



Oregon City, Oregon,

D. C. IRELAND, EDITOR AND PROPRIETOR.

Saturday : : March 20, 1899.

THE CHINESE TREATY.

The Chinese have already broken the compact of the treaty lately made between them and the United States, if it be true that Ross Browne is deprived of the "rights of travel and residence" in China, as we have before stated; and it has cost the State of California something to keep the hands of white vandals off the Chinese there. But it is not our purpose at this time to treat at length these forfeitures on the part of the citizens of China in their own land with respect to the treatment which a subject of the United States has received at their hands. We propose again to publish the 6th section of the treaty, and endeavor to show that the Yamhill Courier, Albany Democrat, Beriah Brown or any other copperhead, is at fault when they argue that this treaty obliges this country to bestow citizenship upon Chinese; and this assertion is made more loudly than ever since the suffrage amendment was proposed. The following is article six of the treaty:

The inhabitants of each country shall enjoy in the other all the rights of travel and residence accorded to the most favored citizens or subjects of any other State. But nothing herein contained shall be held to confer naturalization upon the citizens of the United States in China, nor upon the subjects of China in the United States.

So it will be seen that the text of the treaty itself directly refutes this supposition. Speaking of the attempt to establish a connection between the treaty and the proposed suffrage amendment, the San Francisco Bulletin says:

Had the adoption of any qualification been prohibited, in the amendment, there would have been no bar to admitting Chinese to the ballot-box, except the naturalization law, which agitators might some day attempt to have altered in this regard. Now there is a double check; first in the law named, which prevents the Chinese from becoming citizens, and second in the permission of a test that would exclude them on account of inability which extremely few of them would ever remove, even if they were ever allowed to be naturalized.

The apprehension that the treaty with China obliges us to permit their naturalization is palpably at fault. The equal guarantees of that instrument only relate to the privileges of travel and residence, as the text plainly shows. Thus the Chinese get no claim to demand citizenship under the treaty, and are denied it by our laws and by public opinion.

—President Grant in reply to Washburne's letter of resignation, says he accepts it and regrets that his health will not permit him (Washburne) to remain in the Cabinet. He says: "Our personal relations since the breaking out of the rebellion, have been such that no other idea presented itself stronger, on the first news of my election to the Presidency, than that I should continue to have your advice and assistance." He concludes with expressions of continued confidence and hopes for an early restoration of Washburne's health.

—Speaking of the cabinet the Sacramento Record says:

We think the new Cabinet appointments will prove an agreeable surprise to the people, who have become tired of reading of the hackneyed politicians who have appeared to run the Government for the past four years. Grant has evidently studied the character of the men before calling them to his side, and the people can place the greatest confidence in his judgment. We count as that "out of all the appointments made, we looked for none but the name of Washburne, and even his name in connection with the Interior Department. Schofield will probably remain in the War Department, for which he is so well fitted.

—On the 13th the North Pacific Transportation Company filed a certificate of incorporation at Sacramento and San Francisco. The object of the company is to transport freight and passengers by steamship in the North Pacific waters; capital five million dollars. Trustees—Wm. Alvord, W. C. Ralston, Lloyd Tevis, H. F. Babcock, Alvin Hayward, S. F. Butterworth.

ON ROADS.

