



Oregon City, Oregon,

D. G. IRELAND, EDITOR AND PROPRIETOR. Saturday : : May 22, 1869.

THE DANISH ISLANDS.

We have received from the Publishers, Fields, Osgood & Co., quite a thick pamphlet, with the above title, written by James Parton, in which he considers the question, whether or not we should pay for these Islands. He argues that we ought to pay for them, and if the statements he makes are true, and we have no reason to doubt them, we fully agree with his conclusions. It is for the credit of this government, that it should abide by the contract which its servant, the Secretary of State, made with the Danish Government for these islands, and if dissatisfied with the action of its servant, it must entrust this power with other and better hands. The pen of Mr. Parton, has invested this diplomatic narrative with all the charm of a romance. We propose, to consider here, some of the leading points which he has made, relying for facts upon his statements. So far as the question of economy is concerned, we believe it to be true economy to deal honestly with all governments as well as men. The time to economize, is in the beginning of negotiations, not in the repudiation of contracts.

First, What are the Danish Islands? These Islands are three in number, situated about middle way of the long line of the West Indies, and are named St. Thomas, St. John, and Santa Cruz. In an agricultural point of view, the last is the most valuable, but it was not included in the bargain. St. Thomas is little more than a mass of rocks, twelve miles long, and three broad, and contains a population of 12,000, mostly engaged in commercial pursuits. St. John is of the same general character, population, &c. Their value to us consists in the fact that they both possess excellent, defensible harbors. It was on this account that they were sought by our government. Mr. Parton, has collected abundance of testimony to prove the value of these islands as harbors. Vice-Admiral Porter says: "St. Thomas lies right in the track of all vessels from Europe, Brazil, East Indies, and the Pacific Ocean, bound to the West India Islands or the United States. It is the point where all vessels touch for supplies when needed, coming from the above stations. It is a central point from which any or all of the West India Islands can be assailed, while it is impervious to attack from landing parties, and can be fortified to any extent." "St. Thomas is a small Gibraltar of itself." "There is no harbor in the West Indies better fitted than St. Thomas for a naval station." "In fine I think St. Thomas, is the key-stone to the arch of the West Indies, it commands them all. It is of more value to us than to any other nation." Such is the burden of all the testimony presented. When we consider that, with a single exception, the West India Islands are all under the control of foreign governments, and that in case of war with any one of them, they can harass our commerce, it becomes a question of importance, whether we ought not to possess some better means of defence such as a harbor there would give us.

Second, Did the United States Government bargain for these Islands? The affirmation is that such a bargain was made through Mr. Seward, then Secretary of State. The first mention of the affair was made early in 1865, by Mr. Seward to Gen. Raasloff, the Danish Minister at Washington. Mr. Lincoln approved of the idea. The proposition was coldly received by the Danish Minister, and also by the government at home. The events which took place in the spring of 1865 put an end to all negotiations for the time. In the meantime there had been a change in the Danish Ministry as well as in our own executive. But the new ministry were more inclined to favor the sale of the Islands, and Mr. Johnson also approved of the purchase. As soon as it was known publicly that any such scheme was on foot the press of the country almost unanimously favored it. There was no public sentiment averse to it. It seemed a desirable thing to own a harbor and a coaling station among those Islands. Negotiations were at length transferred to Denmark, and a bargain finally concluded through our Minister, Mr. George H. Yemman with the Danish Ministry. The conditions were that a treaty should be made in which the Danish Government were to cede to the United States, the Islands of St. Thomas and St. John, in consideration of seven and one-half millions of dollars.—this treaty of course was subject to the approval of the Parliament of Denmark, and the Senate of the United States, while the House of Representatives must make the necessary appropriations. In addition to this the question of transfer was to be submitted to the inhabitants of the Islands.—if they voted against a transfer, there was to be an end of negotiations at least upon the proposed basis. In due time the question was submitted to the people, and they almost unanimously voted in favor of a transfer of sovereignty. The Senate of Denmark approved of the terms of the treaty. The treaty

