



Oregon City, Oregon,

Saturday : : Feb 20, 1869.

The Pamphlet Railroad War.

After the adjournment of the Legislature last fall, the O. C. R. R. Company prepared a careful statement of facts...

On motion of Mr. Ellsworth the foregoing statement of facts was unanimously adopted by the Board...

Resolved, That the President of the company is authorized to prepare and publish a reply to the recent pamphlet issued by the East Side Company.

Please notice that the one company carefully considered and adopted its statement, sanctioning it by official signatures and corporate seal...

In the East Side statement, Gaston is charged with duplicity, treachery and fraud. In his reply he distinctly avows every charge thus made...

He claims that his papers were completed and filed on the 6th day of October, 1866, and he insolently accuses Secretary May of fraud because they are not so filed.

Mark how plain a tale will put him down. The date of the last certificate of acknowledgment on the articles, is November 20, 1866. One of those certificates, made by himself as Notary, says the articles were acknowledged before him by some of the signers after the middle of November.

He handed them to Secretary May on the 21st of November, saying nothing about a former filing, and filed another in the Clerk's office at Portland on the 23d day of November, 1866.

This last filing was as necessary to incorporation as the first, and without it the filing with Secretary May would have been useless. But the East Side Company charge that Gaston was to have filed the articles October 6th; that he told them they were so filed and completed; that the Legislature was misled and legislative action taken on a misapprehension of facts.

The facts are: that he did present a paper to Secretary May on that day saying it was for a R. R. corporation, and that he wanted to file it as of that date, but desired to retain it until he could complete it as the acknowledgments were not then written out. So the Secretary wrote in pencil "Oct. 6" on the paper, that he might identify it when returned. But it was never returned, and today is filed in the Clerk's office at Portland, it seems, while its contents show it to be a different instrument and of later date than when presented to Secretary May.

We propose to show the history of that change as traced by Gaston in his reply. On page 21 he speaks of a meeting Nov. 10, 1866, at Salem, present: himself, Gov. Woods, J. S. Smith, L. R. Moore, and S. A. Clarke, and says "It was there agreed that I should go to Portland the next day to see the Portland men, and get them interested in the company."

This simple act laid the foundation for future trouble; Gaston wanted to do it pleased with everything, and the names of these two honorable men did not suit him. With the articles in their true state, completed and filed as of date October 6th, Gaston was powerless; but the remedy was in his own hands; in a measure; he held the papers still, and his own admissions show what infamous use he made of them.

Proceeding to Portland he "interested" certain gentlemen there in his plans; formed a secret agreement by which six of them were to work together, make what was to be made, and divide the proceeds. This could only be done by procuring signatures to the articles of incorporation, with various names were found wide enough to appoint him general manager.

agent at a handsome salary, to override the expressed will of the seven original incorporators, who had named Messrs. Smith and Moore as persons to open the stock books of the O. C. R. R. Company. Some of the signers were equally interested with himself; the rest, finding it was to cost them nothing, signed both papers, it is said by some, to get rid of him. So by this admitted fraud and low lived treachery, this "obscure Notary of Salem" attained the unenviable notoriety he at present possesses.

The Secret Agreement Gaston admits, but modestly claims that but part of it was given; judging by what was given, we think the public would be wiser to get such as it; we notice he does not offer to give the remainder. Mr. Gaston claims to have originated the name and the scheme; he actually arrogates to himself the right to do as he pleases with the project, and may be deemed well enough to think Oregon is indebted to him for the idea of a railroad.

We have heretofore shown that the Oregon Central Railroad Company of Salem was planned before we were asked to cooperate. This matter of pretension needs no reply, neither do the many malicious personal paragraphs that are so abundant. His assertion that the people have repudiated the East Side Co., by failing to subscribe is false, for their books show that the present time double the subscriptions ever claimed for Gaston's road.

We have always considered, that as no Company was in existence Oct. 10th 1866, when the first designation was made, such designation was void, and that any claim to the grant under it was useless. This fact the West Side Co. have lately had opportunity to realize, as Secretary Browning, having at last become aware of the error in the process, has given Secretary Williams a written opinion that the designation of 1866 was useless, and that the grant by Congress is void unless further legislation is had to make it efficient.

