

NOTICES

AGENTS FOR THE ENTERPRISE. Beaver Creek... Dr. T. B. Thomas... Clackamas... Geo. Knight... Milwaukie... Oscar Wittinger... Union Mills... G. J. Trullinger... Meadow Brook... Chas. Holman... New Bra... W. S. Newberry... Wilsonville... Henry Wiley... Parkdale... F. L. Russell... Stafford... J. Q. Gage... Multnomah... C. T. Howard... Carus... R. M. Cooper... Molalla... Annie Stubbs... Marquam... E. M. Hartman... Butteville... B. Jennings... Aurora... Henry A. Snyder... Oswego... L. J. Perkins... Eagle Creek... H. Wilburn... Damascus... J. C. Elliott... Sandy... F. Gotsch... Salmon... Mrs. W. M. McIntyre... Curryville... Geo. J. Curran... Cherryville... Mrs. M. J. Hammer... Marmot... Adolph Aschhoff

EARLY FRENCH EXPLORERS.

The Work of Cartier, Champlain and Others in the Great Lakes. W. S. Harwood writes in St. Nicholas of "The Great Lakes." Mr. Harwood says: Jacques Cartier, who shipped from St. Malo in 1534, explored the coast of Newfoundland and made the circuit of the gulf of St. Lawrence, and he did much else, too, for New France in opening up negotiations with the many tribes of Indians who thronged thousands strong and friendly from all the regions in and about Quebec and Montreal and Ottawa and Kingston. Another mariner of St. Malo—Francis Grove—began the colonization of the land. About 1570, in France, Samuel de Champlain was born, and when he reached the age of early manhood he, too, joined in the new world exploration in the region above the great lakes. The kings of France were much interested in the new land and did all in their power not only to explore the region, but to colonize and develop it. Champlain, in 1615, made an expedition up the Ottawa river and penetrated as far as into Georgian bay, thus touching on the waters of Lake Huron. In 1618 Etienne Brule, an old interpreter, came into Champlain's camp with the news of the discovery of Lake Superior. Lake Erie, with Ontario, was probably discovered some time earlier than this. Nicollet, in 1634, started in a canoe from the head of Georgian bay, skirted the eastern and northern shores of Huron and at last found himself at Sault Ste. Marie, or the falls of St. Mary, now shortened to "Soo"—the first white man, it is believed, to reach this key to the noble lake beyond. He went as far as Green bay, on Lake Michigan, and so the various lakes at last came into the actual knowledge of the explorers and were no longer myths. But as these French explorers continued to develop new and hitherto undreamed of possibilities of empire the English began to take deep interest in the region—an interest little less marked than that they were then taking in their schemes of colonization in Virginia and Massachusetts. Again and again through the years that follow the threads cross and recross, not weaving a beautiful garment of harmony, but tangling in a wretched snarl, a patchwork of disputes between the nations. Entanglement followed entanglement, wars harassed the land, until at last the English were masters of the northern lake region for all time—unless some day we shall see the stars and stripes floating from the heights of Quebec.

IN NEW YORK'S EARLY DAYS.

