The Weekly Enterprise.

Oregon City, Oregon,

D. C. IRELAND, EDITOR AND PROPRIETOR.

Saturday : : April 3d, 1869.

—A Railroad to Frazer River, from Puget Sound is talked of.

—South Carolina and Pennsylvania have ratified the 15th amendment.

—The new banking house of Ladd & Bush, of Salem, was formally opened on Saturday last.

—Edward Bates, Attorney-General under Lincoln, died in St. Louis on the 25th.

—The accredited agents of the Cuban insurance are earnestly laboring with Congress to secure some recognition.

— Ex-President Johnson suffered intensely from neuralgia with calculus, but he was relieved however and is up again.

— The ice in the Hudson is breaking up. There are fears of a freshet in various towns along the river. The water is already five feet higher than ordinary high tide.

—Admiral Hoff was ordered to make a thorough investigation of the capture of the American English brig Mary Powell by the Spanish authorities and report the facts immediately.

—There will be considerable reduction in all bureaus of the Treasury Department. On the 1st of April dismissals would be made of the least efficient.

—Rev. Charles Russell Bonnell, lately from the Eastern States, has been unanimously elected Rector of St. Paul's (Episcopal) Parish at Salem.

—The *Commercial* says that one of the principal obstacles in the way of building at the new town, Tacoma, on Puget Sound is the great scarcity of *timber!* Such blunders in this country, are unpardonable.

—Three men, are residents of Vanconver, James Orr, J. F. Smith, Esq., and P. H. Fox, who were formerly soldiers serving in President Grants company when he was a Captain.

—The Union Pacific wants the junction with the Central Pacific fixed at Monument Point, eighty miles west of Ogden; they will contest the Senate resolution fixing the junction at Ogden.

—No appointment made by Grant has yet been rejected by the Senate and all of his suggestions have been favorably considered, and if they have been found compatible with the public good, have been adopted.

—The North Pacific Transportion Company, which succeeds to the business of the California, Oregon and Mexico Steamship Company, have sixteen steamers, registering 16,633 tons of tonnage—nearly all of which are in active service. The routes occupied by the company extend from Sitka on the north to Honolulu on the south.

—The *Springfield Republican* tells a well known fact, in saying that there are in the U. S. Senate several men, some of them staunch Republicans, who are a scandal to that body, and the States from which they come. A self-respecting community has a right to be represented by men who have some moral self-respect, and a God-fearing community has no right to be misrepresented by a drunkard or debauchee.

—Political critics are greatly excited over an editorial with accompanying testimony published in the New York *Post* of Saturday, pointedly charging that Senator Fenton received $20,000 for signing the Erie Railroad bill. It is thought the Senator cannot avoid an investigation of the matter. The anti-Fentonist declare if he is found guilty they will have him expelled.

—C. P. Huntington, Vice President of the Central Pacific Railroad, immediately upon the passage of the House resolution directing the Committe on Pacific Railroads to investigate matters affecting the Central Pacific Railroad, addressed a letter to the chairman asking the earliest possible investigation, and denouncing the charge made as infamous and false, and demanding that the authors be required to prove the statements or confess their falseness.

THE OFFICE MANIA.

