

OREGON CITY ENTERPRISE.

Ed. F. Albright

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The Weekly Enterprise.
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By D. C. IRELAND,
OFFICE—South east corner of Fourth and Main streets, in the building lately known as the Court House, Oregon City, Oregon.
Terms of Subscription.
One copy, one year in advance, \$5.00
If delayed, 4.00
Terms of Advertising.
Transient advertisements, one square (12 lines or less) first insertion, \$2.50
For each subsequent insertion, 1.00
Business Cards one square per annum, payable quarterly, 12.00
One column per annum, 100.00
One half column, 50.00
One quarter, 25.00
Legal advertising at the established rates.

OREGON CITY BREWERY!
HENRY HUMBEL,
Having purchased the above Brewery, wishes to inform the public that he is now prepared to manufacture a No. 1 quality of LAGER BEER!
As good as can be obtained anywhere in the State. Orders solicited and promptly filled. Oregon City, December 28th, 1866. 107

Mayer's Market!
IN MOSS' BUILDING, MAIN STREET, Oregon City.
THE UNDERSIGNED WILL keep on hand all the varieties of fresh and cured meats, such as:
POULTRY, VEGETABLES,
Corned Beef and Pork,
Bacon, Hams, Lard, Tallow, &c., &c., &c.
A liberal share of patronage is solicited, as I expect to keep as good an assortment, and of as good quality as the country affords, which will be delivered to purchasers at any reasonable distance in the city. B. MAYER.
LOGUS & ALBRIGHT,
EXCELSIOR MARKET!
Corner of Main and Fourth sts., Oregon City, Oregon.
TAKE this method of informing the public that they keep constantly on hand all kinds of fresh and salt meats, such as: BEEF, PORK, MUTTON, VEAL, CORNED-BEEF, PICKLED-PORK, HAMS, LARD, &c., &c., &c.
And everything else, to be found in their line of business. LOGUS & ALBRIGHT, Oregon City, November 1, 1866. 217

Snowing.
In this part of Oregon it is a rare scene to witness the falling of snow, but the following, which we clip from an Eastern exchange, will not be entirely out of season for some of our readers:
Goes the fly-footed snow
Beating ermine down below
Down below
To the chilly, naked earth;
To the brooklet by the mill,
Lying still
I can see sneer my hearth
Every pretty blossom flake
Wide awake,
While the stricken woods are dumb
When they come.
Oh, there's language in the snow!
How it dances! see it go!
See it go!
Every starry lake a voice,
Though it utters ne'er a word,
Can be heard;
Yet the gentle winds rejoice,
For they hear the inner strain;
And again
To the dreaming heart it calls
As it falls—
To the listening soul that yearns
For the beautiful, and learns
Mysteries the base-born
Laugh to scorn.

Who Robs Orchards.—In a certain village in the far West was an atheist. He was an admirer of Dale Owen and Fanny Wright; but he could see no beauty in the Christian religion. Of course, he never entered any place of worship. In fruit season he was specially busy on the Sabbath in defending his orchard from his great enemies, the wood-pecker, and the idle, profligate persons of the village, who on that day usually made sad havoc among his apples and peaches.
One day while at work with his son-in-law, an atheist like himself, although a most kind and courteous gentleman—as a pastor of a congregation was passing, he very rudely thus accosted the minister:
"Sir, what's the use of your preaching? What good do you do by it? Why don't you teach these fellows better morals? Why don't you tell them something about stealing in your sermons, and keep them from robbing my orchard?"
To which the minister pleasantly replied:
"My dear sir I am very sorry you are so much annoyed, and I would most willingly read the fellows who rob your orchard a lecture on thieving, but the truth is, they are so like you and the Major here, that I never get a chance."
"Good, good," replied the Major laughing, on which the elder atheist blushed a little, and in an apologetic tone, said:
"Well, well, I believe it is true enough, it is not the church going people that steal my apples."