was signed by the King on the 31st of June, 1867. On the second of February 1868, the Senate of the United States was officially notified of the ratification of the treaty by the king and Parliament of Denmark. But no action was taken at the time, nor has any action been taken since. The time named in the treaty for the exchange of ratifications expired on the 24th of February 1868. In view of this neglect on the part of the Senate, Mr. Seward asked, and the Danish Government granted another years time. This additional year expires on the 15th of October, 1869. Shall we take the Islands and pay for them or not? It should be remembered that the United States commenced negotiations, renewed the same after they were broken off, has been urgent in her solicitations, in almost every movement, while the Danish Government has reluctantly conceded to our wishes in the whole transaction. More than this the people of the Islands have voted on the question, almost unanimously consenting to the transfer, and if the treaty is not ratified, they are certainly placed in an anomalous position.

Third, But the question arises, is the Senate of the United States bound by the acts of the Secretary of State. In other words is Mr. Seward's bargain our bargain? In a moral point of view we have no right in this instance to repudiate the action of Mr. Seward. The Secretary of State is the acknowledged agent of the Government, through whom all such transactions are carried on. It is with him that treaties must be made. The Senate has no right to reject treaties made through the Secretary of State with foreign powers, without good and sufficient reasons therefor. Says Wheaton in his International Law: "No constitutional writer has laid down so lax a principle as that the ratification of a treaty, concluded in conformity with a full power, may be refused at the mere caprice of one of the contracting parties, and without assigning strong and solid reasons for such refusal." In reference to the right to a legal point of view, of the Secretary of State to negotiate for the purchase of territory, we have an immediate precedent in the case of the purchase of Alaska. The negotiations were carried on by Baron de Stockel and Mr. Seward. When the Russian Government had accepted the terms and signed the treaty the Senate ratified it at once, and the House of Representatives voted the necessary appropriation. And this, more than anything else, encouraged Denmark to accept Mr. Seward's overtures. If we refuse to confirm the treaty, we shall as Mr. Parton says: "Stand dishonored before mankind as having one rule for the strong, and another for the weak."

THE PALE RIDER IN SIGHT.

A Democratic cotemporary says: "Since the Presidential contest last fall, a political lethargy seems to have crept over the Democracy." It is said that a consumptive patient is always the last to concede that his malady will surely terminate fatally. The whole world has been watching the rapid progress of the disease with which the Democratic party is afflicted, and outside of that organization none have doubted its fatal termination. The "lethargy" just discerned by our cotemporary, is the lethargy of death. Soon will the hideous and distorted corpse be ready for the charnel house, and the genius of American Freedom will rear above its rotten remains a column with this inscription: "Died of wounds received while fighting for human slavery."

The more acute members of the party at the East, realize the truth of what we have said. That great oracle of Democracy, Vallandigham, has already wisely suggested an entire change of base and a complete reorganization of the party. The Southern Opinion newspaper, with its expiring gasp, warned its readers that "no cause could long outlive defeat." Before another election shall be held in Oregon, the most stupid relic of Long Tom Democracy will realize the situation.—Unionist.

—Since the opening of the Pacific Railroad, the Government Departments have regularly received their daily mail from the Pacific Coast.

—Many White Piners are arriving daily in California. They generally concur in asserting the thing as everyone there. No regular leads have been found and real estate is rapidly declining.

—The Herald tries to ridicule Hon. J. H. Mitchell for having written of standing by the grave of a brother who fell in the late war. It says he "lets himself out generally."—Journal.

—The Directors of the Central Pacific Railroad fixed on the 15th, the rates of fare hence to New York for first-class passengers; but no definite action has yet been taken on second-class, or in relation to immigrant trains. The fare hence to Oregon is \$50 in gold, or \$67 in currency; thence to Omaha, \$27 40; thence to Chicago, \$22; thence to New York, \$20—being \$186 40 in legal tenders, or say about \$110 in coin. Each passenger is allowed one hundred pounds of baggage, and children under twelve years will be carried half price.

