WEEKLY CORVALLIS GAZETTE.

OFFICIAL PAPER OF THE STATE

OFFICIAL PAPER FOR BENTON COUNTY

Corvallis, Feb. 6, 1880.

W. B. CARTER, - - - - EDITOR

REPUBLICAN STATE CENTRAL COMMITTEE.

A meeting of the Republican State Central Committee will be held in the City of Salem, on Wednesday, February 18, 1880, at 2 o'clock, P. M. A full attendance is requested.

DAVID FROMAN, Chairman.

JOSEPH SIMON, Secretary.

Baker	Milton White	Linn	D. Froman
Benton	E. B. McElroy	Lane	J. H. McClung
Clackamas	P. Paquet	Marion	H. Hofiger
Clatsop	F. J. Taylor	Multnomah	Jos. Simon
Columbia	G. W. McBride	Polk	A. W. Lucas
Coos	E. W. Tower	Tillamook	Dr. Lascelle
Curry	M. Rily	Umatilla	Vacant
Douglas	E. G. Hursh	Union	W. J. Snodgrass
Grant	J. W. Church	Wasco	R. L. Smith
Jackson	J. H. Chitwood	Washington	Jos. Gaston
Josephine	Thos. Floyd	Yamhill	J. W. Watts
Lake	C. B. Watson		

Republican papers please copy.

A NEW ENTERPRISE.

Mr. Ed. M. Belknap, of Portland, is in the city making arrangements to start the Corvallis Plow and Agricultural Manufacturing Company. We take no little pride in announcing that this company have leased the Gaylord property, corner of 3rd and Jackson streets, in this city, for five years. A part of their machinery is already here, and more will soon follow. The building is to be refitted, and a new 40 horse-power engine will be placed in it to run the machinery of the business.

John C. Kitton, Stephen E. Belknap and Edward M. Belknap are the incorporators of this company, and own the capital stock of $40,000. These gentlemen are from Michigan, and have had experience in the business which they will build up in our city. This company will operate a foundry, machine shop and plow factory, using Oregon iron and wood, which Mr. Belknap informs us are both of superior quality.

We welcome these gentlemen to our midst, and sincerely hope and believe that they will succeed in this new undertaking. After being on this coast for two years, and having had ample opportunity to examine different localities, and the facilities afforded for their business, they unhesitatingly selected our city in preference to all others, although strong inducements have been offered them by way of land and money to locate elsewhere. Soon we shall hear the busy wheels of industry, and see the ever increasing stream of traffic flowing to and from this manufactory. Let all our citizens encourage this enterprise in a proper manner, and soon other factories will be established that will use much of our raw material, of which we have such an abundance at home, furnishing employment to our laborers, and a better market for our producers.

FUSIONISM FIZZLED.

The greatest humbug of the age has come to a sudden inglorious demise. The Fusionists of Maine undertook to steal the whole machinery of civil government in that State, and they not only attempted, but they actually did it. When, however, this was accomplished they found they had a much larger elephant on their hands than they had bargained for; in short, the monster was too heavy for them to hold onto, their muscels were weakened from a previous masterly inactivity, and consequently their grip loosened and the entire elephantic structure fell in a mass of shapeless and unrecognizable ruins. To be candid, the Fusionist never had any standing at law, in equity—or public opinion, outside of a few political fanatics. The Supreme Court of the State decided every proposition against them, and as a result the whole affair went to pieces. The Fusionists themselves ought to be, if they are not, thoroughly ashamed of themselves. They will be arraigned before the bar of public opinion, all over the country, and promptly condemned for their dastardly attempt to overthrow free institutions, and curses like chickens will come home to roost on the heads of those who so determinedly have striven to thwart the will of the people. The Fusion Legislature has adjourned to the first Wednesday of August next, and have retired to private life. Fusionist Governor Smith has evidently got tired of playing Governor and has gone home; and Fusionist Secretary of State, Sawyer, has promised to return the valuation books to the Secretary of State, and will also retire to his home, and the ignominy which will so justly follow him.

The Republicans of Maine are to [illegible] congratulated upon the result, [illegible] wisdom and sagacity they [illegible] eminently displayed.

MR. SPROUL'S OPEN LETTER.