The inauguration of a new administration, is the occasion for the appearance of a host of new aspirants for office. In a country like this of ours where "possibilities" are so great, and where every boy may be a legislator in embryo, there is no lack of material for the building up of the government machinery. The question concerning the quality of material, is a grave one, for the consideration of every true friend of his country. This desire for office, when there are so many offices to be filled becomes almost a mania, with a large number of citizens. Men whom you would scarcely suspect of anything but honest intentions, are suddenly filled to overflowing with patriotism. They are ready to leave farms, shops, counting-rooms, and accept any office under the government,—the more remunerative, the greater their zeal,—ostensibly for the purpose of serving their country, really in the majority of cases, to gratify feelings of avarice or ambition. It is certainly a question, worthy the attention of the student of human nature, why it is that men are ready to abandon positions in which they secure a competence and immunity from heavy burdens of care, and trust themselves to the uncertain glories of political life. He who has once passed into that state of feverish anxiety which accompanies the pursuit and the possession of office, finds it difficult to withdraw quietly from the strife and calmly settle down to the routine of honest employment. Does not this partially account for the number of restless spirits in the nation. Deprived of office themselves, they are unwilling that others shall hold it undisturbed, hence they are on the watch, like birds of prey, to seize upon any spoils, that a change in the administration of affairs, may bring within their reach. Perchance they may have tasted of fame, but have not as yet become sated of it. It must be, that many who suddenly feel themselves competent to bear a worthy part in the affairs of government, are tempted by the prospects of Fame. They will enter into menial services in anticipation, in the days that are to follow, of higher emoluments, of greater renown. Let such bear in mind the words of the poet.

"Ah, who can tell how hard it is to climb
The steep where Fame's proud temple shines afar?"

This desire for office has without doubt been stimulated by the theory of "rotation in office," which for many years past has been so fully carried out into practice. In the early history of the Government, honest men, such as were qualified for their work, could hold their position under several successive administrations without regard to the political complexion of those administrations. It was in 1829, that the doctrine was distinctly enunciated that "to the victors belong the spoils" and this has been the practice since that day. Says a recent writer upon this subject: "Though this was inaugurated under the administration of President Jackson I have not been disposed to hold him to the fullest extent responsible for it. His premier was a politician from New York where this system of party tactics had long prevailed, and it was, I have no doubt, through his influence, that the executive of the nation, was induced to adopt it in practice." In consequence of the adoption of such a principle, the way was opened for political fraud and corruption. Candidates for any office which held subordinate offices in its gift could without resorting to bribes, accomplish all that bribes could accomplish, by a lavish bestowal of promises. They could not have secured more faithful and willing servants, had they possessed some magic word which could indefinitely increase fame and fortune. The carrying out of this principle has acted as an invitation to men, to enter into political contests, not from duty, or from an interest in the welfare of the country, but for the simple purpose of acquiring an office It would be well for the nation, if the old practice could be adopted anew. And yet we have no immediate hopes of such a result. Too many of those already in power, reached their present position through the aid of promises made to their friends. Too many others are conscious of the fact that they can retain their places only upon the strength of promises looking to the future for their fulfilment It seems to us that the principle should be distinctly announced by the chief executive, "that no man should receive an office, who asked for it," and that this principle should be vigorously carried out. Let the office seek the man, and not the man the office. There are means of ascertaining the fitness of men for the offices they are asked to fill. The most suitable men are generally the most modest in their preferments. If we can only destroy this "political auction-block," we shall remove a dark stain from our national escutcheon. Where are the men who will assist in this work esteeming the welfare of the nation above personal aggrandizement? Where is the man ready to answer the description of Pope's lines, so far as lies within his power?

"Statesman, yet friend to truth! of soul sincere
In action faithful and in honor clear,
Who broke no promise, served no private end.
Who gained no title and lost no friend?"

Such statemen, such men in offices of trust would become the real conservators of the nation's liberties.

—Quite an interesting discussion took place in the House recently on the subject of pensions to widows of deceased soldiers. The conviction seems to be gaining ground that in order to avoid abuses, as well as extend the charity of the Government the pension should not cease with the marriage of the widow. The tendency, according to Mr. Perham, for women enjoying pensions to conceal their marriages or live in concubinage rather than forfeit their right to to the Government donation, calls for a readjustment of the laws relating to the matter.

—Mr. Burlingame continues to chaperon the Chinese Empire through the entire family of nations, and so far his success has been most flattering. Having concluded very acceptable treaties with the United States and England, he is now in Paris with his embassy, and has every prospect of doing as well in France as in the other countries he has visited. Of all the marvellous wonders of modern history there is nothing stranger or more romantic than the career of this Yankee statesman, who, leaving the old beaten roads and adopting the golden rule as the basis of his statesmanship and diplomacy, has revolutionized at a leap the customs and ideas of centuries.