THE GEM.
Main Street, opposite the Post Office, Oregon City.
E. PAYNE, Proprietor.
The undersigned takes this method of informing the public that he has purchased the above saloon, and now offers a choice and well selected stock of foreign and domestic wines, liquors, etc., which cannot fail to please those who may extend their patronage. The best Lager Beer, Ale and Porter in the State, always on draught.
317 E. PAYNE.

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Across the Continent—The Union Pacific Railroad.
A correspondent of the Chicago Republican, who accompanied a recent excursion party over the Union Pacific Railroad to the 100th parallel of longitude, has written a full account of the road, which is of such interest that we copy the material parts. It should be premised that another Pacific railroad is in rapid progress due west from Kansas City, 200 miles south of the Platte valley route described below. This lower route is the one in which St. Louis has the most interest, as it is an extension of the Pacific Railroad of Missouri—the directors of each, however, are vigorously striving to reach the Rocky Mountains by their route before the other.
ROUTE OF THE UNION PACIFIC.
The Union Pacific Railroad, commencing at Omaha follows the valley of the Platte river for 550 miles, or to the base of the Rocky Mountains. One mouth of the river is 15 miles below Omaha, and to reach the Platte valley the road makes a detour nine miles southwest, and then follows the natural valley formed by this river. Partaking of the nature of a prairie, the valley, as it extended westward, has been for many years considered an arid plain. It covers an area of about 3,000 square miles, and varies in width from three to twenty miles. North of the valley the country is a rolling prairie, gradually decreasing in fertility, as it extends northwesterly to the British provinces, where the intense rigor and length of the winter, as well as sandy soil, have almost destroyed all vegetable life. The railroad follows the north bank of the Platte for 300 miles and then across the north fork, and up the north side of the south fork, to its head waters, at the foot of the Rocky Mountains.

LAND GRANTS.
The land grants of the Pacific road are the finest ever given to a railroad. One half the land for 20 miles upon both sides, with the right to locate at any point the amount they do not get on the last end, where the title is not now in government. This will make them the owners of the entire valley, after they get out beyond the surveyed and located lands, which probably do not extend over 100 miles, for all lands on the then surveyed line are withdrawn from the market until they get what they desire. So far they have no lands taken up except at whatever stations they needed for immediate use, and in locating these at random they are safe, for they will get the title whenever they desire it, and the cities, towns, villages, and farms, are theirs, to locate, to sell, and to build up. Durant can literally say, as he rides out with his iron horse into the howling wilderness, and startles the Indian from his lair: "I am monarch of all I survey; my rights there are none to dispute."

TIMBER FOR CONSTRUCTION.
When Dr. Durant announced one year ago that he wanted 1,000,000 cross ties for immediate use, and 5,000,000 in two years everybody laughed at the idea. "They must be had," he replied. "I will have them." Every source was applied to, soon parties agreed to furnish lots, but they were bringing in cottonwood—a species of timber like unto pumpkin or cucumber—which looked well enough, but had a reputation for not being reliable over night. But the resources of man are as endless as his desires are boundless. "Bring on your cottonwood," said Durant—and up the Missouri; and down the Missouri; and out of a thousand ravines and gulches; rang the sound of the invader's ax, and soon came a perfect torrent of oak, cedar, and cottonwood ties.
To make the latter available, an iron boiler 100 feet long, and five feet in diameter, was brought into requisition. It was filled with ties, and the apertures being closed, a steam engine exhausted the air, which emptied the pores of the wood when a solution of zinc was injected, which permeating the fibers, hardens the wood, and upon drying gives it well nigh a metallic appearance and weight, which guarantees its durability for about twelve years. 850,000 ties and telegraph poles have already been laid by the company, and 150,000 more must go down, ere the work ceases for the winter—2,500 to the mile, and extra for sidings.
The company have constructed water stations at convenient distances. Water is easily obtained all along the road.