In accordance with this opinion he has reported to the Board, and the Secretary, Gaston Co., which decision and act leaves them out of the controversy. While Gaston now owns to the Secret Agreement, we will recall to his mind, that at the meeting at Salem, alluded to by him, on page 22, he denied its existence; he is a very poor liar who cannot lie twice alike. He makes several powerful allusions to Dr. Loryea. The Doctor is a strong card, and we are glad that at last he has got Gaston in charge; it is charitable to suppose he cannot have had him long ago. "Better late than never."

We close with a word about the "Report of the Barry Survey," published in 1864. This Report, Gaston claims in his last publication page 24, was written by him; a fact of which we were fully aware, but did not expect him to openly claim, because one of the closing paragraphs of that valuable work reads as follows: "Gaston Esq., I am under special obligations for valuable assistance. His extensive and practical knowledge of the construction of railroads, his scientific attainments, his intimate and thorough knowledge of the plans of organizing and carrying forward railroad enterprises, and his successful operation, have been of especial value to me."

This report Col. Barry says he had only the signing of, he never wrote it or read it, only signed it. Gaston's incorporation signed his articles—to get rid of him. Gaston now claims the merit of having written and published this fulsome puff of himself, which, without exaggeration, we can aver to possess as much as his little bragging and his own pretensions. The public must judge for itself what kind of a man he is, who will so write himself into fame and so freely boast of it afterwards.

Gaston tries to show that at one time, some of the East Side men treated him with respect and even confidence. Of course they treated him as an associate, in a gentlemanly manner, and that and nothing more. This they would have continued to do perhaps had they not learned of their sorrow that he was unfit to be trusted. We honestly believe that if Gaston had not acted dishonestly in this matter, and would now be running to Eugene City.

The Ku-Klux broke up in another row Tuesday evening. The authorities stepped in and put a stop to the dissensions by turning out the lights—Oregon My.

What do you mean? How the laborers of your town are to hold a meeting to discuss their grievances and squelched by the "authorities." Either you of some aggrieved person ought to give more publicity to these trifling matters which only affect a few men, women and girls of Oregon City.—Evening Comment.

We mean this Brother; that the person "aggrieved" was discussing his "grievances"—which was said to be this: That a Brother Ku-Klux had sold him musty cheese!

A couple of "informers" have traveled over the State lately, "nipping" the rascals and saucers not stamped sufficiently—and have reported the cases to the Internal Revenue officers, who have commenced suits in the U. S. District Court. The Oregonian gives the following list of the parties and the sums each are liable for:

NORTHERN PACIFIC RAILROAD.

The bill introduced into the House of Representatives recently by Mr. Windom, of Minnesota, to aid the construction of the Northern Pacific Railroad from Lake Superior to Puget Sound, changes entirely the principle heretofore adopted in the grants of subsidy to Pacific railroads. It does not ask for any subsidy, either in money or in Government bonds, or in any way add to the public debt.

Instead of requiring the issue of United States bonds as heretofore, for which the Government has no security, except a second mortgage, and one-half the compensation for Government transportation, it provides that the Government shall guarantee the interest only on a limited amount of the bonds of the company, which does not exceed one-half the estimated cost of the road, which bonds are to be secured by a first mortgage on all its property, to be made to the Secretary of the Treasury of the United States, the company being required to pay the principal and interest as they become due.

To indemnify the United States for said guarantee of interest, all the compensation for transporting troops, supplies, munitions of war, mails, etc., is to be retained by the Government, for which along the line of their road the Government is now required to pay as shown by the reports of the Quarter-master General, over \$5,000,000 per annum, being a sum very much larger than the annual amount of said guarantee, and as a further security to the Government, in case of any deficiency, the Secretary of the Treasury is empowered at any time to order one third of the gross earnings of the road to be paid into the Treasury of the United States until all such deficiencies shall be made good.

To secure the payment of the principal of such bonds in addition to the first mortgage, above mentioned, the company is required by the provisions of the bill to pay into the Treasury of the United States two per cent. of the gross earnings of the road, which is to be invested as a sinking fund for the redemption of the said bonds at maturity. This is claimed to be the inauguration of a new policy, and while it does not increase the public debt or require the issue of Government bonds, it so extends the aid of the Government as to ensure the prosecution of that enterprise without the danger of adding to the public burdens or of hazarding the public credit.

