The Oregon Statesman.

[OFFICIAL.]

LAWS OF THE UNITED STATES,

PASSED AT THE

First Session of the Thirty-Eighth Congress.

An Act to amend an Act entitled "An Act making a Grant of Land[s] to the State of Iowa, in alternate Sections, to aid in the Construction of certain Railroads in said State," approved May fifteen, eighteen hundred and fifty-six.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mississippi and Missouri Railroad Company, a corporation established by the laws of the State of Iowa, and to which the said state granted a portion of the landgrant mentioned in the title of this act, to aid in the construction of a railroad from Davenport to Council Bluffs in said state, may modify or change the location of the uncompleted portion of its line, as shown by the map thereof now on file in the general land office of the United States, so as to secure a better and more expeditious line for connection with the Iowa branch of the Union Pacific Railroad: Provided, nevertheless That said new line, if located, shall in every case pass through the corporate limits of Des Moines and Council Bluffs; and the right of way over the public lands of the United States is hereby granted to said railroad company for that purpose: Provided, That said line shall pass through the town of Newton, in Jasper County or as near said town as may be found practicable, and not farther north of said town than the north line of section twenty two, township eighty north, of range nineteen, according to the United States surveys, if the citizens of the county of Jasper shall first pay to said company the difference in cost, if any, between the line proposed by the company and the one contemplated by this proviso, including extra cost of right of way, if any, said difference in cost to be estimated by competent engineers to be selected by the parties.

Sec. 2 And be it further enacted, That whenever such new location shall have been established, the said railroad company shall file in the general land office at Washington a map, definitely showing such new location; and the Secretary of the Interior shall cause to be certified and be conveyed to said company from time to time, as the road progresses, out of any public lands now belonging to the United States not sold, reserved, or otherwise disposed of, or to which a preemption claim or right of homestead settlement has not attached, and on which a bona fide settlement and improvement has not been made under color of title derived from the United States or from the State of Iowa, within six miles of such newly located line, an amount of land per mile equal to that originally authorized to be granted to aid in the construction of said road by the act to which this is an amendment; and if the amount of land granted by the original act to aid in the construction of said railroad shall not be found within the limit of six miles from such line then such selections may be made along such line within twenty miles thereof: Provided, That the said company shall not be entitled to, and shall not receive, any land under this grant which is situate within fifteen miles of the line of the Burlington and Missouri River Railroad, as indicated by the map of said road, now on file in the general land office.

Sec. 3. And be it further enacted, That the Burlington and Missouri River Railroad Company, a corporation organized under the laws of the State of Iowa, and to which said state granted a section of the land grant mentioned in the title of this act to aid in the construction of a railroad from Burlington in said state to the Missouri River, shall be entitled to receive, and the Secretary of the Interior shall cause to be certified and conveyed to said company from time to time, as the road progresses, out of any public lands now belonging to the United States not sold, reserved, or otherwise disposed of, or to which a pre emption claim or right of homestead settlement has not attached, and on which a bona fide settlement and improvement has not been made under color of title derived from the United States or from the State of Iowa, within six miles of said road, as now located, an amount of land per mile equal to that mentioned in the act to which this act is an amendment, as intended to aid in the construction of said road; and if the amount of land granted by the original act to aid in the construction of said road shall not be found within the limit of six miles from the line of said road, then such selections may be made along such line within twenty miles thereof.