The Bowers was the Resort of Wealth, Beauty and Fashion. "A pleasant picture occurs to me of a summer progress of the family of Governor Stuyvesant to and from the meeting house, for divine worship in the fort near the Battery, New York," writes Mrs. Burton Harrison in The Ladies' Home Journal, describing "When Fashion Graed the Bowers." "In a brave coach, drawn by shining horses, is ensconced the governor himself, whose long, laced coat half hides his wooden leg banded with silver. He wears a carefully curled peruke and holds his hat upon his knee, in order to court the cool sea breeze that fans his rugged visage. His lady, sitting in state beside him, is, in their staid and phlegmatic community, accounted a brilliant personage; her gowns came out from her native Paris, and her silken hood is worn over frizzled and powdered hair; her embroidered hose and high beeled shoes, her rings, bracelets and lockets, with the gorgeously bound book of devotions suspended by a golden chain to her waistband, may be depended upon as models of the very latest modes. Mrs. Bayard, the widowed sister of the governor, occupies a seat in the coach facing them. "After service in the bare colonial church—where the domine's sermon, however eloquent, was always brought to an end by three raps from the clerk's stick at the moment when the sands of the hourglass had announced that the preacher's limit of time had been reached—the Stuyvesant party passes out between rows of respectful gazers." Sala's Last Article. In The Windsor Magazine Mrs. Sala relates an incident about the last magazine article ever written by the late George Augustus Sala. "As I re-entered his study that afternoon," she writes, "he gave me over the three slips of a closely written MS. on flimsy foreign note paper and said: 'Take them, dearest. I am so tired I don't think I shall ever write another magazine article. Put the sheets in your dispatch box and finish them for me. When I am dead, you will perhaps want bread, and then you can sell "Bedrooms on Wheels."'" Sure enough, it was just as he so sadly prophesied, for often since cruel death came between us I have wanted for the common necessities of life during many weeks and months of weariness and ill health. A Bright Bird. The cuckoo is as likely to steal its nest as to make it, but this fact does not take from the point of the following pun, quoted from Short Stories: "A young Englishman being asked at dinner whether he would have some bird's nest pudding, said, turning to his hostess, 'Ah, yes, bird's nest pudding, and what kind of a bird may have made it?' "Oh, it was the cook who made it," was her prompt reply. Packages weighing up to 22 pounds and measuring not more than five feet cube are now transported by the French postoffice for 37 cents to any part of France. The largest telegraph office in the world is the general postoffice building, London, over 3,000 operators being employed.

The Triumph of Danny.

Several years before the discovery of oil at Pithole an Irishman named McCarthy and his son Dan came to this country from the Emerald Isle. Dan was a young man of 20, but his father looked upon him as a mere boy and seemed to take delight in ridiculing him before people. "Yes, Dan is a good b'y," he would say sarcastically, "but, Danny, me b'y, ye'll never set the river on fire." This was his stock witticism, and it annoyed Dan very much, but he did his best and soon surprised the old gentleman by securing a lucrative job. "Yes, Danny has a job all right," he said. "It's \$1.50 a day, but the b'y'll never set the river on fire. Not he." When oil was found at Pithole, Dan hurried to the scene and was soon earning unusually large wages as a teamster. All the petroleum was drawn in barrels, and teams were in great demand. He saved his money, bought an acre of land and soon had a well drilled that was producing 100 barrels of oil per day at \$10 per barrel. The elder McCarthy joined him, saw the well, received a liberal gift of money, and then shook his head ominously. "'Tis a good thing, Danny," he croaked; "ye're doin well, but mark me wurrds, ye'll never set the river on fire, me b'y." A few days later a flood wrecked one of Dan's small wooden tanks, the oil ran down the river, and there was great excitement. As Dan and his father stood on the bank watching the oil float away Dan drew a match and lighted it. "Father," he said coolly, "the next time ye see O'Il'll never set the river on fire please remember that O'Il had a chance wanst, and—didn't do it, bead!" Then he blew out the match.—Harper's Bazar.

Can't Tell Their Husbands Apart.

Jim Hisey, aged 48, is a prosperous grain dealer in Yale. He has a wife, two sons and a daughter. Will Hisey, aged 48, his brother, lives at Sparta. He is also married. The two men are twins, and all through life have been the living duplicates of each other. So near alike are they even their wives cannot tell them apart. They dress alike, their voices are alike and their hair and mustaches have the same color and curl. When boys, they had to be tagged so that their parents and teachers would know the difference. When Jim gets a crick in the back, Will is liable to have the same complaint, and when Will gets the rheumatism Jim also gets it precisely in the same place. They were formerly both engaged in the milling business and served an apprenticeship under the same man. They were born in western Ontario, their parents being Jacob and Betsy Hisey. Jim's wife has only one way in which she can tell her husband from his brother. He has a slight curve in one of his fingers, which has to be held up in full view. Then he must give a password before he is received into full fellowship of the home circle. Many amusing instances of mistaken identity are told of the two.—Detroit Tribune.

A Big Price For a Ride.

In The Century there is an article on "The River Trip to the Klondike" by John Sidney Webb. The author says of his trip to the mines: "And here let me make a confession—I, with others, rode a horse. No one can imagine what a sensation this created along the creek. No one had ever indulged in such extravagance before. Though a man should wash out \$20,000 in a day, he would be content to walk. But I rode at 80 cents per pound to El Dorado and \$10 cents to return, or 186 pounds for \$11.60. They did not, however, put me on the scales like a sack of gold dust. Still, it was cheap, according to an Irishman coming over the summit, who remarked that he had had his goods packed over by Indians. "An I got it cheap," said he. "How much did you pay?" some one inquired. "I don't know," said he. "Then how do you know it was cheap?" "Oh, anything would be cheap over that place," he replied.

