THE OREGON SENTINEL

UNITED STATES MAILS.

OREGON.

POST OFFICE DEPARTMENT,
Washington July 31, 1865.

Proposals will be received at the Contract Office of this Department until 3 p. m. of Wednesday, February 28, 1866, for conveying the mails of the United States from July 1, 1866, to June 30, 1870, in the State of Oregon, on the routes and by schedules of departure and arrivals herein specified.

Decisions announced by March 14, 1866.

(Examine the lines, forms and instructions annexed.)

15101 From Portland, by Vancouver and Salem, Helen, to Monticello, 50 miles, and back, three times a week, in steamboats. Leave Portland Monday, Wednesday, and Friday at 7 a m; Arrive at Monticello same days by 12 m; Leave Monticello Tuesday, Thursday, and Saturday at 1 p m; Arrive at Portland by 7 p m.

15102 From Portland, by Sauvie's Island, Vancouver, Fisher's Landing, Sandy, Washougal, Cascades, and Hood River, to The Dalles, 115½ miles, and back, six times a week. Leave Portland daily, except Sunday, at 5 a m; Arrive at The Dalles next days by 10 p m; Leave The Dalles daily, except Sunday, at 5 a m; Arrive at Portland next day by 10 p m.

15103 From Portland, by Taylor's Ferry (n. e.) and Chehalem Gap, (n. e.) to Lafayette, 30 miles, and back, once a week. Leave Portland Monday at 6 a m; Arrive at Lafayette by 6 p m; Leave Lafayette Tuesday at 6 a m; Arrive at Portland by 6 p m.

15104 From Portland, by Hillsborough, Forest Grove, and Wapatto, to Lafayette, 42 miles, and back, once a week. Leave Portland Monday at 6 a m; Arrive at Lafayette by 8 p m; Leave Lafayette Wednesday at 6 a m; Arrive at Portland by 8 p m.

15105 From Oakland, by Patterson, Grove, Eugene City, and Freedom to Corvallis, 90 miles, and back, daily.

Schedule from April 1st to November 1.

Leave Oakland daily at 6 p m; Arrive at Corvallis next days by 5 p m. (in 23 hours.) Leave Corvallis daily at 10 a m; Arrive at Oakland next days by 11 a m. (in 25 hours.)

From November 1st to April 1.

Leave Oakland daily at 6 a m; Arrive at Corvallis next days by 6 p m; Leave Corvallis daily at 6 a m; Arrive at Oakland next days by 6 p m.

If service on this route be let, that on No. 14782, California, will not be.

15106 From Corvallis, by Albany, Jefferson, Salem, Belpasé, Aurora Mills, Oregon City, and Milwaukie, to Portland, 107 miles, and back, daily.

Schedule from 1st April to 1st November.

Leave Corvallis daily at 6 p m; Arrive at Portland next day by 11 p m. (in 29 hours;) Leave Portland daily at 6 a m; Arrive at Corvallis next day by 5 a m. (in 29 hours.)

From 1st November to 1st April.

Leave Corvallis daily at 6 a m; Arrive at Portland second days by 6 p m; Leave Portland daily at 6 a m; Arrive at Corvallis second days by 6 p m.

If service on this route be let, that on No. 14782, California, will not be.

15107 From Salem by Polk, Independence, and Monmouth to Dallas, 22 miles, and back, twice a week. Leave Salem Monday and Thursday at 1 p m; Arrive at Dallas by 7 p m; Leave Dallas Monday and Thursday at 9 a m; Arrive at Salem by 12 m.

15108 Salem, by Jefferson, Lebanon, Brownsville, Diamond Hill Post Office, Williamette Forks, and Eugene City, to Pleasant Hill, 82½ miles, and back, once a week. Leave Salem Tuesday at 12 m; Arrive at Pleasant Hill Friday by 5 p m; Leave Pleasant Hill Saturday at 6 a m; Arrive at Salem Tuesday by 10 a m.

15109 From Salem, Vallantes, to Lafayette, 22 miles, and back, once a week. Leave Salem Monday at 5 a m; Arrive at Lafayette by 12 m; Leave Lafayette Monday at 1 p m; Arrive at Salem by 8 p m. Bids to run by a slower schedule, to be specified in the bid, invited.

15110 From Lafayette, by McMinnville, Muddy, and Williamette, to Grande Ronde, 30 miles, and back, once a week. Leave Lafayette Wednesday at 6 a m; Arrive at Grande Ronde by 3 p m; Leave Grande Ronde Tuesday at 6 a m; Arrive at Lafayette by 3 p m.