THE TRACK.
The company are now running 21 locomotives, and next summer will increase it to 100. They now employ but 300 cars, but in less than a year will have use for 2,000.
The road will be divided into working divisions of about 150 miles each, and although the same cars will run from the Atlantic to the Pacific without any change of their freight, the engines will only run over one division.
The loan and sand make an excellent bank for the track, and the surface forming a kind of pate, does not easily turn into dust, and soon covers over with grass; thus in a great measure keeping down the dust, which is such a terrible plague to all travelers. It is the intention of the company to ballast the entire length of the road with finely broken stone, similar to the Pennsylvania Central Railroad. When their reaching the Rocky Mountains they will send their return loads of stone on all their construction trains.
No road ever yet built runs on so

straight a line as this. East of Columbus there is an air line of 80 miles, without the slightest deflection; while in the last 250 miles of track there is probably not 20 curves in the entire distance, not an embankment over 42 feet high, and not a cut over that depth, with only a bridge in a half day's ride. This road has every advantage that will enable it to make the fastest time of any railroad in the world.
On its return the late excursion train was composed of nine cars, and, to show the guests what could be done, it ran at the rate of a mile a minute, or 60 miles per hour for some time. 550 miles from Omaha to the mountains can be run in 14 hours with perfect safety, and allow for passengers to stop and get meals and the engines to supply themselves with wood and water. From New York to Chicago, by way of Pittsburg, is 911 miles—time 30 hours; from Chicago to Omaha, by way of the Northwestern, is 497 more, and time 22 hours; making 1,958 miles in 75 hours, or three days from New York to Denver City. One week to go from Wall street, spend a day in a Colorado gold mine, and return to the Broker's Board.

PROSECUTION OF THE WORK.
But turning back to the end of the track reaching away out over the Plains, we find grading parties at work for a distance of 100 miles beyond the end of the rail; 75 miles are ready for the ties, except some small gaps that will be filled up in ample time. There is a bridge to be built over the north fork of the Platte, but that is already partly done, and will cause no delay.
The track has been laid this summer at the average rate of one mile and six-tenths per day for every working day in the month, and making no allowance for rainy days or want of material. Three hundred miles of rails, chairs, etc., have been taken up the Missouri this summer and landed at Omaha.

Before the work is stopped this month (October) 325 miles will be in running order. By January 1st the Chicago and Northwestern will have completed their road to Council Bluffs, when all the future material of the Union Pacific will pass through Chicago on the way to Omaha.
The item of freights up the narrow and tortuous channel of the Missouri has been an enormous one. To get engines and cars up from St. Joseph (from which point nearly all the freight was taken) a boat had to be constructed on purpose, and so built as to draw only three feet of water. It cost to transport engines from the shops in the East, where they were built, from \$1,700 to \$2,200 each, and cars from \$250 to \$1,000 each. It is evident that all rail communications next summer will reduce the item of freights from 30 to 40 per cent. While no road has ever been so cheaply graded, none have ever been built under so many disadvantages and expenses, and the whole world may well look on with wonder at the almost magic build of 286 miles now in running order. The wonder is increased as you look upon the map and see it built afar off from any other railroad, and only the Missouri river to furnish a channel for supplies.

For the last six months the railroad company has had four corps of engineers feeling around for a pass through the Rocky Mountains. No route has yet been adopted. Holiday's overland mail now starts at Fort Kearny, 175 miles from Omaha, passengers and mails going that distance on the railroad. From Kearny a pontoon bridge has been sent up the road, and will be thrown over the river at Cottonwood, and the connection with the road at Fort Kearny abandoned on November 5th, thus saving 89 miles of staging, and leaving only 48 miles of stages from the road to Denver City. When the road stops for the winter it will probably have reached Julesburg, and the transfer be made at that point, leaving about 36 hours of stages for the next three months.