OREGON.

—We learn that an oil spring has been found in Klickitat Valley, about twenty-five miles north of this city, and the indications are flattering.—Mountaineer.

—The sixth annual excursion picnic of the Washington Guard will take place on Thursday, May 27, 1869, at Pleasant Grove, near Milwaukie.

—Four gentlemen of Albany leave this week for the purpose of extending the Cascade Mountain Wagon Road through to Snake River and Boise City.

—Mr. Martin Luper reports the Wallamet valley and Cascade Mountain road to be open from Albany to Ochochoo valley. The grass sown along the road by the company is coming up beautifully.

—The cost of transporting the mails across the plains prior to the completion of the railroad was 1,100 per mile; by railroad it is only \$200. The contract with the Butterfield Company ceased on the completion of the road.

—The next annual Fair of the Washington County Agricultural Society will be held on the 4th, 5th, 6th and 7th days of October next. A new feature of the Fair will be the premium to be given to the best velocipedist.

—Col Hudnutt informs the Oregonian that he received a dispatch from the Union Pacific Railroad Company, ordering him to return to Salt Lake immediately, for the purpose of taking control of that road. This order, of course, means an abandonment of further survey on the Columbia River branch for the present.

—R. R. Thompson and lady, accompanied by one son and two daughters, left Portland on Monday last, for a trip to Europe. They go overland to Salt Lake where they will take the Union Pacific Road to New York. They were accompanied by a number of friends as far as the Upper Cascades.

—We are under obligations to D. C. Ireland, editor and publisher of the Oregon City Enterprise, for files of his paper some months back, containing articles in relation to East Side Company, and verifying the correctness of the statement published by us from a conversation with ex-Congressman Henderson of Oregon. The Enterprise has been the first and principal advocate of the East Side Company, which company is the direct antagonist to the sage brush scheme via the Lakes, and the one that is determined to run the road by the Elliot Survey. This company having been designated by the Oregon Legislature as entitled to the public land grant an acceptance will be immediately filed, when the West Side Company, the Pengra Company, or any company will have to contest their claim by law, which we imagine will not be attempted, or if it is the East Side Company will come out ahead with heavy costs to the contesting company or companies.—Yreka Journal.

From the State Journal, May 15th.

—Hon. R. J. Pengra returned from Portland yesterday, where he has been absent on business connected with railroads.

—Postal Agent Underwood, has entered upon the duties of his office, and has been absent for several days attending to business in Wasco county.

—Mr. George Leasure has put a considerable amount of ground in hops near this place this year, and will no doubt raise a good crop as he understands their culture and has them on the best of soil.

—Mr. George Krumery has purchased a lot of land of A. J. Keeney, on the Coast Fork, for the purpose of going into the hop business. He has spent considerable time in hunting a piece of ground suitable for the raising of hops, and has found none more suitable, in his opinion, than the place he has purchased.

—Mr. James Goodchild has our thanks for a fine lot of green peas, of the Tom Thumb variety. They are probably the earliest peared here, as Mr. G. informs us that he has been using them for two weeks. With such gardens as Mr. Goodchild's Eugene can boast of as early vegetables as any other town in the State.

—About one hundred shares of 25 dollars each, have been received with but little effort for the purpose of getting into operation an agricultural society in this county, and it is reasonable to believe that the remaining one hundred shares can be secured easily. There is a tract of land for sale a short distance below town, which is a splendid location for the fair grounds, which makes it an object to secure the bona fide organization of the society in time to purchase the land before it is sold to other parties.

From the Roseburg Ensign, May 15th.

—Hon. Jesse Applegate is now engaged in teaching a country school in this valley.

—The Oregon Central Railroad Company of Salem have a bold and earnest advocate of their interests in the person of Mr. Chadwick.

