

OREGON CITY ENTERPRISE.

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OREGON CITY, OREGON, FRIDAY, SEPTEMBER 1892.

Sept. 16

ESTABLISHED 1866.

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TRANSACTS A GENERAL BANKING BUSINESS.
Loans made. Bills discounted. Makes collections. Buys and sells exchange on all points in the United States, Europe and Hong Kong. Deposits received subject to check. Interest at usual rates allowed on time deposits. Bank open from 9 A. M. to 4 P. M. Saturday evenings from 9 to 7 P. M.
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A general banking business transacted. Deposits received subject to check. Approved bills and notes discounted. County and city warrants bought. Loans made on available security. Exchange bought and sold. Collections made promptly. Drafts sold available in any part of the world. Telegraphic exchanges sold on Portland, San Francisco, Chicago and New York. Interest paid on time deposits.
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FRUIT & VEGETABLES,
RED SEAL FLOUR,
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Hay, Oats and Mill Feed.
A Solicitor Sent to Your House Every Morning if Desired.
GOODS DELIVERED PROMPTLY.
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RANDALL & HEMMELGARN
ARE STILL IN THE FIELD.
Milk Delivered to all Parts of the City TWICE A DAY.
FULL MEASURE AND PROMPT SERVICE.

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Successors to Mrs. C. H. L. Burmeister,
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Watches, Clocks, Silverware, Jewelry.
Repairing a Specialty.
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Special sizes of Doors and Windows made to order. Turning of all kinds
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Furnished on application. Builders, give us a call, and see if our work is not of the best, and our prices as low as the lowest. Price List sent on application.
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ALL KINDS OF TIN, SHEET IRON AND COPPER WORK PROMPTLY DONE.
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M. HOSFORD,
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Sells all goods at a living price. Flour and kerosene not given away in order to catch your trade and then even up on higher prices on other goods.
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Prices as low as can be had in the county. Time given to responsible parties.
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Orders filled for rough or dressed lumber, all first class, at bed rock prices, retail or carload lots.

IT IS STILL RAGING.

Islands of New York are Used for Cholera Patients.

PASSENGERS STOPPED ON THE LIZ

No Steerage Passengers Leaving Europe and the Return Lists are very Small.

NEW YORK, Sept. 10.—After a thorough course of fumigation and disinfection, and after every person aboard had been put in such a condition that it is practically impossible for them to convey contagion to the city, three steamers were released from quarantine this afternoon. They were the *Britannic* from Liverpool, *Joseph John* from Hamburg and *Zaandam* from Antwerp.

Immigration agents in this city whose business it is to forward new arrivals at this port to their various destinations are much disturbed over the announcement made by the Illinois state board of health refusing admission to all immigrants into the state unless they bear certificates from the health and immigration officials of the port of New York that they are free from disease and their baggage and belongings thoroughly disinfected.

New York, Sept. 12.—Quarantine this day will probably be looked on in future years as one of the most horrible reprobates on civilization that ever occurred in American history. The federal government on one side, and the state government on the other, both anxious to be the rescuing party, and in front local authorities and private people forcing back victims from a haven of refuge. On Sunday the unfortunate cabin passengers of the *Normania*, who for eight days were confined on the cholera stricken ship, were greeted with the information that they were to go to Fire Island. The iron steambot *Cepheus* was hired and the first and second-class passengers started for the promised land. The weather was rough and many were seasick. After a voyage of about thirty-six miles, the captain weakened and said he was afraid to take the *Cepheus* over the bar without a pilot. In consequence the *Cepheus* started back, and the first-class passengers were once more put on board the old *Stonington* liner. The second-class passengers were kept on board the *Cepheus*, without a bed, or even a pillow on which to lay their head. They were strewn about the settees and carpeted decks of the steamer. Early on Monday morning the captain of the *Cepheus* discovered that he required coal and water and could not get to Fire Island without them. He calmly steamed up to the quarantine jetty and made fast alongside.

