# The Oregon Argus.

W. L. ADAMS, EDITOR AND PROPRIETOR.

**OREGON CITY:**

SATURDAY, OCTOBER 31, 1857.


☞ D. W. CRAIG is authorized to do any business connected with The Argus Office during my absence. W. L. ADAMS.

☞ There was quite a lively time in Portland the last week, owing to several topics of interest being brought upon the tapis in quick succession. First came the news of the robbery of Trevitt's store, which threw the whole city into a tremendous excitement. Every body of course was busy in trying to hunt up the burglars. While public attention was being thus directed, "Jo Lane's boy," who turns the crank of the Times, seized upon the opportunity to "ferret out" the editor of the Standard and spit in his face. The cause of this *nigger*-ly assault has not transpired, excepting to a few who are initiated into the mysteries of the discipline pertaining to the "time-honored usages of our party." We presume Jo Lane told him it must be done in order to "save the Union." Of course a man with the patriotism of a "union-loving democrat" like Leland would "submit" to such an operation, as all good driven-nigger democrats are taught to do when the "safety of our glorious Union" is at stake. "Black Republicans" being against "submitting" to such discipline, are of course denounced as "disunionists."

This little affair of course became the theme of conversation for a time among the little squads, who, for the moment, abandoned all thoughts of the robbers, and congregated in knots around the corners and groceries to talk over the matter, and express opinions of course in harmony with their politics.

Next came the news of an accident by which some person got his head broke, and was already at the doctor's office having his skull trepanned. Amid all this tumult which had placed the whole population on its "beam ends," bang! went the cannon of the U. S. M. Steamer, which hove in sight, rounded to, and brought the terrible news that the steamer Central America was wrecked off the coast of North Carolina, with the loss of nearly five hundred passengers, an account of which will be found in this paper.

☞ John D. Dement of this city was a passenger on the Central America, recently wrecked off Cape Hatteras. He was picked up by a vessel the next morning after the steamer went down, after having floated on a plank twelve hours.—Mr. Dement has had several narrow escapes by sea before, and he was low spirited for a month before he left for the States, by reason of a presentiment that "something was going to happen." He lost no money excepting what he had on his person for traveling expenses. We predict that if he gets home safe this time he will always "take it by land," instead of water, unless, perhaps, urgent business should induce him to embark on the "raging canawl," in which case he will probably be furnished with two life preservers, besides having a plank strapped to his back.

☞ The fire proof store house of Trevitt & co., of Portland, was broken open by burglars last Saturday night and robbed of some three thousand dollars. The thieves cut a hole in the roof of the building by which they entered it, and after opening the doors rolled the safe upon a dray, and "took the responsibility of removing the deposits" a short distance out of town, when the safe was blown open with powder and the cash taken out. No clue has yet been had to the robbers.

☞ Mr. Latourette has left a "pound" pear in this office weighing two pounds.—Those who can beat that will be admitted to our sanctum at almost any hour.

☞ The "rainy season" has set in, judging from the mists that hang around the mountain tops, and the occasional gentle showers. The prospect is good for an open winter. The late rains have started the grass, so that the prairies and hill tops are clothed with green, and the "cattle upon a thousand hills" are luxuriating in "good grass."

☞ Some few persons are endeavoring to frighten voters into supporting the constitution by telling them that if they vote against the constitution they have no right to vote on the subject of slavery. Let every man remember that he can vote for or against the constitution, just as he pleases, and then he can vote for or against slavery, just as he chooses, and then for or against free negroes, just as he likes.

☞ We hope that our friends will bear in mind our request to send us the result of the vote on the constitution and on slavery, as soon as the polls are closed on the 9th of November. Let every man see to it that he is at the polls, and, after after voting on the constitution, let him discharge his duty to his country, his posterity, and his God, by voting against slavery. The present prospect is that "free state" will carry by over 3000 majority, but let us have 5000 majority if we can. The negro-worshipers have already caved in and acknowledge they have not a ghost of a chance for slavery.

☞ Dierdorff & Ainsworth have built a fire-proof store house immediately above Holmes' brick building.