—Nine or ten families have left this county, within the past two weeks, for the Pitt River country in California. We expect to see them back again shortly.

—Hon. S. F. Chadwick arrived at home on the 7th instant, having made the journey by land from Washington. He receives the congratulations of his many friends on his improved physical appearance.

—By Mr. J. Haynes of Curry county, who was in town during this week, we are informed that Salmon Gulch still affords highly encouraging prospects in gold bearing quartz. Veins have been discovered, but it is yet uncertain whether they will continue rich in any considerable depth.

—J. F. Gazley, John Fullerton, and D. W. Ransom lately appointed by the commissioners of Douglas county to explore and report upon the feasibility of a road from Canonville to Klamath Lake, have returned. They report the cost of building a road ten feet wide and grading the mountain pass at \$1,000. They crossed the mountains from Rogue River to the Umpqua in three hours, traveling very slow.

—We learn that quite a large number of sheep and cattle have been purchased in this neighborhood during the past week for White Pine, or some other Nevada market.

—The crops throughout this region are doing finely since the grateful showers of the last few days have come to their aid, and the prospects are more encouraging than ever for a bountiful harvest.

—The Ellendale Woolen Manufacturing Company held its annual meeting last week. Messrs. R. P. Boise, I. Levins and B. Simpson were elected a board of directors. Judge Boise was elected President, and Judge Moores, Secretary. The machinery, which has been stopped for some time for repairs, will be started in a few days, so we have been informed.

—The citizens of this section of country are anxious to know what is being done by the West Side Company, if it is still in existence. The particular organ of the company has been ominously silent in the matter for the past weeks, and we have failed to observe a single item in either of our exchanges throwing light on the subject, further than a vague rumor that Gaston & Co. had been brought up, and that the whole thing was a huge swindle on the honest, over credulous farmers of the West Side counties.

—A fellow named Flint has been victimizing the people of Benton county to a considerable extent. He went round claiming to be an extensive cattle dealer, contracting for large bands of cattle and paying large sums of money to bind the contracts, while at the same time he was borrowing money, until he got about \$2,700 when he was minus.

—Pengra says Mallory of Oregon, made a good hard working representative, but was rather too timid, from which we infer arises from his failure to push through Congress the Pengra's Mallory & Co. sage brush railroad scheme, to the abandonment of the original California and Oregon railroad.—Yreka Journal.

—The editor of the Democrat has taken a trip to Harrisburg, in Linn county, and speaks of that place as thrifty, and of the surrounding country as most delightful.

—Two residents of San Francisco, as we learn from the Chronicle, have recently completed an invention which promises to be of incalculable benefit to navigators, geographers, surveyors, and travelers generally. The instrument—consists of modified form, of the camera obscura, so well known to artists, to which is added a very ingeniously arranged self-acting photographic apparatus. By means of combination of the camera and the sensitive plates of the photographic instrument and adjustable lens, every object within a range of ten or fifteen miles can be instantaneously pictured. Vessels on a strange coast, or on open sea, surveyors and travelers on wild plains, in a few minutes can obtain a perfect map of the country or ocean for fifteen miles in any direction. Such an instrument would be of no small importance to prospectors. A patent has been applied for, and when granted we shall give fuller details of this valuable instrument.

—When the train containing Mr. Durant and Directors Duif and Dillon and Mr. Davis, contractor for ties, reached Piedmont, on the U. P. R. R. on Thursday, May 6th, 40 miles east of Wasatch, everything looked correct, though about four hundred men at the station had not been paid since January, and demanded their wages, getting no satisfaction. The train started, but after going a short distance it was discovered that the palace car had been left behind. The train ran back, the conductor demanding who drew the pin. Stopping, he made the connection, when two men presented cocked six-shooters at his head and said they would blow the top of his head off if he did not get on. Looking into the muzzles of the pistols to the right and left of him, they grew to the size of 15-inch guns, and he concluded to go on before the pistols went off. A crowd was around the palace car, guarding all the approaches. The train started and left the car on the track not switched off. They told Durant that if he did not send after money they would take him into the mountains and feed him on salt horse and sagebrush. A dispatch was written for \$80,000 to be sent down at once. The mob told the operator that if he sent for soldiers or assistance they would run him into the mountains and find a tree to hang him, or shoot him dead, with no mercy. A guard was kept night and day round the car. When the passenger trains came up nobody was allowed to go near the car. Scouts were sent out with signals to announce the approach of troops or men. On Friday, the money came, and the men were paid, and satisfactory arrangements made. An engine then went for the party, who were released. When they reached Devil's Gate Bridge it was not completed, and at last accounts, they are still waiting.