About 10 o'clock today the *Cepheus* once more started down the bay to embark the first saloon passengers and take them to Fire Island. The trip was again a rough one, but there was more than the elements to be met. A storm was brewing, however, around the *Babylon* and *Islep*, since the first rumor of the island being turned into a quarantine station was heard. The *Babylonians* and their near neighbors cared not for their suffering fellow countrymen; they did not care if they died of cholera, starved, or drowned. All they thought of in their craven hearts was the totally improbable proposition of their being attacked by the pestilence. They not only invoked the arm of the law by the means of that anomalous legal-stay entitled an injunction, but assembled as an armed mob hundreds strong to drive these helpless women and children back to the cholera ship, and to all events possible death. The governor begged and implored, Dr. Jenkins prayed the men to allow the men to allow the passengers to land. Telegram after telegram flashed over the wires assuring the men of *Islep* and those of *Babylon* that they ran no risk. They were obdurate. They would not give in and the passengers on the *Normania* are now, on Monday night, lying in an inlet by Fire Island. The passengers appointed a committee with Senator McPherson as chairman, to confer with the mob. The latter refused to withdraw the injunction. So far tonight at least they can claim a victory, gained over 471 helpless women and children and equally unoffending husbands.

No More Steerage Passengers.

LONDON, Sept. 10.—The Hamburg American Packet company telegraphed to the agent of the Associated Press in this city declaring that the company has entirely stopped the steerage passenger business. The steamer *Bohemia*, which sailed from Hamburg September 4th, and the *Polaris*, which sailed from the same port September 5th are the only vessels of the company now on the way to the United States with steerage passengers.

Were Stopped at Detroit.

DETROIT, Sept. 10.—The twenty-day quarantine went into effect yesterday and already sixty Italian and German immigrants are held in Windsor, Ontario, across the river from here. They arrived late last night over the Grand Trunk road, bound for Western points over the Wabash. The Italians came from Genoa on the *Falda*, and the Germans from Bremen on the *Darmstadt*. They held no quarantine certificates, and Inspector Mulkeron decided they could not enter the United States. They will be taken back to Niagara Falls by the railroad company.

Civil War Veterans.

WASHINGTON, Sept. 11.—On September 26 the national encampment of the G. A. R. will commence in this city, and as the time approaches the grandeur of the meeting can easily be noted. The committee on accommodation has its books up to date, and every available foot of free quarters has been assigned to posts which applied for them up to September 1. They show that almost 55,000 veterans will be housed in free quarters. The grand reception to be given in the pension office promises to be a magnificent affair. An elaborate program has been arranged, which includes a number of selections by the United States Marine band and an address by the president. The work of illuminating the avenue has been pushed forward rapidly. The same committee are filling their reports fast and they all show everything to be in good condition.

IN SOUTH AMERICA

The Venezuelan Trouble Assumes a Serious Phase.

UNITED STATES WARSHIPS SENT.

The Vessels Leave Under Sealed Orders—British Aggression to be Stopped.

NEW YORK, Sept. 11.—The cruisers *Chicago* and *Philadelphia* left the navy-yard at 11 o'clock this morning, bound for La Guayra, Venezuela, under sealed orders. The order for both vessels to go to sea was a surprise, as it was officially stated on Saturday night that one would go to Newport. One interpretation was that Admiral Walker, after meeting with the *Concord* and *Kearsarge* at La Guayra, was to make an inquiry as to the rights of territory in Venezuela during the insurrection, and whether in so doing the rights of Americans had been encroached upon and whether advantage had been taken of the Venezuelans in their time of disunion and weakness. Another interpretation was that Admiral Walker would need four vessels pending his investigation of the seizures by order of General Urdaneta, of the six refugees on the *Red D* steamer *Venezuela*, a few weeks ago. Admiral Walker himself professed ignorance of the contents of the sealed orders.

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