Not So Daft After All.

Daft Tam, as he was called, wandering through the village one day, got severely bitten by the village inn dog. Proceeding to the inn, he showed the mistress what her "dawg" had done. She was much alarmed, and putting a half crown into Tam's hand, said: "Awa tae the doctor, noo, an pay him wi' the half crown." Tam eyed the coin, saying: "I dinna think I'll bother wi' the doctor, but jist keep the siller." "For my sake, gang tae him, or else ye'll gang daft." "Hoos, wumman, ye're bletherin'. Daft folk canna gang daft twice."—Pearson's Weekly.

All the Same.

Brobsion—It's a disputed question which have the quicker tempers, blonds or brunettes. Craik—Is it? Brobsion—Yes. My wife has been both, and I couldn't see that it made any difference.—Boston Traveler.

Comparing Notes.

"I've been married five years," said the proud little matron from Detroit. "That's nothing," laughed the Chicago woman who occupied the same seat on the train. "I've married five times."—Detroit Free Press.

All in Being Used to It.

Little Chicago Girl—See how you like our water. Here's a drink. Little St. Louis Cousin (tasting it)—It's pretty good, but it hasn't quite as much body as ours. I like ours best.—Cleveland Leader.

The Lytton Motto.

The family motto of the Bulwer Lytton house is singularly inappropriate for people whose fame has been won with pen instead of with sword. It is, "This is the work of valor."

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK. I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher on every the original "CASTORIA" which has been used in the homes of the Mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chas. H. Fletcher wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President. March 24, 1898.

Do Not Be Deceived. Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know. "The Kind You Have Always Bought" BEARS THE SIGNATURE OF Chas. H. Fletcher. Insist on Having The Kind That Never Failed You.

Legal Notices.

Summons. In the Circuit Court of the State of Oregon, in the County of Clackamas, Plaintiff, vs. Noah S. Kellogg, et al. Defendants. In the name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you in the above entitled suit on or before the first day of the term of said Court following the expiration of the time prescribed in the order for publication, being Monday, November 7, 1898, and if you fail to appear and answer on that said day, for want of proof, the plaintiff will take judgment and decree against you. For the sum of \$750 and interest thereon at 10 per cent per annum from January 27, 1897, all in gold coin of the United States; for \$21.50 and interest thereon at 8 per cent from February 1, 1897, for \$18.50 and interest thereon at 8 per cent from December 8, 1897, for 475 attorneys' fees, and costs and disbursements. That the plaintiff's mortgage set forth in the complaint is a lien for each and all of said sums, prior to and superior to all and any claims, estates or interests, of any and all defendants herein, against and upon the premises described herein, to-wit: Lots 13 and 14, in block 18, of the Oregon Iron and Steel Company's Extension to the first addition to Oswego, in Clackamas County, Oregon. That the said mortgage be foreclosed; the said premises, tenements and appurtenances be sold as by law provided, and the proceeds therefrom be applied toward the satisfaction of said plaintiff's debt, and if you fail to appear and answer on that said day, for want of proof, the plaintiff will take judgment and decree against you. This summons is published in the Oregon City Enterprise by order of the Court, Thomas A. McCreedy, judge of the above entitled Court, on the 2nd day of April, 1898, wherein he directed publication thereof at least once a week for at least six weeks, and the first publication hereof is dated in the Oregon City Enterprise, on the 22nd day of April, 1898. C. O. T. WILLIAM, Attorney for Plaintiff.

Assignee's Sale.

In the Circuit Court of the State of Oregon, for the County of Clackamas, C. O. T. WILLIAM, assignee, vs. S. B. Galis, C. S. Galis, et al. Defendants. James Miller, Geo. H. Miller, Wm. Lanier, and W. C. Johnson, Defendants. Pursuant to a judgment, order and decree made and entered in the above entitled Court in the above entitled cause on the 2nd day of April, 1898, directing me to sell the hereinafter described property to satisfy said judgment and decree, I will on the 27th day of March, 1898, at the Court House in Oregon City, said County of Clackamas, sell at public auction to the highest bidder, for cash in hand, all of the premises, to-wit: Lots 13 and 14, in block 18, of the Oregon Iron and Steel Company's Extension to the first addition to Oswego, in Clackamas County, Oregon. C. O. T. WILLIAM, Assignee of Claimant.