A DISTINGUISHED ARRIVAL.—On the arrival of to-day's boat from the Cascades our city will be visited by Mount Hood, the mammoth ox owned by F. M. Morris, of Butter Creek, Umatilla county. This ox is now seven years old, is seventeen hands and three and one-quarter inches high, and girths nine feet and one inch. The ox has never been weighed, but good judges place his weight at about 3700 lb. The ox has attained this size and weight on grass. It is the intention of Mr. Morris to stall feed him, when it is expected that his weight will approximate to near 4500 lb, making him one of—if not the largest ox ever known. Mr. Morris will bring him to Portland, and after a time keep him on exhibition until the State Fair, after which it is his intention to take him to California and the Eastern States. Oregon beats the world.—Herald.

THE REASON.—The Enterprise, in speaking of the Republican triumph in Virginia City, says: "As Virginia is the stronghold of the Democracy, we can explain the apathy of the opposition on no other ground than the existence of a law, passed by the last Legislature, closing all liquor saloons on election days. The Democratic party cannot be expected to do much in the way of voting when deprived of its customary beverage. This is the opinion of that staunch old Democrat, Nasby.

A TERMINUS SNIFFED OUT.—The Seattle Intelligence—by the way, Seattle is a rival terminus—says: "It is rumored that the new mill at Tacoma is to be removed to a more favored locality. The depth of water in front of the new 'city' is such that no bottom can be found. The bark Iconium, which arrived there a few weeks since with the machinery for the new mill, is unable to find anchorage." That is rough on the Tacoma; and we submit that it is very unkind in the settlers to thus wipe out the chances of the "city" as a terminus.—Oregonian.

—It is likely that a great many men of capital and influence will visit the Pacific coast from the Atlantic States the coming summer for the purpose of ascertaining what inducements are offered here for the investment of money, and what the resources and natural advantages of our country amount to. Several Senators have expressed their intention to come out, and it may be that the President will also make a trip to this coast.

—Dr. Haswell, Grand Master of the order of Odd Fellows for California, at a meeting of the Grand Lodge of that State, on the 5th instant, rendered a decision to the effect that persons engaged in selling liquor, are not eligible to membership in the order.

—The first through passenger train, from Sacramento, arrived at Omaha with about 500 passengers on the 16th. The travel west from Omaha is very heavy.

—We learn that Hon. J. H. Mitchell has consented to address the people of Clarke county, at Vancouver, on some day this month, upon the political topics the day. Judge Smith, of the same law firm, addressed a large audience at Vancouver one evening last week. The Register, in speaking of his speech, says: "Many ladies were present, and his reception was enthusiastic and his speech frequently cheered. The Judge made some telling points, and drew many apt comparisons. His compliment to the civil administrative powers of Washington, Jackson and Grant was peculiarly felicitous as well as just, and showed a thorough understanding of those great men."

—H. C. Leonard, one of Portland's earliest pioneers, left Friday for the Atlantic States. He went by stage to Sacramento, and there he will take the cars for the East. He is, we believe, the first one who has taken that route, and expects to make the trip as quick as he could by any other route.

—The total value of the taxable property of the State of Illinois, as returned under the recent equalization, is \$471,555,966.

—Albany is exactly due north of Eugene, and Portland is about sixteen miles east of north.