Sec. 4 And be it further enacted, That the Cedar Rapids and Missouri River Railroad Company, a corporation established under the laws of the State of Iowa, and to which the said state granted a portion of the land mentioned in the title to this act, may modify or change the location of the uncompleted portion of its line, as shown by the map thereof now on file in the general land office of the United States, so as to secure a better and more expeditious line to the Missouri River, and to a connection with the Iowa branch of the Union Pacific Railroad; and for the purpose of facilitating the more immediate construction of a line of railroads across the State of Iowa, to connect with the Iowa branch of the Union Pacific Railroad Company, aforesaid the said Cedar Rapids and Missouri River Railroad Company is hereby authorized to connect its line by a branch with the line of the Mississippi and Missouri Railroad Company; and the said Cedar Rapids and Missouri River Railroad Company shall be entitled for such modified line to the same lands and to the same amount of lands per mile, and for such connecting branch the same amount of land per mile, as originally granted to aid in the construction of its main line, subject to the conditions and forfeitures mentioned in the original grant, and, for the said purpose, right of way through the public lands of the United States is hereby granted to said company. And it is further provided, That whenever said modified main line shall have been established or such connecting line located, the said Cedar Rapids and Missouri River Railroad Company shall file in the general land office of the United States a map definitely showing such modified line and such connecting branch aforesaid; and the Secretary of the Interior shall reserve and cause to be certified and conveyed to said company, from time to time, as the work progresses on the main line, out of any public lands now belonging to the United States, not sold, reserved, or otherwise disposed of, or to which a pre emption right or right of homestead settlement has not attached, and on which a bona fide settlement and improvement has not been made under color of title derived from the United States or from the State of Iowa, within fifteen miles of the original main line, an amount of land equal to that originally authorized to be granted to aid in the construction of the said road by the act to which this is an amendment. And if the amount of lands per mile granted, or intended to be granted, by the original act to aid in the construction of said railroad shall not be found within the limits of the fifteen miles therein prescribed, then such selections may be made along said modified line and connecting branch within twenty miles thereof: Provided, however, That such new located or modified line shall pass through or near Boonsboro', in Boone County, and intersect the Boyer River not further south than a point at or near Dennison, in Crawford County: And provided, further, That in case the main line shall be so changed or modified as not to reach the Missouri River at or near the forty second parallel north latitude, it shall be the duty of said company, within a reasonable time after the completion of its road to the Missouri River, to construct a branch road to some point in Monona County, in or at Onawa City; and to aid in the construction of such branch the same amount of lands per mile are hereby granted as for the main line, and the same shall be reserved and certified in the same manner; said lands to be selected from any of the unappropriated lands as hereinbefore described within twenty miles of said main line and branch; and said company shall file with the Secretary of the Interior a map of the location of the branch: And provided, further, That the lands hereby granted to aid in the construction of the connecting branch aforesaid shall not vest in said company nor be encumbered or disposed of except in the following manner: When the governor of the State of Iowa shall certify to the Interior that said company has completed in good running order a section of twenty consecutive miles of the main line of said road west of Nevada, then the secretary shall convey to said company one third, and no more, of the lands granted for said connecting branch. And when said company shall complete an additional section of twenty consecutive miles, and furnish the Secretary of the Interior with proof aforesaid, then the said secretary may convey to the said company another third of the lands granted for said connecting branch; and when said company shall complete an additional section of twenty miles, making in all sixty miles west of Nevada, the secretary, upon proof furnished as aforesaid, may convey to the said company the remainder of said lands to aid in the construction of said connecting branch: Provided, however, That no lands shall be conveyed to said company on account of said connecting branch road until the governor of the State of Iowa shall certify to the Secretary of the Interior that the same shall have been completed as a first class railroad. And no land shall be conveyed to said company situate and lying within fifteen miles of the original line of the Mississippi and Missouri railroad, as laid down on a map on file in the general land office: Provided, further, That it shall be the duty of the Secretary of the Interior, and he is hereby required, to reserve a quantity of land embraced in the grant described in this section, sufficient, in the opinion of the governor of Iowa, to secure the construction of a branch railroad from the town of Lyons, in the State of Iowa, so as to connect with the main line in or west of the town of Clinton in said state, until the governor of said state shall certify that said branch railroad is completed according to the requirements of the laws of said state: Provided, further, That nothing herein contained shall be so construed as to release said company from its obligation to complete the said main line within the time mentioned in the original grant: Provide, further, That nothing in this act shall be construed to interfere with, or in any manner, impair any rights acquired by any railroad company named in the act to which this is an amendment, or the rights of any corporation, person or persons, acquired through any such company; nor shall it be construed to impair any vested right of property, but such rights are hereby reserved and confirmed: Provided, however, That no lands shall be conveyed to any company or party whatsoever, under the provisions of this act and the act amended by this act, which have been settled upon and improved in good faith by a bona fide inhabitant, under color of title derived from the United States or from the State of Iowa adverse to the grant made by this act or the act to which this act is an amendment. But each of said companies may select an equal quantity of publiclands as described in this act within the distance of twenty miles of the line of each of said roads in lieu of lands thus settled upon and improved by bona fide inhabitants in good faith under color of title as aforesaid.