Our friend of the *Herald*, evidently weary of political strife, has taken up the subject of internal improvements, and aired a few of his ideas concerning roads. Now in regard to the importance of the subject we fully agree with him. There is nothing more necessary to the development of a State, than facilities for rapid communication between its different sections. The force of this truth, is felt so strongly, that the first steps taken in an advancing civilization, are to secure the means of rapid transit from any one portion of the country, to every other portion. The great military roads of the Romans, reaching into every part of the Empire, and affording means, for the easy and rapid transposition of troops, were more effectual in preserving the unity of the Empire, when corruptions and dissensions had entered her Councils, than all other influences combined. Our controversy with the *Herald* is not upon this point. Neither do we differ from the *Herald*, in regard to the importance of this subject, as relating to the people of Oregon. We have a harder task before us, owing to the nature of our climate, than people in most of the States, in making wagon roads and keeping them in good repair. And so far as our observation goes, improvements in this direction have been sadly neglected. The reason of this has not been for the lack of pecuniary means, for money enough has been directed into useless channels, if judiciously expended, to have furnished us with as complete a system of roads as the wants of the State require. The people scattered through the farming sections of the State, appear to be too indifferent to the subject. They do not seem to recognize the fact that the character of the roads, affects the value of the lands through which they pass, and that all money expended by them in this direction, will come back to them in the increased value of their real estate. We differ from the *Herald* in regard to the kind of roads to be built. He advocates the building of plank roads, we believe McAdams roads best adapted to the country. We object to plank roads for the following reasons:

1st.—We believe them to be more expensive in the end, than McAdams roads. The *Herald* places the cost of plank road, at a rough estimate at \$4,150 per mile, which we believe to be a low estimate. This estimate is based upon the supposition that the road be built sixteen feet wide. In our view a narrower road would not answer the purposes of travel. Now such a road must be kept in such constant repair as to be renewed as often as once in six or seven years, thus expending upon the road the amount which it originally cost, every seven years or thereabouts.

2nd.—We do not believe them to be as safe as McAdams roads. If, as the *Herald* suggests, they be built eight feet wide only, there is not sufficient room for teams in meeting, to pass without danger. Such a road might do for a velocipede of which our friend of the *Herald* stands in mortal terror. But if we make the road sixteen feet wide, we do not avoid danger. The planks during the dry season, notwithstanding the free use of spikes will shrink, become loose, and easily displaced. During the wet season, they will swell and be thrown up, or the frosts when they come, will heave them out of place. Besides all this, after the road has been used for a time planks will begin to be unsound, and their unsoundness will be discovered by some horse or beast of burden, breaking through at the risk of life and limb.

3rd.—We do not believe the supply of timber in this country to be inexhaustible. We may now have abundance of it in certain sections, but there is a continual call for it from abroad. When rail roads bring us into communication with the rest of the world, and people from the older States come among us to settle, home demands will be increased, and our foreign markets almost indefinitely enlarged. We do well to husband our resources. It is not safe to assume that we shall always have an abundance of timber. We may with propriety even now ask ourselves the question whether it is policy for us to lay it in the mud.

With these reasons against plank roads, let us consider some reasons in favor of McAdams roads.

1st.—We believe them to be less expensive in the end. It is impossible to determine exactly the first cost of such a road, at the present rate of wages for common labor, as we know of no such roads recently built in this part of the State. But from careful estimates based upon prices paid for such road, years ago, we believe that it can now be built for at least \$1,000 per mile more than the first cost of plank road. But the most expensive kinds of McAdams road are not necessary for country places. Road just as durable can be built of cheaper materials.

The force of this reason lies in the fact that such a road thoroughly built will last at least three times as long as a plank road, with but slight repairs. The principal street of this city was McAdamsized nearly ten years ago, and with reasonable care it is good for twice that length of time in the future.

2nd.—We believe them to be safer than plank roads. Travelers and loaded teams are not exposed to those accidents which are liable to take place upon the latter.

3rd.—We do not believe there is a real scarcity of durable material for building such roads. It may be scarce in some sections, so is timber. We know there is plenty of it in this vicinity, without the necessity of resorting to machines to crush stones. These are our principal reasons for favoring the building of McAdams roads instead of plank roads. We are glad the *Herald* has called attention to this subject, and we close with its wish, that farmers and business men will give expression to their views upon the same topic.

