

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 departures and arrivals herein specified.

Decisions announced by March 14, 1866. (Examine the laws, forms, and instructions annexed.)

15101 From Portland, by Vancouver and Saint Helen, to Monticello, 56 miles, and back, three times a week, in steam boats. 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 Springville, Sonrie's Island, Vancouver, Fisher's Landing, Sandy, Washougal, Camdes, and Hood River, to The Dalles, 119 1/2 miles, and back, six times a week. Leave Portland daily, except Sunday, at 5 a. m.; Arrive at The Dalles next day 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. o.) and Chehalis Gap (n. o.), to Lafayette, 39 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 Westport, 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 Cottage Grove, Eugene City, and Freedom to Corvallis, 90 miles, and back, daily.

Schedule from April 1 to November 1. Leave Oakland daily at 4 p. m.; Arrive at Corvallis next day by 5 p. m. (in 25 hours.) Leave Corvallis daily at 10 a. m.; Arrive at Oakland next day by 11 a. m. (in 25 hours.)

From November 1 to April 1. Leave Oakland daily at 6 a. m.; Arrive at Corvallis next day by 6 p. m.; Leave Corvallis daily at 6 a. m.; Arrive at Oakland next day 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, Belasco, 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 9 a. m. (in 29 hours.)

From 1st November to 1st April. Leave Corvallis daily at 6 a. m.; Arrive at Portland next day by 6 p. m.; Leave Portland daily at 6 a. m.; Arrive at Corvallis next day by 6 p. m.

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

15107 From Salem by Eola, Independence, and Mouthout 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, Hammond Hill, Pine, Williamette Forks, and Eugene City, to Pleasant Hill, 82 1/2 miles, and back, once a week. Leave Salem Tuesday at 12 m.; Arrive at Pleasant Hill Friday at 5 p. m.; Leave Pleasant Hill Saturday at 6 a. m.; Arrive at Salem Tuesday by 10 a. m.

15109 From Salem, by Valente, 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, Moody, and Willamina, to Grande Ronde, 30 miles, and back, once a week. Leave Lafayette Wednesday at 6 a. m.; Arrive at Grande Ronde by 5 p. m.; Leave Grande Ronde Tuesday at 6 a. m.; Arrive at Lafayette by 5 p. m.

15111 From Lafayette, by Dayton, Amity, Bethel, Etna, Dallas, Bridgeport, and Lakenette, to Corvallis, 60 1/2 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. o.), 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 Willamette, 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, Siaslaw, 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 Gardner, to Umpqua City, 73 1/2 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. o.), Canas Valley (n. o.), Junction of Middle and South Fork of Coquille (n. o.), Lenharis Prairie (n. o.), and Six Miles (n. o.) 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, 64 miles, and back, twice a week. Leave Jacksonville Monday and Thursday at 6 a. m.; Arrive at Waldo next day by 12 m.; Leave Waldo Tuesday and Friday at 2 p. m.; Arrive at Jacksonville by 7 p. m.

25119 From Astoria, by Cathlamet, Westport, Oak Point, and Rainier, to Monticello, 55 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 Auburn, by Pocolanta, Riggsville (n. o.), and Deal's Station (n. o.) to Umatilla, with a branch to Granite Creek Mines (n. o.), and Independence City (n. o.), from Deal's Station, 105 miles, and back, once a week.

Bidder to state distance, 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 letters (n. o.) indicate that no official record of the point named at the date of this advertisement.

Form of Proposal, Guarantee, and Certificate.

The undersigned, residing at —, State of —, county of —, do hereby certify that I am the holder of the contract for conveying the mails of the United States, from July 1, 1866, to June 30, 1870, on route No. —, between — and —, under the advertisement of the Postmaster 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 distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after careful examination of the laws and instructions attached to the advertisement.

Dated (Signed) Guarantee. The undersigned, residing at —, State of —, undertakes that if the foregoing bid for carrying the mail on route No. — be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1866, enter into the required obligation or contract to perform the service proposed, with good and sufficient securities.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated (Signed by two guarantors) Certificate. The undersigned, postmaster at —, State of —, certifies, under his own oath or affirmation, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

Dated (Signed) Instructions to Bidders and Postmasters.

Containing also conditions to be incorporated in the contracts to be executed by the Department may deem proper.

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

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the department, also the British and Canada mails, when offered, and the agents accompanying them, are to be conveyed without charge, and for the use of the United States agents a commodious 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 land 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.

There will be "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, likewise 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 such of such occasions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection 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, enlarged penalties, proportioned to the nature 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 admission of passengers, or for being concerned in setting up 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 runs, or 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 agreeably to Contract; for violating any post office laws; or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; or for any other cause.