Sec. 5. And be it further enacted, That the Mississippi and Missouri Railroad Company shall have the right to transfer and assign all or any part of the grant hereby made to said company to any other company, or person or persons, if, in the opinion of said company, the construction of the said railroad across the State of Iowa will be thereby sooner and more efficiently completed; but such assignee shall not in any case be released from the liabilities and conditions accompanying the grant, nor acquire perfect title in any other manner than the same would have been acquired by the grantee herein named: Provided, That said transfer and assignment shall first be authorized by the governor of the State of Iowa.

Sec. 6. And be it further enacted, That the Dubuque and Sioux City Railroad Company may so far change their line between Fort Dodge and Sioux City as to secure the best route between those points; said change shall not impair the right to, nor change the location of, their present land-grant. A map of the change shall be filed with the commissioner of the general land-office within one year after the passage of this act.

Sec. 7. And be it further enacted, That all of the conditions and limitations contained in the act to which this act is an amendment, and not expressly changed by this act, shall attach to and run with the grants made by this act, except as the said conditions and limitations have been modified, and may hereafter be modified, by the general assembly of the State of Iowa.

Sec. 8. And be it further enacted, That no lands hereby granted shall be certified to either of said companies until the governor of the State of Iowa shall certify to the Secretary of the Interior that the said company has completed, ready for the rolling stock, within one year from the first day of July next, a section of not less than twenty miles from the present terminus of the completed portion of said railroad, and in each year thereafter an additional section of twenty miles; but the number of sections per mile originally authorized shall be certified to each company, upon proof as aforesaid of the completion of the additional sections of the road as aforesaid; and upon the failure of either company to complete either section as aforesaid, to be annually built, the portion of the land remaining uncertified shall become subject to the control and disposition of the legislature of the State of Iowa, to aid in the completion of such road.

Sec. 9. And be it further enacted, That all lands hereafter certified to either of the land-grant railroads in said state, and lying opposite any completed section of said road, shall be offered for sale by the company to which they shall be certified within three years from the completion of such section, if then certified; and if not, then within three years from the date of such certificate at reasonable prices; and if not all sold within that period, then during the fourth year all such lands remaining unsold shall be exposed to public sale, after previous notice posted at the county seat of the county in which such lands shall be situated, to the highest bidder, and in tracts not exceeding one hundred and sixty acres each. [Approved, June 2, 1864.

An act to create an additional Supervising Inspector of Steamboats and two local Inspectors of Steamboats for the Collection District of Memphis, Tennessee, and two local Inspectors for the Collection District of Oregon, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be designated and appointed, in the mode prescribed by law, and who shall receive the same annual compensation as is now paid, one additional supervising inspector of steamboats, and two local inspectors of steamboats, at Portland, in the collection district of Oregon, and one for the collection district of Memphis, Tennessee, at an annual compensation of seven hundred dollars, to be paid as provided by law, as in case of other like inspectors; and said inspectors shall perform the duties and be subject to the provisions of the steamboat act of August 30, 1852.

Sec. 2. And be it further enacted, That so much of said act as provides for the appointment of two local inspectors of steamboats in the district of Wheeling, on the Ohio river, and for their compensation, is hereby repealed.

Sec. 3. And be it further enacted, That each engineer applicant, licensed according to the provisions of said act, shall pay for every certificate examined by any inspector or inspectors, the sum of ten dollars, to be accounted for in the mode prescribed by law.

Sec. 4. And be it further enacted, That the 42d section of the act of August 30, 1852, be so construed as to require the inspection of the hull and boiler, in the manner prescribed by that act, of every vessel propelled in whole or in part by steam, and engaged as a ferry-boat, tug or towing-boat, or consort, in all cases where, under the laws of the United States, such vessels may be engaged in the commerce with foreign nations, or among the several states.

