

Why was the Railroad not built nearer Jacksonville?

This is a difficult question to answer. But, as we have often been unjustly censured by the public and by transient persons passing through this country because we did not put forth the necessary effort to secure the building of the road through, or near this place, we will submit such observations upon the subject as the occasion seems to demand and allow our censor to draw their own conclusions.

Taking into consideration the geographical lay of the valley and the general direction to be pursued by the road to reach a given point on the Siaklyons we had a right to believe and did believe that the location of Jacksonville was such that an honest survey of the several routes from Rock Point would prove the Blackwell, or Willow Springs to be the shortest and cheapest and therefore the best for the company; and either of these routes would have brought the road sufficiently near us for all practical purposes.

It was believed, at that time, that no minor considerations, and certainly none of local prejudice, could operate against us, or have any weight or influence with a company engaged in a public enterprise of such magnitude; and that the best and shortest line, regardless of personal considerations, or pecuniary interest to the managers would be adopted. It has been all along asserted and by common consent admitted that in the beginning the company had at their disposal a large amount of money; indeed nothing short of a fabulous sum would suffice to complete the vast and complicated system its projectors had mapped out; and it is perhaps not too much to say that at no point in this great undertaking were the funds of the company poured out with such reckless and inexcusable prodigality as between Rock Point and Wagner creek. That more was expended than was necessary for the line of road adopted we shall not pretend to say.

It was understood by all that the company had fixed a maximum grade of something over 52 feet to the mile and that the engineer in charge of this section reported that a grade within this limit could not be had except upon the Gold Hill route. It was confidently believed then, and now almost certainly known from later developments, that the engineer, for some reason, misrepresented the facts in the case, and that this misrepresentation cost the company a large amount of money. Whether true or not it was rumored here that the company were advised of these facts after it was too late and discharged the engineer for being unfaithful. A company charged with such responsibility ought not to suffer itself to be imposed upon nor do we believe it was. The managers knew or ought to have known the true facts in the case and if they did not they were not qualified for the responsible stations they were called to fill. We had a right, however, to suppose that in a public work of this character, the officers in charge would be actuated solely by unselfish motives, and that the road would be located where it would best serve the public and best promote the interests of the company. But the route around Gold Hill which was finally adopted is considerably longer than the Blackwell or Willow Springs, and it is safe to affirm that it cost the company not less than one hundred thousand dollars more to construct it upon this than upon either of the others named; and as it is conceded to be longer, it cannot be pretended that its operation is more economical for the company or that it is in any sense more advantageous to the people.

It is difficult to say by what motives the location of this road were governed. It will be remembered that when it became a fixed fact that the road would be built nearly all those holding lands near any of the surveyed lines were in the highest state of expectancy, and depots were talked of with such fluent certainty as to leave no doubt of the fevered anxiety of almost everybody to have a depot on his place. It is now more than surmised that bids for the location of depots ran high and nowhere nearly so high as upon the line finally adopted. Can it be that the interests of this great company, who were spending millions of money to build up and perfect a north Pacific R. R. system, were deliberately sacrificed for a miserable penny speculation in depots through this valley? If not, can anyone, even at this day, give a good and valid reason why the road was not located on what was conceded to be the shortest and cheapest route? Why unnecessarily lengthen the road by a circuitous route around Gold Hill and make an expen-

sive rock cut, which, it has been all-god cost not less than \$175,000 when only a light and inexpensive dirt cut through Blackwell or Willow Springs would have materially lessened the distance, diminished the cost and given a better line of road? As Jacksonville was the center of trade and business for the valley and to all appearances likely to remain such was it feared that the location of a depot near it would so absorb public interest and attention as to forbid all idea of speculative hope at other points along the line? In a word, why was not the road located in accordance with the natural lay of the country and where it ought, obviously, in the interest of the company, to have been located? If the people of Jacksonville or any of them ever gave cause of offence to the managers or any one in connection with the company they are not aware of it; but, on the contrary, everyone having authority was treated with the utmost courtesy and every effort made consistent with our means to secure the location of the road where it ought to have been, but every overture was met with a proposition we were unable to reach. That we might be rightly understood, and fairly judged by those in authority, as having a proper appreciation of the situation we sent two different delegations to Portland to confer with the managers, and also appealed to Mr. Villard himself but no agreement could be had which would come within our means and we were thus compelled, unwillingly to forego, what would certainly have made this the most booming little town in Oregon; and yet the town will live and grow despite this misfortune and in the face of any and all efforts to disparage or force it down.

Has it ever occurred to the people of Jacksonville and the readers of the "Times" generally that that paper never says a word in behalf of the best interests of Jacksonville or anything concerning the resources of the country? Is the editor afraid to raise his voice lest he offend some subscriber who may be prejudiced against Jacksonville or who believes we have no resources worth mentioning? If so, he sadly mistakes the temper of his readers. Men in this day and age who read and think, despise a truckling spirit and would infinitely prefer to be different with in a dignified and manly way than to be agreed with when it is apparent that that agreement is only to subserve a slavish policy and is so transparent and devoid of principle that even the wayfarer man cannot fail to fathom the selfish motives which lie at the bottom. Of what possible consequence can it be to anyone for the public to be informed that John Smith and Jim Jones came to town Friday or Saturday; or that Mr. so and so built a new fence or painted his house; or that somebody brought an "efficient load of potatoes or watermelons to town? The idea of filling the whole side of a paper with from three to five line personal announcements, under the mistaken notion that people like to see their names in the paper and that the effect is to pave the way for subscriptions, is too ridiculous for anything. A paper ought to be, in some sense, a reflex of the opinions and sentiments of the editor if he has any; but if the "Times" man ever expressed an opinion upon any important subject—except the stereotyped political opinions of his party which are prepared abroad and simply re-echoed by him—the oldest inhabitant has long since forgotten it. It would be a healthy and thoroughly appreciated departure from the "sole leather" policy for the "Times" to express just one decisive and solid opinion upon anything. Let us ask him to make one effort anyway, and if he fails, the effort itself will be good for him, besides since the good only die young he need have no fear of fatal consequences.