## TOTAL LOSS

### Of the U. S. Mail Steamship

## CENTRAL AMERICA!

### With over 400 Lives!!

It becomes our painful duty to announce the total loss of the steamship Central America (late the George Law), with more than four hundred lives, the California mails of the 20th of August, and between fifteen and sixteen hundred thousand dollars in specie, on the 12th of September. The Central America was bound to New York, and foundered at sea in a tremendous hurricane, when off Cape Hatteras, and all the efforts of her noble commander and brave crew could not save her.

The Central America was not a new steamer, but was the old George Law, which was overhauled, re-constructed, and re-named a few months since. She was built in 1853, and is said by the New York papers to have been considered a very staunch boat. She was a large side-wheel steamer, with but a small spread of canvas, and was commanded by Lieut. Wm. L. Herndon, of the U. S. Navy, who is well known to the country as the leader of the Amazon Exploring Expedition. He was a gallant officer and a thorough seaman. He is supposed to have perished, as he went down with the vessel, but was afterward seen struggling manfully for life.

THE PROBABLE NUMBER LOST.

When the Central America arrived at Havana, she reported at the office of the Captain-General as having on board 492 passengers, crew 101—in all 593. She landed 6 and took on about 5, making the whole number on board when she left Havana, 592. Number known to be saved, 173—missing, 419.

R. T. Brown, Esq., one of the pioneer merchants of Sacramento, and a gentleman in whose statements the utmost reliance can be placed, furnishes the New York Tribune with the following thrilling narrative. Mr. Brown and a single companion were the first to reach New York. Like many others of the gallant souls on board the ill-fated vessel, he went down with the ship, and was the last rescued, by the barque Ellen, from the waves, after being in the sea for twelve hours.

STATEMENT OF MR. R. T. BROWN.

We left Aspinwall on the afternoon of September 3, at 4 o'clock; arrived at Havana on Monday evening, the 7th. Left Havana the next morning about 9 o'clock. I did not go on shore at Havana. The weather was fine. Sept. 9, Wednesday morning, the wind blew fresh. Sept. 10, Thursday morning, strong wind; at night very strong, almost a hurricane. Sept. 11, Friday morning, there was a heavy and severe gale. I sat from 8 o'clock in the morning until 12 at noon watching the progress of the storm. The steamer, all the time, had her head on the sea, and acted handsomely, and never appeared to even strain, for there was no creaking noise of that character. The wind was very strong, but the sea was excessively high. At that time the vessel behaved so well that I made up my mind to wait two weeks for her at any subsequent time that I should wish to go to California. There is but one opinion on this subject held by all of the fifty passengers saved on the Ellen. Capt. Badger said that he never saw a ship behave better. The only apprehension I felt was that her machinery might give out or become damaged. During the morning the spanker was set, but in an hour it was blown away. At 12 o'clock I went down stairs; I was there hardly an hour, when word was given to get all the buckets ready Capt. Badger giving the order. At 2 o'clock all hands commenced bailing. At this time one of the engines—that on the starboard side—stopped, owing to the fire in the furnace going out. At 2 o'clock the fire in the furnace on the larboard side went out, and that engine, which had been working but slowly, also stopped. The reason was that they could not get coal, on account of the water which had come in. After the fires went out, the steamer went into the trough of the sea. There were two lines of buckets formed from the lower well-hole, near the cabin, to the deck—about fifty men in each line, besides fifty men forward, who were bailing from the well-hole on the steerage side of the steamer. We worked assiduously and laboriously, and succeeded in preventing the water from increasing upon us by the rapid use of the buckets. Until dark, the water in the hole was not so deep but that we could see the pig iron in the bottom, which was carried there for ballast. Near dark it commenced gaining on us considerably, and continued to gain until she sank.—The pumps aft, on deck, were entirely out of order, and would not draw the water. Men, however, worked them all night.—During Friday afternoon, they succeeded in getting up steam again for a short time.