New Advertisements.

IF ANY BODY wants to see a VELOCIPED, go to A. Levy's who has one to raffie. Take a chance.

JUST RECEIVED a compound to make fresh Lemonade, the very thing for Good Templars and Sons of Temperance. A. Levy's.

LARGE LOT of Cigars and Tobacco just received At A. Levy's.

BANANNAS At A. LEVY'S.

112 FRONT STREET, NEAR MORRISON STREET. KAST & CAHALIN.

New Stock of Boots and Shoes JUST RECEIVED!

Best Selection in the City!

Comprising all the leading and best brands known, such as Benkert's, Tirrell's, Fog's, Houghton & Coolidge's, Reed's, Goldfrey's and numerous others, of gent's and boy's wear. Also—Miles', Siederich's, Burt's, San Francisco and custom-made ladies and children's wear.

Our customers and the public in general are invited to call and examine our stock, which we will sell cheaper than ever.

P. S.—Boots made to order, and an assortment of our make constantly on hand.

PREMIUM GANG PLOWS.

As the age in which we live demands progress in Farming Implements as well as in all other branches of industry, we have entered extensively upon the Manufacture of the Celebrated Pfeil Gang Plow!

Better known in Oregon as the WOL-GAMOT PLOW. This Plow combines all the desirable points of a perfect implement, being simple in construction, cheap, durable, and of light draft. The only Premiums which were awarded to Gang Plows at the great Implement trial at Mattoon, Sept. 4, 1866, by the State Agricultural Society of Illinois. We were awarded this Plow. The following is an extract from the Report of the Commissioner of Agriculture, for the year 1866, and may be found on page 246 of that report:—

"The Gang Plow made by J. C. Pfeil, Arouville, Cass county, Illinois, is received with no little favor in the West. Almost incredible stories are told of its excellence and efficiency in plowing the prairie fields of Illinois and other States.

"The depth of the furrow is regulated by the crank-axle, which is so arranged that the ploughs can be driven deeper or shallower at the pleasure of the driver, when the team is moving, by means of the lever.

We also manufacture sulkey plows for small boys, or infirm persons who are unable to manage a team of three or four horses. This gang, or sulkey plow, will cut a furrow from 3 to 10 inches deep.

"The committee who tested the draught of this plow with a dynamometer state, that it ran lighter by 140 pounds, than other plows when running at the same depth, and held by the plowman while on foot."

With this Plow one man can do more work than two men can do with walking Plows, and the same amount of team. Hence, it will be seen that it will more than pay for itself in one season's plowing.

We will also manufacture the WEB-FOOT GANG PLOW!

Web-Foot Walking Plow!

Both patterns of Mr. Lewis' invention for which patents have been applied for, and which have withstood practical tests with the best results receiving flattering testimonials wherever seen or tried.

Now, the Farmers of Oregon are invited to give the Oregon City Machinery a trial. Do not purchase a Plow of any description until you have examined our make and prices, as we are determined to sell at less than importer's rates, by giving you a more durable article, and a guarantee warranting the same.

For further information address LEWIS & POLLOCK, OREGON CITY.

New Advertisements.

JOHN WILSON, NO. 113 Front Street, (In Whites New Block)

Dealer in Dry Goods and Clothing.

Invites attention to his EXTENSIVE ASSORTMENT

DRESS GOODS, Trimmings, Buttons, Coat Bindings, White Goods, Embroideries, Zephyr, Wool Yarns, Cloakings, Tweeds, Cassimeres, Flannels, Blankets, Linen Goods, Staple Cottons, Ladies' and Misses' Underwear, Fancy Goods, Parasols, Sun Umbrellas, Fans, etc., etc.

FINE CLOTHING for GENTS and BOYS, in Beaver, Cassimere and Castor Beaver, Doe Pants, Silk Velvet Vests, Silk Shirts, Silk, All Wool and Merino Undershirts and Drawers, Socks, and almost everything in the furnishing line for men and boys.

