WEEKLY CORVALLIS GAZETTE.

OFFICIAL PAPER OF THE STATE

OFFICIAL PAPER FOR BENTON COUNTY

Corvallis, March 26, 1880.

W. E. CARTER, - - - - - EDITOR

REPUBLICAN STATE CONVENTION.

A Republican Convention for the State of Oregon is hereby called to meet at Portland on Wednesday, April 21, 1880, at 11 o'clock A. M., for the purpose of nominating a candidate for Congress, three candidates for Presidential Electors, three candidates for Judges of the Supreme Court, Judges anp Prosecuting Attorneys for each of the several judicial district, and the election of six delegates to attend the National Republican Convention, and to transact such other business as may properly come before the convention.

The Convention will consist of 165 delegates, apportioned among the various counties as follows:

Baker	4	Linn	11
Benton	6	Lane	9
Clackamas	10	Marion	17
Clatsop	5	Multnomah	24
Columbia	2	Polk	7
Coos	6	Tillamook	1
Curry	2	Umatilla	7
Douglas	11	Union	5
Grant	5	Wasco	6
Jackson	6	Washington	8
Josephine	2	Yamhill	9
Lake	2		

The same being one delegate for every 100 votes and one for every fraction of 50 votes and over cast for Secretary of State at the last general election.

The committee recommend that the primaries be held on Saturday, April 3, 1880, and the County Conventions on Saturday, April 10, 1880, unless otherwise ordered by the proper County Central Committee.

DAVID FROMAN, Chairman.
JOSEPH SIMON, Secretary.
SALEM, OREGON, Febuary 18, 1880.

REPUBLICAN COUNTY CONVENTION.

A Republican Convention for Benton county is hereby called to meet at the court house in the city of Corvallis, on Saturday, April 10th, at 11 o'clock A. M., for the purpose of electing six delegates to attend the Republican State Convention, to be held at Portland April 21st, 1880, to nominate a full county ticket, and to transact such other business as may properly come before the convention.

The several precincts are entitled to representation as follows, the same being based upon an allowance of one delegate for every 15 votes, and one for every fracton of eight votes or over, cast for Governor at the last general election, and two delegates at large for each precinct:

Alsea	4	Philomath	7
Corvallis	16	Soap Creek	6
Elk City	3	Summit	2
King's Valley	7	Toledo	4
Lower Alsea	3	Tum Tum	3
Monroe	7	Willamette	3
Muddy	3	Yaquina	5
Total			73

The primaries will be held in the various precincts on Saturday, the 3d day of April, 1870, at 1 o'clock P. M. All who expect to affiliate hereafter with the Republican party are respectfully invited to attend the primary meetings. A full representation is requested.

T. C. ALEXANDER, Chairman.
W. P. KEADY, Sec'y.
Corvallis, March 6th, 1880.

THE MONROE DOCTRINE.

Since the agitation of the project of building a ship canal across the Isthmus, connecting North and South America, much has been said and written about the Monroe doctrine. And especially since President Hays in his late message to Congress recognizes the doctrine and asserts that it is applicable in the great international scheme of construting this canal, has the doctrine in some quarters been severely critisized. Heretofore all parties have recognized and approved this time honored and national preeept. The "doctrine" was first proclaimed by President Monroe in his message to Congress on the 2nd of December, 1823.

A dispute had arisen with England respecting our northern boundaries. Mr. Monroe said: "In the discussions to which this interest has given rise and in the arrangements in which they may terminate, the occasion has been judged proper for asserting as a principle in which the rights and interests of the United States are involved, that the American continents, by the free and independent condition which they have assumed and maintained, are henceforth not to be considered as subjects for future colonization by any European power."

From the above declaration we get the idea of the so-called Monroe doctrine. It put at rest at once, and until now, the question of the rights of foreign powers obtaining a foothold on the American continent. Although at first the nations of Europe deemed it a very radical doctrine, and offensive to their theory of colonization upon our soil, yet it has come in later years to be recognized and sanctioned by them as just and equitable, and has been strictly adhered to by them with the single instance of the attempt made by Maximilian a few years ago, to set up a protectorate over Mexico. With the results of that fool-hardy scheme our readers are quite familiar. The doctrine advanced by President Hays in his late message is, that the canal cannot be built unless it can be controlled by the United States. It seems to us that the wisdom of this must be apparent to every American who loves his country with the diverion and loyalty of a patriot. If this canal should be built with European capital, Europeans would naturally control it, and assume a protectorate over the territory through which it runs, to the detriment of American commerce and in direct violation of the Monroe doctrine above stated. Count de Lessips recognizes the doctrine, and admits the justness of the same as follows: "People will have too much sense to believe that I would present any opposition to the teachings of the Monroe doctrine. The principle of that doctrine is eminently just. Nobody should try to combat it. I have always held that view, and I approve entirely of the principle."

Without the aid of American capital and American influence the canal cannot be built. But with these it can and will be. Notwithstanding the "beautiful avocation" organ holds up its hands, in holy horror and indulges in a whole column of diatribes against President Hays and the Monroe doctrine.