Sept. 12, Saturday morning, I worked six hours, only resting once or twice, but afterward we discovered that no water had been drawn up by them, and that our labor was accordingly lost. The discharging pipes of the pumps is on the side, below the deck and out of sight—hence the ignorance of the futility of their labors.—I first took hold and worked three hours, but, finding that we were not gaining on the water, we had them repaired. We then went to work again, although I told them that I did not want to waste strength upon them unless they were doing some service. In about two or three hours, one of those who repaired them came to us and said they did not work to effect, as he had discovered, on examination, that they brought up no water. We then went to work to haul a rope which was attached to barrels, which we passed up and down through the skylight. The man who tried to repair the pumps said they were all out of order. The bailers were at work, also, all of the preceding night, and they worked faithfully, consisting of passengers, both fore and aft. I do not think any one slept that night, except some few who laid down from exhaustion. I did not sleep a moment from Thursday night until I got on board the barque Ellen, on Saturday morning, when I immediately fell asleep, being completely worn out and exhausted. About 3 o'clock on Saturday a sail hove in sight. We fired a gun and placed our flag at half mast. It proved to be the barque Marine, of Boston. We then considered ourselves safe. She came near and we told her our condition. She lay about a mile distant, and we sent the ladies and children, in three small boats to the barque. There were thus sent about twenty-six ladies. Accompanying the ladies was Judge Munsen, of Sacramento, Albert Priest, of Jamaica, L. I., and Theodore Payne, of San Francisco, besides three or four others, whose names I do not know. The engineer, George E. Ashby, assumed the sole charge of the last boat, and, as some approached, endeavoring to get in, he drew his knife and threatened to stab any other one who should attempt to get into the boat, there being four or five already in her; but, watching his opportunity at a convenient moment, he jumped into the boat and pushed off in a cowardly manner. Among the rescued passengers, there is but one opinion, and that is that the loss of the steamer is to be attributed to him, in letting the fires go out.

The ports of the Central America could not be closed tightly in the lower cabin, and the vessel leaked very badly at the shaft, so much that the engineer had previously asked for blankets to stop the leak. One of our small boats was washed away on Friday, and two were stove in launching. About dark a schooner hove in sight, and passed us on the starboard side; she was told our position by the captain. Her captain replied that "he would lie by;" but on the contrary, they passed, and we saw nothing more of them. She passed so quickly, that we could not ascertain her name. She was rather small, and clipper built, but of sufficient size to have contained us all. At that time the storm was not very severe. We then had but one sail on our mainmast. The brig Marine was fast disappearing. She would have probably taken on board more passengers, but she was disabled in her sailing gear, so she could not control her motions, and had to run before the wind. We now perceived no hope of keeping afloat much longer, and nearly all prepared for the worst by procuring life-preservers and floating materials. Three rockets were discharged, and just afterward a heavy sea broke nearly over her, carrying two or three hundred souls with it as it receded into the ocean, of which number I was one. The life preservers were mostly all tin, and were therefore not of much service, as a slight dent from coming in contact with a solid substance would destroy them.—But few cork preservers were on board.

I had, previously to our being struck by the sea gone on the hurricane deck, and taking the square cover to a hatchway, tied ropes around it and carried it to the starboard wheelhouse, to be ready for use when she sunk. I had hardly got there when this wave carried me into the ocean; I had also a cork life-preserver on, and held tightly to one of the ropes I had fastened to the hatchway. I went down, and remained until nearly strangled. The sea was as high then as at any time, but it was less windy.

When I came up and had freed my eyes from water, so as to look around, the steamer had disappeared. The sea was literally covered with human beings and floating objects. A fearful cry—almost a yell—shrieked in my ears, which seemed to arise from all of them at once. I succeeded in getting on a piece of the hurricane deck, where I was soon joined by a companion—Mr. John D. Dement, of Oregon City.

This was about 8 o'clock in the evening. We remained there all night, tossed about. The clouds had dispersed and it was starlight. On the morning of Sunday we saw a sail, and succeeded in attracting attention. At eight o'clock we were picked up by the Norwegian barque Ellen, we having been in the water twelve hours.

