



Oregon City, Oregon,

D. G. IRELAND, EDITOR AND PROPRIETOR.

Saturday : : April 24, 1869.

POPULATION OF OREGON.

Taking the census report for 1860 we find Oregon accredited with a population of 52,160, being 31,451 males, and 20,709 females. In 1865 we had 65,090, and taking the population of the State at the Presidential election we now have perhaps 60,000 bona fide inhabitants.

There is many a county in the Eastern States; like Pennsylvania, Ohio or Indiana; which has nearly as many inhabitants as this entire State. Connecticut, with but eight counties returned a population of 460,147; Delaware, with three counties returned 112,216 inhabitants; Maryland returned 667,049; Maine 628,269; New Jersey with seven counties has a credit of 672,935; and Rhode Island with five counties has 174,620. And yet, with this meagre population, we assert, without fear of successful contradiction, that there is not a State in all this Union that has made more rapid advancement in the arts and sciences than Oregon.

On pages 194 and 195 of the census report for 1860, we are told that the percentage of the increase in the true value of real estate and personal property in ten years from 1850 to 1860, in Oregon was 471. No other State in the Union (excepting California, which was 839 per cent; Iowa 942 per cent; Texas 592 per cent; and Wisconsin 5503 per cent.) equaled the ratio of Oregon. We have not, it is true as the Oregonian remarks, traveled much in this State excepting a trip or two to Salem, but with a knowledge of the facts as they exist with regard to the public lands of Oregon, and the general resources of the State, we know that the meagre population here, have, as yet, had very little to do with the immense tracts of land; the Oregonian to the contrary notwithstanding. And whilst the Oregonian is free to admit that our greatest want is population, and urges plans upon the people by which emigration may be attracted hither, it seems to us to be poor in the practice of its own precepts, to state in the very next breath that there is no land in this part of Oregon worth occupying; "except a little nook or narrow strip here and there in some mountain gorge." We say that there are yet millions of acres here, unoccupied, which are capable of gladdening the hearts of a million or more enterprising, restless spirits, who are crowding the over-populous parts of the other hemisphere, and of our own land on the Atlantic sea-board. Emigration is what every one at all acquainted with the resources of Oregon says so; but we must not allow obstacles to be placed in the way of this vital necessity, if we do allow the supremest want of the State to be defeated. California Homestead Associations have thrown a great obstacle in the way of the coming emigration for that State, by gobbling up, to use a homely phrase, the most valuable tracts, and this will drive hundreds to Oregon—let them come. We want a million.

THE NEW POSTAL STAMPS.—The Post Office Department has its stamps ready. They are engraved by the American Bank Note Company, and are in the very highest style of art. The symbols from the stamps are in keeping with the spirit of the age and the peculiar character of our institutions. The one cent stamp has the head of Franklin; the color is Roman ochre. The two cent denominations are light bronze, and have the post horse and rider; while the three cent stamps, which are of imperial ultramarine, have a locomotive, heading to the right. The six cent stamps are of the same color as the three cent denominations, and bear the head of Washington. Those of ten cents are orange color and bear a shield on which rests an eagle with outstretched wings. The twelve cent denominations are in light green, with a representation of an ocean steamer. The fifteen cent denominations represent the landing of Columbus. The picture is in Prussian blue, and the scroll and ornamental work is in pale India red. The twenty-four cent stamps have an admirably executed representation of the Declaration of Independence, the picture being in purple lake, while the scroll and ornamental work is of light millot green. The thirty cents have and eagle facing to the left, with outspread wings, resting on a shield, with flags grouped on either side. Above the eagle are thirteen stars, arranged in a semi-circle. The eagle and shield are in carmine, while the flags are blue. The ninety cent stamp bears the head of Lincoln in oval. The portrait is in black, while the surrounding ornamental scroll work is carmine. All the designs mentioned above are surrounded by hand-drawn ornamental scroll work. The thirty cent stamp is the most beautiful of the lot, for it blends in one group all the national emblems—and also the national colors, the red, white and blue.

