The Weekly Enterprise.

Oregon City, Oregon,

D. C. IRELAND, EDITOR AND PROPRIETOR.

Saturday : : : Sept. 19, 1868.

National Union Ticket.

FOR PRESIDENT,

Gen. ULYSSES S. GRANT

FOR VICE PRESIDENT,

SCHUYLER COLFAX.

For Presidential Electors,

A. B. MEACHAM, of Union county.
Dr. W. BOWLBY, of Washington.
O. JACOBS, of Jackson.

—The *Advocate* is now printed on clean, Oregon paper, and new type.

—Rosenheim is taking the benefit of the bankrupt law.

—Dexter has trotted a mile in 2:14.

—The *Advocate* favors the connection of an Agricultural College with Wallamet University.

—Gen. Reed's picture of this city is now completed. It attracts great attention, and is generally admired.

—Navigation on the upper Wallamet is perilous to steamboat companies at this season of the year.

—Gaston thinks that this paper is irresponsible. Well, we don't ask odds of him on that score, at any rate.

—The Portland Homestead Association will soon issue a pamphlet, giving full particulars of the organization.

—Owyhee, and southern Idaho generally, have turned out to build a good wagon road over to the Central Pacific Railroad.

—A petition has been sent up to the Legislature, praying for a consolidation of the city of Portland and Multnomah county.

—Henry Miller, who was Editor of the *Oregonian* in the fall of 1862, died in Nicaragura some six weeks since of yellow fever.

—Ben. Holliday, the *Herald* informs us, will hereafter reside in Oregon. The State will lose nothing by having such men as Holliday, make their homes here.

—The robbers of the express and mails in eastern Oregon waived an examination, and were committed for trial at the November term of the U. S. District Court.

—A full theatre company will soon open at Oro Fino Hall, Portland. That city will not be so dead to amusements in the future, as it has been in the past, we hope.

—The San Francisco and Alameda Railroad company make returns to the United States Assessor that the amount realized from carrying passengers on the road for the month of July, was $11,525 53 in gold coin. On the San Francisco and Oakland Railroad, the amount returned was $16,832 50. The tax on both roads during the month amounted to $1,020 21.

—Judge Chenoweth and Green B. Smith gave the *Gazette* a column upon the subject of their observations on the work of the Railroads when here. Hon. J. H. Douthit and Mr. Matthiew Fountain also gave the Albany *Democrat* statements. The words of such men need none from a man like Gaston to bolster them up. These gentlemen belong to the school denominated *blackmailers* by that pink of honesty—Gaston. They visited both sides of the river, and ask everybody else to do the same.

—We seem to be approaching a silk worm excitement. The great success of some of our local sericulturists in raising the mulberry tree, and feeding the silk-worms, together with the great and ever increasing demand from Europe, for both the eggs and the cocoons cannot fail to incite others to enter upon this inexpensive, but certain and profitable business. The only question now appears to be the ability to obtain mulberry roots or cuttings. This tree grows well from either, flourishes in our alluvial bottoms, and is said not to be affected by an ordinary overflow.

—If Democratic papers tell the truth, everybody and the "rest of mankind" are in favor of Seymour and opposed to Grant. We have their word for it that the Hebrews to a man will oppose Grant, that the Irish associations have organized against him, that the Roman Catholics are equally united in their preference for Seymour, that the Methodists will labor to elect Seymour, and so on with all religions, adopted citizens from every land, and all kinds of associations. We are also told by the Democrats that the Temperance men of the country will oppose Grant because he is a drunkard, and that whisky sellers and whisky drinkers will not support him because he is instrumental in the heavy tax rates. Now, this is a terrible state of affairs. It is worth studying out. What a very popular man Seymour must be, and how unpopular Grant.

WAR OR PEACE?

Probably at no time since the first battle of Bull Run, in 1861, have rebels been more jubilant, and hopeful of ultimate success than they are at the present time. The platform of the Tammany Hall Convention, and Frank Blair's revolutionary letter appear to have renewed their faith in the ultimate triumph of what they have been learning to regard as a "lost cause." The success of Southern hotspurs in manipulating the Democratic Convention, has inspired them with renewed faith in their ability to secure the success of their long sought dream of Southern independence.