Sec. 5. And be it further enacted, That all engineers and pilots of ferry-boats, tugs and towing-boats, or consorts, subject to inspection by this act, shall be classified and licensed in the same manner as are pilots and engineers by said act of August 30, 1852.

Sec. 6. And be it further enacted, That, in lieu of the fees for inspection required by the 31st section of the act of August 30, 1852, the following shall be paid: For each vessel of one hundred tons or under, $15, and in addition thereto for each one hundred tons, over the first one hundred tons, $5.

Sec. 7. And be it further enacted, That all parts of the act aforesaid, which are suspended by or are inconsistent with this act, are hereby repealed. [Approved, June 8, 1864.

An act to punish and prevent the counterfeiting of coin of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That if any person or persons, except as may be authorized by law, shall hereafter make, or cause to be made, or shall alter or pass, or attempt to alter or pass, any coins of gold or silver, or other metals or alloys of metals, intended for the use and purpose of current money, whether in the resemblance of coins of the United States or of foreign countries, or of original design, every person so offending shall, on conviction thereof, be punished by fine not exceeding three thousand dollars, or by imprisonment for 5 term not exceeding five years, or both, at the discretion of the court, according to the aggravation of the offence. [Approved, June 8, 1864.

An act making appropriations for the payment of Invalid and other Pensions of the United States, for the year ending the thirtieth of June, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be and the same are hereby appropriated, out of any money in the treasury not otherwise appropriated, for the payment of pensions for the year ending the thirtieth of June, eighteen hundred and sixty five:

For invalid pensions under various acts, one million dollars.

For pensions to widows, mothers, children, and sisters, under the first section of the act of 4th July, 1836; act of July 21, 1848; first section of the act of February 3, 1853; June 5, 1858; and July 14, 1862, two million two hundred thousand dollars. [Approved, Jan. 29, 1864.

An act authorizing the holding of a special session of the United States District Court for the District of Indiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a special session of the United States district court for the district of Indiana shall be holden at the usual place of holding said court on the second Tuesday in March, in the year of our Lord one thousand eight hundred and sixty-four.

Sec. 2. And be it further enacted, That all suits and proceedings of a civil or criminal nature now pending in or returnable to said court, shall be proceeded in, heard, tried, and determined, by said court at said special session, in the same manner as at a regular term of said court, and the judge thereof is hereby empowered to order the empanneling of a petit jury for said session, but not a grand jury.—And no case shall be considered which stands continued to the May term by order of the court. [Approved, Feb. 12, 1864.

An act making an appropriation for rebuilding the stable at the President's.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twelve thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of any money in the treasury not otherwise appropriated, to enable the Commissioner of Public Buildings to cause the stable at the President's to be rebuilt forthwith.

Approved, Feb. 18, 1864.

JOHN D. JORDAN. JOSEPH A. BAKER

JORDAN & BAKER,

SADDLE & HARNESS MAKERS

SALEM, OREGON:

Headquarters Building, Opposite Griswold's Block

WE have constantly on hand, and will sell, at prices to suit the times, the following articles, viz:

CONCORD TEAM HARNESS,

CONCORD STAGE HARNESS,

All Kinds Team and Plow Harness,

LADIES' SADDLES.

Texas Ranger and Oregon Saddles,

Bridles, Halters.

CARRIAGE HARNESS,

SINGLE AND DOUBLE;

SADDLE-BACS AND WHIPS,

SPANISH SPURS AND BITS,

TRACE AND HALTER CHAINS.

Trimming and repairing promptly attended to. All work warranted to give satisfaction.

☞ We can supply shops in the country with collars at wholesale prices.

Give us a call, and examine for yourselves. 703tf

ALLEN'S

LUNG BALSAM!

THE REMEDY FOR CURING

Consumption, Coughs, Colds, Asthma,

CROUP, DISEASES of the THROAT,

Bronchitis, Pains and Oppression of the Chest or Lungs, Difficult Breathing, and all the Diseases of the Pulmonary Organs.