The North Pacific Transportation Company have reduced the prices on freight to San Francisco for the benefit of Oregon farmers. Thus it will be seen that as Mr. Holladay becomes acquainted with the wants of Oregonians he adjusts matters to suit their purpose. We predict that notwithstanding the general howl of affected, disinterested opposition to him, by those who have had ample opportunity to do justice by Oregon, but have failed—Mr. Holladay will be a very popular man amongst our citizens, when the people become better acquainted with him.

CIVIL SERVICE IN THE U. S.

A bill was introduced into the Thirty-ninth and Fortieth Congress by the Hon. Thomas A. Jenckes of B. I., which in its leading features cannot fail to meet the approval of all honest citizens. The purpose of the bill is to regulate the civil service of the U. S., and should it ever become a law, it would produce a greater revolution in the administration of affairs at Washington, than was ever produced by any other single measure. The bill was carefully studied and wisely planned, and was evidently offered with a sincere purpose on the part of Mr. Jenckes, to improve the condition of things in the different departments, and not with ulterior political designs. The main principle of the bill, is that of competitive examination for all offices of responsibility and trust, within the gift of the heads of departments. "Postmasters and such officers as are required by law to be appointed by the President by and with the advice and consent of the Senate" are not included. A board of three Commissioners appointed by the President and Senate, shall constitute a committee of examination, to hold office during five years, with appropriate salaries. It shall be the duty of this board to prescribe qualifications for each branch and grade of the civil service, and in the examination of candidates reference is to be had to their special fitness in respect to age, health, character, knowledge, and ability for the service into which they seek to enter. This board must also prescribe rules as to times and places of examinations, and the mode of conducting the same. There are other regulations, in respect to the filling of vacancies, &c. These examinations are open to all citizens of the United States. In those branches of the civil service where the duties can be performed by females, they are allowed to compete with males in the examinations. It may be said, that such a measure is too wise and honest, ever to become a law. It may be so, but it certainly argues bad for the moral atmosphere of our National Congress. Besides, if the assertion be true, it presents the strongest plea for the necessity of such a measure.

The knowledge of the fact that such a bill has been introduced, and that there are those who are striving to secure its passage, should be kept before the minds of the people. We have no doubt that when its provisions are thoroughly understood, and the necessity of such a measure is felt, all honest citizens will co-operate with their representatives in urging it through Congress. If its passage cannot be secured by any other means, let it be made a political test. Let the man who refuses to sanction it by word or deed, be discarded at once. There is valid reason to distrust his motives in seeking office. This is a measure for the good of the people, and for the purpose of disarming more partisan politicians. If any man doubts the propriety of a change, let him go to Washington, and attempt to transact any private business with the government, through the clerks of Departments, unaided by the names of well-known Congressmen. He will soon learn that they thoroughly understand one principle, and that is how not to do a thing. During the short period that Gen. Grant filled the office of Secretary of War, he gave some marked illustrations of the best manner of "cutting red-tape." Let us hope that under his administration there will be a complete renovation. There are many evils which would be remedied, by such a regulation as that for which this measure provides. As things now are, there is a wonderful sense of irresponsibility, on the part of those filling the places of clerks. They have only to render account to their superiors, and these to the heads of departments, and there is an end. Each man in government employ in any capacity, should be made to feel that he is directly or indirectly responsible to every citizen of the United States. The government is composed, and that its tenure of office depends upon the fidelity with which and not upon the fear or favor of any individual under whom he acts. As things now are, very little, if anything is known, oftentimes, concerning the qualifications of appointees. They secure places through the intervention of personal friends or to please constituents, and the consequence is, as those who are thoroughly acquainted will testify, that there are larger numbers of incompetent men in the various departments, than in any other branch of the government. The measure then becomes one of economy. Millions of dollars, might thus be saved to the government. It is a fact that this nation is almost the only civilized nation, where the qualifications of candidates are not in some way tested. In some cases it is true, those nations are just emerging from the darkness. England in her Foreign service, requires strict competitive examinations. In France the first Napoleon gave emphasis to the rule requiring the most competent persons for offices of trust. In Germany, the States of Wurtemberg and Prussia have advanced farthest in their systems of examination. What we need is the establishment of some measure which shall free this nation, of its present brood of office-seekers, and thus render service under government an honorable employment, engaged in by honest and worthy men, whom the government, through its officers, has sought and found. And we know of no measure better calculated to secure this desirable end, than the civil service bill introduced by the Hon. Thomas A. Jenckes of Rhode Island.