THE GOVERNMENT COMMISSIONERS.
The Pacific railway is especially favored among American railway enterprises, because of the existence of natural obstacles and bulk of undertaking that would rest fatally on any embarking of private capital in the work. It could not be built without government aid. The government has appointed its commissioners to supervise and examine every mile of track before it is accepted.
THE BUSINESS ASPECT.
It is very difficult to estimate the business of the Pacific road. Colorado, Utah, and Montana, have a population of a quarter of a million. In 1864 it was estimated upon very carefully prepared data that 40,000,000 pounds of freight were carried over the Plains in wagons. In 1865 it increased to 200,000,000 pounds, and employed 9,000 wagons, 50,000 cattle, 16,000 horses and mules and 10,000 men as drivers, guards, etc., making the cost for freight alone last year nearly enough to pay \$50,000,000 for the construction of the road. Thousands of passengers were carried at \$175 per head from the Missouri to Colorado, and \$350 to Salt Lake. Now the Overland Stage Company charge \$125 from Omaha to Denver, \$250 to Salt Lake and about \$400 through to California. If the Pacific railroad charge one half those rates they will double and quadruple the freight and passenger business, and make the road profitable the first year—this independent of the business from the Atlantic to the Pacific, that will only commence when the road shall have been completed from ocean to ocean, and the tide of the world's commerce ebb and flow across it.

A Quakeress in a Hurry.
An amusing matrimonial story is told of the olden time of New England. It so fell out that two young people became attached to each other, as young people sometimes do. The young woman's father was a wealthy Quaker, the young man was "poor but respectable." The father could stand no such union, and resolutely opposed it, and the daughter dared not disobey openly. She met him by moonlight, while she pretended never to see him, and she pined and wasted in spite of herself. She was really in love—a state of sighs and tears, which women often reach in imagination than reality. So the father remained inexorable. Time passed on, and the rose of Mary's damask cheek passed off. She let not concealment, like a worm in the bud, prey on that damask cheek, however; but when her father asked her why she pined, she always told him. The old gentleman was a widower, and loved his girl dearly. Had it been a widowed mother who had Mary in charge, a woman's pride never would have given way before the importunities of a daughter. Men are not, however, so stubborn in such matters, and when the father saw that his daughter's heart was really set upon the match, he surprised her one day by breaking out: "Mary, rather than mope to death, thou hast better marry as thee chooseth and when thee pleases."
And what did Mary? Wait till the birds of the air had told her swain of the change, or till her father had time to change his mind again? Not a bit of it. She clapped her neat, plain bonnet on her head, walked directly to the house of her intended as the street could carry her. She walked into the house without knocking—for knocking was not fashionable then—and she found the family just sitting down to dinner. Some little commotion was exhibited at so unexpected an apparition as an heiress in the widow's cottage, but she heeded it not. John looked up inquiringly. She walked to him and took his hand in hers. "John," said she, "father says I may have thee." And John got directly up from the dinner table and went to the parson's. In just twenty-four minutes they were man and wife.

PRETTY WAITER GIRLS.—The worthy gentlemen who preside over the municipal affairs of the metropolis of the Pacific appear to be exceedingly susceptible to the blandishments of the gentler sex. Conduct no condition is by them taken into consideration when passing an ordinance—If such ordinance in any way affects women—even if they have fallen into a lager beer cellar. It was quite amusing to see the struggle between interest and inclination exhibited by some of the "honorable members" on Monday night, when the ordinance to permit the pretty waiter girl saloons to keep open till two o'clock in the morning was under discussion. The demoralizing effects of the places where these girls are employed to allure customers could not be denied by any member of the Board. The petitions of many thousands of the most responsible residents in the city, to have the evil abated, prevented any possibility of doubt on that point. So, as an excuse for the continuance of the evil, it was pathetically urged by more than one of the kind-hearted Supervisors that if the girls were turned out of the saloons they would have no resource left but a life of shame. What a homily upon the case such an excuse itself preaches! The life led by these poor girls for the profit of the saloon keepers leaves no resource for them than shame and degradation. Are not parents who have boys growing up to that age when, like the Supervisors, they feel the influence of the smile of even a "pretty waiter girl," to be considered in framing an ordinance regulating the conduct of drinking saloons? Are there no person's feelings to be considered in such cases—except the keepers of the lowest class of these establishments? It is only reasonable to expect that the strong commendations of these pretty waiter girls, made by the members of the Board, will frame an excuse for many to visit them who would have been ashamed to have done so had the Board condemned them by restricting the hours during which they should carry on their satanicum.—San Francisco Times.