—We copy the following from the *Colonist*: "Benjamin Holladay, the Vanderbilt of the Pacific, is really expected here by the steamship *Oriflamme* in the course of a few days He is now at Portland. The *Oriflamme*, with Mr. Holladay on board, will touch at Victoria before proceeding across the Sound, where Mr. Holladay will select a railway terminus. it is known that the Company of which Mr. Holladay is President has made large purchases of real estate at Esquimalt recently, with a view (as is supposed) of making that port the northern centre of the steamship line, where the ships may coal and take in stores for voyages either to San Francisco or Alaska."

—A correspondent of the *Farmer* says that at Clatsop Plains a large gray wolf killed from $1500 to 2.000 worth of stock in that settlement during last spring and summer. The number of shots it escaped from is still a theme of wonder to the marksmen of that district. It finally got so tame before it was killed that it would come up and look into the dooryards.

—The Lebanon Manufacturing Company invite proposals for the work of digging a ditch to bring in the waters of the Santiam. The Albany *Democrat* is hopeful that the enterprise will be carried on to a successful completion. Good manufactories contribute more to build up a country than gold or silver mines.

—On Saturday last a convict named Hibbler, who had recennty been sentenced to the penitentiary at Salem for five years, became stubborn and feigned insanity. The medical examiner was called in, when the convict would not let him come near The Warden was then called, and an altercation took place, when the warden shot the convict dead.

— It is said the Erie Railroad has contracted with the Michigan Southern to build a road from Toledo, the Erie receiving therefor the right to use the track of the former road till October 10th. The right is renewable on expiration of the contract This gives the Erie a broad guage through to Chicago.

—Hon. Samuel Headrick died at Salem on the 20th ult., at 4 P. M., in the 33d year of his age. The *Unionist* says: "Death could not have taken from this community a man who would be more missed. His business has made him well known and wherever known he was respected."

—Jesse Looney, an old resident of Oregon, having crossed the Plains in 1843, and settled in what is now Marion county, died on Thursday morning, March 25th, in the 69th year of his age, at Salem, where he has lived the past twenty six years on his farm, twelve miles from Albany.

—All persons who go to Portland while Wheatleigh and Bates are playing at Oro Fino Theatre should pay that company a visit. It is the only full company that has ever appeared in Portland.

—We do not believe that the subsidy for the "Humboldt Branch" of the Oregon Railroad will pass Congress.

—The Washington *Standard* *mourns* for Andrew Johnson.

Letter from Hon. J. H. Mitchell.

WASHINGTON CITY, D. C., February 15th, 1869.

EDITOR WEEKLY ENTERPRISE:

Believing that your readers might be interested in knowing something of railroad movements at the Capital, I have concluded to give you a few items.

It will be remembered that for over two years last past I have taken the position, and contended on all proper occasions, both on the stump, before the Legislature, and the Courts, that the action of the legislature of 1866—designating the Oregon Central Railroad Company as the company to take and manage the Congressional aid—was absolutely NULL and VOID. That it could not possibly operate to VEST the grant in *any Company* whatever.

Upon the contrary, the west side company contended, up to the time the Legislature of 1868 assembled, that *they* were properly organized and designated in 1866, that they had filed their assent in the Department of the Interior, and that, therefore, they had vested rights; and when the east side company last fall sought a designation from the legislature, they, and all who supported them, were bitterly denounced as swindlers—undertaking to deprive them of vested rights. Knowing howhowever, in truth and in fact, that the designation of 1866 was a void act, the west side was the *first to appear before the legislature of 1868, and ask again, another* designation—a course of proceeding, by the way, quite antagonistic to the position assumed up to that time, that they *were already* designated, and had already been *recognized* by the Department of the Interior as the company entitled to the grant of lands.