ITS action is expectorant alterative, sudorific, sedative, diaphoretic, and diuretic, which renders it one of the most valuable remedies known for curing diseases of the lungs. It excites expectoration, and causes the lungs to throw off the phlegm or mucus; *CHANGES THE SECRETIONS AND PURIFIES THE BLOOD;* heals the irritated parts; gives strength to the digestive organs; brings the liver to its proper action, and imparts strength to the whole system. Such is the immediate and satisfactory effect, that it is warranted to break up the most distressing cough in a few hours' time, if not of too long standing. It is warranted to give entire satisfaction, even in the *most confirmed cases of consumption!*—It is warranted not to produce costiveness (which is the case with most remedies) or affect the head, as it contains no Opium in any form. It is warranted to be *PERFECTLY HARMLESS* to the most delicate child, although it is active, and powerful remedy for restoring the system. There is no real necessity for so many deaths by consumption, when ALLEN'S LUNG BALSAM will prevent it, if only taken in time.

Sold by all Druggists. Price $1 per bottle.

SMITH & DAVIS, Portland Oregon.

oct17 General Agents for the State.

WAR SCRIP.

THE undersigned will purchase Oregon and Washington War Claims, Suspended Claims, Outlawed Drafts, &c., and will take claims for collection on reasonable terms. CATON & CURL.

Salem, Ogn., April 9, 1861. 6tf

MAKE ROOM FOR THE

FLORENCE!

It makes Four Distinct Stitches. Feeds the Work, either way. Sews Thin and Heavy Goods without Change of Tension. Will Gather and Sew On at the same time.

It makes a Stitch alike on Both Sides of the Fabric, has No Springs to Get Out of Order, and is the Most Rapid Sewer in the World.—Every Machine Fully Warranted.

We, the undersigned, have each purchased a FLORENCE SEWING MACHINE and have them now in use.

We have thoroughly tested them on work of all grades—heavy, medium and light—and our opinion is that the Florence is durable, will not easily get out of order, is strong and simple in construction, and its use is easily learned by the most inexperienced.

It will do a greater range of work, with less trouble and change, and we consider it altogether better than any other Family Sewing Machine we have ever seen.

Mrs Dr Chase	31 Turk st., S F
Mrs D B Collin	20 Clay st., S F
Mrs J B Wooster	525 Folsom st., S F
Mrs S D Gilmore	518 Folsom st., S F
Mrs Daniel Dunn	414 Folsom st., S F
Mr J Spinoni	222 Rich st., S F
Mrs Alfred Wheeler	947 Mission st., S F
Mrs Henry Miller	836 Howard st., S F
Mrs Emily Bidwell	749 Market st., S F
Mrs Sarah Landers	703 Market st., S F
Mrs E H Ohm	21 Geary st., S F
Mrs G A Carnes	Jackson Place, S F
Mrs Brunels	Pacific, near Leavenworth st., S F
Mrs W H Barnard	508 Kearny st., S F
Mrs E Harper, Sacramento, west of Leavenworth	S F
Mrs Harriet Cushing	316 First st., S F
W H Rolofson	cor. Montg'r and Sac sts., S F
Mrs Pruett	616 California st., S F
Mrs M N Morton	532 Sutter st., S F
Mrs Hollon	37 Pine st., S F
Mrs Ann Bradley	622 California st., S F
Mrs Geo H Parker	320 Stevens st., S F
Mrs John C Corbet	Mission Dolores
Miss Annie McBoyle	El Dorado
Miss Maggie McBoyle	El Dorado
Chas S Preble	Sacramento
Louis Sussman	Santa Clara
J W Hong	Oakland
Mrs A M Denham	Oakland
Mrs Orrie Woodill	Oakland
Mrs D G Smith	Oakland
Mrs Mary E Boreinkaller	Dutch Flat
Mrs C J Oliver	Napa
Mrs Samuel T Tong	Clarksville, Eldorado county
Wm Reddick	Fourth Crossing, Calaveras county
Mrs C E Comstock	Napa City
Mrs Joseph Keefer	Clarksville, El Dorado county
Mrs John O'Neil	Jamestown, Tuolumne county
R H Farquhar (County Clerk	Nevada City
E W Bigelow	Nevada City
N W Knowlton (practical machinist)	Nevada City
C M Bates, M D	Nevada City
John Herzinger	Nevada City
H Micki	Nevada City
P Brunstiler	Grass Valley
O C Shorey	Seattle, W. T.
D Horton	Seattle, W. T.
Henry Jackson	Watsonville, Santa Cruz county
Mrs Albert Brader	San Andreas
Mrs Newton Damon, dress maker and tailoress, seventh st., between Bryant and Brannan, San F.	