BUFFALO HUNTING MADE EASY.—A western exchange says that about a month ago a party of young men hired a sleeping car in Philadelphia, which they stored with all the luxuries and necessities desired for a buffalo hunt, and traveled in it all the way to Fort Riley. Two miles from Fort Riley the party hired ambulances, which conveyed them between 200 and 300 miles distant, where herds of buffalo were grazing. Having killed five or six of the huge animals, and enjoyed themselves to their hearts' content, the party returned, having been gone about three weeks, and having traveled the whole distance from Philadelphia to Fort Riley in a single sleeping car.

PRACTICAL ECONOMY.—A thrifty young man got married to a rosy young Irish girl quite to the horror of his mother and sisters, but defended himself by the following logic: "If I marry an American girl, I must have an Irish girl to take care of her, and I cannot afford to support both."
An Englishman proposes a scheme to pay off his country's national debt in one hundred and twenty-four years.

The Winter of the Heart.
A beautiful writer counsels wisely when he says: "Live so that good angels may protect you from that terrible evil the winter of the heart. Let no chilling influence freeze up the fountains of sympathy and happiness in its depths; no cold burden settle over its withered hopes, like the snow on faded flowers; no rude blasts of discontent moan and shriek through its desolated chambers. Your life-path may lead thro' trials which for a time seemed utterly to impede your progress, and shut out the very light of heaven from your anxious gaze. Penury may take the place of ease and plenty. Your luxurious apartments may be changed for humble ones—the soft couch for the straw pallet—the rich viands for the coarse food of the poor. Summer friends may forsake you, and the sunniness of your path may with scarcely a look of compassion. You may be forced to toil wearily, steadily on, to earn a livelihood—you may encounter base avarice and fraud that would extort the last farthing, till you well might turn in disgust from your fellow beings. Death may sever the dear ties that bind you to earth, and leave you in tearful darkness. That noble, manly boy, the sole hope of your declining years, may be taken from you, while your spirit clings to him with a wild tenacity, which even the shadow of the tomb cannot wholly subdue. Amid all these sorrows, do not come to the conclusion that nobody was ever so deeply afflicted as you are, and abandon the anticipation of better days in the unknown future. Do not lose your faith in human excellence, because confidence has sometimes been betrayed, nor believe that friendship was only a delusion and love a bright phantom which glides away from your grasp. Do not think that you are fated to be miserable, because you are disappointed in your expectations and baffled in your pursuits. Do not declare that God has forsaken you when your way is hedged about with thorns, or repine sinfully when he calls your dear ones to the land beyond the grave. Keep a holy trust in heaven through every trial; bear adversity with fortitude, and look upwards in hours of temptation and suffering. When your locks are white, your eyes are dim, and your limbs weary, when your steps falter on the verge of death's gloomy vale, still retain the freshness and buoyancy of spirit which will shield you from the icy Winter of the Heart."
PRIDE.—Pride is as great a beggar as want, and a great deal more saucy. When you have bought one fine thing you must buy ten more, that your appearance may be all of a piece; and your poor Dick says, 'tis easier to suppress the first desire than satisfy all that follow it. And it is as truly folly for the poor to ape the rich as for the frog to swell in order to ape the ox. Vessels large may venture more, but little boats should keep near shore." It is, however, a folly soon punished; for as poor Dick says, "pride that dines on vanity sups on contempt. Pride breakfasted with plenty, dined with povery, and supped with infamy." And after all, of what use is this pride of appearance for which so much is suffered? It cannot promote health nor ease pain; it makes no increase of merit in the person; it creates envy, it hastens misfortune.—Franklin.