We were the last ones rescued. No others were in sight, and we saw none afterward. Forty-eight passengers were already on board. At the request of Mr. Easton, the captain had continued his search until he found us.

THE HURRICANE.

There is little doubt that the hurricane had a circular motion—or was, in fact, what is commonly callee a whirlwind. From the direction it took, it is probable that the Central America was caught in the very center of the whirl. The outer edge of the whirlwind doubtless struck her on Wednesday, the 9th, the time which the Empire City first experienced it, and from that time until Saturday, the 12th, she must have gallantly battled with it, until the center reached her, and she could no longer hold out against the terrors of this awful phenomena.

The extent of the gale must have been considerable, for the Cunard steamer Persia experienced a heavy touch of it on Friday, Sept. 11th, which literally swept her decks, though her course was a good deal to the northward of the track of the Central America and Empire City. Its fury reached as far south at least as Wilmington, North Carolina, where considerable damage was done to the shipping from Friday to Sunday, and vessels continued to arrive daily at New York and other ports with the effects experienced in this terrible blow.

The ship foundered on the eastern edge of the Gulf Stream, about 400 miles from Cape Hatteras, which has been truly termed "the graveyard of the mariner."

CAUSE OF THE DISASTER.

It is the general opinion that the violent labering of the ship, during the gale, caused such excessive leakage that the Chief Engineer, Mr. Ashby, became dismayed at a comparatively early hour, and cowardly deserted his post, thus surrendering the entire control over his department, and cutting off the most valuable auxiliaries of safety. This opinion has extensively prevailed among those rescued, and been shared by Capt. McGowan, of the Empire City, who has had excellent opportunities to become acquainted with all the facts of the case, and, knowing these facts, he indignantly refused the Chief Engineer a passage to New York in his steamer, from Norfolk.

THE ENGINEER'S STATEMENT, ETC.

Mr. Ashby says he is ready to meet any investigation that may be ordered as to his conduct in leaving the vessel, or the manner in which he performed his duties. He says he left in the boat, by the captain's orders, to arrange with the captain of the brig Marine to bring his vessel closer; and that the crew of the boats refused to return to the steamer with him,—all deserting the boats. He says that the engines were stopped by the rapid rising of the water, making it impossible to get at the coal. He, however, gives no explanation why all the pumps on the ship were out of order, and the donkey-engine unserviceable.

Ashby has been in the employ of the company about nine years, and has always stood very high. He was considered a superior man, in every respect, in his profession. Everybody has always had great confidence in him. He never faltered, but has always shown the greatest bravery and resolution in cases of great trial of vessels on which he was engineer, and was considered one of their best men. Those who have traveled with him had so much confidence in him that they would elect to await the vessel on which he was engineer.

Another statement relates that Ashby was taken on board the Marine, having left the Central America in the last boat.—His brutal conduct to several of the passengers is related. The ladies acknowledge his kindness to them, but the men generally seem to condemn his course. Many passengers express the opinion that had he kept up the fires and attended to his business properly, this sad disaster would never have happened.

HOW THE CAPTAIN BEHAVED.

The Captain's conduct, from the first to the last, was worthy of all praise. He was very active in the beginning, and very self-denying in the end. He went around in every part of the ship, urging the men to do their duty, and showing them how to do it to the best advantage. He brought the men fresh water whenever any one wanted it. Every man felt encouraged continually by the Captain's untiring devotion.

THE NOBLE SPIRIT EXHIBITED.

The Alta California remarks as follows upon this sad disaster:

"Terrible scenes and circumstances such as this develope the strong and the weak points, the bravery and the cowardice of humanity, and we can but feel a pride in our common human nature, at the manliness, the unselfish spirit, the more than gallantry exhibited by the male passengers of the ill-fated vessel, who, with death staring them in the face, made no attempt to save themselves, until the women and children were disposed of in safety. To the honor of these noble men who live, and as a blessed remembrance, shedding a lustre upon the departed, it is a significant fact that *every woman and child on board was saved*. Time was, in the age of "chivalry," when such heroic self-forgetfulness upon the very threshold of a yawning grave, within the very portals of death, would have been rewarded with spurs of gold and elaborate armorial ornaments, and titled names. Now the living have by their heroic actions, won a better title to nobility—one which has enshrined their names in the common heart of humanity—one which princes nor potentates, nor earthly circumstance can rob them of, and the memories of the dead are surrounded with a halo of glory. And the noble women, too—they who, in hours of pleasure, were light, perhaps, and frivolous, how well they behaved, never faltereng in the darkened hour, cheering with their smiles and words those who were striving to save them, many of them desirous of sharing the common fate of their protectors."