8. The Postmaster General may order an increase of service on a route by allowing therefor 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 changes with railroads, without increase of pay, provided the running time be not altered. 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. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying 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 whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he is allowed, as a full indemnity to contractor one month's extra pay on the amount of service suspended with, and pro rata compensation for the amount of service retained and continued.

9. Payments will be made by collections from drafts of postmasters, or otherwise, after the expiration of each quarter—viz., 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 need inform themselves on this point, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind, by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the department by the day and hour named. (3 p. m. February 28) for bids received after that time will not be considered in competition with 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.

department to do so; for making an express as aforesaid; or for transporting persons or packages conveying undesirable matter out of the mail.

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12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, separately different services; 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. Consolidated or combination bids ("proposing one man for two or more routes") are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address,) and those of each member of a firm whose company offers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the department, to write out in full the sum of their 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 guarantor 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 "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to an agent and postmasters will not enclose proposals (or letters of any kind) in 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 forbidden by 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, bids that propose to transport the mails with "celerity, certainty and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and have the preference over all others, and no others are considered.

20. A modification of a bid in any of its essential terms is tantamount 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 securities without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, guarantors, and securities 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, propose, guarantee and certify in the forms 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.

Happiness or Misery; THAT IS THE QUESTION.

THE PROPRIETORS OF THE MUSEUM OF ANATOMY AND SCIENCE have determined, regardless of expense, to issue FREE (for the benefit of the suffering humanity) four of their most interesting and instructive LECTURES ON MARRIAGE, and its disqualifications: Nervous Debility, Premature Decline of Manhood, Indigestion, Weakness of the Brain, Loss of Energy and Vital Power, the great Social Evil, and those maladies that result from youthful follies, excess of study, or ignorance of Physiology and Nature's Laws.

These invaluable Lectures have been the means of enlightening and saving thousands, and will be forwarded FREE on receipt of Twenty-five Cents in postage stamps, by addressing "Secretary Pacific Museum of Anatomy and Science, Pine Street, San Francisco."

Letters to be sent through Wells Fargo & Co. merilyl in's

Umpqua Academy!

THE Trustees of Umpqua Academy have thoroughly repaired the building, and it is now ready for school. The Winter Term of 22 weeks will commence Nov. 27th. The Spring and Summer Term, 1st Monday in May, 1866.

RATES OF TUITION Per Quarter: Primary Department, 3 00; Secondary do, 4 00; Higher English, 7 00; Dead Languages, Drawing and Painting, each, extra, 3 00; Music, 10 00; Board in private families, 2 00.

F. F. ROYAL, Principal. Mr. OLIVER SMITH, Ass't Teacher.

J. ROW'S Cigar Store!

Opposite Love & Bilger's, California St., Jacksonville, Oregon.

TOYS, TOYS, TOYS! HOLIDAY GIFTS!

J. ROW informs the citizens of Jacksonville and the public generally that he has just received and offers for sale his superior stock of

HAVANA & IMITATION CIGARS, TOBACCOES, PIPES, FIGS, CUTLERY, RAISINS, Stationary & School-books, CANDY, NUTS, TOYS, SUGARS, ALBUMS, ETC.

Prices to suit the times. Call and save your money.

A Large and Fine Assortment of Willow Ware on hand, for sale.

A large collection of the latest and best Novels for circulation.

TO THE WOOL GROWERS OF OREGON

THE undersigned having on hand a number of superior, thorough-bred Spanish or Vermont, Merino bucks, and a few French Merino bucks, consisting of lambs, yearlings and two-year-olds, assumes this method of informing the public, that he is selling them very reasonably for cash. The Spanish or Vermont Merino are shorn direct from the stock of Edwin Hammond, Vermont, and the French Merinos from stock imported into Oregon by Jones & Rockwell, of Vermont.

An excellent opportunity is here offered for stock masters to improve their stock. The sheep can now be seen at the farm of the undersigned, on the North Umpqua River, at the "Winchester Ferry." Like vendors of merchandise, thought is charged for exhibiting. THOMAS SMITH, July 3.

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.

BATHS.

Dr. Overbeck has refitted his bath rooms at the OVERBECK HOSPITAL.

Those who wish to indulge in the luxuries of a good bath, can be accommodated by giving him a call on Wednesdays and Sundays.