—Who first originated the idea of a Pacific Railroad? is a question that has recently been discussed over the signature of many applicants for the distinction due the real, original projector. John King, of Dubuque Iowa, has recently furnished us with a slip from his forthcoming history of Dubuque, in which it claimed that one John Plumb first suggested the project for a trans-continental railway, and pushed the matter upon the attention of the Congress. We have recently heard the claim made in behalf of the late William Cary Jones and the Rev. Eleazer Williams, the reputed "Lost Dauphin." But the earliest dated record that has come to our knowledge is presented in credit of Chateaubriand, who prophesied railroads, and the construction of railroads across this continent. Probably it is a matter of small moment, the decision as to who first suggested or foretold the construction of the great railroads, but the Central Pacific Railroad directors would undoubtedly feel obliged to the volunteer committee that would determine the matter past question, so that the first locomotive that makes the through trip may be most appropriately named. By the way, Judge Crocker is reported as periodically an invalid over the duty assigned him of baptizing the new stations along the line of the Central. Why not give all these claimants a township immortality.

Their names are, with a single exception, sufficiently short for handy dating—a rule in the by-laws for the christening of the new localities and future city depots of the great highway.

—The *Gazette* says that the people of Corvallis are awaking to a sense of their duty on the question of temperance. At a recent meeting of the society. Prof. E. P. Henderson, of Philomath College, spoke. He took ultra grounds in favor of Prohibition, and favored moral and legal snafu for the suppression of the rum traffic. Mr. Adam Holder made some telling thrusts. The cheering of the audience was proof of their being well received. Rev. C. H. Wallace made some remarks, and gave notice that he would introduce a resolution at the next meeting of the society, calculated to evoke discussion and tend to bring politicians out, on the Temperance question.

—A correspondent leaving Albany writes to the *Register*: Our friend Upton, of the *Signal*, was on board. His supply of "pictures" was exhausted, but in response to the importunities of your correspondent in behalf of herself and a number of anxious companions, graciously promised to send a number of copies to my address when a new edition comes out. The Southern Methodists have "reconstructed him" and his improvement in appearance is remarkable. If politics and whisky do not get the better of him before the Legislature gets tired of "adjourning from day to day," I shall be happily disappointed.

—The Young Men's Christian Association of Portland have entered upon an all important task. At its meeting held on the evening of the 8th a resolution passed providing for a districting and canvassing the city to ascertain, as far as possible, the religious wants of the same. How many families have Bibles and how many have not. How many children go to Sunday-school and how many do not, and other interesting and important statistics.

—Complaint is frequently made in regard to the liability of Revenue stamps to desert their trust and leave the owner in a lurch. Much of the difficulty is due to wetting the stamps only on the gummed side. This causes the expansion of one side more than the other; hence the stamp adheres imperfectly, and when dry, is liable to peel off. Wet both sides and affix, and a very little gum will cause it to adhere to box, paper or bottle, with perfect security.

—The Hon District Attorney for Benton county is a velocipedist. Judge Hoar, the Attorney General, had no other claim to a seat in the Cabinet than that urged probably by the Massachusetts delegation, as one of the early Abolition martyrs, who some years since was sent away from Charleston, South Carolina, where he had gone to defend a Massachusetts negro from the operations of a municipal vagrant law which had been enforced against him by the local authorities. The probabilities are that if John Brown had escaped the gallows he would now be a Cabinet functionary or a carpet-bag Senator.—*Beriah Brown*.

OLD INTELLIGENCE HISSELF.

Beriah, you are off the track in your pursuit of Judge Hoar, of Massachusetts whom President Grant has called to his Cabinet. "E. R." Hoar is a son of the Judge Hoar who, in Nullification times, visited Charleston, South Carolina, and sought to pacify the fire-eaters, but in return was grossly insulted, and barely escaped being tarred and feathered in the streets of Charleston—simply because he hailed from Massachusetts.

—The *Register* says that an extensive coal bed has been discovered on the East Fork of Lewis River, twenty miles from Vancouver. The vein is 14 inches thick and 7 feet in width. Outcroppings were discovered last fall by E. L. Dole, and a joint stock company of eight incorporators was formed to prospect and open the hypothetical vein. Three tunnels have been run for that purpose. The 8th of March the vein was struck, and the anticipations of the company are fully realized. There is much excitement over it, and a general rush to take up claims in Clark county.