Notice for Publication.

Land Office at Oregon City, Ore., May 30, 1898. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at Oregon City, Ore., on June 11th, 1898, viz: WILLIAM B. BROWN, H. E. 12212, for lots 2, 3, 4 and 5 and E 1/2 of SE 1/4 of sec. 5, Tp. 4 N., R. 1 E.

Notice for Publication.

Land Office at Oregon City, Ore., Apr. 28, 1898. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at Oregon City, Ore., on June 11th, 1898, viz: GEORGE KNIGHT of Canby, Ore.; J. S. Tull, of Barlow, Ore.; William B. Burdick, of Oregon, and John Sims of Canby, Ore. CHAS. B. MOORES, Register.

Notice for Publication.

Land Office at Oregon City, Ore., Apr. 28, 1898. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at Oregon City, Ore., on June 11th, 1898, viz: LUCY HAWKINS; H. E. 10925, for the NW 1/4 of Sec. 14, Tp. 4 N., R. 1 E. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: William Coop, Charles Miller, William Bedford, Henry Hart, all of Garfield, Oregon. CHAS. B. MOORES, Register.

SCHEDULES OF TIME

SOUTHERN PACIFIC RAILWAY. NORTH BOUND. Portland Express (through) 8:30 a.m. Oregon Local (way stations) 9:30 p.m. SOUTH BOUND. Roseburg Local (way stations) 9:27 a.m. California Express (through) 8:00 p.m. POSTAL SERVICE. BY SOUTHERN PACIFIC RAILROAD. Close of day. No. 10, 8:00 p.m. Daily Express (No. 10) 9:00 a.m. and 4:30 p.m. No. 11, 7:20 p.m. No. 12, 10:15 a.m. No. 13, 10:15 a.m. No. 14, 9:30 a.m. No. 15, 8:40 p.m. BY EAST SIDE ELECTRIC LINE. Mail, express, freight and distributing (No. 12) 9:00 a.m. and 4:45 p.m. M. 10, 10:15 a.m. M. 11, 8:45 a.m. M. 12, 8:45 a.m. SIDE ROUTES. Oregon City to Ely, Carus, Multnomah, Liberal and Molalla leaves at 12 m. and arrives at 12 m. daily. Oregon City to Beaver Creek, Milwaukie, Clark, Meadow Brook, Union Mills, and Colton leaves at 8 a.m. Monday, Wednesday and Friday, and returns on following days at 4:35 p.m. Oregon City to Viola, Logan and Redland leaves Oregon City Monday, Wednesday and Friday at 1:00 p.m., leaving Viola same days at 7:00 p.m. Oregon City to Willamette, Stafford and Willamette, arrives at 10:30 a.m. and leaves at 11:30 a.m. daily. A special delivery window is open on Sunday from 10 to 12 a.m. A letter dropped into the box at the door is promptly set off Sunday, as on other days. A passenger mail that is delayed and falls to arrive at 9:30 a.m., a P. train will come on 12:30 p.m. WILAMETTE FALLS RY. CARS LEAVE WILAMETTE FALLS. SUSPENSION BRIDGE. WILAMETTE FALLS. 6:50 a.m. 7:00 a.m. 7:30 " 8:00 " 8:30 " 9:30 " 10:30 " 11:30 " 1:30 p.m. 2:15 p.m. 4:00 " 4:30 " 5:30 " 6:30 " 7:30 " 8:30 " 9:45 " Sunday cars leave every hour until 9 o'clock p.m. In effect on and after Jan. 15, 1898. C. A. MILLER, Supt.