15111 From Lafayette, by Dayton, Amity, Bethel, Etna, Dallas, Bridgeport, and Lackemute, to Corvallis, sixty miles, and back, once a week. Leave Lafayette Tuesday at 2 p m; Arrive at Corvallis next day at 7 p m; Leave Corvallis Monday at 6 a m; Arrive at Lafayette next day by 11 a m.

15112 From Lafayette to Tillamook (n. e.) 40 miles, and back, once a week. Leave Lafayette Monday at 6 a m; Arrive at Tillamook by 6 p m; Leave Tillamook Tuesday at 6 a m; Arrive at Lafayette by 6 p m.

15113 From Albany, by Peoria, Burlington, Harrisburg, and Williamette Forks, to Eugene City, 45 miles, and back, once a week. Leave Albany Thursday at 6 a m; Arrive at Eugene City by 7 p m; Leave Eugene City Friday at 6 a m; Arrive at Albany by 7 a m.
Bids for twice a week service invited.

15114 From Corvallis, by Starr's Point, Long Tom, Suislaw, and Yoncalla, to Oakland, 90 miles, and back, once a week. Leave Corvallis Wednesday at 6 a m; Arrive at Oakland next day by 5 p m; Leave Oakland Friday at 6 a m; Arrive at Corvallis next day by 5 p m.

15115 From Oakland, by Kellogg's, Elkton, Scottsburg, and Gardiner, to Umpqua City, 73½ miles, and back, once a week. Leave Oakland Saturday at 12 m; Arrive at Umpqua City Monday by 5 p m; Leave Umpqua City Wednesday at 12 m; Arrive at Oakland Friday by 5 p m.

15116 From Umpqua City, by Empire City and Randolph, to Port Orford, 82 miles, and back, once a week. Leave Umpqua City Wednesday at 6 a m; Arrive at Port Orford Friday by 6 p m; Leave Port Orford Saturday at 6 a m; Arrive at Umpqua City next Tuesday by 2 p m.

15117 From Roseburg, by Ten-mile Creek, (n. e.) Camas Valley, (n. e.) Junction of Middle and South Forks of Coquille, (n. e.) Isaiahs Prairie, (n. e.) and Six Mines, (n. e.) to Port Orford, 120 miles, and back, once a week. Bidders to propose a schedule of departures and arrivals.

15118 From Jacksonville, by Applegate, Slate Creek, and Kirby, to Waldo, 61 miles, and back, twice a week. Leave Jacksonville Monday and Thursday at 6 a m; Arrive at Waldo next days by 12 m; Leave Waldo Tuesday and Friday at 2 p m; Arrive at Jacksonville by 7 p m.

15119 From Astoria, by Cathlamet, Westport, Oak Point, and Rainier, to Monticello, 50 miles, and back, twice a week, in steamboats. Leave Astoria Tuesday and Saturday at 7 a m; Arrive at Monticello by 6 p m; Leave Monticello Monday and Friday at 1 p m; Arrive at Astoria by 7 p m.

15120 From Astoria, by Pomeroy, Rainierville, (n. e.) and Dodge's Station, (n. e.) to Umatilla, with a branch to Grande Ronde Mines (n. e.) and Independence City, (n. e. from Dodge's Station,—miles, and back, once a week.

Bidder to state distances, and propose schedule of departures and arrivals.

15121 From Marshall to Umatilla, 32 miles, and back, once a week. Leave Marshall Monday at 6 a m; Arrive at Umatilla by 6 p m; Leave Umatilla Tuesday at 6 a m; Arrive at Marshall by 6 p m.

The contractor to name the conveyance at the proposed rate of the allowance.

Form of Proposal, Guarantee, and Certificate.

Proposal.

The undersigned ——, whose post office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1866, to June 30, 1870, on route No. ——, between —— and ——, under the advertisement of the Post Master General dated July 31, 1865, with celerity, certainty, and security, for the annual sum of —— dollars.

[This proposal is made with full knowledge of the requirements of the law, the penalty of the bond required, and all other provisions or references in the advertisement and other official communications of the Post Office Department, and I agree to be governed thereby.]

Dated (Signed)

Guarantee.

The undersigned, residing at ——, State of ——, hereby certifies that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster General, the bidder shall enter into the required obligation as contractor to perform the service proposed, with good and sufficient sureties.

[This certificate, understanding that with the obligations and liabilities consent by guarantors made by the 27th section of the act of Congress of July 2, 1853.

Dated (Signed by two guarantors)

Certificate.

The undersigned, postmaster at ——, State of ——, certifies, I am personally acquainted with the above guarantors and believe them to be worth property, and able to make good their guarantee.

Dated [Signed]

Instructions to Bidders and Postmasters.

