

THE DEMOCRAT.

EDITED AND PUBLISHED BY
D. E. Van Valkenburgh.
Thursday, June 24, 1869.

THE LaPorte papers publish a call for a re-union of the 29th regiment of Indiana volunteers, to take place at LaPorte, next August, that being the anniversary of the regiment's organization. Camp Jackson is to be re-established. The LaPorte *Argus* grows eloquent in its laudations of the 29th, and promises all kinds of good things in behalf of the citizens of LaPorte.

The first victory of this celebrated regiment, was, an old farmer of this county, whom they violently arrested and maltreated in the streets of Plymouth, bound him, abused and insulted him in every conceivable manner; carried him to "Camp Jackson," where, for several days and nights, he was subjected to almost every indignity which his tormentors could devise, even going so far as to place a rope around his neck, with threats that if he did not divulge certain matters relative to the democracy of this county, (which he knew nothing of) they would hang him. After maltreating him bodily, and applying to him all the opprobrious insults which unrestrained devilry could devise, he was released and permitted to return to his family. And then amid the expostulation of those engaged in the terrible battle with the old man, was inscribed on its banners the first grand victory of the 29th Regiment of Indiana Volunteers.

After some months campaigning at the front, and feeling, doubtless that there were no more foes there which they desired to encounter, a detachment was sent home to do such deeds of violence as a few leading, dirty abolition scabs of LaPorte might direct. The principal feat of valor which it was desired they should accomplish was the destruction of the LaPorte Democrat printing office, which was accomplished on the evening of February 15, 1864. This was the second glorious and complete home victory achieved by this noble regiment. Of course there were many brilliant skirmishes in which detachments of the regiment won renown. Such as brandishing swords and pistols over the heads of peaceable and law-abiding citizens compelling them to keep watch over their premises day and night to ensure their safety; but these minor victories will be chronicled more fully by the historian whose loyal duty it shall be to hand down to posterity the glorious achievements of this noble regiment.

Many of this regiment fell with their faces to the foe manfully battling for the cause which they had espoused while others, maimed and crippled, are permitted by the loyal scoundrels who remained from danger and urged them to the front, to hobble through life as best they can, except when they can be made available politically, when their professed love and admiration of them becomes intensely disgusting. None but these who planned or executed the brilliant campaigns we have noted will claim any of the honors to which the victors are justly entitled.

By all means, let us have the re-union. There may be found plenty of victims, old men and cripples who can make but a feeble resistance to the combined strategy and military power of the regiment, while our neighbor at the *Argus* would not likely object to having the regiment re-win battle No. 2 in his establishment.

The Fifteenth Amendment.

The amendment to the constitution of the United States, establishing negro, Chinese, Malay, Congo, and every other kind of suffrage, commonly known as "the fifteenth amendment," is at this time, the great object of radicalism, and indispensable to its further existence. Indiana is regarded as the fulcrum upon which the question turns, and it is the main battle field of the contest. Knowing full well that the voice of the state is overwhelmingly against it; the energies of "the powers that be," have been devoted to devising means to stifle that voice and force the state into an acceptance. The nerve and fidelity to principle, of our democratic legislators defeated its passage by the late legislature. Their resignations—their overwhelming indifference by their constituents, by re-elections, and their re-signations, all spoke, trumpet-tongued, against the measure, and the disgraceful attempt of a rump fragment to pass it without a quorum, are now all matters of history fresh in the minds of the people. When the democratic legislators first resigned not even the wildest radical dreamed of any power in the fragment left to pass the measure. When all the old members who resigned were re-elected by largely increased majorities, and the special session had convened, still there was no thought of accomplishing their object by the means finally resorted to. When Senator Morton offered the bill in congress, enabling less than a quorum of

the legislature to adopt the amendment the proposition was so preposterous that even the rump congress was shocked by its enormity, and spurned it from them, refusing to pass a measure so at war with every principle of common sense and free government. But when all other means failed; after the democratic members had resigned a second time, and a quorum was broken—when the members left had no more power to create a legislative enactment, than a common town meeting the radical members remaining went through the mockery of passing the amendment, relying upon the rump congress to accept the act as legitimate in case all other means failed of accomplishing their ends. At the time of its passage hardly a man was found to acknowledge the proceeding as anything but a nullity. Even the New York Tribune, Governor Baker, the radical state officers, and all the leading radical journals shrank from the task of recognizing it as of any binding force. But Senator Morton and a few of his chosen followers, saw the necessity of sustaining it, and went diligently to work to educate their party up to the desired work. Gov. Morton has prepared and published a lengthy dissertation, endeavoring to sustain the action of the rump legislature in passing the amendment. For a time the radical journals of the country treated this protocol with ominous silence; but one by one they have fallen into line, until already nearly the whole radical press have given in their adhesion to Morton's doctrine, that Indiana has adopted the fifteenth amendment to the constitution. All the leading radical papers, and nearly every country sheet in the state have either directly or tacitly accepted the situation and made the measure a plank in their party platform. They know it is "neck or nothing" with them, and if they cannot sustain it they must fall with it.—*Miami Sentinel.*

THE STATE.