In the meantime, the position always taken by the east side company has been, that, no designation having been made in 1866, it was *necessary* that *some* company should be designated in 1868, either the east or west side company. And furthermore that inasmuch as the act of Congress making the land grant required that *assent* should be filed in the Department of the Interior within one year from the date of the passage of that act; and no Company was designated within that year, that therefore it would be absolutely necessary that there should be Congressional Legislation extending the time for filing the assent, before any company in Oregon could take the grant, and, that until such legislation was had the grant would *lapse* and be utterly lost to the State. This was the view taken by the last legislature. They believed it to be their duty to make a designation, for the reason that *no* designation had ever yet been made, and after a most thorough examination on the part of the Senate into the history of the organization of the two companies,—their respective merits and demerits; they unhesitatingly, and by strong majorities in both branches, designated the *east side Company*. But notwithstanding all this the west side still insisted strenuously that they had *vested* rights that could not be thus interfered with, and when the east side company appeared before Congress, at its present session, asking an amendment of the act of Congress authorizing—not the east side company: but such company as may have been legally designated by the legislature—*to file its assent!* [Mark the words particularly, any company legally designated—east side or west side—to be allowed to file its assent—ED.] we are again met by the west side company with the claim that *no legislation was necessary*,—that their company already OWNED the grant, and that any attempt to amend the law would be to interfere with their vested rights, and to overthrow the action of the Secretary of the Interior—which they had long claimed was in their favor.

This state of things of course led to an inquiry into the allegations made, as to whether or not, in the judgment of the Department of the Interior, they had been properly designated—or was, in fact, at all entitled to the Congressional bounty, and on the 19th of January, ult., Senator Williams, in order to get at the *fact*, entered into a correspondence with Secretary Browning, of the Interior Department—which I herewith transmit in full—consisting as it does of Senator Williams' letter of inquiry to Secretary Browning; the Secretary's answer, including a copy of a letter of January 13th, 1869, addressed to S. G. Reed, Esq., wherein the Secretary DECLINED TO ACT UPON MAPS PRESENTED BY THE WEST SIDE COMPANY, until further legislation was had by Congress, as he decided that the grant had already lapsed—and unless an amendment passed, would be lost to the State of Oregon.

[This correspondence was published in full in the ENTERPRISE of March 13, 1869, hence we omit it for want of space—ED.]

Hence it will be observed, that the *claim* heretofore made by the west side company that they had VESTED RIGHTS to the land grant, is completely demolished by the decision of the Secretary of the Interior, who declares—"*That as the matter now stands, the grant—so far as the portion of road in Oregon is concerned, has lapsed;*" and furthermore—"*That some legislation by Congress is necessary, to revive the grant for the Oregon portion of the road.*" Again: the Secretary in his letter of January 13th, to Mr. Reed, says: "*I must decline to act on maps, filed by Mr. Gaston on behalf of the west side company.*"

Now, certainly there can be no legitimate objection made to either, (or both sides of the river,) trying to obtain this grant, provided they resort to no other than fair and honorable means. But I must confess, it has always appeared to me a great piece of folly, for any company to set up the most untenable claim, that they already owned it without having even a shadow of right; and persist, too, in such groundless claim, in a manner that tends to defeat legislation on the part of Congress that is absolutely necessary in order that any company in Oregon shall reap the benefit of the grant.

Suppose the west side company should succeed in defeating the amendment to this law of Congress, extending the time for filing assent? What do they accomplish: either for themselves as a corporation or for the people of the State of Oregon! Nothing whatever! But, on the other hand, such a course is suicidal in the extreme, to the best interests of the State—BY DEPRIVING IT WHOLLY OF THE GRANT IN QUESTION.