Governor Henry A. Wise, the Virginia wind bag, goes into ecstasies over the prospect of a speedy restoration of the Confederacy. It is true he modestly proclaims the first resolution a lie, and says that secession is not dead, but more alive than ever. He supports Seymour and Blair, because the platform declares the reconstruction acts, "unconstitutional and void," and because Blair demands a forcible overthrow of the Southern State governments, under the reconstruction acts. Governor Vance, of North Carolina, while on his way home from the Convention, took occasion to ventilate his ideas, in the course of which exercise he said that "what the Confederacy fought for, would be won by the election of Seymour and Blair."

The old rebel papers of New Orleans, Nashville, Mobile, Vicksburg, Columbia, and other cities of the South, accept the war like declarations of the Tammany Hall Convention as sincere. They understand that the declaration that certain things are "unconstitutional and void" means that they are to be treated as such. If there are any who think that these declarations are mere buncomb, they may as well undeceive themselves. That the rebels at the South, and their sympathizers at the North expect a forcible overthrow of the reconstructed State governments can admit of no doubt.

The ruling element of the Tammany Hall Convention was composed of such men as Wade Hampton and Gov. Perry, of South Carolina, Gov Vance, of North Carolina, Gov. Wise, of Virginia, and Clement L. Vallandigham, of Ohio. The cringing, snobbish, sycophantic, Northern doughfaces, who went up to New York to nominate candidates for the Presidency and Vice Presidency, had no backbone with which to withstand the blustering demands of the ruling element, and when the programme was completed, they were ready to ratify it. Could anything be more nauseating to honest, loyal men, than the sight presented at New York, when men who had been the most conspicuous rebels and copperheads, who have sought by every means in their power to overthrow this Government, and who owe their existence to its magnanimity, were calmly dictating a policy for the Northern Democracy?

If these false and ungrateful leaders in the late Democratic Convention had been properly treated by the government at the downfall of the rebellion, they would have been banished forever, and their estates confiscated; but they were forgiven, and in the midst of their surprise at such magnanimity, they professed equal penitence and obedience. But their promises have proven as worthless as the oaths they swore to support the Constitution of the United States. Stimulated by the disloyal atmosphere of New York, they forgot all their pledges of moderation and submission, and in the face of the almost certain defeat of the Democratic candidates—a defeat which even Wade Hampton does not hesitate to admit—*they unhesitatingly appeal to civil war.*

Eight years ago, Jeff Davis, Toombs, Cobb, Keitt, Rhett, Iverson, Mason, Wigfall, Slidell and other Democratic traitors, by dividing the Democratic party, contributed to the election of Abraham Lincoln, and then made his election a pretence for rebellion. Now Wade Hampton, Vance, Perry, and Vallandigham, foreseeing that they cannot elect Seymour and Blair, are preparing to follow in the bloody footsteps of their dishonored predecessors, and by firing the Southern heart to bring on another disastrous civil war.

Happily, however, the current of events has become so resistless that such revolutionary threats can be regarded as the vain vaporings of disloyal men. It is necessary, however, for the people to watch, and counteract the influence of these men. It is necessary for Union men to be on guard against their machinations, and by the complete triumph of Grant and Colfax, and the utter defeat of Seymour and Blair, to render it impossible that such a damnable tragedy can ever be enacted on American soil.

Gen. Grant is himself a pledge of good governments in the South, and we commend to the people the simple declaration with which he accepted the nomination of the republican Convention: "*Let us have peace.*"

MAINE.

The State of Maine has given over 10,000 increase of majority for the Union nominees. This was the largest ever thrown in the State. It shows conclusively enough that the reaction which began in California last year, and lost us Oregon, has stopped! Men will stop and look at what they are doing before they plunge the nation into deeper woe. Grant will be sure to be elected—and peace is secure. The *Oregonian* says:

To appreciate the force and significance of the Maine election it is only necessary to compare the result with that of former elections in that State, when the Republican party swept the country by their most triumphant majorities. At the election in September, 1864, (just prior to the last Presidential election), the Republican majority in Maine was 15,913. Lincoln obtained in the State, in 1864, 17,592 majority. Last year the Republican majority was 11,614. It is stated that the majority in the present election is above 20,000—a majority exceeding that achieved by the Republicans at any time during the war, and never exceeded except in 1866, when that enormity called "my policy" was rebuked by the whole nation. The Maine election is presageful of the general result in November. Grant and Colfax are irresistible. A gain of 10,000 in each of the States of Vermont and Maine, over the majorities of last year, shows the drift of the popular current. Can any man doubt that Grant and Colfax will be elected by an overwhelming popular vote?