—A correspondent of the *Gazette* writing from Polk county says: Hon. P. C. Sullivan has taken his stand with us for Prohibition, and says that from this time forward he will raise his hands and voice, and use his money, so far as it will go, against the great National evil in temperance. He delivered a temperance lecture for us, at Pleasant Hill, on last Friday evening; and to say that it was good, would only give you a faint idea of the pleasing and masterly manner in which our cause was defended.

—A Gentleman who has lately explored the islands of Pyramid Lake, in Utah, which are avoided from some superstition by the Indians, says that it is impossible, during the incubating season, to walk on the islands without stepping on the eggs of gulls, ducks, pelicans, and other aquatic fowl. Two small rocky islands are alive with rattlesnakes; which bask in the shade of almost every stone; so that an intruder is often treated to a serenade of a dozen or more rattles of various degrees of power and shades of tone.

—Referring to the suits for right of way brought against "obstinate" parties by the O. C. R. R. Co., the *Oregonian* says: A majority of land owners through whose premises the railroad is to pass have freely given the right of way. Those who decline either to give the right of way or to allow the road to pass for a reasonable compensation, seem to be acting on the idea that this is their opportunity to "make a good thing," by setting up extravagant claims. This, certainly, is not a wise or intelligent policy.

FALLS OF ST. ANTHONY.—An eastern exchange says, it is stated that the Falls of St. Anthony are rapidly undergoing a change; that during the spring of 1859 they receded about two hundred and fifty feet to the middle of the river, and nearly one hundred and forty feet further the next spring. It is not improbable that, in a few years, they will be destroyed altogether, leaving nothing behind but a long reach of rolling and tumbling rapids.

THE FIRST NEWSPAPER.—The 24th day of April will be the anniversary of the first publication of the first American newspaper—the Boston *News Letter*—which appeared on April 24th, 1704. It was printed with large type, on a very small sheet and the first number contained a speech of Queen Anne to the British Parliament, some local items and one advertisement. The *News Letter* had no rival in America until 1721.

—The snow sheds erected over the track of the Central Pacific Railroad is 22 miles in length by 16 feet in width and 16 feet high—40,000,000 feet of lumber was used in its construction, and it covers an area of nearly 43 acres.

—Mr. J. G. Blain of Maine was elected Speaker, and McPherson clerk of the House for the 41st Congress.

—Maine has ratified the 15th amendment.

—Dr. McAfee has been held to answer to the charge of murder.

Suits for Right of Way.

The O. C. R. R. Company has commenced suits in the Circuit Court for this county for the right of way in all cases where owners of land through which the road is to pass are unwilling to grant the same upon terms offered. A number of these suits have already been settled and others probably will be. Up to this time Court has been occupied with other business, and the right of way cases are still to be tried. The disposition of Attorneys for the defendants is to secure peaceable settlement of these cases, recognizing that great public enterprises should be encouraged, instead of hindered by vexatious proceedings.

The same course was pursued by the Attorneys of Marion county, at a term of the Circuit Court just held in Salem, and the result was that only one case went to trial—all others being compromised on favorable terms. In this case Wm. Lerwell was defendant. Judge Boise charged the jury as follows:

The issues in this case on which you are called to pass are: First, the value of the land taken by the Company for the right of way; and you will find the value in your verdict. Second, the amount of damages done to defendant's land by the passage of the road through it; and in this part of the case you will be confined in your estimate to injuries complained of by defendant in his statement of the injuries, in his answer, and in his answer he complains that he is damaged: First, because the road passes through his enclosure; Second, because it passes through his farm in such a way as to leave his premises in bad shape making them of inconvenient use as a farm. In your verdict you will find what the damages are which the defendant has sustained, by reason of these injuries which are so alleged, and you will not inquire of the damages which are not specifically set forth in the answer. You can find any sum as damages, which in your judgment is just, not exceeding the amount claimed by defendant in his answer. And on this question of damages, the measure is this: the reduction in value of the premises by reason of the road passing them. The question is, what loss will the premises be worth.