—LaPorte and Michigan City are excited over the proposed railway from the former to the latter place. Presidents, directors, and other officers, necessary and unnecessary, have been appointed; and all that remains now to be done is to build the road.

—Old settlers, and some not very old, have organized a historical society at Warsaw, and have christened it the "Kosciusko County Historical Society." David Rippey, president; W. C. Graves, vice president; Geo. Moon, treasurer; Reuben Williams, secretary. The rail of obscurity is to be lifted from the valorous deeds of that commonwealth.

—A terrible tragedy occurred at Covington, in this state, on the evening of June 12th. Fred Remster shot and killed Mrs. Jones, a respectable widow lady, aged about 75 years. He then shot and mortally wounded Miss Beckelheim, aged 17. He then attempted to shoot John F. Ansler, but the cap on his pistol snapped, when Mr. Ansler seized him with a powerful grip, and held him until assistance reached him. Remster had been drinking and gambling to such an extent that he was thoroughly crazed.

—The Crown Point Register raises the scalp of the Lake county commissioners for allowing exorbitant bills to non residents for stationery, while bills of residents and tax payers are scanned with commendable scrutiny.

—The South Bend Register admits that times are hard, and taxes high; but thinks the cause is not attributable to the public debt, but to the dishonesty of officials, and the extravagance of the people. It is by the use of such language that disloyalty is known. We know whereof we affirm, having suffered condemnation for the same of late.

—The dead body of a woman was found in the east race, at South Bend, on Monday morning, 14th. The deceased proved to be Mrs. Mary Black, or Schwartz, of LaPorte. Cause—in-temperance.

—The Goshen Democrat has entered its thirty-second volume.

—For want of local items the Valparaiso *Vindicator* publishes arrivals at the different hotels. The Junior of the *Vindicator* expands over the reflection that he has received invitations to turkey-dinners, strawberry festivals, &c. When such invitations are extended to us, we make it a condition of acceptance that a public notice of it will not be expected, as the invitations are so numerous that all our available space would be monopolized.

—Women in Russia owning property have the right to vote by proxy. Women in this country owning husbands enjoy the same right.

—Lima, Ohio, serves confidence men by shaving their heads and then applying tar and feathers to prevent cold.

—The body of H. Y. Barnes, a notorious horse thief, was found hanging to a tree in Shelby county, Tenn., on Thursday of last week, riddled with bullets.

AN OVERLAND TRIP TO OREGON.