THE RAILROAD IN WASHINGTON.—Our readers are aware that the east and west sides are now advocating their respective claims in Washington. Late letters from there are of some interest. We quote from one as follows: "The west side company sent on their maps here a few days since. Secretary Browning for the first time got an understanding of the situation. Senator Williams addressed him a letter, making this inquiry: 'Can any company, in Oregon, take the land grant without further congressional legislation?' The Secretary answers by letter, and says, that no company can take without legislation being in existence, in Oct. 1866, the attempted designation of that legislation amounted to nothing. So the Secretary refused to receive their maps."

When such legislation is had it can of course only assist the east side company. The writer of the above named letter goes on to say that a bill has been introduced, amending the original act by extending the time for filing assent to 1870. This bill was referred to the Committee on Public Lands and they unanimously reported in favor of its passage January 22d. Several Oregon gentlemen write concerning the proposed subsidy for an Oregon Branch of the Pacific R. R., that they fear there is little hope of its passage the present session, by the House.

CHINA.—The Shanghai News Letter says that Ross Browne, our Minister in China, has been obliged to grope his way into that country without assistance from our Government, and to introduce himself into Peking without a word of welcome, and remain there as hostage for the safety of the Chinese Ambassadors so generously feted in the United States, and who are now in Europe. It is stated that he is forbidden to leave that city.

—A valuable lead of tin ore has been discovered in Cow Creek, Douglas county, in this State.

Liability of City Corporations.

The Albany Argus says: The Court of Appeals, at its last sitting, has decided a case of great interest to residents of cities and municipal officers. It was the case of Wendell against the city of Troy. The Common Council had permitted a citizen to construct a drain from his house to a street sewer. After the work had been done, and appeared to be in good order, the drain ceased in, and the plaintiff, Wendell, in driving over it, was thrown from his wagon and severely injured. At the trial it was claimed that the city was not responsible for the negligence or unskillfulness of a private citizen in constructing a drain, where the street was not apparently dangerous and out of repair at the time and place of the accident. A non-suit was refused, and the jury brought in a verdict against the city for \$5,000.

An appeal was taken to the general term of the Supreme Court, and that court affirmed the judgment, holding that municipal corporations, charged with the duty of keeping streets in repair and exercising a general oversight in regard to their condition and safety, are liable for all injuries happening by reason of their negligence; holding also that the city was liable because it was illegal and improper, and a breach of duty on the part of its officers, to allow a public thoroughfare to be thus diverted to a mere private use. From this decision the defendants appealed to the Court of Appeals. A decision has just been rendered in that court affirming the judgment.

From the State Agricultural Report for 1868 we learn that Mr. C. P. Burkhardt of Linn county, raised last season 82½ bushels side oats on one acre of ground, and 750 bushels of club wheat on ten acres. S. W. Carter, of Washington county, raised 850 bushels of wheat on ten acres; five acres yielded 515 bushels, and one acre 115 bushels. Mr. E. B. Jewelling, of Springwater precinct, in this county, raised 6222 pounds of white winter wheat from one and a quarter acres. This wheat measured 91½ bushels, and averaged 68 pounds to the bushel. This was on what is usually considered the poorest lands of Oregon—our fern hills.

On Friday last, in the Senate of the United States, Hon. H. W. Corbett introduced a bill for the construction of an Oregon Branch Pacific Railroad. The Senate, after spending a short time in executive session, took a recess. On the same day Mr. Howard introduced a joint resolution authorizing the North Pacific Railroad Company to issue the first mortgage bonds to the extent of 32,000 per mile on the main road and branch road to Portland, Oregon. In another column we give a synopsis of the nature of aid being rendered to the Northern Pacific Railroad.

On the 10th of February the Senate refused, from the constitutional amendment all propositions excluding the Chinese from suffrage. Some of its opponents promise a remedy by a modification of the naturalization laws. Mr. Corbett introduced the amendment to exclude Chinese and Indians not taxed—Mr. Williams urged the necessity of the clause, lest the entire Pacific Coast be over-run by Chinamen—but the Radicals could not, or would not agree with our Senators, and after much discussion rejected the proposition. We think Congress has about run its length on this constitutional tinkering, and had better stop.