A FACT.

No great while ago the telegraph entertained us with an account of an immense political meeting, torchlight procession, etc., of colored Democrats at New Orleans. We have now an account of similar demonstration in that city by the colored Republicans. We are curious to see how the Democratic press will speak of this matter, says the *Oregonian*. It spoke with the greatest respect of the demonstration made by the black Democrats; what will it say of that made by the black Republicans? No doubt the occasion will be seized to repeat the usual effective arguments about the "long-heeled, kinky haired nigger." It is worthy of remark that when the African Democrats were out in New Orleans they were not disturbed in the smallest degree, while it was all the military and police authorities could do on the occasion of the Republican demonstration to keep down the murderous Ku Klux Democracy.

—Speaking of the relation of California to Oregon, the *Oregonian* says: We do not complain of the disposition which California manifests to ridicule everything which pertains to Oregon; we are not mortified to observe that many of the people of that State make a show of ignorance of this, and pretend to think that it would be vulgar to know anything about us; we suffer no vexation when we find them affecting to regard us a rude, illiterate people, whose greatest need is a missionary from an enlightened community like California. This is snobbery which the people of Oregon can afford to laugh at. San Francisco is California, and San Francisco, like some other cities, must maintain its smartness by talking lightly of what it calls its provincial or bucolic neighbors. It must not be acquainted with anybody not in its circle of society; it must have a poor opinion of every one who does not follow its fashions, speak its dialect, put on its knowing look, or imitate its cockney like ways. Aping the example of San Francisco, the remainder of California looks upon Oregon with San Francisco eyes, and talks about Oregon in San Francisco style. All this has its origin in the weakness of human nature. It is uncultivated egotism, raised by petroleum and shoddy out of its legitimate sphere. We do not expect anything better from California until she gets older and wiser. In the due course of time her vanity will be softened, her views will grow more liberal, and she will come to the conclusion that it is not inconsistent with her self respect to show a spirit of unreservedness and cordiality in her intercourse with her neighbors. We don't expect California to understand us till she quits her conceited notions and becomes willing to acquire a knowledge of the people and country surrounding her. If she only knew it now she could learn something to her advantage by becoming acquainted with Oregon.

—The Republican journals of California continue their assurances that Grant and Colfax will get the electoral vote of that State, notwithstanding Col. Charles H. Larrabee is stumping down there for Seymour and Blair. There are a couple of Wisconsin men here who know Col Larrabee very well, and think that unless his *stumping* amounts to more than the *fighting* he did when in command of the 24th Regiment, no fears need be felt on account of his position. We shall recur to this matter as called out by the *Herald*.

—Wheat in New York is quiet at $2 60 a $2 80; flour is nominal at $11 25

ADDRESSED

To the Hon. Legislative Assembly:

During my recent visit to the Atlantic States, I was peculiarly impressed with the marvellous growth of the railway system of the country, and the manifold happy effects which these swift and multiplied means of travel and traffic have had in quickening the resources of the regions they traverse, and in building up not only great centres of trade and manufactures, but in dotting the land with flourishing entrepos. On all sides they breed movement, new industries, general thrift, and diversified, prosperous interests. Observing the general prosperity which had universally followed the track of the locomotive on the one hand, and the manifest lack of it where, as yet, no railway has been laid or is immediately prospective, I could but return home profoundly convinced that the early construction of railroads to connect the valleys of the Wallamet and the Sacramento is the supreme necessity of the people of Oregon.

To that end, I am sure, we should bend every energy and devote all available resources, public and individual, so as to hasten the consummation as much as possible. Every portion of the State and every interest are alike concerned in this measure, and must equally suffer so long as the roads are left unbuilt.