The register and receiver of the of the land office at Oregon City have been instructed by recent letter from the commissioner of the general land office at Washington to allow the filing of applications by homestead and pre-emption claimants upon odd sections of land lying within the limits of twenty-five miles of Forest Grove and in the scope of country to the north, northwest and west of that place. These lands, it is claimed by the Oregon and California Railroad Company, belong to it by grant contained in act of congress of May 4, 1870, granting lands to aid in the construction of the railroad from Portland to McMinnville. Yesterday Mr. R. Koshler, receiver, presented to Judge Deady his petition asking leave to file a bill for injunction against said register and receiver to restrain them from allowing such applications to be filed. The prayer was granted and such bill will accordingly be filed as soon as the same can be prepared.

Query? How is it that the County Court has already issued over seven thousand warrants in Rogue river bridge warrants—more than half of the contract price for the completion of the bridge—and the structure not yet commenced and but a mere handful of the material yet on the ground? These warrants have already been protested and are drawing interest and taxpayers will have this unnecessary interest to pay. This is a species of liberality, not to say extravagant and stupid financing that nobody except those in whose favor the warrants were drawn will be likely to endorse or appreciate.

President Cleveland having been requested by Mrs. Grant to name the pall bearers for General Grant's funeral, appointed the following named gentlemen: General William T. Sherman, Lieutenant General Philip H. Sheridan, Admiral David D. Porter, Vice Admiral Stephen C. Rowan, General Joseph E. Johnson of Virginia, General Simon Buckner of Kentucky, Hamilton Fish of New York, George S. Bestwell of Massachusetts, Geo. W. Childs of Pennsylvania, John A. Logan Illinois, George Jones of New York and Oliver Hoyt of New York.

The New York Tribune has been paying some attention to an alleged correspondence between the President and a reported indorser of an applicant for office who is said to reside in Oregon. It has demonstrated pretty conclusively that the letter, if it was written, was given out by Cleveland himself to parade his virtuous indignation. After showing this to be the fact the Tribune points out that there is no necessity for going into heroics, as a remedy for the trouble much simpler exists—namely, the withdrawal of the appointee if the appointee is unworthy.

The Latest Case. Hon. Joseph P. Bradley, United States Supreme Judge, says Johnson's New Universal Cyclopaedia contains all the larger works due of importance. He values it highly. "It is a valuable mine of information." "Good authority for the next half century."—[Hon. Charles Francis Adams.] "Extremely useful to all classes."—[Hon. Charles O'Connor.] Secure a set of Johnson's Cyclopaedias and you never will regret it. It is a better investment than money put out at compound interest for a man who has a family to educate. It comes within reach of all. C. H. Libby of Portland Oregon, General Manager for the Pacific coast, can supply you. Address as above.

DIED. MATHEWS—On Butte creek August 12, 1885, of typhoid fever, John Mathews, aged about 70 years. POPE—On Big Butte creek, August 11, 1885, Anthony R., son of H. H. Pope and wife, aged 3 years and 11 days. FURRY—In Eden precinct, August 8, 1885, Miss Leona G. Furry, aged 19 years, 5 months and 16 days.

MARRIED. WILLEY—THORNTON—In Ashland, Aug. 12, 1885, by Rev. A. C. Fairchild, Mr. A. L. Willey and Miss Laura Thornton.

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Jewelry. Diamonds in every shape. Ladies' sets of jewelry, from the 50-cent black set to the \$200 bird sets of diamonds. Gents' and ladies' gold chains, lockets and charms. Pins and Buttons. Gents' gold scarf-pins, scarf-slides, studs and collar-buttons.

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As the demand for fruit trees is so great in this valley I have started a Nursery in this place and will raise nothing but the finest varieties. This year I will sell from the Woodburn Nursery as usual and also from the celebrated Alameda Nursery, Oakland Cal. The following are some of the leading varieties I will keep: Peaches. Early York, Briggs Red May, E. and L. Crawford's, Wal's early, Amsden, Alexander, Orange Gling, Lemon Gling and many more.

Prunes and Plums. Petite Prune d'Agon, Italian Prune, Golden Prune, Grosse Prune, St. Catherine Prune, Peach Plum, Yellow Egg, Coe's Golden Drop, Bradshaw, Japan Plum, Cherries, Nectarine, Apricot, Quince, Apple, French Gooseberry, Oregon Champagne Berries, and all kinds of ornamental and shade trees.

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Having moved to my new stand on California street opposite the Union Livory stable I ask my friends and the public generally to give me a call. I keep Beer, Wine and Cigars and a first class lunch can be had at any time for 25 cents. FRED GROB.

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