EAST AND SOUTH

THE SHASTA ROUTE

Of the SOUTHERN PACIFIC COMPANY

Express Trains leave Portland Daily. South. North. 6:00 P.M. Lv Portland Ar 9:30 A.M. 6:30 P.M. Lv Oregon City Ar 1:30 P.M. 7:45 P.M. Ar St. Francisco Lv 8:00 P.M. The above trains stop at all stations between Portland, Salem, Turner, Marion, Jefferson, Albany, Tangent, Shedd, Halsey, Harrisburg, Junction City, Eugene, Cottage Grove, Drain, Oakland and all stations from Roseburg to Ashland inclusive. Direct connection at San Francisco with Occidental and Oriental and Pacific Mail Steamship lines for JAPAN and CHINA. Sailing dates on application. Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from E. E. BOYD, ticket agent, Oregon City. ROSEBURG MAIL (Daily). 8:30 A.M. Lv Portland Ar 4:30 P.M. 9:25 P.M. Lv Oregon City Ar 1:30 P.M. 12:15 P.M. Ar Roseburg Lv 7:30 A.M. West Side Division. BETWEEN PORTLAND AND CORVALLIS. Mail Train, Daily (Except Sunday). 7:30 A.M. Lv Portland Ar 5:30 P.M. 12:15 P.M. Ar Corvallis Lv 1:05 P.M. At Albany and Corvallis connect with trains of Oregon Central and Eastern Railroad. Express Train Daily (Except Sunday). 4:30 P.M. Lv Portland Ar 8:25 A.M. 7:30 P.M. Ar McMinnville Lv 5:50 A.M. 8:30 P.M. Ar Independence Lv 4:50 A.M. R. KOEHLER, C. H. MARKHAM, Managers. ASS'Y G. F. and Pass. Agent. FOR SALE. Or Exchange one 3 1/2 Wood Wagon in good Condition, Apply at Oregon City Woolen Mills.

When Going East...

Use a first-class line in travelling between Minneapolis, St. Paul and Chicago and the principal towns in Central Wisconsin. Pullman Palace Sleeping and Chair Cars in service. The Dining cars are operated in the interest of its patrons, the most elegant service ever inaugurated. Meals are served a la Carte. To obtain first class service your ticket should read via. The Wisconsin Central Lines. Direct connections at Chicago and Milwaukee for all Eastern points. For full information call on your nearest ticket agent, or write to Jas. C. Pope, or Jas. A. Clack, Gen. Pass. Agt., Milwaukee, Wis. General Agent, 240 Stark St., Portland, Or.

O.R.&N.

Depot Sixth and J. Street. TWO TRAINS DAILY For All Points East

"FAST MAIL ROUTE."

Leaves Portland for the East, via Walla Walla and Spokane, daily at 2:00 p.m. Arrive at 10:15 a.m. Leaves Portland for the East, via Pendleton and Huntington, daily at 8:00 p.m. Arrive 7:20 a.m.

THROUGH PULLMAN AND TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULES.

OCEAN DIVISION—Steamships sail from Astoria dock 8 p.m. For San Francisco: State of California sails March 5, 13, 21, 29; Columbia sails March 1, 9, 17, 25, and April 2.

COLUMBIA RIVER DIVISION

PORTLAND AND ASTORIA

Steamer R. R. Thompson leaves Portland daily except Sunday at 8 p.m., and at 10 p.m. on Saturday; returning, leaves Astoria daily except Sunday at 6:45 a.m.

Willamette River Route.

Steamer Ruth, for Salem, Albany, Corvallis and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 6 a.m. Returning leaves Corvallis Mondays, Wednesdays and Fridays at 6 a.m.

Snake River Route—Steamer leaves Riparian daily except Saturday at 1:45 a.m., on arrival of train from Portland. Leaves Lewiston, returning, daily except Friday at 6:00 a.m., arriving at Riparian at 6 p.m.

YAMHILL RIVER ROUTE.

Steamer Modoc, for Dayton and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 7 a.m. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 7 a.m.

W. H. HURLBURT,

Gen. Pass. Agent. V. A. SCHILLING, City Ticket Agt. Telephone (Main) 712.



FOR CLATSKANIE

Steamer G. W. Shaver,

LEAVES

Portland foot of Washington street Tuesday, Thursday and Sunday evenings at 5 o'clock. Returning, leaves Clatskanie Monday, Wednesday and Friday evenings at 5 o'clock. Will pass Oak Point about 7; Stella 7:15; Mayger 7:25; Rainier 8:20; Kalama 9:15; St. Helens 10:30. Arrive in Portland 1:30 a.m.

This is the nearest and most direct route to the great Nehalem valley.

Shaver Transportation Co.

WOOD WANTED.

Persons desiring to contract for wood in quantities of one thousand cords or more will please apply to CROWNS PAPER CO.