It is true, we of the Wallamet valley have cheap water transportation to market; but, unhappily, that market is circumscribed, and already inadequate for the quick, profitable sale of our surplus products of which Nature has been bountiful. We, therefore, need the creation of other markets, coupled with a larger extent of consumption at home! This can only happen through a large increase of our population, and the introduction and growth of new industrial interests in that chain of valleys which extends from the *Columbia* across the State line into California. With railways linking these valleys together, immigration would be immediately and powerfully attracted; for we should thus secure the connection with the Pacific Railroad; thus tap that mighty stream of life and development for our side of the continent, increasing our population sensibly, and rousing to life and action every dormant energy of our people and every latent resource and interest of Oregon, and of the whole valley of the Columbia!

It is assuredly unnecessary for me to dilate upon the extreme favorableness of the lines of the proposed roads. The richness of region they will traverse in agricultural and other resources are as familiar to all of you as it can be to me. You know the unsurpassed fertility of the Wallamet, Umpqua, Rogue River, Grande Ronde, Umatilla and Powder River valleys, and the vast mineral wealth of the State as yet left unproductive, but which the railways would make available to the material enrichment of all classes among us. All this, I repeat, you know and appreciate; but perchance it may need a journey such as I have lately made over the great railway lines of the East, to see what they have done for the developement of that section, in order to comprehend, in all its value, what railroad communication between the East to Portland and thence to San Francisco through the heart of the State, would do for Oregon; and what we lose, and must continue to lose, so long as that work shall be left undone!

It is immigration, above all, that we need to make our broad and splendid valleys yield their full measure of fertility, our mountains their exhaustless mineral stores. It is immigration that would enable us to give scope to our unsurpassed water power, to turn to due profit the matchless timber resources of our vast forests, and to develope our fisheries. Upon the completion, now so nearly, of the Pacific Railway, an immense, an ebbless tide of immigrants may be immediately anticipated; for our coast is an object of unabated interest in the East. But it will be of little gain to us—it will pour into and be absorbed by California, unless, happily, we are wise and energetic enough to push our railroads Southward and Eastward so speedily as to intercept almost the first wave and direct it hitherward. Were our roads built there would be no difficulty in securing our legitimate share of this immigration. Many men of character and business energy, with capital, would then come among us, giving us a most welcome and valuable accession to our population. Naturally, indeed, the tendency of immigration is northward and westward. And the first breath of the tropical summer heat of the valleys of California, would drive thousands toward Columbia and Oregon, the very names of whose valleys seem to have a singular attraction to the people of the East. Possibly it was this, in part, which enabled me the more easily to excite the attention and persuade Eastern capitalists to make a visit to this State, in order to investigate, on the spot, the character and extent of our resources, and the field here afforded for gainful investments. In this, however, I was likewise aided by the specimens which fortunately I carried to New York, of our flour, wheat, oats, leather and other products, which attracted uncommon interest by their superiority, of which, heretofore, nothing had been known.

I found parties ready to sell us iron for our roads, taking in payment, at par, the bonds of the company, guaranteed by the State. In fact, I purchased some iron outright, upon the exhibition of my credentials as an officer of the O. C. R. R. Company, for the parties with whom I dealt were satisfied that in due season the proper legislative endorsement *would be made*. Now, can I doubt that your honorable body will see the urgent, the paramount necessity for action in such ways and degrees as shall secure the earliest completion of our railroads? All would appear auspicious for that end if our people and their representatives will comprehend and meet the exigency, squarely, in a wise forecasting spirit, with that liberal legislation that will secure to us the capital standing ready at our back. The stagnation in business at the East and money glut there, have made capitalists look eagerly in this direction for a new theatre of operations. We should not lose so opportune a juncture, but boldly seize the full measure of its advantages, pregnant as they are with the weal of our whole people.

Comprehensive, timely legislation—laws that will *attract* and *protect* foreign capital within our limits—would secure a development of the State during the next decade that, as yet, has been imagined by but few.