The jury awarded the defendant the exact amount of damages tendered by the plaintiff, which, by the statute, threw the costs upon Mr. Lerwell, and made his litigation rather expensive. We advise all persons interested to read the charge of Judge Boise carefully, and then decide if the benefits to be derived from the construction of the road will not prove adequate compensation for any inconvenience they may be subjected to. Remember that this railroad is indispensably necessary to the prosperity of the country, and we can offer little inducement to secure the immense capital needed to build it, and therefore cannot afford to raise any impediment to its progress.

—Passengers "snowed in" on the Union Pacific Railroad ten days had a very severe time—suffering very much for want of food.

—It is currently reported that Andrew Johnson will shortly visit Europe for the purpose of negotiating certain railway bonds.

—Yes, Chapman said he would have the rum run again at Salem on the 20th of September.

—Mr. A. L. Johnson, of the Pacific Commission Agency, for the sale of patent rights, patented goods, etc., called at our office on Monday last, and left with us several valuable implements. He is well supplied with useful household goods, and coming well recommended is deserving of liberal patronage.

WHEN INVENTED.—Hats for men were invented at Paris in 1403. In London they were first manufactured by Spaniards, about a century later. Before that time the men in England wore close knit caps. When Charles II made a public entry into London in 1649, he wore a hat lined with red velvet and surmounted with a plume. When Capt. Crandall made his debut on a velocipede in Portland, he wore one of Meussdorffer's best.

CORRESPONDENCE.

To J. A. Smith, Esq.—Recognizing the liberality which prompted you to give your services to some exhibitions for benevolent purposes in this town, without remuneration, we tender you a pair of two evenings to take place at your convenience. Trusting that the public will respond as liberally as we could wish in your behalf, we remain Yours, &c., H. G. Harding, F. Holmes, H. Harding, F. Holmes, W. E. Murray, Mollie Barlow, A. G. White, Mrs. N. Miller, W. E. Dement, C. McCue, N. S. Johnson, T. J. Spooner, and others.

New Advertisements.

REAL ESTATE. JACOB STITZEL, JAMES R. UPTON, STITZEL & UPTON, Real Estate Brokers and General Agents, Corner of Front and Washington streets, PORTLAND, OREGON.

Will attend to the sale and purchase of Real Estate in all parts of the City and State. Special attention given to the sale of East Portland property. Address P. O. Box 492, Portland, Oregon. STITZEL & UPTON, Real Estate Brokers.

FARR & BROTHER, BUTCHERS & MEAT VENDERS. Thankful for past favors of the public respectfully ask a continuance of the same. We shall deliver to our patrons all the best qualities of Stall Feed Beef, also Mutton, Pork, Poultry etc., as usual twice a week, on *Thursdays and Saturdays!*

STRAYED OR STOLEN. A fine bred, Cherry red, two year old HEIFER, marked with a C and a white hair in the forehead. Any person giving information as to where she may be found will be liberally rewarded. Word left at the ISAAC FARR.

New Advertisements.

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

Leave wharf corner of First and Brannan streets at 11 o'clock a. m. of the following dates, for Panama, connecting via Panama R. R. with one of the company's splendid steamers from Aspinwall for New York, on the 10th, 17th & 30th of each month that has 30 days, and on the 10th 18th and 30th of each month that has 31 days.

When the 10th, 18th and 30th fall on Sunday will leave on Saturday preceding; when the 17th falls on Sunday will leave on the Monday following.

Steamer leaving San Francisco on the 10th touches at Manzanillo, all touch at Acapulco. Departures of the 17th or 18th are 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.

The following Steamships will be dispatched on dates as given below:

MARCO POLO, COLORADO, Capt. W. H. Parke, connecting with HENRY CHAUNCEY, Capt. Marry. 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 will be requested to have their baggage on board before 10 o'clock.

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

For merchandise and freight for New York and west ports, Company's form of Bill Lading only used.

No freight received after 2 p. m. of the day prior to departure.