DALLAS CITY, OREGON, }
May 27th, 1869. }

DEAR VAN:—Passing several important places and ranches we arrived at Cheyenne W. T. 516 miles west of Omaha, at 6:15, Wednesday, (April 14th) This was for a long time the terminus of the road and had at one time even a worse notoriety than Julesburg had. When we got into Cheyenne a severe snow storm was raging, snow to the depth of several inches was already on the ground with a good prospect of several inches more, and blowing, Gracious, don't talk to me about wind, hurricanes, and tornadoes. You'd think every minute the cars themselves would be blown off the track. Bureau and I were assured, with the utmost gravity by one of the brakemen that the week before, 3 saloons, 2 hotels and one hardy-gurdy house had been blown up and carried away foundations and all to a point just this side of Hillsdale, 42 miles distant, by one of these tornadoes. I leave this for the readers of the DEMOCRAT to believe or not. The wind whistled around the houses and street corners in such a manner, you could hardly hear a person speak. I was informed by men living here, that they had this kind of weather most of the time. Owing to the high altitude (7,040 ft. above the sea) Cheyenne is quite a business place, and it being the nearest place to Denver, 160 miles south, all goods are re-shipped here for that place giving employment to a large number of men. Several lines of stages diverge from here to Denver, and before two years it is confidentially expected by people here that Denver and Cheyenne will be connected by rail. I understand that the survey has already been made and the route found to be entirely practicable. Two newspapers are published here—Cheyenne Advertiser and the Cheyenne News. One is a daily the other a weekly paper. They also have a regular city council, including policemen, and also a goodly number of vigilance committees. I had the pleasure of seeing one of the committees' notices stuck up on the U. P. R. Depot. It was made in the interest, as the notice said of one "Shooting Jim" a terrible desperado, who had infested the country of late, warning the aforesaid "Shooting Jim" that if he did not make his presence invisible and leave the territory within three days they would launch the aforesaid "Shooting Jim" to a pine bough and also into the next world, together with a goodly number of skeleton heads, cross bones, and the presidents name signed, all in red ink. Taking supper here we left at 6:45. The country becomes more desolate as you leave Cheyenne, nothing but rocks and snow. The cuts through the rocks were only blasted wide enough to admit the cars, and the makes it very bad when there is any snow, in getting the snow out. They have to run their snow plows in, get on a load, back out, dump it off and then go through the same process again, whereas, if the cuts were wider, the snow could be pushed aside. Night closed in on us at Buford, 48 miles west of Cheyenne. We passed Laramie at 10:40. This was also a great place for cut-throats, gamblers, and horse thieves while the railroad terminus was there, which was some two months. Passed Sherman at 1:30 a. m. Thursday, April 15th. This is the highest point on the Union Pacific road, and is said to be the highest on any Rail Road in the United States, or in the world. I believe there will be one point on the Mont Cenis Railway in Europe, which when the road is completed, will be some higher. Sherman is 8,424 feet above the level of the sea, being 382 ft. higher than the summit on the Central Pacific over the the Sierra Nevada Mountains. From Sherman the road is down grade. We pass Saunders at 3:00 a. m. Old Fort Saunders is 10 miles south of here, and Cooper's Lake at 4:00 a. m. Pass Medicine Bow Creek at 7:00 a. m. named in honor of the great Cheyenne Chief Medicine Bow. The scenery here is very beautiful. To the south are the Medicine Bow bluffs and to the north are the snow capped peaks of the Black Hills. Pass Carbon at 9. Two miles south of here are the coal mines of the Company, which I spoke of in another part of this letter. The coal is said to be equal in quality to our best Pennsylvania coal. The company have a track from here down to the banks. Pass Como at 10. From here Elk Mountain is distinctly visible 35 miles south east. We now enter what is called Bridger's Pass, and cross the North Platte River at Fort Steele for the first time since leaving North Platte, and for the last time. The North Platte rises near Elk Mountains and runs directly north for

a distance of over 200 miles, then east, and empties into the main Platte at North Platte 291 miles west of the Missouri. Passed Creston at 10:45. Bitter Creek rises a few miles south of here, and as Bitter Creek is the farthest east of any water that empties into the Pacific. It is called Creston or Separation, and is supposed to be the dividing line between the waters that flow into the Atlantic from those of the Pacific.

We pass Percy at 11, and St. Mary's at 11:15. My friend Burch said he didn't have the most pleasing recollections of this portion of the route, for in coming to the states last February he was snowed in at Rawling's Springs 30 miles west of here, was obliged to remain there over 12 days, and then he in company with some 50 others were obliged to walk in the snow, over this route from Rawling's to Laramie a distance of 137 miles. On nearing Rawlings the scenery becomes wild and desolate in the extreme. 18 miles east of there we passed through a tunnel 680 ft. long, the first one on the route going west. Arrived at Rawling's Springs at 11:30 Thursday, and took dinner. Rawling's is quite a business place, and is 70.9 miles west of Omaha. The Rail Road Company have a large Depot and eating house here that would be credit to any eastern road. It was here I saw the first tent buildings of any kind. The business street is just back of the depot and they are all canvas buildings. There is no timber here, and no soil to build anything with. As one of the Rawling's merchants expressed it in giving a description of the resources of the place and as every thing was rock giving them no chance to burrow in the ground they naturally fell back on canvas. These canvas buildings are very handy for the wandering and irresponsible class, as they are called here, for emigrating and keeping up with the end of the track. I was informed that the city here was built in a night and before three days it had over a thousand inhabitants. I had the pleasure of seeing several more vigilance committees' notices here warning certain desperados to slope or be saung. Leaving Rawling's at 12 m. we crossed Red Desert, 25 miles west, which is 22 miles long, and the most desolate scope of country I ever wish to see. It is a red gravel, and nothing grows upon it even the sage-bush, which has the name of being able to grow anywhere, forsakes it. 23 miles west, we strike Bitter Creek, this is appropriately named, the water is very red and exceedingly brackish, it empties into Green River 49 miles east of Bridger, Utah. We arrived at Black Buttes at 2 p. m. Thursday, and Point of Rocks at 3. Between Black Buttes and Bryan, a distance of 61 miles, Bitter Creek is bridged 28 times. Between Point of Rocks and Bryan the scenery is grand. The Black Hills and Laramie Mountains are distinctly visible to the north and the Blue River Mountains to the south; 28 miles north of here is the Laramie Pass, where all the wagon roads diverge north-west into the Sweet Water Country. The pass strikes the Sweet River Valley 8.9 miles north of Bryan; the rocks here are a soft, red, slate stone, showing distinctly the action of volcanic fires in former centuries. Seams of coal are distinctly visible, in many places and 20 miles east of Bridger the company have extensive coal beds which they are just beginning to work. The road runs up Bitter Creek Valley until it strikes Green River 5 miles east of Bryan. We cross Green River at 4:15, the river cuts its way through the solid rock making the banks very steep and almost perpendicular. They are called the pallasades; you can see plenty petrified rock here, and the cliffs or pallasades hundreds of feet above your head, show unmistakably the action of water in centuries gone by. The road runs along the edges of the pallasades next the river for miles. Going west you look down hundreds of feet to your right and see the swift and noisy waters of Green River and to your left hundreds of feet above you are the tops of the cliffs. If a train should leave the track here it would be certain death, for there is not a space of 2 ft. between the outer rail, and the edge of the grade, consequently they run very slow. 25 miles east of Bryan we pass Table Rock and Pilot Knob. Table Rock is a square mass of rock, rising high above the other peaks, it is as square as though hewn by man, and it runs up for a distance of 800 ft. perfectly square. Pilot Knob is more irregular, but none the less beautiful. We saw them both at Creston to-day, 85 miles east. I saw one place, just as we crossed Green River, where last spring 3 baggage cars and one engine were precipitated down an embankment 160 ft. high. The train was an extra bound for Rawling's and was running very fast. 6