The chief thing to be done, I repeat: Is the earliest possible completion of our part of the railway between the East and Portland, and to San Francisco. Every resource should be made subsidiary to that object. That which our people are unable to do individually toward its accomplishment should be done by the State unhesitatingly, and without stint. In the Atlantic States there are few railroads that have not received heavy subvention from the States in which they are built. In many of the roads there, the States are large stockholders, owning in some instances as much as two-thirds of the shares. In other cases the bonds of the railway corporations have been guaranteed, principal and interest, by the State, and thus the capital was raised to build and stock these roads.

But while I would make this the prominent measure in your consideration, there are others that I would not have lost to sight; others in connection with which your honorable body may materially advance the growth of the State in population and affluence. Parties in New York have inaugurated a line of sail vessels to ply directly between that port and Portland; and already two ships have been despatched as pioneers. It is to be hoped our merchants will recognize the importance of the enterprise and patronize it heartily, for that were simple wisdom! The State, however, may and should, assuredly, render substantial aid and encouragement likewise. Our pilot laws might be so modified as to afford discrimination in favor of vessels coming directly from the Atlantic and from foreign countries. So, too, might liberal, special privileges and franchises be judiciously granted to those who will undertake to place and keep a steam tug for service on the Columbia river bar, and thus abate the formidable dangers and long delays which are encountered there by sail vessels, to the sore detriment of our commerce. Protection to such an adventure on the part of private capital is essential, for it will be remembered how a former steam tug was speedily driven off by a short-sighted, if not selfish combination. The proposed legislation, assuredly, is as much called for and as legitimate as that regulating and fostering ferry interests. And what ferry in all Oregon is so important as that across the Columbia bar?

I have alluded to the interest excited by the staples which I exhibited in New York last July. That interest satisfied me that no more judicious expenditure could well be made of public money than in an ample provision for a complete exhibition in 1869, at the principal fairs in the East, of the productions of the State, which shall give a just conception of their varied extent and rare excellence. At the same time a memoir should be carefully prepared for general distribution there, and also in England and Germany, that should set forth intelligibly and forcibly the agricultural, mineral, and other natural advantages of Oregon. It should exhibit the growth of our exportations of every description, with a comprehensive account of the extent of arable land in the State, separating that under culture from that as yet untilled; and also the amount peculiarly adapted to pasturage—as is so much of the land eastward of the Cascade mountains. It should afford reliable and complete information touching the meteorology and climate generally, of the country on both sides of the mountains. In other words: a memoir that should present a just idea of the present and prospective state of our productive industry, and the condition and circumstances of our general situation, with our wants, in connection with mechanics and laborers, the price of labor, provisions, clothing, rents in the towns, cost of fuel, and statistics of manufactures. In fine, a paper that would give precise, complete information upon all points that both immigrants and capitalists would wish to have. A small outlay, comparatively, would secure such a memoir if entrusted to competent hands, and the benefits to our people would be incalculable.

If I have thus ventured to address and urge my individual views upon your honorable body in this formal way—my views of what you may and should do for the advancement and well-being of the people of our commonwealth, I trust the spirit and purpose with which I have done so will not be misapprehended or regarded as intrusive or egotistical. I trust it will be apparent that my only incitement has been the general good, with such personal advantage and gain to myself as I may be able to win by industry and enterprise. I have had, as it so happened, a peculiarly favorable opportunity to contrast our resources with those of many of the Atlantic States; to see, I believe, what we greatly need, what may be of immeasurable benefit to our fellow citizens whose interests are my interests. I have fancied it such without use to give frank expression to what I can but regard as incumbent upon the Legislature to do, in order to impel our cherished State with necessary vigor on that upward career for which beneficent Nature has most lavishly provided the ways and means.

All of which is submitted to your honorable body with high respect and consideration by

Your Ob't Servant,
A. M. LORYEA.

Portland, Oregon, Sept. 14th, 1868.

—It is now designed to complete the grade for the O. C. R. R. to Eugene city immediately; 600 more celestials will soon be at work. The right of way has been secured abreast of the P. T. Co.'s Basin at this city. The latter company will put in a switch at Canemah, and use the road when navigation is impracticable.