A CORRESPONDENT of the Montana *New Northwest*, writing from Omaha, and who has had good opportunities of learning what is intended, says: "Surveyors will at once be put on the route from Ogden to Portland for a broad gauge road, and no doubt a considerable portion of that line will be built this year. I think the route will be through Boise City. It seems to be the purpose to make the Utah and Northern a Montana line, and make a western section with the broad gauge."

This is good news for Oregon. We need all the outlets that we can get for our products, and thereby freights to this State will be greatly reduced.

A melancholy picture is drawn by the correspondent of a Vienna paper of the condition of the Turkish army in Albania. Begging, he says is no longer regarded by the Turkish soldier as a disgrace, and the streets of Janina are full of soldiers who stretch out their hands to the passers-by for alms in broad day. At night they attack the peasants and rob them of all their valuables. The Turkish soldiers are, indeed, so much in want of money, owing to their not having any pay for more than three years, that they often sell their arms, and the military commandant has found it necessary to issue a decree strictly forbidding this practice under severe penalty, when discovered.

Here is a good one from the "plumed knight."

Mr. Blaine being asked how he liked President Hayes, said: "Well, I will tell you a little story. A parcel of young men went out on a fishing excursion up in the woods of Maine one summer, without any guide, and the question was, who should play cook for the party. At length it was agreed that one certain member should undertake the job, and that the first one who found fault with the cooking should take the cook's place. So they all made faces over the abominable fare for some days without saying a word, but at length a particularly atrocious apple pie caused one of them to exclaim: 'Well, this is the d—dest pie I ever *did see—but I like it!*'"

COST OF FENCES.—Nine years ago the statistics gathered at Washington showed that the fences then in existence, had cost $1,747,549,931. The additions since have raised the cost of the present fencing of the country to fully $2,000,000,000. A million dollars is a pretty large sum to count, or even to conceive of, (we cannot count a million in the working days of a month, counting one each second and ten hours a day), but here are two thousand such millions. The interest and repairs amount to over $200,000,000 a year, and the rebuilding of decayed fences nearly as much more, making our annual fence tax far more than the entire cost of the army, navy, general government expenses and pensions, together with the interest on the public debt.—*Mountaineer.*

The nomination of Justice Field would be a big advertisement for the Pacific coast, while he would, if elected, reflect credit upon *his people.*

The above from the Bedrock Democrat (italics ours), out-Cæsars all the Cæsarism we have heard of.—*Enterprise.*

No States rights democrat need apply. which the same Stephen is.

OREGON City is fast emerging into the light of other days. Chief justice Jno. Myers and associate justice Peter Paquet reside among us, each of whom knows about as much of law as a hog knows of heaven, or a cow knows about a fiddle.—*Enterprise.*

THE COLUMBIA BAR.

Capt. Flavel has been making personal inspection of bar soundings for several days since his return from San Francisco, and is himself fully satisfied that it is only a question of very brief time, so rapid and broadcast is the shoaling process, when it will be impossible for deep vessels to cross. The north channel, along Sand island from the head, is filling up as fast as does the south channel.

Pilots on the bar all agree that unless some measures are adopted for permanent improvement of the channel it will not be longer considered safe for vessels to enter or cross out with more than eighteen feet draft of water.—*Astorian.*

No true friend of Oregon's welfare can read the above without realizing keenly the magnitude of this disaster to the commerce of the State. Capt. Geo. Flavel for 25 years and almost daily observer of the Columbia bar, largely interested in Astoria, anticipating a railroad to that point, has not allowed a statement of this kind to creep into print without fully understanding the advantages certain to be taken by San Francisco. Rates are now out of proportion and have been kept so by misrepresentation. Now the rates can, and with a semblance of justice, be increased, and all this would severely affect Oregon. The anxiety for an appropriation to improve the Columbia bar is not sufficient reason for the publication of conditions most unfavorable. Every paper in the State has repeatedly said Central and Eastern Oregon required, aye, demanded another outlet, and all this talk of the Columbia bar only intensifies that feeling. We ask and we expect the present Congress to give aid to that point which offers the easiest and cheapest solution of the transportation, question. Columbia may require immediate assistance; if so give it, but not to the of other points equally deserving and those who have waited patiently for exclusion years as if to confirm all the possible and probable evils to trade.

The *Oregonian* of the 23rd, publishes the following:

The agents of an English marine insurance company here inform us that hereafter the rates on all vessels crossing the Columbia river bar drawing over 20 feet will be materially increased. This will tend to confine our traffic to vessels of moderate size and so indirectly to keep freights at full figures. It is to be regretted that such action should have been found necessary.

There is one way out of this trouble of such vital consequence to every citizen of the State, urge our members to stand firm in securing an appropriation for Yaquina Bay. To fail is to fasten an unnecesary and burdensome tax on the industry of Oregon. Every man should consider it his individual loss or gain and act accordingly.

RIALTO.

YAQUINA BAY AGAIN.