As a letter writer Representative Sproul, elected on the Fusion ticket in Maine, is an entire success. He reads Pillsbury a moral lecture that is really refreshing. His open letter taken from the *Daily Statesman*, of the 30th ultimo has the clear ringing tones of an honest man and patriot. One of the Fusion members elected to the Maine Legislature, having received a letter from the patriotic Pillsbury, who is supposed to be the brilliant genius who conceived the most original ideas of the conspiracy to steal the State, asking him to "assist" in holding the stolen property, replies in an open letter through the Bangor Whig and Courier. In the letter, which is addressed to Eben F. Pillsbury, of the Maine Standard, and signed by E. Sproul, representative elect from Veazie, in which the following vigorous passage, which demolishes at a blow the blatherskite Pillsbury and the hypocrite Garcelon, occurs:

"I was very much astonished to think that you could countenance any such proceedings in the Governor and Council of this year, when only last year you took such decided stand against the suspicion of Governor Connor and Council wrongfully counting out the present Fusion majority in the legislature. Now, instead of seeing you denounce it in the strong and vigorous language you usually employ, in your paper you appear entirely in favor of organizing a legislature of the minority instead of the majority which the people had fairly chosen, and for this you ask my aid in distributing the spoils of such villainy. Though I was elected on an opposition ticket, and intended to support the regular nominees of my party, yet, when the members elect are counted out on pretences which are totally false, or exist at best only in the malicious ignorance of the perpetrators; when such advantages were taken of defective blanks, sent out for this very purpose by the constituted authorities, so that returns were cast out from this very cause; when some laws were very strongly enforced, and others on the same subject were nulified, by which trival errors could have been readily corrected; when five of our largest cities, containing one-seventh of our inhabitants and one-fourth of our wealth, were disfranchised, and many smaller towns treated even worse by those whom they had once repudiated at the polls, then no longer can a man with one drop of blood of a Revolutionary father in his veins lend his favor and, much less, his influence to support and aid such systematic villainy."

YAQUINA BAY MEMORIAL.

The memorial committee respectfully invite all persons having charge of county or local memorials to forward them AT ONCE to M. Jacobs, Mayor, Corvallis, for presentation to Congress.

The ready and cordial support which the movement has met, not only in the valley, but also in Portland, and in other places which might have been considered less directly interested, is the best possible justification for the appeal which was made.

Before the memorials are sent off to Washington the committee will carefully count and analyse the signatures, and will report the result as speedly as possible in the papers.

But it is now desired gratefully to acknowledge the response which the State has made to the invitation to make its requirements known in the only quarter where they can receive, and may be expected to receive, material recognition.

AMENDMENTS TO THE CONSTITUTION.—We shall watch with intense interest the decision to be soon rendered by the Supreme Court of the United States, as to the extent to which the Fourteenth and Fifteenth Amendments modify the State laws, and affect the State Courts in relation to the selection of jurors. This decision will be one of deep interest to the entire nation, and especially the legal fraternity.

GROUNDS OF THE CONTEST OF FRANK LESLIE'S WILL.

Among late dispatches to the Daily *Oregonian*, we find the following:

Objections to probate of the late Frank Leslie will were filed yesterday by his two sons, Alfred and Henry. Henry, who calls himself Frank Leslie, Jr., avers that the making of the will was caused by fraud and circumvention and undue influence practiced against decedent by the person named as executrix in the will, whose maiden name was Marion Florence Follen, otherwise known as Mrs. Squires; otherwise known as Mrs. Frank Leslie; that such person was not, at the death of Frank Leslie, nor at any time the wife of Frank Leslie; that at the time he executed the will, if he did execute it, he was insane and incompetent.

"Frank Leslie" was not his real name. It was Henry Carter. He was of English birth, and aged fifty-eight years at the time of his d[illegible]

NAOMI was 580 years [illegible] she was married.

CENTRAL EASTERN OREGON—YAQUINA BAY THE NATURAL OUTLET.