I am glad however to be able to state that the prospect is fair notwithstanding the most bitter opposition that has been made,—that the bill now pending before Congress having for its object simply the extension of time for filing its assent will become a law; the principal danger now anticipated is want of time to reach it amid the mass of business now before Congress, should it fail however the present session for want of time it will unquestionably be passed by the incoming Congress which will meet immediately at the close of this session. And the question now is simply this: Will the east side company get the land grant by this amendment, or will the amendment be defeated and the State thereby wholly lose the benefit of the grant? Should the State lose the grant as I concede it must should this amendment fail, then the responsibility of the loss to the State of Oregon of this valuable grant must rest upon the shoulders of those whether in high places or low, who either stubbornly or *ignorantly*, as the case may be, persisted in clinging to the miserable fallacy that the *west side* company have *vested rights*.

Suppose for a moment that they had vested rights, then the legislation asked for, cannot for a moment destroy those rights. On the contrary, if they have *not* and the Secretary of the Interior emphatically declares *that they have not*, then the legislation is *necessary*, or the State loses the grant. Taking this view Senator Williams very properly supports the pending bill without taking sides either for or against the east or west side companies and having in view simply one purpose, and that is to save the grant to the State, leaving the question as to which company was properly organized, and designated, to the Department of the Interior and the courts.

On the other hand Senator Corbett gives it as his opinion that the west side company already own the grant in controversy, and of course in accordance with such conclusion,—which he no doubt conscientiously entertains,—he assumes really if not ostensibly, the championship of the west side company in the Senate and crosses swords with his colleague in the legal combat. While Representative Mallory, working most zealously as he is, and has been for a year past, for what is known as the Pengra scheme, and which he undoubtedly believes is of more importance to the State than the east and west side companies combined, stands off. I have no doubt desiring that our belligerents may wholly demolish each other, and that both east and west side companies may sink to their graves, so that the way may be clear for the Pengra bill, that some two weeks ago was going through Congress like a greased streak of lightning, but which I am sorry to say has now become entangled in the fatal meshes laid for it by the long headed, designing opponents of Government aid to rail road schemes, who invented what is known in this Congress as the "Omnibus" bill. But the Omnibus won't work. Although the *vehicle* has numerous *wheels*, it wholly refuses to run farther than from a bare majority of the Senate Committee out upon the floor of the Senate and there it is now standing *stock still* with my friend Pengra, and some others I might name, aboard—with a discouraged lobby pulling at the wheels, but of no use the thing wont move and its friends are now, I understand, contemplating running the concern backwards into the committee room whence it came, and just permitting it to remain there.

Although I am strongly in favor of the general government guaranteeing interest on the bonds of railroad companies in proper cases—the bill proposed, if passed, would, on account of the many roads included, have created a liability upon the part of the government of about Two Hundred and Seventy Millions of Dollars, extending through a period of Thirty Years—or an annual sum, for that period of Nine Millions of Dollars.

This immense sum causes this Omnibus Bill to meet with a most active opposition, and the general opinion at the present time is, that it cannot pass. While, therefore, I would not disparage any honest, bona fide attempt to secure other roads in Oregon, and while I, in conjunction with the people of the State generally—east and west north, and south,—will welcome the period that will find our young and promising State checkered with these iron sinews of an advancing civilization and enlightened age, I would especially congratulate the people more directly interested in the success of the Oregon Central Railroad of Salem, Oregon, that the prospects are bright!—and ere another fall shall draw its misty curtains around us, I have no hesitation in believing that Portland and Salem at least, if not Portland and Albany, will be united to each other in a closer unity of sympathy and trade, by the magic track of the iron horse; and that at no distant day that track will be lengthened out the whole length of Wallamet, Umpqua and Rogue river valleys, connecting with the California and Oregon Company, at the California line, thus linking Oregon to the great system of railways in the United States, which tends so much more than anything else, to make us one great homogeneous people.

But I must close, by expressing the hope that I may soon be permitted to return to our lovely Oregon, and once more away from the fœted atmosphere that surrounds this city, be allowed the glad privilege of breathing the pure air of my adopted home, on the banks of the placid Wallamet.