Contracts also conditions to be kept secret and to the contracts to the extent the Department may deem proper.

1. Seven routes are allowed to each intermediate office, when not otherwise specified, for assorting the mails, for railroad and steamboat routes there to be no more delay than is sufficient for exchange of the mail packets.

2. On railroad and steamboat lines and other routes where the grade of compensation adopted by the special agent of the Post Office Department, the post office blanks and locks, keys and keys, are to be exchanged without extra charge.

3. On railroad and steamboat lines the route agents of the department, when the British and Canada mails, when offered and the expenses accompanying them, are to be conveyed without charge, and for the use of the United States agent a compartment car, or apartment in the center of a car, properly lighted, warmed and furnished, and adapted to the convenient separation and the security of the mails, is to be provided by the contractor, under the direction of the department.

Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies for the performance of all other side service—that is for offices over eighty rods from a station or landing.

Three mail bags "way-bills" prepared by postmasters, or other agents of the Department, to accompany the mails conveyed on railroads and steamers, specifying the number and destination of the several bags. On other principal routes like receipts will be required and way-bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.

4. No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, salaried penalties, proportioned to the crimes thereof, and the importance of the mail may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the exhibition of passengers, or for being concerned in getting on or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or delivering into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contract requires it is concerned in running a coach, car, or steamboat on a route.

7. The Postmaster General may annul the Contract for repeated failures to run

—The above certificate must have affixed to it a five cent stamp, cancelled, as the law requires.

agreeably to Contract; for violating the direct offer, wise or disobeying the instructions of the department; for refusing to discharge a carrier when required for the department to do so; for running an express at all hours; or for transporting persons or packages carrying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing the contractor a pro rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing within the restrictions of the law, a pro rata increase of pay for the additional stock or carriers. If any contractor may, however, in the case of increased speed, relinquish the contract, he must give prompt notice to the department that he pursue during such to enforce the order into effect. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or wherever the public interests, in his judgment, shall require such discontinuance or curtailment, he may order notice to contractor one month's extra pay on the amount of service dispensed with, and pro rata compensation for the amount of service retained and continued.

9. Payments will be made by collections from or drafts on postmasters, or otherwise, at the expiration of each quarter—say, in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. Bidders must inform themselves on this point, and also as to the weight of the mails, the probable time of mails, hills, streams, &c., and all other matters, terms or circumstances by and by which expenses may be incurred. No claim for additional pay, based on said ground, can be considered if any deficiency destroyed, lost or detained, or other expenses happening thereto, occurring during the contract term. Offers made based upon advertisements which may not be found strictly legal bids, are considered as providing for the earliest mail facilities, and whatever may be the mode of conveyance necessary to insure punctuality, regularity and security, and have the preference over all others, and no others considered.

11. Bidders are cautioned to guard their proposals in time to reach the department by the day and hour named, (4 p m. February 28,) for bids received after that time will not be considered or compared, and a bid of reasonable amount received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, separately different service; and if the regular bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidation of separate bids (proposing one sum for two or more routes) are forbidden by law, and cannot be considered.

14. The mails, the service, the penalty upon the same and evidence of the bidder, (if at his usual post office address) and those of each member of a firm where a company offers, should be distinctly stated.

15. If offers are requested to be received for the performance of the proposal proposed by the department, to write out in full the sum of the bids, and retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bid or guarantee will be allowed unless the withdrawal is dated and received before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons. The bid and guarantee should be signed plainly with the full name of each person.

The Department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of ——," addressed to "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to agent of local postmasters will not receive proposals or letters of any kind to their quarterly returns.

17. The contracts are to be executed and returned to the Department by or before the 1st day of July, 1866; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

Transfers of contracts, or of interest in contracts, are forbidding in law, and consequently cannot be allowed. Bidders will therefore take notice that they will be expected to perform the service accepted to them through the whole term of the contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 30th of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let "in every case, to the lowest bidder tendering sufficient guarantee for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security of such transportation." Under this law, it is not proper to transport the mails with "celerity, certainty and security," bidder from a railroad to be (merely local) bids, are construed as providing for the earliest mail facilities, and whatever may be the mode of conveyance necessary to insure punctuality, regularity and security, and have the preference over all others, and no others considered.

20. A mail service of a bid in any of its essential terms is treasonable to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids. Making a new bid with guarantee and certificate, is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a cause for their removal. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the form above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted. The certificate must also have affixed to it a five cent revenue stamp, cancelled, as required by law.

W. DENNISON Post. Gen.

oct

SACHS BROS.

DAY AND FANCY GOODS,

CLOTHING, BOOTS

AND SHOE

EMPORIUM.