—P. C. Brinck and Benj S. Welsh, of Pennsylvania, Ben Holliday, and Temple Emmett, of San Francisco, are now at Salem. Messrs. Brinck and Welsh left Philadelphia on the 20th ultimo. They were of the party coming to Oregon at the instigation of Dr. Loryea.

—But one expression seems prevalent over the fact that Ben. Holliday has become interested in Oregon's developement. And that is an expression of joy.

—Vessels are loading in San Francisco for Liverpool at £3 per ton freight.

AN OREGON JOURNAL.—Thousands of letters are written annually, to parties on the Pacific Coast, asking for information concerning that region. The *Oregon City Enterprise*, a weekly journal of 32 columns—36 are contemplated—was established by D. C. Ireland in 1866, for the purpose of paying special attention to the resources of Oregon. It is published at Oregon City, a town of 1200 inhabitants, situated on the Wallamet river, destined to become a second Lowell, or Lawrence, on account of its natural water power, which is unequalled in America. Is but ten miles from the commercial metropolis of the State (Portland), 36 miles from the State Capital (Salem), and but four miles from Oswego, one of the finest iron regions in the known world. This Journal costs but $3 per annum, or $2 for six months, and to any person wanting a knowledge of Oregon, it is invaluable. Try it.

Address:

D. C. IRELAND,
Oregon City, Oregon.

MARRIED.—On the 5th inst., at Buena Vista, Polk county, P. H. Gray and Miss Martha Nash.

DIED.—In Oregon City, on the 15th of September 1868, OSCAR J., son of J. M. and R. W. BACON, aged 2 years, 7 months, and 13 days.

New Advertisements.

Andrew Willis. Wm. Broughton.

WILLIS & BROUGHTON.

Having purchased the interest of S. Cram, in the well known

LIVERY STABLE,

One door west of Excelsior Market, Oregon City, announce that they will at all times keep good horses and carriages to let, at reasonable rates. Horses bought and sold, or kept by the day or week. (48.3m

WALTER BROS.

New CARPETINGS

VELVETS,
BRUSSELS,
THREE-PLY,
OIL-CLOTHS,
WINDOW-SHADES,
PAPER-HANGINGS,
LACE-CURTAINS, &c., &c.

We Would Call the attention of parties fitting up houses, or being in need of anything in our line To our Stock, which is

ONE OF THE COMPLETEST

On the Pacific Coast!

—o—

Our Goods being specially selected at the Factories in England and the Eastern States, we can sell

AT THE LOWEST

San Francisco Prices.

—o—

WALTER BROS.,
No. 89 Front street, between Alder
55.) and Washington, Portland, Oregon.

AMERICAN

Waltham Watches

Proof of their Superiority.

Pennsylvania Railroad Company.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, PA., Dec. 15, 1867.

Gentlemen: The watches manufactured by you have been in use on this Railroad for several years by our enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable time keepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs than any watches we have ever had in use on this road. As you are aware we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years.

Respectfully,
EDWARD WILLIAMS,
General Superintendent
American Watch Company, Waltham.

New York Central Railroad.

Locomotive Department, Western Division, Rochester, Dec. 24, 1866.

Gentlemen: I have no hesitation in saying that I believe the great majority of locomotive engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and, as I have never known one to wear out, they must be durable. I hope to see the time when railway companies will generally adopt your watches, and furnish them to all engineers and conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,
CHARLES WILSON, G. Chief
Engineer, Brotherhood of Locomotive Engineers.
American Watch Company, Waltham.

Every Watch fully Warranted.

For sale by all first class dealers in the United States.

Robbins & Appleton,
No. 182 Broadway,
General Agents.
R. B. Gray & Co., San Francisco,
48:4m) *Agents for California.*

SHERIFF'S SALE

By virtue of an execution and order of sale issued out of the circuit court of the State of Oregon for the county of Clackamas, and to me directed, in favor of William Strong, administrator of the estate of Amory Holbrook, deceased, plaintiff recovered from Orlando Bidwell, defendant, the sum of seven hundred and two dollars, bearing interest at the rate of two per cent. per month, and also the further sum of twenty-four dollars, taxed as costs of said suit: I have this 16th day of September, 1868, levied on the following described land specified in said decree and order of sale as follows, viz: The north half of the donation claim of Orlando Bidwell and wife, situate in town three (3,) south range four (4) east, and described in notification No. seven thousand two hundred and twenty-seven (7227), on file and of record in the Land Office in Oregon City, containing one hundred and sixty (160) acres, with all the appurtenances, and on *Tuesday, the 27th day of October,* A. D. 1868, at the hour of 12 o'clock M. of said day, in front of the court house in Oregon City, in Clackamas county, I will sell the same to the highest bidder for cash, for the satisfaction of said execution and interest and costs and accruing cost.