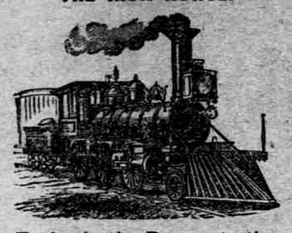
MR. EDITOR—Since Eastern Oregon stands before the world the greatest wheat producing country, rivalling the famed Willamette in yield per acre and excelling every known locality in quality, and while capital is flowing freely to this new section so rich in products the demand for which is world wide, capital to facilitate transportation and increase the golden harvest, are we citizens of Central Oregon fully alive to the situation we occupy? Let us see; allowing Portland, 120 miles from the sea, to be the terminal point for a railroad to Eastern Oregon, and Yaquina Bay (improved by an appropriation this session of Congress) the terminus of the Willamette Valley and Coast R. R. Three hundred miles by the latter road takes you 100 miles east of Prineville, through Corvallis, Albany and Lebanon, through the very center of Oregon's oldest settled and richest valley connecting all that vast section of county around Prineville with a seaport where only one handling of freight from the *cars to the ships* will be required. There is no railroad even talked of now reaching this part of Eastern (Central) Oregon from Portland; but suppose there was, the distance from Prineville via. Columbia river to Portland would be greater (at least 200 miles), and when the products of that country were placed on wharves of the "maritime city," WESTSIDE of course, there is just TWO HUNDRED AND TWENTY-ONE MILES of water carriage to make before a point opposite Yaquina Bay is reached. It must be apparent to the most careless observer that financially the routes present a still greater difference; the W. V. and C. R. R. runs first through a fertile, healthy mountain district, thence across the thickly settled, wealthy Willamette valley; thence through the Cascade range, fertile and attractive out, into the sage brush plains of Eastern (Central) Oregon, plains no longer classed as grazing lands, but plains producing the finest yield of golden wheat, developing along its line vast natural resources. How is it with the Columbia river route? It must follow the river, expensive at every step, so narrow in places as to admit of *only one road-bed*, a dangerous owership for the people to consider, parallel with a navigable river competing for the trade. Passing in its long line, through no agricultural region, near no thriving towns, finally reaching a point 120 mile from the sea with uncertain navigation winter and summer. Eastern (Central) Oregon, growing rapidly in population and wealth, needs a reliable line of communication, one free from all natural obstacles, particularly such as *are* uncontrolable; the general government is interested in securing a short certain route to this part of Oregon, a growing empire in itself. The people of that section are to-day laboring under many disadvantages. Mr. Breyman, a merchant of Prineville told that some of his customers came 100 miles south-east of him to trade, and that he hauled his goods from the Dalles *two hundred miles*, or the exact distance from Yaquina Bay to Prineville; it cost him $60 dollars per ton from Portland to Prineville. If the press of Portland can encourage the Oregon Navigation Company in building railroads to the small valleys on either side of the Columbia to secure trade, how much ought we to do that all these points of practicability and economy may be realized? If the Willamette valley expects to reap any of the benefits of commerce sure to follow the development of Eastern (Central) Oregon, she must do as Portland is doing, work, work, work. Keep the eyes of the public on the picture; we must not sit idly by and see these golden opportunities lost; that tide in the affairs of men is nearly full which leads on to prosperity. Cembined, intelligent effort is required. Leading papers and prominent men should present this important subject and urgently press it on the attention of Congress. R. A. B.

Newport, Jan. 27, 1880.

UNTRUE.—The Sunday Welcome, of Feb. 1st, says that "Corvallis people are praying for $240,000 to build a railroad to Yaquina Bay." This statement is absolutely false. A paper that sports such a moral name, ought to be ashamed of such lying.

The DeLessep's canal scheme will fail, it is thought, for the reason that it will take $15,000,000 to pay interest and yearly expenses, while it is estimated that it will only pay unde[illegible] favorable circumstances $9,000,000.

BENTON COUNTY WELCOMES THE IRON HORSE.



Enthusiastic Demonstration upon the Arrival of the First Train.

JUDGE F. A. CHENOWETH DELIVERS THE ADDRESS OF WELCOME.

HON. J. N. DOLPH, OF PORTLAND, RESPONDS.

The first passenger train that ever came into Corvallis, reached our city at 9:30 P. M. Jan. 28. Among the passengers from Portland were Hon. J. N. Dolph, vice President of the Westrn Oregon road; Paul Schulze, land agent; T. DeClarke, superintendent of construction; Harry Habbersett, road master, and an Oregonian correspondent. The train was under the charge of Conductor A. K. Colburn, Mr. Jennings handling the throttle to Independence, and Jack Evans from Independence to this city.

A large ceowd, numbering about eight hundred, including many ladies, awaited the arrival of the train at the depot, about half a mile from the center of town. The house of Dr. Bailey in the northern portion of the city was brilliantly illuminated. A loud cheer went up from the crowd as the train pulled up to the depot. Messrs. Dolph and Schulze were met by a committee and escorted to the city hall. Here more than half the inhabitants of the city were assembled. After a stirring piece by the band, Dr. Bailey called the meeting to order, and introduced Judge F. A. Chenoweth, who addressed Mr. Dolph as follows:

JUDGE CHENOWETH'S SPEECH.

Mr. Vice President Dolph: The people of Corvallis desire to congratulate you on the completion of this great enterprise. To the people of Benton county this works the most important era in her existence. This is a step from her rudimental existence toward a higher condition in civilization.