WE HAVE JUST

Received and are now

OPENING

THE LARGEST, BEST ASSORTED and most Fashionable Stock in the ☞ above line to be found ☜ this side of San Francisco. Also the ☞ ☜

Latest Style

Of Ladies' Hats, Cloth

BASQUES & CLOAKS,

WOOL HOODS AND NUBIAS,

A FULL

ASSORTMENT OF

Ladies, Misses and

CHILDREN'S HOSE.

IN FACT EVERYTHING APPERtaining to a First Class Dry Goods and ☞ Clothing House. All of ☜ which will be sold at ☞ ☜ as represented ☜

LOW PRICES.

An Immense Stock

Of Groceries, Liquors,

TOBACCO, Etc.,

Of the best quality, and at prices warranting us to say that they are the cheapest in this county.

Favor us with a call and convince yourselves. SACHS BROS.

September 30, 1865. sep30tf

OSBORN & SESSIONS,

PURCHASING AND COMMISSION AGENTS,

607 Merchant St., San Francisco, Cal.

Having had extensive experience in both Wholesale and retail trade, we feel confident that to COUNTRY MERCHANTS desiring a resident agent, or to an occasional purchaser, we can offer superior inducements.

Particular attention given to collections, the purchase and sale of Legal Tender notes, Drafts, Stamps, Sewing Machines, etc., or other transactions requiring the services of experienced and reliable agents.

Purchases will be made for cash only, except in cases of special agreement to the contrary.

Geo W. Osborn,

Formerly with CARRIGE, PERRIN & Co., Wholesale dealers in fine clothing, San Francisco.

E. C. Sessions,

Formerly with C. B. GOODWIN, & Co., Wholesale Grocers, San Francisco; also, Brannan & Wade, Jacksonville, Oregon.

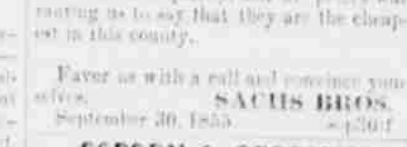
REFER BY PERMISSION TO

A. WOOD, hat and shoe dealer, San Francisco.
L. H. BUSHBY & Co., Hardware Dealers, San Francisco.
G. W. DODGE, Assayer, San Francisco.
CLARK & BURRIS, Wool Dealers, San Francisco.
March 25, 1865. mch25tf

LIVERY AND SALE STABLES.

Corner of California and Fourth streets.

CRUGAGE & DRUM, Proprietors.



THESE STABLES are centrally located, and convenient to the Union Hotel. Horses and mules will be kept by the day or week at moderate charges.

The proprietors have a number of fine BUGGIES AND CARRIAGES,

For one or two horses, to let on moderate terms. Also, good saddle horses and mules, which they will let to go to any part of the country, on reasonable terms.

Horses broke to the saddle or harness.

Animals Bought and Sold.

The proprietors pledge themselves to give satisfaction to all who may favor them with a call. Jacksonville, Ogn. Aug. 31, 1865

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J. STRATMAN,

Wholesale News---Dealer,

Packs and forwards all the Daily and Weekly Newspapers, Magazines, etc., to all parts of the country with Great Dispatch.

I SELL AT PRICES

That Defy Competition!

Every New Novel received as soon as published.

I have special arrangements with all the different publishers, stationers, etc., and furnish the trade with

Books, Stationery,

Blank Books, Music,

PORTRAITS, PRINTS, MEDALS

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CARD & PHOTOGRAPH ALBUMS

IN GREAT VARIETY.

I have unequaled facilities, and guarantee dealers the closest attention.

☞ Send for a price list, and give me a trial.

JOHN STRATMAN,
SAN FRANCISCO.

American Flags!

With full complement of Stars! printed on Muslin de Laine, Imitation of Bunting, in Fast Colors at the

FOLLOWING LOW PRICES:

Size, 1 foot ..... $1 00 per dozen.
Size, 2 feet ..... 2 50 per dozen.
Size, 3 feet ..... 9 00 per dozen.
Size, 12 inches ..... 10 00 per dozen.

—ALSO—

BUNTING FLAGS,

Of all sizes, from sixty cents to one dollar per foot.

UNION BADGES AND PINS,

In Great Variety.

J. STRATTON,
Major First California Artillery.

Empire News Depot northeast corner of Washington and Sansome streets, San Francisco.

Reduction in Prices to Subscribers.

ATTENTION is called to the following list of American and Foreign Periodicals, for which I receive subscriptions. Permanent arrangements have been made by the United States Government for the carrying of the Mails from the Atlantic states by steamer, three times a month. I am enabled to receive subscriptions at a much lower rate than formerly. The same care and attention will be paid to the forwarding of all packages, for which this establishment has gained such an enviable reputation throughout the Pacific Coast.