A dispatch to the Petersburg Express from Norfolk, says that the passengers saved by the Marine think that others have been rescued, as they saw several lights in the distance on the fatal night. They entertain strong hopes of the safety of Captain Herndon, who was on the wheel-house when the ship went down. He was last seen clinging to a plank, struggling manfully for life.

The testimony of every passenger saved is to the effect that the Captain, throughout the whole emergency, behaved nobly and bravely. He deserved a better fate. He had inspired everybody with confidence and zeal, but also with a personal affection for him. The safety of the women and children is owing altogether to his discipline and influence on board the ship. His officers deserve credit for an equally heroic part.

ANOTHER STEAMER LOST.—EFFECTS OF THE GALE.—During the gale that foundered the Central America, the steamer Norfolk was also lost. She was running between Philadelphia and Norfolk, but fortunately her passengers were taken off by another steamer. Quite a number of marine disasters also occurred along the coast, and on land a severe hurricane, accompanied with heavy rains, prevailed over Southern Virginia and North Carolina, suspending travel and doing much damage.

### Kansas.

ST. LOUIS, Sept. 16.—Kansas advices say that the Constitutional Convention had organized with John Calhoun as president. Calhoun had made a speech in favor of submitting the Constitution to the people.

Five hundred troops left Leavenworth on the 9th for New Mexico.

The St. Joseph Journal of the 10th gives an account of a battle between Col. Sumner's command and a band of Indians, about the middle of August, on the Arkansas river. The troops had four killed, and the Indians twenty. The same paper says the report of the slaughter of four hundred Indians is unfounded.

☞ The modifications made to the Overland Mail route to the Pacific, at the instance of Hon. Jno. S. Phelps, but which required the assent of the contractors, are as follows: The route starting from St. Louis to pass not further west than Springfield, Missouri; thence by Fayetteville, Van Buren and Fort Smith, Arkansas, to Preston, Texas, intersecting at that point the route from Memphis via Little Rock, Preston and Fort Fillmore to San Francisco.

☞ Judge Curtis, of the United States Supreme Court, has resigned, but his successor has not been appointed.

### MARRIED:

Oct. 22, by Rev. Mr. Chandler, Mr. HARVEY B. MAY to MISS ELIZA JANE M. GARD, of this co.

### DIED:

At his residence on Muddy, Linn county, Sept. 17th, Mr. J. W. LA RUE, late of Warren county, Illinois. Oquawka Spectator please copy.

In this county, Oct. 16, infant son of Aaron B. and Clarissa E. Gleason.


SECOND AND LAST VISIT

OF THE

MAMMOTH

CIRCUS!

Previous to their Departure

*FOR CALIFORNIA.*

AFTER a successful season, and whose performances have been visited by more than

**70,000 People!**

during their last tour through the Mining Towns of California, Sacramento and San Francisco, with

**THE LARGEST PAVILLION!**

ever in this Territory, capable of seating 3000 persons, with MORE PERFORMERS than ever traveled with any other company in this Territory. Our performers are masters of their profession, and never have been connected with any other circus in this country. For variety, novelty, and splendor, the proprietors can confidently declare this establishment to be

**UNPRECEDENTED and UNEQUALED**

in every department. The golden opinions this company have won for themselves during their last tour through this country, place them at the head of all amusements in this Territory.