Previous to purchasing the Florence I owned the Howe Sewing Machine. Mrs J. CRAWFORD,

Copperopolis, Calaveras County.

I used the Slout Elliptic Machine six months previous to purchasing the Florence. MRS MARY CAFFEY,

Dressmaker, 16 Post street, San Francisco.

We, whose name follow, owned and used the Grover & Baker Sewing Machine previous to purchasing the Florence.

Mrs Mary A Merchant, dressmaker, 810 Stockton st., nr. San Francisco.

Mrs B Weller, dressmaker, 406 Dupont street, San Francisco.

Mrs Chas Unany, 419 Bryant street, San Francisco.

G A Love, Angel's, Calaveras county, California.

Mrs M J Roberts, 646 Howard street, San Francisco.

Mrs L H Bayley, Portsmouth House, San Francisco.

Mrs Julia Lyons, Targee street, near Tehama, San Francisco.

Mrs Harriett Howes, 625 Post street, San Francisco

We, whose names follow, owned and used the Wheeler & Wilson Sewing Machine previous to purchasing the Florence:

Mrs J D Blain, Hubbard street, near Howard, San Francisco.

Mrs D S Buggles, 414 Folsom street, San Francisco.

Mrs M Young, 213 Stockton street, San Francisco.

A M Flint, C L Flint, San Juan, Monterey co., Cal.

Mrs C P Jackson, El Dorado El Dorado county, Cal.

Mrs C L Taylor, 512 Dupont street.

Mrs Sarah E Miller, Sacramento.

Mrs A Nash, cor Stevenson and 3d sts. San Francisco.

Mrs Thomas Mitchell, Mokelumne Hill, Calaveras co.

The following named persons owned and used the Singer Sewing Machines previous to purchasing the Florence:

Mrs A J Turner, 323 Beale street, San Francisco.

Mrs H B Osborne, 622 Powell street, San Francisco.

Miss Annie Dailey, Bush street, below Stockton, San Francisco.

Augustus Brown, 134 Sutter street, San Francisco.

Mrs F Schorb, 673 Missica street, San Francisco.

Mrs Sarah P Vick, dressmaker and seamstress, 169 Stevenson street, San Francisco.

I believe I can fully and conscientiously indorse each qualification claimed for the Florence Machine. I have thoroughly tested it on work of all grades, and each trial has been eminently satisfactory. It takes hold of a delicate fabric delicately, and of a strong one with strength. To me it seems more than a machine—an almost intelligent, willing helper. Its use is easily learned and its construction is certainly simple. I know something of the other first class Machines, learned to operate several. This is the only Sewing Machine I have found RELIABLE.

MRS PERRY G TEFFT.

San Andreas, Calaveras county, Cal.

I have used the Wheeler & Wilson almost two years, the Tagger & Farr six months, the Slout Elliptic about the same length of time, the Williams & Orvis nearly two years, and have dealt in several of the small Machines, until thoroughly disgusted with every Machine that sews with only one thread. The Florence is the only Machine that has come under my notice that gives perfect and entire satisfaction on all kinds of work.

No one can estimate its value until they have used and tested it, as I have done. Indeed, for this work it is invaluable. GEORGE GILLIS,

Carson City, N. T.

I have used a Florence Sewing Machine for two years; I brought it across the Plains; It has never yet been out of order, and I can truly say it excels all other Machines that I have used. I ran a Ladd & Webster six months; a Wheeler & Wilson eight months; and used a Grover & Baker, alternately with Slout's, for two years.