JOHN MYERS,
Sheriff Clackamas Co.
This 16th day of Sept. 1868. 48:4t).

HEUSTON, HASTINGS & CO.

HEUSTON, HASTINGS & CO.

ARE THE

FASHIONABLE CLOTHIERS

OF

SAN FRANCISCO.

—o—

SPECIALTIES.

PRICE AND GUARANTEE.

The largest and most varied stock of Gentlemen's Clothing, Furnishing Goods, Trunks, Bags and Valises, on the Pacific Coast. Every article sold, being of our own manufacture, is guaranteed. Having contracts direct with European and American Manufacturers of piece goods we thereby effect a saving of fully 50 per cent. in wholesale dealers profits and are thus able to offer superior Goods at less than second-rate prices.

—o—

STYLES.

Having agents in London and Paris we introduce the new styles in San Francisco simultaneously with their appearance in New York.

—o—

GOODS MADE TO ORDER.

For the accommodation of such as may desire, we have secured the services of a celebrated European cutter, and are prepared to make up piece goods in a style superior to any other house on the coast. Shirts, Ties, Collars, etc., made to order at short notice.

—o—

COUNTRY ORDERS.

Goods forwarded by Express to any part of the Pacific Coast on receipt of orders and measures; send for directions for measurement.

—o—

HEUSTON, HASTINGS & CO.
LICK HOUSE BLOCK,
nov8) SAN FRANCISCO.

THE CARS

HAVE ARRIVED!

The Goods!

ARE HERE—FOR PARTICULARS

Call at Charmans!

At the old Stand,

Main Street, Oregon City.

LADIES!

BEFORE VISITING PORTLAND CALL AT *Charman & Brothers.*

Dress Goods!

LOOK AT THE VARIETY *For sale by Charman & Brother.*

BOOTS & SHOES!

THE BEST AND CHEAPEST At *Charman & Bros.*

Portland Prices

CANNOT COMPETE WITH *Charman & Brother.*

CLOTHING!

HAVE YOU SEEN THE BEST *Not until you have called upon Charman & Bro*

HATS, HATS,

NOTHING CAN EXCEL *The stock of Charman & Bro.*

OREGON LEATHER!

THE BEST ON THE COAST.

Thos. Armstrong,
Manufacturer of

ALL KINDS OF LEATHER

MILWAUKIE, OREGON.

THE UNDERSIGNED WISHES TO INform

DEALERS AND MANUFACTURERS

That he is prepared to furnish as good and durable an article of Leather as can be made on the Pacific Coast, at the following rates:

Harness Leather, per lb	28 to 30 cents.
Extra heavy, for Concord	33 "
Skirting, per pound	28 to 32 "
Belting, in the side	35 "
" Cut, per square foot,	$1 00
Side, upper, " " "	16 to 20 cents.
Grain Leather " " "	18 to 22 "
Light Bull, or Grain for Women's work	18 to 20 "
Calf Skins, per doz	$30 00 to $40 00
Kip " "	40 00 to 60 00
Bridle, per side	3 50 to 4 00
Collar, per side	1 00 to 2 50
Lace Leather, per side	2 00 to 4 00

☞ I do not think that Harness Leather should necessarily be made in Santa Cruz, in order to stand the test of our climate;

☞ Nor do I think that Belting, in order to bear the strain of Oregon Machinery, must be made in the Atlantic States.

ALL I ASK IS A

Fair Chance!

And I will prove, to the satisfaction of all concerned, that Oregon Leather is the best on the Coast

☞ All orders will meet with prompt attention. Address:

THOMAS ARMSTRONG,
36.1y) Milwaukie, Oregon.

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