Yours as ever,

J. H. MITCHELL.

—The *Gazette* informs us that articles of incorporation have been filed by a company for the purpose of navigating the Wallamette river between Eugene City and Oregon City. Their capital stock is filed at $15,000 in shares of $50 each. The names of the incorporators are James Edwards, Thomas Reader, S. B. Cranston, R. R. Rounds, S. Stannus, James Bruce, O. C. Swain, William Garlinghouse, R. Smith, and C. B. Bellinger. The *Gazette* says:

It is the intention of this company to devote a portion of their energies to navigating the Long Tom river as far as Monroe—which place has been visited three or four times by the steamer *Ann*. We rejoice in everything that tends to improve facilities for transportation—but this is not the only difficulty the farmer has to meet. In common with every well-wisher of the country, we hail with joy, the permanent establishment of fair and honorable competition.

—The different Lodges of Odd Fellows throughout this State will assemble at Salem, on Monday the 26th, to celebrate the semi-centennial anniversary of the order in the United States. Past Grand Representative, Hon. Nathan Porter, has accepted an invitation to, and will deliver, the oration on the occasion. The *New Age*, congratulates the order here on their success in securing the services of so distinguished, talented and eloquent an Odd Fellow as Brother Porter. The celebration on the 26th will, it is promised, be the grandest affair of the kind ever held in the State. A steamer will be secured for the special purpose of carrying all those who wish to attend from this city. It is understood that the festivities will be wound up with a ball in the evening. From all accounts it will be a time of general jolarity.

—Charles Nealy was killed in a gambling hell at Portland last Sunday morning at half past six o'clock. "The boys" had been bucking at the tiger all night as usual, when a negro named Hank Jones, who had been loser, kicked up a muss, and the boss, Jack Burchard, in defending himself fired twice at Jones, one of the shots taking effect in Nealy—causing an inquest and a funeral. The shootist is under arrest. Nealy leaves a wife, and a handsome little girl.

—Mr. R. Jacob, Manager of the Oregon City Woolen Mills has been very ill, but we are glad to see is again able to be about in a carriage.

Weekly Commercial Review.

SAN FRANCISCO, April, 2d, 1869.

—We aim to keep our readers posted in any changes that may occur in the markets, and while we have not recently devoted much space to a review of prices current it will be observed by those who have that the same report would answer as well for February and March as that used in December and January. There has been *no demand* for any article of domestic produce, to cause an advance, until now, and our advice to farmers all along has been to hold their grain for $1 00 ℔ bushel at least. We do not believe that it pays the producer a fair profit to raise wheat for less than $1 00. Oats has been in good request all winter for export, and Oregon has commanded from six to thirty cents ℔ 100 better prices than the oats of California.

Our latest New York dates show an active demand and increased rate for wheat. This will be felt here soon, and we may confidently hope that by the time our next harvest is in prices will at least remunerative On the 27th ult. we had a rumor of an advance on wheat in Liverpool of 11d to 1s, on previous quotations in March; on that day in New York wheat was $1.75 to $1.80. And $1,45 to $1.65 in San Francisco. Flour is prineipally unchanged—ranging from $7 to $10 in New York, $4.37½ to $5.50 in San Francisco.

VALUABLE LAND FOR SALE CHEAP.—We know of 480 acres of good lands for sale in this county, being the land claim of J. L. Stout, in what is known as the Ringold 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 J. L. Stout, Umty, Baker's Bay, W. T., or of Andrew Stout, in the above mentioned settlement. 13:1y

GREAT EXCITEMENT.—The constant buzz of activity at KOHN & FISHEL'S yesterday, says the *Oregonian* of the 30th, was occasioned by the receipt and opening of a very large and complete stock of Clothing and Furnishing Goods—Spring Styles—purchased and sent up from San Francisco, by Mr. Fishel, who is acknowledged to be one of the best judges of that line of goods, doing business in this city. Call and see the Spring Styles.

CHURCH SERVICES.