I am familiar with the Howe, and several of the small Machines, but I never used one that would do all kinds of work to equal the Florence. I do not think it can be too highly recommended.

MRS ISAAC ELLIS, Marysville.

After having a Florence Machine in use nearly a year, I feel that I can truly recommend it as being all that is claimed for it. I have used Singer's, Grover & Baker's, and the Wheeler & Wilson Machine, and consider the Florence superior to any.

MRS JENNIE A. EGAN,

Wilmington, Los Angeles county, Cal.

We could refer to many others who are using the Florence if it were necessary to do so to convince the public that these Machines are what is claimed, the

Best Family

Sewing Machine

in the World!

Over Seven Hundred

FLORENCE MACHINES have been sold on this coast in the short time since the Agency has been established here, and we make this strong assertion, as convincing proof of their worth, that no person can be found who has a Florence that would exchange it for a Family Sewing Machine of any other manufacture.

AGENTS

FOR THE SALE OF THE FLORENCE MACHINE.

GEORGE A. RANDALL	Nevada City.
GEORGE VINCENT	Stockton.
J. L. POLHEMUS	120 J st., Sacramento.
R. B. HANDY	Yreka.
MRS. S. E. LARCOMBE	Virginia, N. T.
L. P. VENEN	Portland Oregon.
E. C. SESSIONS	Jacksonville, Oregon.
M. WOLLHEIM	Guaymas, Mexico.
L. P. COLLINS	Traveling Agent.
JAS R CLEAVES	Travel'g Agent.
THORNTON WESTLEY	Traveling Agent.

Machines will be supplied by all Local Agents at San Francisco prices, with addition of freight.

SAMUEL HILL,

General Agent for California and the Pacific Coast,

111 MONTGOMERY STREET,

octlO-tf SAN FRANCISCO.

N. O. PARRISH & CO., Agents, SALEM.

KNAPP, BURRELL, & CO.,

Forwarding & Commission

MERCHANTS,

Importers and Dealers in

AGRICULTURAL IMPLEMENTS, GARDEN AND FIELD SEEDS, &c., &c.

WILL give SPECIAL ATTENTION to the sale of FRUIT, FLOUR, GRAIN, and all kinds of Oregon Produce in Portland, Victoria, or San Francisco markets.

We are also prepared to attend to the purchase and shipment of Goods in New York or Boston, and transact a general commission business.

Persons ordering goods shipped from the Eastern States to our care, can rely upon their receiving prompt attention.

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DASHAWAY

WASHING MACHINE.

PATENTED JAN. 12, 1864.

STAPLETON & MYERS, Salem, are now manufacturing these machines, which, for cheapness, economy in use, ease and thoroughness in washing, are

Unsurpassed by any Machine of the kind EVER INVENTED.

They also sell Young's patent gutta percha self-adjusting *CLOTHES-WRINGER*, which is the best in use, and can easily be attached to their washing machine.

Give them a call. Manufactory next door to the Mansion House, Salem.

May 30, 1864. 13tf

PERUVIAN SYRUP,

OR PROTECTED

Solution of Protoxide of Iron,

Has been used with Great Success in Curing

THE DYSPEPSIA,

Affections of the Liver, Dropsy, Neuralgia, Bronchitis and Consumptive Tendencies, Disordered State of the Blood, Female Complaints, Chronic Diarrhea, Boils, Scurvy, the Prostrating Effects of Lead or Mercury.

GENERAL DEBILITY,

and all diseases which require

A Tonic and Alterative Medicine.

THE PROOFS OF ITS EFFICACY are so numerous, so well authenticated, and of such peculiar character, that sufferers cannot reasonably hesitate to receive the proffered aid.

The class of diseases for which the Syrup provides a cure, is precisely that which has so often baffled the highest order of medical skill. The facts are tangible, the witnesses accessible, and the safety and efficacy of the Syrup incontrovertible.

From Well-Known Citizens of Boston.