FOREIGN HAIR EDUCATION.—A most peculiar decree has been issued by the municipal council of the department of Corvege. That august assembly in high council have decided that the practice so prevalent among young women of Normandy and of Brittany to sell their hair in the market-places of their respective villages is highly immoral, and, therefore, forbid the practice. The custom has been that those who wished to dispose of their *chevelure*, should wear bright ribbons in their chignon, which were synonymous with the words, "Look at my hair, it is for sale." Hair vendors were then privileged to go up to the girl, untie the ribbons, examine the hair, and bargain as to its price. As soon as this knight point was decided, the purchaser, armed with scissors, cut off his merchandise, leaving but a few short curls in front.

SAGACITY OF A FOX.—A keeper on one of the western ranges of the Ochils recently discovered a bed of young foxes, but the old one was gone. In order to secure her he concealed several traps at the mouth of the hole. Whether Mistress Reynard observed him at a distance or suspected some unfriendly operation, is not known; but at any rate, on the keeper returning next day he found all the traps sprung. They were reset for several days with like results. Anxious to ascertain how this arose, the keeper lay in wait one morning, after setting the traps. Soon the wily fox returned with food for her offspring. She halted a little distance off, and went away, bringing back a stick in her mouth. With this she began to poke away at the mouth of the hole, and presently sprang all the traps and entered safely.

THE THIRD PARTY.—A Pantheist minister one day met Dr. Emmons, and abruptly asked:
"Mr. Emmons, how old are you?"
"Sixty, sir; and how old are you?"
"As old as the creation," was the answer, in a triumphant tone.
"Then you are of the same age as Adam and Eve?"
"Certainly, I was in the garden when they were."
"I have always heard that there was a third person in the garden with them," replied the doctor, with great coolness, "but I never knew that it was you."

WILLIAM L. IRELAND, A. G. C. T.
Holds his regular communications on the first and third Saturdays of each month, at half past six P. M. Brethren in good standing are invited to attend. By order of W. M. Oregon City, Nov. 6th, 1866. 317

OREGON LODGE NO. 3, I. O. O. F.
Meets every Wednesday evening at 7 o'clock, in the Masonic Hall. Members of the order are invited to attend. By order N. G. 317

WILLAMETTE LODGE NO. 13, I. O. G. T.
Meets every Saturday evening, at the rooms corner of Main and Washington streets, at 7 o'clock. Visiting members are invited to attend. By order of W. C. T. 317

JOHNSON & McCOWN, LAWYERS.
OREGON CITY, OREGON.
Will attend to all business entrusted to our care in any of the Courts of the State, collect money, negotiate loans, sell real estate, etc.
Particular attention given to contested land cases. 171

D. M. MCKENNEY, Attorney and Counselor at Law.
WILL ATTEND PROMPTLY TO ALL BUSINESS entrusted to his care. Office—One door north of Bell & Parker's Drug store, Oregon City, Oregon. 317

S. HUELAT, ATTORNEY AT LAW,
Oregon City, Oregon.
Office over Charman & Brother. 317

JAMES M. MOORE, Justice of the Peace & City Recorder.
Office—In the Court House and City Corridor, Oregon City.
Will attend to the acknowledgment of deeds, and all other duties appertaining to the office of Justice of the Peace. 217

Dr. F. Barclay, M. R. C. I.,
(Formerly Surgeon to the Hon. H. B. Co.)
OFFICE—At Residences, Main Street, Oregon City.