OREGON.

—Thomas B. Riekey has been appointed Postmaster at Salem.

—The Esquimaux states that a Portland horse dealer left Canyonville on the 17th with 44 head of splendid horses for the California market.

—The Tualatin River Transportation and Manufacturing Company will elect officers, adopt a constitution and by-laws, and transact other business, at Portland on May 6th.

—A singularity about the supply of water for Kelley's mill, East of Portland, in the rainy season than in the summer. Mr. Kelly explains this by the fact that the springs supplying the water have their source on the north-west slope of Mount Hood.

—J. C. Avery, J. F. Miller and J. H. Douthitt, Commissioners appointed by the last Legislature to select and locate 90,000 acres of land set apart by Congress for the benefit of a State Agricultural College, will start on their mission about the 20th of next month. They will visit first the Goose Lake country, and then Crook River and Okecho Valley.

—The citizens of the Dalles, never weary of well doing, are now moving in the matter of a road to the new settlement in the Okecho Valley. They deserve as much success as Sacramento. They have been more liberal and public spirited, in proportion to their means than Sacramento.

—In parts of Oregon there are large bodies of good land yet vacant; and even in the older settled portions, lands are still comparatively cheap and easy of attainment. Our people should be prepared to meet and welcome the tide of population which shall soon cover the whole western slope and flow into our State, giving us new life and prosperity. —Oregonian, April 15th.

—Johnson of the Courier has written a book. The Unionist gives it the following notice: "It is a funny book; it is a racy book; it is a Democratic book. It is not a catechism, nor is it an almanac, neither can it properly be called a Greek lexicon. But Jasper has written a book. Intellectually, it is shallow; grammatically, it is an outrage; and typographically, it is a monstrosity."

—The Register says that runaway couples from Oregon, still continue to get married at Vancouver. Some astute law character has devised means to evade successfully the stringent provisions of the law concerning the marriage of minors. Among the marriages in the last paper, we notice that of Mr. S. W. Eddy and Miss M. E. Hall, of Milwaukie.

—A company consisting of Hon. J. F. Gazley, John Fullerton and five others left Canyonville on the 16th, with a view of ascertaining the practicability of making a road to Fort Klamath. A road from the Umpqua to that point would be of great value to the farmers and stock raisers of Douglas county.

—Ever since the murder of Amos Quito at Milwaukie last summer, the press of Oregon have been brutally imposing upon one another. Hay was eaten up by an ass at Vancouver; A Hair was murdered by a frog in the mountains; and a skeleton (cat) supposed to have belonged to a human being has been found upon the roof of the Mountaineer office, Dalles City. Such sells may do for April fools but they are generally disgusting to readers who pay for papers that they may receive intelligence through them.

—Golden Division, No. 4. Sons of Temperance of Oregon, was instituted on the evening of the 14th inst., with nineteen charter members, and is located in French Street in Marion county. W. C. Strum, P. W. P. of Liberty, N. L. assisted in the organization of the Division. The following are the officers. Rev. G. W. Dimmick, W. P.; Hattie Farnsworth, W. A.; J. B. Dimmick, R. S.; L. J. King, A. R. S.; L. V. Thomas, S. S.; James Boynton, T. James Farnsworth, Chaplain. A. C. Boynton, Com.; Emma Farnsworth, A. C.; Hamlin Morrison, I. S.; N. M. Sewall, O. S.; and Jackson Hubbard, P. W. P.

—The Walla Walla Union, a thorough and the first—Republican paper issued at Walla Walla, has reached this office. The initial number is neatly printed, and evidently is ably edited, although the name of the proprietor does not appear.

—We set Hunter & Co., Hindsdale, N. H., down as bilks. Do not trust them to fill any orders for books, etc. We believe them to be swindlers.

—At the Plowing Match to take place near Albany, to-day, Mr. J. W. Lewis of this city will appear with his best plows.