1st Congregational Church.....Seats Free.
Morning Services,.....10 45.
Subject–The Christian Education of Children.
Sabbath School,.....12 o'clock M.
Evening Services,.....7 o'clock.
REV. E. GERRY, Acting Pastor
PRAYER MEETINGS.
Sunday evening,.....5 o'clock
Tuesday evening.....7 o'clock.

M. E. Church,.....Seats Free.
Morning Services,.....10.30.
Evening Services,.....7 o'clock.
SOCIAL MEETINGS.
Class Meeting following Morning Services.
Prayer Meeting Thursday evening 7 o'clock.
Sabbath School at 2 o'clock P. M.
REV. C. W. TODD, Pastor.

DIED.

DIED—In Buena Vista, on the 22nd ult., of consumption, FREEMAN SMITH, Jr.

SPECIAL NOTICES.

Multnomah Lodge No. 1, A. F. and A. M.—Holds its regular communications on the *First and Third Saturdays* in each month, at 7 o'clock, from the 20th of September to the 20th of March, and 7½ o'clock from the 20th of March to the 20th of September. Brethren in good standing are invited to attend.

By order of W. M.

Oregon Lodge No. 3, I. O. of O. F.—Meets every Wednesday evening at 7 o'clock, in Masonic Hall, Main street.

Members of the Order are invited to attend
By order. N. G.

Willamette Lodge No. 15—I. O. G. T Meets every Saturday evening, at the rooms S.E. corner of Main and Fifth streets, at 7 1-2 o'clock. Visiting members are invited to attend. By order of W. C. T.

New Advertisements.

SHERIFF'S SALE.

By virtue of an execution and order of sale issued out of the Circuit Court of the State of Oregon for the County of Clackamas, dated March 29th, 1869, and to me directed in favor of John Thomas and against James Smith, for the sum of $507 00 and interest and costs in a decree of foreclosure of a mortgage on real estate, I have this 30th day of March, A. D. 1869, levied on the following described land specified in said decree, and order of sale as follows, being a tract or parcel of land situate in Clackamas County Oregon, to-wit:

The S E. ¼ of Sec. 22 T. 2 S. R. 2 E. Lots 1 & 2, and the W. ½ of the N. E. ¼ of Sec. 27 T. 2 S. R. 2 E. the N. W. ¼ of Sec. 27 T. 2 S. R 2 E. and lots 1 & 2 of Sec. 28 T. 2 S. R. 2 E., containing in the aggregate 477-79-100 acres more or less with all the appurtenances and hereditaments thereunto belonging. And on

Monday the third day of May, 1869, at the hour of 12 o'clock M. of said day in front of the Court House door in Oregon City in said Clackamas County, I will sell the same to the highest bidder, for U. S. coin.

Oregon City March 30th 1869.

JOHN MYERS, Sheriff Clackamas Co.
By T. J. MCCARVER, Deputy. (21.5t

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 everywhere 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, have universally commended its candor and moderation.

SOLD ONLY BY SUBSCRIPTION. Good profitable territory for Agents yet to be had of H. H. BANCROFT & Co.,
SAN FRANCISCO, CAL.
15 5t] General Agents for the Coast.

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 he offers 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.

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 Bundle Iron;
English Square and Octagon Cast steel;
Horse shoes, Files, Rasps, saws;
Screws, Fry-pans, sheet iron, R. G. Iron;
ALSO:
A large assortment of Groceries and Liquors.
A. B. RICHARDSON, Auctioneer.

LOST.
A large brass key. One dollar will be paid the finder, upon leaving it at this office.

STOCKHOLDERS MEETING.
The stockholders of the Canemah Lumbering Company are hereby notified that the Annual Meeting of the Stockholders will be held at the office of the Company, on the first Saturday in April, 1869, at 1 o'clock P. M.
By order of the Directors.
20.2t) P. PAQUET, Sec'y.

J. WELCH,

DENTIST.

Permanently Located at Oregon City, Oregon

ROOMS—With Dr. Saffarrans, on Main st.

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.

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
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