There was a time when existence, comfort and refined enjoyment were attainable without railroads. But that period in the march of improvement is passed. The completion of this road opens to Benton county a new era in her unfolding. Oregon has been considered a slow coach, and from her slow development many have undervalued her worth. The difficulties in the way of getting a population, her remoteness from the over populated states and countries, and the rough and frowning mountains standing between us and them made immigration slow and difficult. Added to this the small stream of immigration setting in this direction was turnd aside in 1848 by gleams of golden sands in California, by means of which the young Oregon "boom" came to an untimely death. As often happens, the unpretending merit of our lovely state gave way and was ignored and slighted for the dashing glare of our more pretentious sister, California. But solid merit will in time tell and demonstrate its true worth. [Applause.]

Though we have long waited for the iron horse, yet this waiting has had some rewards. The farmer has grazed his stock on the nutritious and luxurious grasses in the parks of our dear uncle until that treasure is fully enjoyed and fully exhausted. The grain growing period having arrived railroads are indispensable. It is only now that we begin to see the vast capabilities of the webfoot soil. But slow as we are we have no trouble in noting progress. I am reminded of an incident that occurred in 1864 here at Corvallis. A few of us got up a popular demonstration in the interests of a railroad. Our mass meeting was duly published. The circuit court being in session a large collection of citizens assembled at the court house. The amount of sneers and taunts from the knowing ones—men that could see ahead was considerable. To give respectability to the meeting we invited the circuit judge (who was both a gentleman and a scholar), to preside. But no. He could not make himself ridiculous by taking a part in a farce. Besides he was conscientious and could not give his countenance to a matter that any sober, well-balanced man knew was impracticable and impossible. That Oregon was not adapted to railroads, that the Willamette valley never would produce enough to load a train of cars, and to talk of a railroad was simply absurd. This simply shows how greatly our wisest and best men underrate. Only six years from that time the money of our German brethern placed the iron horse upon the track. The farmers went to work and soon long trains of cars laden with golden cereals were coursing their way down through Linn and Marion counties. Land rose from five to ten dollars per acre, and from ten to twenty and thirty dollars per acre.

But Oregon has just begun to unfold herself. We are as ignorant of what lies ahead of us now as our circuit judge was in 1864. On the completing of this road we may say the first blow is struck on the west side. These railroad men are like Moses. They smite the rock and abundant fountains—not of water—but bread and meat come forth. [Applause.]

We hope shortly to have a trunk line from here to the Yaquina Bay over which our cereals will be shipped to the sea, and thence to foreign ports. This movement is perhaps in its infancy, but it will soon manifest its strength, and the Yaquina road will as surely be built in the near future as that we exist. We are on the eve of an eventful epoch in the history of our development and natural growth. I can but counsel a little patience on the part of our people, and in a short time we shall meet here under like circumstances to start the first train over this road to the seaboard.

But the lateness of the hour forbids our dilating on the effects of this grand enterprise. It is not saying too much to assert that this is the first of a large number of railroads that will soon center in this city. Now that the road is done the question is often asked who is the most benefited? Of course everybody is benefited. But there is one class of citizens—the farmers—peculiarly benefited. To them it is more than an empty compliment. It adds 50 per cent. to their land in $20 pieces. To the merchant it may be only a source of comfort and convenience. In one immeasurable respect the comforts are common to us all. It places us in the grand procession of the American people en route for the perfectability of our race. We cease to breathe dead, stagnant atmosphere of the *statu quo* party. We take step to the music of improvement, losing our negative, moping existence and becoming absorbed in the live[illegible] of progressiveness. In this st[illegible] man [illegible]tially a differe[illegible] through great difficulties, requiring unusual energy and perseverance. The incessant rains and storms were not to be regarded. The enterprise was crowded to a successful completion. The great work is accomplished. You are one of us, and in behalf of the good people of Corvallis and Benton county, I bid you welcome. [Cheers.]

RESPONSE BY HON. J. N. DOLPH.

Mr. Dolph responded as follows:

Judge Chenoweth and Citizens of Benton County: I exceedingly regret that the president of the company, Mr. Villard, or Mr. Koehler, the manager, by whose energy the construction of the railroad to Corvallis in spite of the obstacles mentioned by you, are not here to listen to and respond to your very flattering address. But in behalf of the men who had sufficient faith in the future of your state and the resources of your county to furnish money for the construction of the road, and of the president and manager of the road, I thank you for this demonstration and complimentary address. You have referred to the early history and condition of Oregon when the means of transportation were few and the principal occupation of the settlers was the pasturing of their flocks on Uncle Sam's domain, and that the growth of the state had been slow. We were so far removed from the eastern states and the great centers of population that immigration to our state has been retarded. There are other causes besides the gold excitement in California which have tended to prevent a rapid increase in the population of this valley. Western Oregon has furnished from the beginning considerable proportion of the emigration to Eastern Oregon, Idaho and Washinton territories, ann this is one reason why railroads and other facilities for transportation have come slowly. You *have* reason to congratulate yourselves upon the completion of the railroad to your city. As to whether it will prove a profitable investment to its projectors may still be considered a problematical question. So far as heretofore constructed it has not been profitable. But you have a road, a good road, laid with steel rails from St. Joseph to Corvallis, and when well ballasted will be the best road in Oregon, and equal to any on the Pacific coast. Whether it is in advance of the demands of the country or not, you may congratulate yourselves that you have it [Applause] I congratulate you also upon the the beginning of better times, not only for Benton county, but for the whole state. Among the signs of increasing prosperity I will mention the proposed construction by the Oregon Railway & Navigation Co. of a standard gauge road from Celilo to Wallula along the Columbia river to connect with the Northern Pacific, and one other standard gauge which may be constructed to bring Oregon in connection with the the railroad system of the United States. It is significant for more reasons than one. It gives greater transportation facilities to the Columbia river valley, and directs the commerce of the fertile region of Eatsern Oregon and Washington territory towards Portland, the metropolis of the state, and thus indirectly benefits Benton county and the whole state, for each portion is interested in the development of every other portion. I will mention also the construction of two hundred miles of the Northern Pacific from Snake river eastward into the wheat growing regions of Washington and Idaho. The money expended in the construction of these roads will give a stimulus to all business enterprises of the state and thus increase the general prosperity; and the construction of the fifty miles of the west side road during the past season marks the beginning of a new era in Oregon's progress.

While Judge Chenoweth was speaking of the early history of Oregon, I contrasted the progress of this state with that of Michigan. I spent the winter of 1857 in Jackson county in that state, in a portion of a county that had been settled twenty years previously. By their proxemity to the older settled portions of this country and the early construction of a line of railroad extending through the state, in had every appearance of an old settled country, farms being highly cultivated and having good buildings and fine orchards, and to-day the southern part of that state is traversed by three through lines from east to west, with numerous intersecting lines. You said that farmers were benefited more than any other class by railroads. I hardly think so. It is true that there land will be appreciated, and production stimulated, and thus they will be greatly benefited. But every other enterprise is dependent on their labor. Labor is the source of wealth. If these fertile plains had lain here idle and uncultivated as they were when occupied by Indians, your beautiful city of Corvallis would not have had an existence. If labor had not produced the wealth of the rich Willamette valley, Portland, (the metropolis of the state,) of which we all are justly proud, would never have been built. Therefore, I say after all, whatever increases the prosperity of the farmer, proportionately increases the prosperity of every other class. Every effort should be made to secure cheap transportation for the produce of farmers as a means of increasing the general prosperity of the country.

As a striking contrast to the want of faith of the judge mentioned by Mr. Chenoweth as having refused to preside at the railroad meeting in 1864, I will mention the governor of New York, who had the faith and foresight to project the Erie canal, which made New York the "Empire State" and the city of New York the metropolis of the United States. Though the Erie canal has been in a great measure superseded by the railroad system of the state, the foresight of DeWitt Clinton marks him as one of the wisest men of his day.

Your allusion to an incident of 1864 reminds me of another that happened the same year. In that year I came to your city and carried off a young lady who resided here, and have kept her away ever since, and on that account especially I have had a warm spot in my heart for Corvallis and Benton county. [Laughter and applause.] It took me on that occasion two days to come to Corvallis and two days to return. To-day we left Portland at 2 P. M. and reached Corvallis at half-past 9 P. M.

Judge Chenoweth refered to the fact that the people of Corvallis hope that your city will become the center of a railroad system, and that there would soon be constructed a trunk line to Yaquina Bay. There seems to be an impression that a feeling of jealousy exists in Portland toward Corvallis. This is a mistaken impression. We people of Portland would heartily rejoice in the advancement of the interests of Benton county, knowing that your prosperity is also ours, and we hail with pleasure every new facility for cheap transportation.

In conclusion allow me again to congratulate you on the completion of this enterprise which connects you with the metropolis of the state and the head of ship navigation, and places you on an equality with the most favored portions of the state. [Applause.]

After another selection by the band the meeting dispersed.

POSTAL CHANGES FOR OREGON AND WASHINGTON. — Washington, Jan. 31.—[illegible] Oregon [illegible] Washingto[illegible] Waterford, [illegible] W. T., Robt. R[illegible] Discontinued, [illegible] county, W. T. [illegible]ed, Alexand[illegible]