—Harper's Magazine for Oct. 1863, has the following: From Oregon we have news to the 23d of July. The emigration of the season was arriving much earlier than usual. A new and important bay has been discovered about ten miles north of the mouth of Coquille river; and a heavy deposit of coal, which burns freely, and emits no disagreeable odor, has been found in its immediate vicinity. Preparations were making to work the coal-mine recently discovered near St. Helen. J. M. Garrison, Indian agent, had left Salem on an official expedition to all the tribes between the headwaters of the Willamette and Fort Boise. His object is to acquire reliable information concerning that part of the Territory. The small-pox was raging fearfully among the Indian tribes at Spaulding's Mission.

—Mr. Ferry, General Agent for the Manhattan Life Insurance Company, called in upon us last evening, says the Unionist of Saturday last. He is here for the purpose of paying to the widow of J. G. Martin, lately deceased, the amount due her on the life policy of her husband, amounting to \$4,000. Mr. Ferry goes from here to Albany to pay the same amount to the widow of Mr. Mack. These two gentlemen by a singular coincidence, insured their lives at about the same time for the same amount, and both died at nearly the same time. The premium paid in each case was only \$375, cash. The General Agent sets forth in his advertisements, which will appear to-morrow, the great advantage of the note system; as in these cases, if they had been insured in "cash" company and paid the same amount of cash premium, the widows would have received but \$2,500, instead of \$4,000. The Manhattan is one of the oldest and most prudently managed companies in the United States.

WASHINGTON LETTERS.

There have been recently many interesting letters published in Oregon papers, from several of which we have copied. In the Herald of Saturday appeared a letter from Hon. J. H. Mitchell, from which we extract as follows:

A lively interest in the success of the Oregon Central Railroad, and to the future prosperity of Oregon, is manifested by all old Oregonians on this side of the continent, and I am much indebted for whatever success has attended in my efforts here in behalf of the road and company I have the honor to represent, to the following gentlemen: H. S. Jacobs, Esq., A. M. Starr, Capt. J. M. Keeler, General Barnum, and others, all old Oregonians, who understand our elements of greatness, as well as our urgent necessities as a State, and who are all active friends of our enterprise, "The Oregon Central Railroad."

—Mr. Mitchell transmitted a letter from Mr. H. S. Jacobs, formerly of Portland, which contains many valuable suggestions some of which we extract:

As I travel through the States on this side of the continent and witness the movement, the extent of diversified yet co-operative interests, the wide-spread, deep seated thrift, and ponder the existing causes of all this ceaseless progress and wide-reaching prosperity, I can but recall the natural advantages of Oregon; I can but remember the peculiar fertility of her valleys, the largeness and variety of her dormant and mineral resources, her matchless store of ship and other timber, the value of her prolific fisheries, the immense scope of her admirable pasture lands, and her superb water-power. Nowhere else, indeed, have I seen so bounteous a measure of the elements of general prosperity for a large community as those with which Oregon has been endowed; elements, however, which for the most part are as yet substantially latent, while regions far less richly endowed by providence have surpassed her in development during the same period. But with all these advantages, there have been and are yet coupled many disadvantages—happily, however, of a transient, extrinsic character—namely: The remoteness of the State from the great centers of business and population; the difficulties of access that thus far have impeded the current of emigration in her direction, and the circumscribed, inadequate nature of the market open, as yet, to the surplus products of Oregon. The advantages are God-given and indefeasible; the disadvantages are transitory, and may be overcome.

Mr. Jacobs then goes on to show the advantages to be derived from having Railroad connection, in the matter of attracting to our State the emigration now setting Pacific Coast-wards, concluding as follows:

I need not expatiate upon the uncommon favorableness of the proposed line of location of this road. This must be appreciated by all concerned. You all know, and are proud and hopeful of the extreme fertility of the Willamette, Umpqua, and Rogue river valleys, and the enormous mineral resources, as yet undeveloped, which this railway would speedily make productive to the material profit of the whole community. And yet I fear, nevertheless, it may not be generally felt what this railroad, through the very heart of Oregon, would be for the enrichment of every interest in the State; or what is lost, and continues to be lost, so long as it shall remain unbuild. Unless, indeed this road shall be constructed with all possible energy, and in timely season, the emigration now so strongly attracted toward the Pacific coast, will be mainly absorbed in California; whereas, were it ready to meet the tide, there would be no difficulty in drawing off a large and most valuable portion to settle among you; for there is strongly marked interest felt on this coast, in regard to Oregon: a disposition to look thither for a new, wide theater of business operations and settlements. This has been recently stimulated materially by specimens brought to New York, and widely exhibited by Dr. Loryea, and other Oregon staples, which attracted a good deal of attention by their excellence.