On the 10th, Benj. Butler attempted to create a disturbance in joint convention of both Houses of Congress—upon counting the Electoral votes. His plans were frustrated, however, and he disgraced nobody but himself. The votes were counted, and resulted as follows: For Grant and Colfax, 243 votes; Seymour and Blair, 80 votes, counting Georgia, and 71 without Georgia.

—Bro. Ireland of the ENTERPRISE in mentioning the anniversary of the birth of the first white male in Oregon City.—Mr. S. D. Richardson—claims that he was also the first born white male in Oregon. Bro. Ireland claims too much. We can mention one by—McComber Crawford, Jr.—who can beat Richardson's time by two weeks, having been born in Yamhill county on the 27th of January, 1844. We have not much doubt but that there may be other boys who got their start in Oregon, even before Crawford's time.—Oregonian.

—In August, 1860, after ten years of unceasing labor, the editor of the San Francisco Daily Herald retired from its control. He has again approached his task, beginning on the 19th ultimo, promising to sustain Gen. U. S. Grant in his administration, believing that his course in the new office the people have conferred upon him will be used for aught but the welfare of the people.

—Since July 1st 1868 citizens of Portland have expended \$78,401 45 for street improvements.

—They had an earthquake lasting several seconds at Port Townsend on the 18th. No damage reported.

—The Wilson G. Hunt took an affectionate farewell of her sister crafts at Portland on the 11th of February 1869.

—Spregers Pacific Hotel at Albany, is again in ruins—destroyed by fire on the night of February 11th, 1869.

—The work of building the Dalles Branch, Mint will commence in April. H. A. Hoagland Esq., is Superintendent.

—The Philharmonic Society will give its sixth concert at Philharmonic Hall, Portland, on the evening of Friday next.

—Hon. John D. Defrees has been selected by Hon. S. Colfax to fill the office of Postmaster General in Grant's Cabinet. Good; John is a statesman none the worse for being an old Print, and a first class Hoosier.

—The ship White Star, 2,467 tons American Lloyd's register, is now in San Francisco harbor. But one ship larger, the Great Republic, 3,356 tons, was ever there. The next largest was the Great Pacific, 1,920 tons.

—A memorial from Dr. Loomis, of Washington, asking an appropriation of \$50,000 to complete experiments in a new mode of telegraphing invented by him, in which no wires or batteries are used, was after some discussion referred to the committee on patents, by the Senate recently.

VALUABLE LAND FOR SALE CHEAP.—We know of 450 acres of good lands for sale in this county, being the land claim of J. L. Stout, in what is known as the Kingold settlement. It will be sold in lots to suit purchasers, on very fair terms. This land is only 12 miles from Oregon City. For further information apply to N. W. Randall, of this city, or of L. E. Stout, Esq., Baker's Bay, W. T., or of Andrew Stout, in the above mentioned settlement.

CHURCH SERVICES.—1st Congregational Ch. Seats Free. Morning Services, Rev. F. DeVona, P. E., Sunday, 10 o'clock. The Lord our Defense, 10:45. Sabbath School, 12 o'clock. M. E. Church, Seats Free. Morning Services, Rev. C. Stratton, P. E., Sunday, 10 o'clock. Evening Services, 7 o'clock. Rev. E. G. Gentry, Pastor. PRAYER MEETINGS.—Sunday evening, 7 o'clock. Tuesday evening, 7 o'clock.

M. E. Church, Seats Free. Morning Services, Rev. F. DeVona, P. E., begins to-day, February 20th, 1869. Morning Services, 10:30. Sabbath School, 12 o'clock. P. M. Church, Seats Free. Morning Services, 10:30. Sabbath School, 12 o'clock. REV. C. W. TOWN, Pastor.

MARRIED.—At the residence of the bride's father, Mr. Charles Pope, in this city on the evening of the 18th inst. by Rev. C. Stratton, Mr. GEORGE A. STEELE of Portland and Miss S. EVA POPE.

DIED.—At the residence of Wm. C. Painter, in Walla Walla, W. T., on the 5th day of February, 1869, of disease of the lungs, ROBERT C. MOORE, son of James M. and Maria Moore, of this city, aged 20 years.