LOVE & BILGER

California Street, Jacksonville, DEALERS AND WORKERS IN TIN, SHEET IRON, COPPER, LEAD AND BRASS,

HAVE just received from the Atlantic States and San Francisco, a complete stock of everything in their line, and will keep constantly on hand an assortment of the best Tin, Sheet-iron and Copperware Brass Pipes, Hydraulic Nozzles, Force Pumps, Chains, Lead Pipe, Hose, HARIWARE, CUTLERY; NAILS

Bar, Plate and assorted Iron; Paints, Oils, Sizes and Glass; All qualities of Powder; Shot of all numbers; Brushes of every variety, etc., etc.

Stoves.

Also, always on hand, a large lot of stoves of assorted sizes. "Duck's Patent Cooking Stove," and the "New World Stove," the two very best and approved patterns in the world. Parlor, Office and Cabin Stoves, fancy and plain, constructed on latest fuel-saving plans. Boilers, Kettles, Pots, Pans, and everything connected with these stoves, warranted durable and perfect.

All articles sold by them, or manufactured by them, are warranted. Their work is made of the best material and of choicest patterns. Orders attended to with dispatch, and filled according to directions. In everything, their stock is the largest and best ever brought to Jacksonville, and they are determined to sell at low prices for cash. Call and examine their stock before purchasing elsewhere. June 23, 1865-23. Agents for Halliday & Co's Wire Rope.

\$5,000 RECEIVED.

The undersigned would most respectfully call the attention of the public to their

NEW LIVERY FEED STABLE,

On Oregon Street, Jacksonville. We have on hand a good supply of excellent Saddle Horses, to let, and will soon have a stock of harness horses. We are determined to give satisfaction to all who may favor us with their patronage.

A good supply of feed constantly on hand. PLYMOUTH & ROSS, Jacksonville, January 21st, 1865.

A CARD FOR THE FALL & WINTER CLOTHING TRADE OF SAN FRANCISCO.

BADGER & LINDENBERGER, Nos. 411, 413 and 415 Battery St., Cor. Merchant, San Francisco.

Importers and Wholesale DEALERS.

Entire New and Fresh Stock.

We would call the attention of Country Merchants to our unusually large stock of Goods. Our stock comprises every article in the CLOTHING & FURNISHING LINE. We have constantly on hand the largest and greatest variety of CASHMERE AND WOOL HATS of any house in San Francisco, and our prices for these goods are less than those of any house, as we receive them direct from the manufacturer's consignments. Our stock is particularly attractive, and the great feature to the country merchants is the unusually low prices.

Less than the cost of Importation! We also keep the Staple Articles in the Dry Goods line, which Goods we have purchased in this market under the hammer, and are offering them at New York cost, and less.

We publish this card in order that we may make new acquaintances, and induce those who have not heretofore purchased of us to call and examine our stock.

Good Articles & Low Prices. Are the great inducements we offer to all who purchase to sell again. Merchants who buy of us can make a good profit, and sell to their customers at a low figure. We remain, respectfully,

Your obedient servants, BADGER & LINDENBERGER, Wholesale Clothing and Hat Warehouse, Nos. 411, 413 and 415 Battery street, San Francisco, Oct. 28, '65. m3

NEW IN JACKSONVILLE. DASHAWAY WASHING MACHINE, BLOOD'S PATENT.

With Wringers Attached.

THIS works the same as by hand, doing as much work in one day as six women, with equal cleanliness, less wear to clothes, and one-half less soap. A child ten years old can work this machine with ease, washing any fabric from a thread to a bed-quilt.

I have purchased the right for the manufacture and sale of the above named machines in this county.

The machine is for sale and can be seen at my shop, on California Street, one door above Drumm's Livery Stable. Give me a call. C. F. WILSON.

Wringers will be furnished as soon as they arrive.

REGULAR DISPATCH 113

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, Chase, Master. Schooner, Noyo, Allen, Master.

We offer superior inducements to shippers to Southern Oregon. For freight or passage apply to SHED & WRIGHT, 54, Stewart St., San Francisco.

GO TO THE CITY DRUG STORE and buy your blue stone.

JEWELRY, CLOCKS, WATCHES, FANCY ARTICLES

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 WINTER CLOCKS, SILVER WATCHES, DIAMOND JEWELRY, PEARL, EMERALD, CAMRO SETS Together with a splendid lot of other JEWELRY, Breast-Pins, Brooches, Ear-Rings, Finger Rings, Lockets, Buckles, Charms, Bracelets, Sleeve Buttons, Necklaces, Watch-Chains, Chatelaine and Sticks.

Also, complete sets of incomparable Quartz Jewelry, manufactured from the richest and most beautiful specimens of Gold Hill and Fowler 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 rates and warranted.

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

OSBORN & SESSIONS, PURCHASING AND COMMISSION AGENTS,

60 Merchant St., San Francisco, Cal.

Having had extensive experience in both Wholesale and Retail trade, we feel confident that we can give the most