The writer refers to the Mercer Pioneer line of vessels between New York and Portland, and says: The success of the venture, of course, will mainly depend upon the patronage given it by the merchants of the State, which, I trust, will be hearty and commensurate with the undertaking. Yet the Legislature may give material aid and encouragement by timely, considerate enactments, which will suggest themselves in due season. This may be done in strict consonance with good precedents and the view of those who are wisely hostile to special legislation for the exclusive benefits of private interests; for, while individuals would be greatly profited by the enterprise, its success must redound to the interests of the whole community.

Heroic Act.—Eugene Shelby, a lad of sixteen years, prevented a disastrous fire in Portland one evening recently, which is thus recounted by the Herald:

The fire was occasioned by the falling of a kerosene lamp. To Eugene great credit is due for his ready presence of mind and heroic conduct in extinguishing the flames for had he been less active the chances are the whole block of buildings would have been destroyed. When he found no other means could be used he pulled off his coat and by dextrous use of it succeeded in a few minutes in subduing the flames, which had enveloped the back end of the store, burning books, the top of a table, and charring the walls within three feet of a large quantity of coal oil, which had it caught could not possibly have been extinguished short of a disastrous conflagration. Perhaps not one in a hundred would have thought of using his coat for such a purpose, but this boy acted with such coolness and effectiveness as to quell the flames before the fire engines reached the spot. He deserves to be handsomely rewarded.

—The Young Men's Christian Association of Chicago has started an employment bureau, which reports great success in finding clerks for situations, having a large and lengthening list on its books, but finds some difficulty in obtaining situations for its clerks. It would be a point of practical Christianity, which we suggest to the Association, to convince these young men that they should get to some much better occupation, than clerking, at which they will be in all probability underpaid and overworked all their brief lives. The business is now overstocked—it is one that since the diffusion of common school education needs no very special preparation. Every smart school-boy is prepared to begin as a clerk, and consequently the supply for this kind of labor will always be in excess of the demand. It is merely a false and squeamish notion that clerking is more respectable than other work, that drives young men to beg for clerical situations at starvation prices. Let the hungry and waiting youth in charge of the Chicago Young Men's Christian Association be affectionately advised to take to farming, mining, or a machine shop, without loss of time, or let them come to Oregon and make a beginning as producers or manufacturers.

As long as you live, seek to learn; do not presume that old age will bring wisdom. "We never see a tear in the eye," says a celebrated writer, "but we are reminded of a warm heart."

The poor man's purse may be empty, but he has as much gold in the sunset, and silver in the moon as anybody. Toil and trial are grim school-masters, but a flush of hope can make them beautiful, even as a sunbeam the rude mountain front. Oft what seems a mere trifle, a mere nothing by itself in some nice situation, turns the scale of fate, and rules the most important actions.

Write your name by kindness, love and mercy, on the names of the people you come in contact with year by year, and you will never be forgotten.

—Each ant in an ant-hill knows his companions. Mr. Drawin several times carried ants from one hill to another, inhabited, apparently, by tens of thousands of ants; but the strangers were invariably detected and killed. Thinking that there might be family odor by which they were recognized, he put some ants from a very large nest into a bottle strongly perfumed with asafetida, and restored them after twenty-four hours. At first, they were threatened by their companions, but soon recognized, and allowed to pass.

—A Lady whose horror of tobacco amounts almost to disease, took a seat by the side of a man in a railroad car the other day, and nervously asked him: "Do you chew tobacco sir?" "No, ma'am," replied the astonished man; "but I guess I can get you chew, if you are sufferin' for it."