Will exhibit at the following places:

SILVERTON, Monday evening, Nov. 2d.
BROWN'S (French Prairie), Tuesday eve. Nov 3.
CHAMPOEG, Wednesday evening, Nov. 4th.
**OREGON CITY, Thursday Eve'g, Nov. 5.**

Attached to this magnificent establishment are the following distinguished and celebrated artistes, whose services the proprietors have secured, regardless of expense:

**MISS CELINA LONG,**

THE DARING EQUESTRIENNE, who for grace and ease has been pronounced by critiques the Pride of the Cirque.

**MR. N. M. HINKLEY,**

*The great Slack Rope Performer and Equestrian*—assuming eight different characters on horseback

**MR. J. L. HINKLEY,**

*Juggler, La Perche Performer, and Equilibrist.*

**Master J. ARMSTRONG,**

In his great and incredible act of throwing a

*DOUBLE SOMERSAULT,*

revolving twice in the air before alighting on his feet! Also equestrian and general performer.

**DAVE LONG,**

*THE CLOWN OF CLOWNS,*

The people's favorite Buffoon and witty Jester.—Mr. Long's style of clowning is entirely new, and devoid of everything approaching vulgarity—together with his educated dog SPRIGHTLY, whose performances are novel and amusing.

**MR. T. C. FURDAM,**

*—La Perche Bearer, and general performer.—*

**Messrs. Glover, Godfrey, King, Hogen, and others.**

Accompanying this great establishment is

*BUCKHART'S CELEBRATED*

**BRASS BAND,**

late of San Francisco.

*N. B.—Our seats are all carpeted. Ushers will be in attendance, and strict decorum observed.*

PRICES OF ADMISSION—Dress Circle, $1 50; Pit, $1 00.

☞ Doors open at 6½ o'clock. Performance will commence at a quarter past 7 o'clock.

Oct. 31. F. C. POMEROY, Agent.

**Model Architect, 2 Vols.,**

PRICE $24. Also, Examples of Machinery and Mill-Work, being Plans, Sections, and Elevations of Works in several departments of machinery, mill-work, and general engineering, &c. Price $12. For sale at the

Oct. 31. *CITY BOOK STORE.*

**UNITED STATES HOTEL.**

HAVING leased the MAIN ST. HOUSE in this city for a term of years, we have opened the same under the name of the **UNITED STATES HOTEL**, and, after a THOROUGH FITTING UP AND REPAIRING, so as to render it every way adapted to securing the comfort of the traveling community, we are now prepared to wait upon all who may favor us with a call.

*OUR TABLE*

will be furnished with the best the market affords.

**Rooms for Private Families**

can always be had. *GOOD STABLING* connected with the establishment. Terms moderate.

WM. MAYES,
J. L. BROPHEY.

Oregon City, October 31, 1857. 29m6

**To Stockholders.**

THE stockholders of the Tualatin River Trans. and N. Co. are hereby notified that the 8th, 9th, and 10th instalments on their stock are required to be paid to the Treasurer respectively on or before the 15th November and the 5th and 25th December next. THOS. POPE,

Oct. 24, 1857-28 Pres't.

**Stationery, &c.**

THE subscribers have just received
40 reams blue laid cap paper,
20 " white " "
20 " blue " letter "
40 " note paper,
20 " bill "
600 qrs hf bd day books,
50 " full bd records,
100 " " " ledgers,
20 doz memorandum books;

—ALSO—

Envelopes, steel pens, pen holders, ink erasers, India rubber, gum labels, ink in quarts, pints, and stands. [oct24] G. ABERNETHY & co.

**NOTIONS!**

300 LBS. skein cottons, white and colored,
200 lbs skein thread " " "
300 packs pins,
50 no. needles,
100 doz fine combs,
50 " Eng horn combs—just received.

Oct. 24, 1857. G. ABERNETHY & co.

**Bolting Cloth.**

A SMALL lot of Dutch anchor bolting cloth, Nos. 6 and 8, for sale by

Oct. 24, 1857. G. ABERNETHY & co.

**Look Here, Friends!**

ALL those who are indebted to me are most respectfully invited to settle up their accounts by Christmas, as I am preparing to leave for France. EUGENE LA FOREST.