men were on the train, the engineer, fireman, and 4 brakemen; they were all killed except the engineer, who strange to say, escaped with but a few bruises and that same engineer is now running our train. I got out on the platform and saw old number 32 and her three coaches lying in a very dilapidated condition at the bottom of the grade partly submerged by the waters of Green River, and I must say I looked pretty sealy and I inwardly resolved, about that time that I guessed I wouldn't take any railroad engineering in mine. We leave Green River 20 miles east of Bryan pass Green River station, 10 miles east, and arrived at Bryan, 85 miles west of Omaha and 80 miles east of the line between Wyoming Territory and Utah, Thursday (April 15) at 5:15 p. m. Bryan is the car and repair shops, for the Bridger quite a business place. Here are all division which includes all that portion of the road from Bryan to Wash-satch a distance of 120 miles. The business street is like that at Rawling's, all tents, of course the regular number of saloons, hardy-gurdys, and gambling hells are situated here, but the most of the town is deserted, the roughs and floating population having emigrated to the end of the track. Leaving the readers of the DEMOCRAT here, I will proceed to make my way over to the Zazerae Hotel, a few rods from the Depot which beckons me with the very seductive information painted in flaming letters above the door that "For 75 cents" I can "get a good, square meal at the Zazerae Hotel."

Very Truly Yours
ORLANDO M. PACKARD.

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Going North.	STATIONS & SIDINGS.	Going South.
3:10 PM	Tr. LaPorte.....	7:30 AM
4:35 "	66 ".....	7:50 "
4:10 "	66 ".....	8:20 "
3:50 "	66 ".....	8:45 "
3:25 "	66 ".....	9:10 "
3:00 "	66 ".....	9:35 "
2:40 "	66 ".....	10:00 "
2:20 "	66 ".....	10:25 "
2:00 "	66 ".....	10:50 "
1:40 "	66 ".....	11:15 "
1:20 "	66 ".....	11:40 "
1:00 "	66 ".....	12:05 "
12:40 "	66 ".....	12:30 "
12:20 "	66 ".....	12:55 "
12:00 "	66 ".....	1:20 "
11:40 "	66 ".....	1:45 "
11:20 "	66 ".....	2:10 "
11:00 "	66 ".....	2:35 "
10:40 "	66 ".....	3:00 "
10:20 "	66 ".....	3:25 "
10:00 "	66 ".....	3:50 "
9:40 "	66 ".....	4:15 "
9:20 "	66 ".....	4:40 "
9:00 "	66 ".....	5:05 "
8:40 "	66 ".....	5:30 "
8:20 "	66 ".....	5:55 "
8:00 "	66 ".....	6:20 "
7:40 "	66 ".....	6:45 "
7:20 "	66 ".....	7:10 "

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