MACHINE TWIST, 1 oz spools for Tailors, Shoemakers, etc., in Black, White and Orange, Letters A, B, C, D, E, F, G.

MACHINE TWIST for Dry Goods Trade, 100 Yard Spools, all colors.

BUTTON HOLE TWIST for Tailors and Dressmakers, by JOHN WILSON.

N. B. GROCERIES at Lowest Market Prices.

PACIFIC MAIL STEAMSHIP

COMPANY'S STEAMSHIPS FOR New York, Japan & China, Will be dispatched as follows:

Leave wharf corner of First and Brannan streets at 11 o'clock A. M. of the following dates, for Panama, connecting via Panama R. R. with one of the company's splendid steamers from Aspinwall for New York, on the 9th, 18th & 26th of each month. When the above dates fall on Sunday they will leave on Saturday preceding.

Steamer leaving San Francisco on the 5th touches at Manzanillo; all touch at Acapulco. Departures of 2nd makes close connection with steamers for Central and South America. Departures of the 18th are expected to connect with the French Trans-Atlantic Co's steamer for St. Nazaire, and English steamers for Southampton and Southern America. Through tickets can be obtained.

The following steamships will be dispatched on dates as given below: May 29—COLORADO, Capt. Wm. H. Parker, connecting with ALASKA, Capt. Gray. May 18—CONSTITUTION, Capt. Wm. H. Hudson, connecting with HENRY CHAUCEY, Capt. Connor. May 29—GOLDEN CITY, Capt. Wm. F. La-pidge, connecting with ARIZONA, Capt. Maury.

Passengers berthed through, and baggage checked through. One hundred pounds allowed each adult. An experienced Surgeon on board. Medicine and attendance free.

These steamers will positively sail at 11 o'clock. Passengers are requested to have their baggage on board before 10 o'clock.

For passage and all other information, apply to the INMAN and NATIONAL Steamship Lines, can be obtained at P. M. S. S. Co.'s office in San Francisco, where may also be obtained orders for passage from Liverpool or Southampton to San Francisco, either via New York or St. Thomas—if desired an amount of £10 or £20 will be advanced with the above orders. Holders of orders will be required to identify themselves to the Agents in England.

For merchandise and freight for New York and way ports, Company's form of Bill Lading on the stock of goods owned by Charman & Brother, taken effect January 23, 1869.

Thomas Charman!

Successor to CHARMAN & BRO.

THE DEATH OF MY BROTHER has caused the firm of CHARMAN & BRO. to that of THOMAS CHARMAN—having purchased of the estate all the interest held by my brother, the stock of goods owned by Charman & Brother, taking effect January 23, 1869.

The Business

Will be Carried on as Usual AND A FULL STOCK

Will be kept up by me, and will consist in part, of the following branches of trade:

Dry Goods and Clothing, Hats, Caps, Boots and Shoes, Fancy Notions, Perfumery And Patent Medicines.

Paints, Oils, Colors, Dye Stuffs and Varnish, Queensware, Crockery & Lamps.

Sash, Doors, and Window Blinds, Hardware, Tools and Cutlery, Rope, and Nails

Of Every Description. I ask Especial Attention to my FINE TEAS, COFFEE AND SUGAR.

GROCERIES OF EVERY VARIETY.

Farming Implements

OF ALL KINDS.

Attention will be paid to any business left with me on Commission. Notice.—My Business with all who favor me with their patronage, will be done on a cash basis—but Legal Tender will be received at the market quotations.

Agent WELLS FARGO & CO. I desire to say to all who favor me with their patronage that I shall use my best ability to please them, and all orders shall meet with prompt attention. My facilities for doing business are as good as any house in Oregon, and I pledge myself to sell at Cheap as any House in good standing in the State. I will not be undersold by anyone. Please give me a call and examine for yourselves. Thanking you for past favors, I remain, Respectfully yours, THOMAS CHARMAN.