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" Flag of our Union	3 50
" Pilot	3 50
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Cornhill Magazine	6 00
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St. James Magazine	6 00
London Lancet	6 00
" World of Fashion	6 00
Chambers' Journal	4 00
All the Year Round, Dickens	6 00
London Art Journal	12 00
Blackwood's Magazine	4 00
Westmins Quarterly Review	3 00
North British " "	3 00
Edinburg " "	3 00
London " "	3 00
The four Reviews and Blackwood	13 00

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Any Newspaper, Magazine or Review, not mentioned in the above list will be furnished to order. Orders for Books, Music, Fancy Articles, etc., filled promptly at the lowest market rates. Subscriptions payable invariably in advance.

Address, J. STRATMAN,
my31tf News Agent, San Francisco.

Dissolution of Partnership.

BY mutual consent of the undersigned, the partnership heretofore existing between Jacob Wagner and J. M. McCall is this day dissolved, except so far as it may be necessary to continue the same for the final liquidation and settlement of the business thereof. WAGNER & McCALL.

Ashland Mills, July 1st, 1865.

ALL persons indebted to Wagner & McCall, or having demands against them are requested to come forward immediately and make settlement.

WAGNER & McCALL.
Ashland Mills, July 1st, 1865.

NOTICE

THE Ashland Mills are now owned by Jacob Wagner and Charles K. Klum, and all business in connection therewith will be conducted by

WAGNER & KLUM.
Ashland Mills, July 1st, 1865.
jy8 m3

ATTENTION ALL!

P. H. LYNCH

IS AGAIN IN TOWN AND AT HIS old business of saloon keeping. His friends can find him, with the

BEST LIQUORS

.... AND ....

Choice Cigars

In town, in the

OLD EXPRESS OFFICE,

Next door west of P. J. Ryan's Store. Come one, come all.

October, 12, 1865. oct14tf

JEWELRY.

CLOCKS, WATCHES.

FANCY ARTICLES

—AT—

NEUBER'S

NEW STORE!

Next Door to Sachs Bros.

J. NEUBER has stocked his new store with a large and valuable assortment of latest styles and patterns of

SPRING AND WEIGHT CLOCKS,
SILVER WATCHES,
DIAMOND JEWELRY,
PEARL, EMERALD, CAMEO SETS

Together with a splendid lot of other

JEWELRY,

Breast-Pins, Brooches,
Ear-Rings, Finger Rings,
Lockets, Buckles, Clasps,
Bracelets, Sleeve Buttons,
Necklaces,
Watch-Chains,
Chatelains
and Seals.

Also, complete sets of incomparable

Quartz Jewelry,

manufactured from the richest and most beautiful specimens of Gold Hill and Foster quartz.

In addition to the above, may be found at his store the best qualities of

TABLE AND POCKET CUTLERY,

And, in short, a general variety of

Nick-Nacks & Fancy Articles

All of which will be sold at LOW PRICES and warranted.

REPAIRING.—Clocks, Watches and Jewelry repaired with promptness, and in a manner to guarantee satisfaction.

MAUFACTURED to order, any article of Jewelry, with neatness and dispatch. ☞ Call and see his new stock, at his new store, on California street, next door to Sachs Bros., Jacksonville, Oregon.

Jacksonville, Dec. 17, 1862. tf

Umpqua Academy!

THE Trustees of Umpqua Academy have thoroughly repaired the building, and it is now ready for school. The Twelfth Academic year will commence September 11th, 1865.

RATES OF TUITION Per Quarter:

Primary Department	$ 5 00
Secondary do	6 00
Higher English	7 00
Dead Languages, Drawing and Painting, each, extra	3 00
Music	10 00
Board in private families	3 00

F. F. ROYAL, Principal.

REGULAR DISPATCH LINE

Between

SAN FRANCISCO and UMPQUA.

THE following new and first class vessels will run regularly in the above line.

Schooner, W. F. Bowne ... Hughes, Master.
Schooner, Pacific ..... Gage Master.
Schooner, Noyo ..... Allen Master.

We offer superior inducements to shippers to Southern Oregon. For freight or passage apply to

SHED & WRIGHT.
54, Steuart St., San Francisco.

FLORENCE

Sewing Machine.

JOHN NEUBER would announce to the people of Jackson County, that he has procured an agency for this peerless machine, and will in a short time have a good article on hand. This machine gathers, hems, embroiders and makes 4 different kinds of stitches.

Jacksonville, January ... tf