It is a consolation to his parents to know that he was with friends during his sickness, who seemed to anticipate his every wish and pay all possible attention to him in his last moments. He was a kind, cheerful, pointed, and we mingle our sympathy with them in their affliction. The remains will be brought to this city for interment as soon as the stage of water permits.

New Advertisements.

ORDINANCE NO. 76.—Be it ordained and established by the City Council of Oregon City, That the one thousand dollars in orders be issued drawing ten (10) per cent interest from date, and that the same be sold for the purpose of paying for the necessary Hoop, Hoes, carts, and Hook and Ladder cart, for the fire department.

That the orders be issued as follows to wit: Eighty (\$8) for \$25 on each (10) for \$50 on cash and three for one dollar each. It is further ordained and established that these orders shall be placed in the hands of a special committee of three persons to dispose of at the best terms possible for coin, but not to be sold for less than eighty cents on the dollar. Passed the Council Feb. 18th 1869. J. M. BACON, City Recorder.

ORDINANCE NO. 77.

Be it ordained and established by the City Council of Oregon City, That it shall be the duty of the property owners along Main street and the McAdams kept alleys in the city. To clean and keep clean the streets and alleys, in front of their property. It is hereby made the duty of the City Marshal to notify the property owners to do so. But should any property owner or holder fail to comply with such notice within ten days, then the City Marshal shall cause such streets or alleys to be cleaned at the expense of the property owners or holders. Passed the Council Feb. 18th 1869. J. M. BACON, City Recorder.

SHERIFF'S SALE.

By virtue of an execution issued out of the Circuit Court of the State of Oregon, for Clackamas County, in favor of J. S. Painter and against the W. diamette Steamboat Company, for the sum of fifty-seven (57) dollars, U. S. gold coin, dated February 17th, 1869, with interest at ten per cent. per annum also eleven \$0-10 dollars costs and accruing cost—I did, on the 17th day of February, 1869, levy on all the right, title and interest of said defendant in and to the following described property viz: A warehouse or a house and sheds used by defendants to discharge and receive freight in the town of Canemah, and on

Saturday the 13th day of March, 1869, I will sell all the right, title and interest of said Company in and to the above property, to the highest bidder for gold or silver coin, in front of the Court House door in Oregon City, Clackamas County Oregon. JOHN MEYERS, Sheriff of Clackamas County.

AUCTION AND COMMISSION

A. B. Richardson, AUCTIONEER! Corner of Front and Oak streets, Portland. AUCTION SALES Of Real Estate, Groceries, General Merchandise and Horses. Every Wednesday and Saturday! A. B. RICHARDSON, Auctioneer.

AT PRIVATE SALE. English refined Bar and Handle Iron; English Square and Octagon Cast steel; Horse shoes, Files, Saws; Screws, Try pans, sheet iron, R. G. Iron; A large assortment of Groceries and Liquors. A. B. RICHARDSON, Auctioneer.

[Advertisement.] The Most Successful Book Yet published on the War, written from a Southern stand point, is ALEX. H. STEVENS' Official History of the WAR BETWEEN THE STATES, Its causes, character, conduct and results.

This Work has already had an immense sale in the East, some Agents making \$ from \$20 to \$50 per Day. The intense desire every where manifested to obtain this work, its official character and ready sale, combined with a very liberal commission, makes it one of the best Subscription Books published. The eastern press, both North and South, has universally commended its candor and moderation. \$ SOLD ONLY BY SUBSCRIPTION. Good profitable territory for Agents yet to be had of H. H. BANGS & CO., SAN FRANCISCO, Cal. (15 1/2) General Agents for the Coast.

PACIFIC MAIL Steamship Co.'s STEAMERS 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 6th, 14th, 22d and 30th, OF EACH MONTH!

Steamers leaving San Francisco on the 14th and 30th touch at Manzanillo. All touch at Acapulco. Departure of the 6th connects with English steamer and Australia. Departure of the 14th is expected to connect with the French Trans-Atlantic Co.'s steamer for St. Nazaire, and English steamer for South America. Through tickets can be obtained. Departure of 14th is expected to connect with English steamer for Southampton, South America, and P. R. Co.'s steamer for Central America. Through tickets can be had.