The steamship GREAT REPUBLIC, Capt. Cawley, will be dispatched for HONGKONG on Saturday April 30, at noon, connecting at YOKOHAMA with the steamer NEW YORK for SHANGHAI.

For passage and all other information, apply at the P. M. S. S. Co.'s office, corner of Sacramento and Leidesdorff sts.

OLIVER ELDREDGE, Agent.

FOR SALE, AT AUCTION!!

By virtue of a power of attorney given to me, I will offer for sale at Public Auction on the premises, on

Wednesday March 24th, 1899, The following described LOT OF LAND, being

Lot THREE, in Block SEVEN, A MOST DESIRABLE BUILDING SPOT! (56 feet front by 105 feet depth.)

On MAIN STREET, OREGON CITY.

Terms made known on day of sale. ARTHUR WARNER, Attorney for W. A. Pike.

February 24th, 1899. (164)

STOCKHOLDER'S MEETING.

The annual meeting of the Stockholders of the OREGON CENTRAL RAILROAD COMPANY, Salem, Oregon, will be held at the office of the Company, at Salem, on

Tuesday, April 6th, 1899, As provided by the By-Laws of the Company.

S. A. CLARKE, Secretary of O. C. R. R. Co. Salem, Oregon, March 17, 1899. (193)

SUMMONS.

In the Circuit Court of the State of Oregon for the County of Clatsop. The People's Transportation Company Plaintiff vs. Archibald McKinlay, Sarah J. McKinlay, Thomas Lowe, D. P. Thompson, Mary R. Thompson, John D. Dement, Mary J. Dement, A. L. Lovjoy, E. L. Lovjoy, J. D. Dement and W. C. Johnson, executors of the estate of W. C. Dement deceased and the Willamette Steam Navigation Company, defendants.

To Archibald McKinlay, Sarah J. McKinlay and Thomas Lowe, defendants: Whereas, the Hon. J. B. Smith, Clerk of the State of Oregon, for Clatsop county, upon due proof as required by law on the 15th day of March 1899, ordered summons in the above entitled action, within ten days from the date of the service of this summons upon you, to appear and answer the complaint filed against you in the above entitled action, to be held at the city of Oregon City, in said County of Clatsop, on the Fourth Monday of October, A. D. 1899, and you are notified to answer for want thereof said complaint will be taken for confessed, and the Plaintiff will apply to the Court for the relief prayed for in the complaint and will take judgment and decree against you, for such relief and costs and disbursements of suit.

MITCHELL, DOLPH & SMITH, Attorneys for Plaintiff.

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SUMMONS.

In the Circuit Court of the State of Oregon, for the County of Clatsop, ss. To dissolve the marriage contract, Leonora E. Daly, Plaintiff vs. William J. L. Daly, Defendant.

To William J. L. Daly, said Defendant: You are hereby required to appear and answer the complaint filed against you in the above entitled action, within ten days from the date of the service of this summons upon you, to appear and answer for want thereof the Plaintiff will apply to the Court for the relief demanded in the said complaint; and whereas order of publication of a summons has been made by the Court in the above entitled suit, in pursuance of said order, you are further notified that unless you appear in Court by the first day of the next term following the expiration of six weeks publication of this summons, said first publication being March 20th, 1899, the Plaintiff will apply to the Court for the relief demanded in her said complaint, which is that the bonds of matrimony now existing between plaintiff and defendant be dissolved, and that plaintiff have the care and custody of her infant son William.

S. HUELAT, Attorney for Plaintiff.

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J. McHenry,

94 FRONT STREET, PORTLAND, Oregon.

Has on hand, and is constantly receiving direct from the East, a large and carefully selected stock of

Crockery, Glass Ware, Plated Ware, Lamps, etc., all of which are offered at prices to suit the times, at Wholesale and Retail.

Dealers will do well to call and examine his stock, and learn his prices, before purchasing elsewhere.

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Of the Latest Styles and

Finest Qualities.

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Everything Kept in a

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Soothing Syrup, 25 Cents.

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