—On the evening of the 15th there were strong electrical currents in various parts of the East, so that the telegraph wires were worked without the aid of batteries. The Aurora display was the grandest seen for years.

—Sylvester Penoyer Esq., has purchased entire, the Oregon Herald printing establishment.

It is nothing more than the truth, if people tell you that John Fishel are not selling off at cost, they nevertheless do sell at lower rates than any other house in Oregon. Their stock of Clothing cannot be surpassed. It is undoubtedly the finest, newest and most fashionable in the State. Every person would do well to call on John & Fishel, No. 91 Front street, before purchasing elsewhere.

Mr. Michael Reese of San Francisco and Mr. B. Goldsmith of Portland, the best judges of Cigars and Tobacco on the coast, bought their supplies the other day of A. Levy, because they said it was the only place where they could find the genuine leaf.

Ask your neighbor to subscribe for the ENTERPRISE.

New Advertisements.

INDIA RUBBER BALLS, of all sizes. AT LEVY'S
SYRUPS, CANDY, and POP CORN. Fresh every day at LEVY'S
A FRESH SUPPLY OF FIGS, AND THE Celebrated fig paste. AT LEVY'S
ORANGES and LEMONS, AT LEVY'S
Clackamas Base Ball Club.
AT THE FIRST MEETING of C. B. B. C., held this season, the following preamble and resolution was adopted:
Resolved, That the Clackamas Club will not receive any challenges to play match games the ensuing season.
Secretary C. B. B. C.

COSMOPOLITAN HOTEL.

Formerly Arlington's, PORTLAND, Oregon.
The undersigned respectfully announce that having purchased this widely known and well kept hotel, they are now prepared to offer superior accommodations to the traveling public at greatly reduced prices. This hotel is located nearest the steamer landings.
The hotel coach will be in attendance to convey passengers to and from the house free of charge.
W. R. SEWALL, J. B. SPRENGER, Proprietors.
A Good Book for Agents.

RESOURCES OF

The Pacific Slope!

A Statistical and Descriptive Summary of the Mines and Minerals, Climate, Topography, Agriculture, Manufactures, and Commerce of the Pacific States, and Territories; including Lower California, Mexico, Alaska, and British Columbia.
BY HON. J. ROSS BROWNE.
Complete in One Large Octavo Volume of 874 pp. Price \$4.
This is the Cheapest Work ever offered in this market. Subscribed on Agents, and it is compact with useful information invaluable to Merchants, Farmers, Mechanics etc., and is of deep interest to all classes.
Published by
H. B. BANCROFT & Co., SAN FRANCISCO, CAL.
24 1/2

NOTICE.

Is hereby given to all whom it may concern that A. A. McCully Pres't of the P. T. Co., has presented a petition to the City Council of Oregon City, asking for the vacation of that portion of water street and the Alley lying between the P. T. Co.'s Basin, and the present Ferry Landing, for the purpose of building docks. The hearing of said petition is set for the first Monday in June, 1869, by order of the Council, Oregon City, April 20th, 1869.
J. M. BACON, Recorder.

ORDINANCE No. 80.

Be it Ordained and established by the City Council of Oregon City, Oregon, That the City Seminary be, and is hereby, constituted and invested with the privilege of conferring and granting Diplomas, or Graduating Cards, under the following provisions:
SECTION I.—The City Seminary shall be conducted on the Grand System.
SECTION II.—Whenever the number of pupils in attendance shall exceed one Hundred, there shall be three Departments. When One Hundred and one pupils shall be four; and when Two Hundred there shall be five Departments.
SECTION III.—The Departments of the City Seminary, as at present divided, shall be styled the Primary, Preparatory, Academic, and Classical.
SECTION IV.—The Grading of the School and all examinations for promotion, shall be under the charge of the Principal, who shall teach the Classical Department.
No person shall be eligible to be Principal who has not obtained a Degree from some University, or established Institution of Learning. He shall be subject to examination by the City School Superintendent, in all the branches mentioned in Section five of this Ordinance.
SECTION V.—Any Student who has attended the City Seminary for two years or more, and who has obtained from the Principal One or more certificates of qualification in at least Ten of the undermentioned branches of study, and passed satisfactory examinations in not less than five others, shall be entitled to receive a Diploma, or Graduating Card from said Seminary.