Dr. H. Saffarans, PHYSICIAN and SURGEON.
OFFICE—In J. Fleming's Book Store, Main street, Oregon City. 317

H. W. ROSS, M. D., PHYSICIAN AND SURGEON.
(Office over Charman Bros., Main st.) Oregon City. 17

John F. Eming, DEALER IN BOOKS and STATIONERY.
Thankful for the patronage heretofore received, respectfully solicits a continuance of the favors of a generous public.
His store is between Jacobs' and Ackerman's bridge, on the west side of Main street, Oregon City, October 27th, '66. 17

Professor A. J. Rutes, TEACHER OF MUSIC.
WILL be glad to receive a number of Pupils at his Music Room, at the private residence of Mr. Charles Logus. He will also continue to give instructions at private residences. No charge for the use of the piano. My pupils will please give me notice when ready to commence. 317

SMITH & MARSHALL, Black Smiths and Boiler Makers
Corner of Main and Third streets, Oregon City, Oregon. 317

BARLOW HOUSE,
Main Street, one door north of the Woolen Factory, Oregon City, Oregon. Wm. Barlow, Proprietor.

The proprietor, thankful for the continued patronage he has received, would inform the public that he will continue his efforts to please his guests. 317

William Broughton, CONTRACTOR and BUILDER,
Main street, Oregon City.

Will attend to all work in his line, consisting in part of Carpenter and Joiner work—framing, building, etc. Jobbing promptly attended to. 317

BENNETT HOUSE,
Salem, Oregon.

HAY & TRANEY,
HAVING LEASED THE ABOVE HOTEL is prepared to accommodate the public in as good style as any house on the coast. He has determined to make the Bennett as good as the best, and better than any public house in Salem. Charges moderate.

JOHN SCHRAM, Manufacturer and Dealer in SADDLES, HARNESS, &c., &c.,
Main street, between Third and Fourth, Oregon City.

A. LEVY,
Main Street, at the Telegraph Office, Oregon City, Oregon.
Dealer in Kester's Ready made Clothing, Cigars, Tobacco, Pipes, Stationery, Cutlery, Willow and Wooden Ware, Yankee Notions, Fancy and staple Groceries, Candles, Nuts, Toys, etc. 317

J. C. MANN, Proprietor.
THE above long established and popular Saloon is a favorite resort, and as only the choicest brands of Wines, Liquors and Cigars are dispensed to customers a share of the public patronage is solicited. J. C. MANN. 171

SHADES SALOON.
West Side Main Street, between Second and Third, Oregon City.

GEORGE A. HAAS, Proprietor.
The proprietor begs leave to inform his friends and the public generally that the above named popular saloon is open for their accommodation, with a new and well assorted supply of the finest brands of wines, liquors and cigars. 317

THE GEM.
Main Street, opposite the Post Office, Oregon City.
E. PAYNE, Proprietor.

PONY SALOON.
Main street, Oregon City, adjoining the brick Store of S. Ackerman.

JAMES MANN, Proprietor.
This popular saloon is always supplied with the very best quality of Wines and Liquors, Ale, Porter, Beer and Cider, Cigars and Tobacco. Give me a call. JAMES MANN. 717

W. B. PARTLOW'S Livery, Feed & Sale Stable,
(ESTABLISHED 1852.)
Main Street, Oregon City.
THE proprietor, after an experience of fifteen years feels his ability to serve his customers in a satisfactory manner, and still continues to let horses and carriages on favorable terms, also to feed, buy, sell or exchange horses. 317

CANEMAH STORE!
JAMES MORFITT & CO.,
WOULD INFORM THE PUBLIC—Especially of Canemah, that they have established a Store at that place, where they will keep on hand a well assorted stock of Merchandise and Groceries, which will be sold at reasonable rates, for the purpose of establishing permanently such a necessity at Canemah. Try us. 717

JOHN MYERS, 1866. H. C. MYERS, J. MYERS & BROTHER, Cheap Cash Store!
Under the Court House, in Oregon City.
Dry Goods, Boots and Shoes, Clothing, Groceries, Hardware, etc., etc. Which they propose to sell as cheap as any House in Oregon. Oregon City, October 28, 1866. 217