Steamers for February, 1869. February 22d—SACRAMENTO, Capt. A. West, connecting with HENRY CHAUMON, Cap. Conner. February 27th—MONTANA, Capt. Wm. Hudson, 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. Through tickets to Liverpool, by the Canada, Inman, and National Steamship Lines, can be obtained at P. M. 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. Passage will be advanced 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, apply to Wells, Fargo & Co. No freight received after 2 P. M. of the day prior to departure. The steamship CHINA, Capt. Waser, will be dispatched for HONGKONG on Friday, March 6th, at noon, connecting at YOKOHAMA, San Quoy, and Canton. For passage and all other information, apply at the P. M. S. Co.'s office, corner of Sacramento and Front streets. OLIVER ELDRIDGE, Agent.

W. A. ALDRICH, J. C. WERRILL, JOHN S. CHAMMAN, M'CRACKEN, MERRILL & CO. SHIPPING, COMMISSION AND Forwarding Merchants. AGENTS OF THE CALIFORNIA, Hawaiian and Oregon Packet Lines. YUKON, San Quoy, and Canton. Island Salt, Sandwich Island Sugars, Coffee, Rice, and Puta. Dealers in Florida's & Co.'s Preserved Fruits, Vegetables, Pickles and Vinegar. Dealers in Flour, Grain, Bacon, Lard & Fruit, Lard, Cement and Plaster. Will attend to the Purchase, Sale or Shipment of Merchandise, Produce or Goods in New York, San Francisco, Honolulu, or Portland. ALDRICH, MERRILL & CO., Nos 204 and 205 California Street, San Francisco.

M'CRACKEN, MERRILL & CO. 16 North Front Street, Portland. JOHN WILSON, Dealer in Dry Goods and Clothing, 103 Front Street—(In Whites New Block) PORTLAND OREGON, IS NOW OPENING A NEW AND EXTENSIVE STOCK Goods in the above line, and COMPRISING The Latest Styles!

Plain and Changeable Dress Silks; Silk and Wool Poplins; All Wool Poplins and Tartan Plaids; and a large variety of other Dress Goods.

Also, GENTS and BOYS Custom-made CLOTHING! and Ladies' and Gents' Under Wear and Furnishing Goods, which buyers are invited to call and inspect. JOHN WILSON.

THE OREGON DISPENSARY! 73 FIRST ST., PORTLAND. Bet. Stark and Washington.

LORVEA & KALLENBERG, Dealers in DRUGS, MEDICINES, Chemicals, Fancy and Toilet Articles, Fine Wines, Brandies, and Whiskies, For Medicinal Purposes. Brushes and Perfumeries, Of the Latest Styles and Finest Qualities. Cooking Extracts, Essential Oils, Herbs, etc., etc., And an Assortment of all Popular Patent Medicines. Everything Kept in a At Greatly Reduced Prices!

—ALSO OFFER— Medical and Surgical Aid FREE OF CHARGE! Patients Visited at their Homes. Physician's Prescriptions Carefully Compounded, under the Special Supervision of Dr. A. H. KALLENBERG.

New Advertisements. Thomas Charman! Successor to CHAMMAN & BRO., THE DEATH OF MY BROTHER HAS compelled me again to change the name of the firm of CHAMMAN & BRO. to that of THOMAS CHARMAN—having purchased of the estate all the interest held by my brother in the stock of goods owned by Charman & Brother, taking effect January 30, 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. My Business with all who favor me with their patronage, will be done on a gold basis—but Legal Tender will be received at the market quotations. Agent WELLS, FARGO & CO., of the MUTUAL LIFE INSURANCE CO., of N. Y. 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 as cheap as any house in good standing in the state. I will not be undersold by any one. Please give me a call and examine for yourselves. Thanking you for past favors, I remain, Respectfully yours, THOMAS CHARMAN.

HATS! HATS! HATS! OF EVERY STYLE In Large Quantities can be Found —AT— J. C. MEUSSDORFFER & BRO.'S S. W. corner of Morrison and Front streets, Portland, Oregon. Also Caps of every style, and Boys' and Girls' Hats, in large varieties. Give us a call and examine.