Oregon City, Oct. 17, 1857. 27tf

**$1,000 Reward!**

THE above reward will be paid for information that will lead to the detection of the scoundrel who fired the Court-House in Oregon City two weeks since. SAM'L MILLER,
A. B. HOLCOMB,

October 17, 1857-27tf *Co. Com'rs.*

**Caldron Kettles**

OF from sixteen to sixty gallons, at MILWAIN'S.

LIMES—just received and for sale by my30 F. CHARMAN.

**Great Inducements.**

THE PROPRIETOR OF *THE FRENCH STORE* in this city, takes this method to invite the public to call and examine his stock of GOODS. He has now on hand, and will continue to receive by almost every steamer, a fine assortment of the best quality of goods, which he is determined to sell as cheap as anybody else, if not a little cheaper.

**The Ladies, in Particular,**

are requested to come where they will find the best and LATEST FASHIONS of Dress Goods, of every description.

He has, and is constantly receiving, DRY GOODS, consisting in part of the following articles—Cocheco, Pacific, Hadley, Conestego, Philip Allen, Fall River, Merrimac, and numerous other PRINTS, all late styles; English and French merinos, Lyons cloth; black, blue, purple, and pink alpacas, jaconet, book and Swiss muslin, a fine assortment of laces and edging, velvet trimings, &c., domestic ginghams, blue, mixed, and gray satinet, sheep's grey and fancy cloth, Milford and Bunker Hill jeans, bleached and brown sheeting, brown and blue drilling, denims, hickory shirting, black velvet, also a fine lot of plaid dress goods, Brussels carpet, &c., &c.

**Men & Boy's Clothing.**

Blue, black, and brown cloth coats of the finest quality, tweed business do., black cloth vests, a fine lot of blk doeskin and satinet pants, all qualities and sizes, rubber jackets, gray over and under shirts, white and hickory shirts, hats and caps.

BOOTS & SHOES—men's, boys' and youths' boots, ladies', misses', and children's morocco, goat, kid, and calf boots and shoes.

It is no trouble to show goods, and he will always be happy to see his customers, whether they purchase or not.

EUGENE LA FOREST.

Oregon City, Dec. 6, 1856. 34m7

**Furniture.**

THE subscriber has just received a large supply of FURNITURE of all descriptions, consisting in part as follows—

Sofas, mahogany and black walnut;
Chamber sets;
Bureaus, with or without marble tops;
Office desks;
Rocking chairs, stuffed in hair, carpet, and with cane and wood seats;
Dining chairs, cane and wood seats;
Office chairs, do do do
Children's do, high dining and rocking;
Bedsteads, various kinds;
Tables, center, card, and dining;
Writing desks;
Sideboards;
Parlor chairs;
Settees;
Reading, toilet, and work tables;
Looking-glasses;
Mattresses, hair, moss, and wool;
Window shades;
Feathers;
Paper hangings, of every style;
Oilcloth; Chinese matting; fluid lamps, and burning fluid; with a variety of other articles too numerous to mention.

Persons wishing to purchase will please call and examine for themselves.

All kinds of country produce taken in exchange for goods. THOS. JOHNSON.

March 22, 1856. 49tf

**Reading for the Million.**

*S. J. McCORMICK*

HAS CONSTANTLY ON HAND AT THE FRANKLIN BOOK STORE, FRONT-ST, PORTLAND, OREGON,

A Choice selection of Popular Books, Newspapers, Magazines and Fancy Stationery.

Among the books on hand will be found works on Temperance, Agriculture, Horticulture, History, Poetry, Biography, Medicines, Religion, Science, School Books, Romances, &c., &c., &c.

☞ Subscriptions received for Harper, Graham, Godey, Leslie's, or Putnam, at $4 a year, postage free.

☞ Subscriptions received for any newspaper published in any part of the Union.

Remember the Franklin Book Store and Newspaper Agency, Front street, Portland Oregon.

☞ A priced catalogue will be published early in April, and will be sent to any part of the territory free on application.

SHAKER Sarsaparilla, at the OREGON CITY DRUG STORE.