large excess of surplus revenue over that for July of last year is attributable entirely to a reduced list of expenditures, as the aggregate receipts for the last month are nearly \$500,000 below that for July, 1880. In the interest-bearing debt there is a reduction of \$18,500,000, that being the amount of five per cent bonds redeemed under the Windom plan of converting this class of bonds into bonds bearing 3 1/2 per cent. This reduction represents the amount of six per cent bonds redeemed since April 1st. The low-rate bonds make their appearance for the first time on the debt statement published to-day, the amount being a fraction over \$178,000,000. The five per cent bonds that have been converted into lower rate bonds will appear on the debt statement for September 1st, but those that are called for redemption, amounting to about \$35,000,000, will not mature until October 1st, after which both the five per cent bonds will entirely disappear from the monthly debt statement. The available cash balance is nearly \$155,000,000, a decrease of \$16,000,000 compared with \$171,000,000 compared with August 1, 1880. The Treasurer's books show that there is now on hand \$44,246,302 in standard silver dollars—an increase for the month of \$100,000.

These figures indicate that during July the Treasurer has managed to disburse about 3,000,000 silver dollars in excess of the number coined during the same period last year. There is an increase of outstanding silver certificates for the month of \$1,700,000, the amount of these certificates now outstanding being nearly \$4,000,000. Of fractional silver coins there is now in the Treasury \$27,250,000, an increase for the month of \$6,800,000. The fact that the Treasury sent out a large amount of these coins during July to various sections of the country in exchange for current funds, shows that the Mints are manufacturing a much greater number of fractional coins than needed. Since January 1st the increase in the amount of these coins in the Treasury vault is about \$2,500,000, and the increase in the silver dollars in the same period is over \$12,000,000.

The receipts from customs for the month just closed were \$17,541,188, a decrease of \$945,589 compared with the corresponding month of last year, and from internal revenues \$12,300,435, an increase of nearly \$1,200,000 compared with July, 1880. The receipts from miscellaneous sources fell off about \$750,000 compared with July of last year.

The debt statement shows a decrease in the debt during July of \$10,078,023; cash in Treasury, \$236,878,190; gold certificates, deposits outstanding, \$10,740,000; refunding certificates, \$633,850; outstanding legal tenders, \$346,681,016; fractional currency, \$7,098,645; cash available on August 1st, \$154,827,274; debt, less cash in the Treasury August 1st, \$1,830,520,788. The amount of 6 per cents continued at 3 1/2 per cent is \$178,000,000. Bonds issued to the Pacific railway companies, interest payable in lawful money, principal outstanding, \$64,923,512; interest accrued and not yet paid, \$323,117; interest paid by the United States, \$15,467,272; interest paid by the companies, by transportation service, \$14,426,644; by cash payments, 5 per cent of net earnings, \$655,108; balance of interest paid by the United States, \$36,385,428.

THE RAILROAD EXTENSION.

The Biggs, Batts county "Recorder," learns from a reliable source, that the C. R. P. Co. will extend their C. & O. branch from Redding to the State line, the route to pass the west side of Mount Shasta, taking in Yreka, and crossing the Klamath near the present ferry, meaning Bell's, no doubt, the route formerly surveyed, thence to Jacksonville and through Oregon to Roseburg, the present terminus of the railroad from Portland southward. The magnates of the Central Pacific and Southern Pacific have been conferring with Henry Villard, or what is better known as the Villard syndicate of Oregon and California, and they together will build the above extension. It is also reported that the Villard syndicate has purchased the Donahue road, with the intention of extending it through Mendocino, Humboldt and Del Norte counties to the Oregon line, which looks as though we may have two lines from the Oregon boundary to San Francisco, one via Redding and the Sacramento Valley, and the other via Eureka on the coast, west of the Coast Range. It may be possible, in view of the determination of Villard to reach San Francisco, which we stated months ago, he was certain to do in making a connection of the Northern Pacific overland road with that city, that the Central Pacific have come to some terms in forming a connection with the road to Redding which would be very poor property unless extended to obtain more business. We are inclined to think that even if Villard has purchased the Donahue road, he will meet the Redding branch in preference, as it will save the building of several hundred miles by his company to reach San Francisco, leaving the Donahue road to be extended at some future period as the business on that route may justify. That Villard is determined to run the trains of the Northern Pacific from the East to San Francisco, as well as Puget Sound and Portland, is a fact which is well known, and if the Oregon line, and the extension in terms for the use of such road, it will no doubt be more satisfactory and prevent the investment of more capital by the Villard syndicate to build a road via the coast line to San Francisco bay. The Villard syndicate undoubtedly controls all the Oregon roads with the Northern Pacific overland road, and when the Northern Pacific is completed, a person can travel clear around the United States by starting from a point in Maine, almost straight west to the Pacific, thence South to the Mexican line, thence east to the Atlantic, and thence north to the point of beginning, a distance of more than 10,000 miles.

Two wonderful hiliptians are holding receptions in London and meeting with great success. The "Midgets," as they are called, are Lucia Zarate and General Mite. The general is twenty-one inches high, and weighs about nine pounds; the lady is nearly the same height and her weight is thirteen pounds. Lucia is a Mexican half-caste, her parents who accompany her, being well proportioned persons of middle size, and her baby sister, two years of age, is taller and much larger than the woman of 18. No infant has yet been found that could wear either her shoes or her rings, the largest of which ornaments is too small to be placed on an ordinary lead pencil, while her bracelets are not large enough to be worn on the finger of an adult.

Again an attempt has been made in this country, at Philadelphia, to establish a "Marriage Benefit Association," the object of which is to assure members a certain sum of money on marrying. Such societies should be numerous in this country, for young men will marry when they feel so disposed, even if they have to borrow a five dollar bill to pay the clergyman, and young women abet them in their rashness. A fixed sum with which to begin married life would prevent a great many tempers from being spoiled, and, therefore, it would prevent divorces.

A local newspaper could be made much more attractive to its readers if its friends would only manifest sufficient interest in it to furnish its columns with all items coming to their notice calculated in the least to interest the public.