The undersigned having experienced the beneficial effects of the "Peravian Syrup," do not hesitate to recommend it to the attention of the public.

Rev. JOHN PIERPONT,	THOMAS C. AMORY,
THOMAS A. DEXTER,	PETER HARVEY,
S. H. KENDALL, M. D.,	JAMES C. DUNN,
SAMUEL MAY,	Rev. T. WHITTEMORE

Certificate of Dr. Hayes.

It is well known that the medicinal effect of Protoxide of Iron is lost by even a very brief exposure to air, and that to maintain a solution of Protoxide of Iron, without further oxidation, has been deemed impossible.

In the Peruvian Syrup, this desirable point is attained by COMBINATION IN A WAY BEFORE UNKNOWN; and this solution may replace all the proto carbonates, citrates and tartrates of the Materia Medica.

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THE ONLY REMEDY

For Diseases of the

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THE ASTONISHING SUCCESS WHICH has attended this INVALUABLE Medicine renders it the most valuable one ever discovered. No language can convey an adequate idea of the immediate and almost miraculous change which it occasions in the debilitated and shattered system. In fact, it stands unrivalled as a remedy for the permanent cure of the maladies above mentioned, and also

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And in every disease any way connected with the disorders or decay of the PROCREATIVE FUNCTIONS. Persons about to marry, if conscious of any weakness, should take the

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The stooping, trembling victim of depression and debility becomes a new man; he stands erect, he moves with a firm step; his mind, which was previously sunk in gloom of an almost idiotic apathy, becomes bright and active; and he goes forth renovated, conscious of new vigor. The medicine reaches CONSTITUTION itself, and restores it to its normal condition.

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Are you troubled with that distressing pain in the small of the back, and through your hips? CONSTITUTION WATER will relieve you like magic.

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IODINE Water is the most important discovery of modern chemistry, and it is impossible to over estimate its influence as a remedial agent. Iodine has been considered the most useful article in Materia Medica, and many of the most scientific and practical chemists and physicians have investigated its effects upon the human system. It is to act upon the

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Notwithstanding the zeal and ability which have been devoted to its investigation, it remained almost useless until Dr. Henry Anders, a physician and chemist of New York, after years of patient labor and experiment, discovered a chemical process which enabled him to dissolve

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Without a solvent. This, considered impossible by the scientific world, is attested by certificates of analysis from Dr J. R. Chilton of this city, and Prof. Booth, U. S Mint, Philadelphia. The importance of this discovery was so highly appreciated by the Faculty that it was published in Medical Journals, and its use recommended to practitioners (see "American Medical Monthly," July 6, 1856, page 76.)

This valuable medicine is now available to the public for the cure of Scrofula in all its manifold forms, Consumption, Cancer, Heart, Liver and Kidney Diseases, Rheumatism, Neuralgia, Nervous Affections, Dyspepsia, Bronchitis etc.

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Its operation is evinced by strengthening the digestive organs and increased nutrition of the body is the result of the employment of Iodine. The patient recovers flesh, strength and color; hitherto pale, relaxed and feeble, he becomes full, strong and florid.

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CATON & CURL, Attorneys at Law, will practice in the courts of this State. Office in Griswold's brick, over Bell & Brown's store, Salem, Ogn. November, 3d, 1862. 35tf

WILLIAMS & MALLORY, Attorneys at Law. Office in the Court-House, Salem, Oregon. June, 8, 1863. 14tf

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DR. E. R. FISKE, Physician and Surgeon. Office at residence, 3 doors south of Post Office Salem. 682tf

B. F. BONHAM, Attorney at Law, La Grande, Baker county, Oregon. 8tf

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Particular attention given to diseases of the gums and jaws; also, to the regulation of children's teeth. Teeth inserted from one tooth to a full set.

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Dr. J. H. Chitwood,

WOULD take this method of informing his friends in Polk county, with all others who may choose to give him a call, that he has removed to Salem, where he can be found at all hours, except when professionally engaged, at his residence, on High street one block south of Jones & Reed's Factory.

Salem, Aug. 3, 1864. d13aw3tf

Oregon Insane Asylum and Hospital.

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