English Orthography.

- 1. Reading and Orthography; 2. Penmanship; 3. Geography; 4. English Grammar; 5. Rhetoric; 6. History of United States; 7. Ancient History; 8. Modern do; 9. Book Keeping, Single entry; 10. Book Keeping, Double entry.

Languages.

- 1. French; 2. Latin; 3. Greek.

Mathematics.

- 1. Arithmetic; 4. Geometry; 2. Mensuration; 5. Trigonometry; 3. Algebra; 6. Surveying and Navigation.

Sciences.

- 1. Natural Science; 2. Botany; 3. Natural Philosophy; 4. Zoology; 5. Geology; 6. Mineralogy; 7. Anatomy, Physiology and Hygiene; 8. Chemistry; 9. Astronomy; 10. Logic.

SECTION VI.—The Diploma shall be signed by the Principal; the Teacher of the Academic Department; the City School Superintendent; the Mayor, and attested by the City Recorder, with the Seal of the City Corporation affixed.
SECTION VII.—The cost of said Card shall be paid by the applicant.
SECTION VIII.—The City Recorder shall keep a record of all pupils who obtain said Cards.
Passed the City Council April 20, 1869.
FORBES BACCLAY, Mayor.
Attest: J. M. BACON, City Recorder.

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 Hair and Bandoline; 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.

MISCELLANEOUS.

FOR SALE.

A Dwelling House and 8 Lots. In a desirable location in Oregon City, at a bargain. Time will be given for a part of the purchase money. TITLE PERFECT.

Inquire of JAMES M. MOORE, Oregon City.

New Gold Diggings

—AT—

THE STORE OF S. D. FRANCIS, FARMERS WILL FIND A READY AND PERMANENT MARKET, AND WILL RECEIVE THE BEST PRICES CURRENT FOR ALL KINDS OF PRODUCE.

S. D. FRANCIS,

WILL KEEP CONSTANTLY ON HAND A SUPPLY OF FLOUR, SUGAR, TEA, COFFEE, AND SYRUPS OF THE BEST BRANDS, AND A GOOD ASSORTMENT OF GROCERIES, PROVISIONS AND STATIONERY, ALL OF WHICH WILL BE SOLD AT LOW PROFITS.
Call and examine for yourself before Purchasing elsewhere!

MOTTO—Do not do others as you would that others should do unto you. Oregon City, March 28, 1869. [22.4]

WALTER BROS.

New CARPETINGS

VELVETS, BRUSSELS, THREE-PLY, OIL-CLOTHS, WINDOW-SHADES, PAPER-HANGINGS, LACE-CURTAINS, &c., &c.
We Would Call the attention of parties fitting up houses, or being in need of anything in our line To our Stock, which is ONE OF THE COMPLETEST On the Pacific Coast!
Our Goods being specially selected at the Factories in England and the Eastern States, we can sell AT THE LOWEST San Francisco Prices.

WALTER BRO.,

No. 89 Front street, between Alder and Washington, Portland, Oregon.

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 dates, for San Francisco, by one of the company's splendid steamers from Apia for New York, on the 10th, 17th & 30th of each month. East has 20 days, and on the 10th, 15th and 30th of each month that has 21 days.
When the 10th, 15th and 30th fall on Sunday will leave on Saturday preceding; when the 17th falls on Sunday will leave on the Monday following.

STEAMERS FOR APRIL, 1869.

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

April 14th—Constellation, Captain W. H. Hudson, connecting with Alaska, Capt. Gray.

April 17th—Golden City, Capt. Lapidge, connecting with Henry Chaney, Captain Connor.

April 20th—Montana, Capt. E. S. Farnsworth, connecting with Arizona, Capt. Maury.

Passengers berth 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 INMAN 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 way ports, Company's form of Bill Lading only used.

No freight received after 2 P. M. of the day prior to departure.

Capt. Freeman will be dispatched on Thursday May 6th, at 12 o'clock noon, from the wharf corner of First and Brannan streets, for Yokohama and Hongkong, 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 Leidesdorf sts.

OLIVER ELDRIDGE, Agent.