We find in the *Oregonian* of the 23rd two very significant notices in relation to the Columbia river bar and its relation to the shipping interests of that river. The *Astorian* is reported as saying, "Pilots on the bar all agree that unless some measures are adopted for permanent improvement of the channel it will not be longer considered safe for vessels to enter or cross out with more than eighteen feet draft of water," and in the *Oregonian's* San Francisco report on finance and commerce it is stated, "The agents of an English marine insurance company here informs us that hereafter the rates on all vessels crossing the Columbia river bar drawing over 20 feet will be materially increased. This will tend to confine our traffic to vessels of moderate size and so indirectly to keep freights at full figures. It is to be regretted that such action should have been found necessary." Nor is this all, for we were informed by the same paper not many days ago, that the tonage rates from Eastern ports to Portland, exceeded by $5 per ton the rates charged to San Francisco.

It does not require much ability to suggest who are to bear the burdens of these heavy freight charges, but when we are informed that under certain conditions these charges are to be "materially increased" we are forced to the conclusion that Portland must either be a deep water port or take advantage of the nearest point where a deep water port is possible, or give way to a large commercial city on the Sound. Of the first proposition it seems barely possible on account of the immense amount of money necessary to accomplish anything of importance in deepening and maintaining a channel at the entrance of the Columbia.

Then again be it remembered all efforts to this end are only experimental and, while this is going on, if attempted, the N. P. R. R. may have reached the Sound, the difficulties of bars, of shallow water, and of large appropriations by government avoided; and the products of Eastern Oregon which should flow past our doors are carried up far to the north and the benefits of the same lost to this State.

Of the second proposition while it may not be what Portland will desire to contemplate, that is, take advantage of Yaquina Bay, yet, if with the removal of the soft rock forming a barrier to the enterance only some 300 feet in and out, this removed and of sufficient width, vessels drawing 23 feet will find no difficulty in entering, and when in will lay as snug as in a dock at Liverpool.

If the improvements contemplated for Yaquina Bay are successfully completed there would be no reason for any higher rate of tonnage from the East to this port than to San Francisco. This reduction, and the reduction on tonnage, pilotage, and time would be more than equivalent to any loss Portland might suffer, and in the meantime would aid her to retain what her pluck and energy has built up, viz, the commercial supremacy of the north-west.

FROM ALSEA BAY.

EDITOR GAZETTE: This, our "winter of discontent," is fast passing, literally and figuratively. Oregon is booming with railroad enterprises and everything is lovely on the Alsea.

Never was the prospect for the development of our country so flattering as now. We are listening with open ears to hear of the appropriation for Yaquina bar, which will insure our railroad at once. After reading the communication of a "Shipmaster" to a London mercantile paper anyone unprejudiced can see that it is a public necessity to open up to the shipping world a less cumbersome and more direct outlet to our grainfields. Think of each ship paying $250 to $500 towage beside the lighterage and the numerous hinderances and disadvantages that shipowners have to encounter before they get in and out of the Columbia and Willamette rivers. Congress ought not, in the eyes of all these glaring facts, hesitate a moment to appropriate the full amount necessary to remove the reef at Yaquina bar. Just think of the thousands of dollars our toiling farmers could save could they ship through this natural outlet, Yaquina Bay.

There were during the year 1879, seventy sail vessels with cargoes passed in and out of the Columbia, at an average towage of $375, which would foot up to the nice little sum of $27,250 bar towage, beside what it cost from Astoria to Portland and back, and also the lighterage. No wonder the tonnage is raised on us on the slightest provocation. No wonder shipmasters seek redress. No wonder, then, that the people of the Willamette valley want a more direct and practicable outlet. Then let us strike while the iron is hot for now is the time—"the accepted time." "Now is the day of our salvation"

Oregon is now booming with railroad enterprises and prospects for the general development of the great resources of the North Pacific are brilliant. One might think that this isolated section of the country, the Alsea, will remain in the background. It cannot, "The sun shines alike on the just and the unjust;" and my dear Christian friends, when the sun of prosperity is made to shine on your inland valleys and hills, our verdant earth around the beautiful Alsea Bay will bud and bloom like the rose of Sharon, as well as all the rest of these southwestern slopes that lie so gracefully under the benificent rays of the sun and nestled so sweetly by the side of the sea. Then if the sun shines on your wheat fields it will also shine on our garden spot of Oregon.

The Indian question is settled. Agent Swan will have the Indians on the Alsea taken to the Siletz as soon as the weather will permit. More anon.

BEACHER.

Collins, March 17, 1880.

TELEGRAPHIC.

A grand scheme for the colonization of northern Mexico, is being arranged in Texas, which, if consummated, will settle the border question.

The Democratic primaries of Alleghany county, Penn., were overwhelmingly Tilden in their result.

The Indiana Democrats are organizing a boom for Hendricks.

The St. Louis trades assembly held a mass meeting on the 21st, and unanimously adopted resolutions urging the adoption of the eight hour movement, and calling on Congress to establish an eight hour law, declaring they would do their utmost to destroy the Congressman of any political party who speaks against it. The meeting was very earnest but orderly.

San Francisco, March 22.—A decision in the habeas corpus case of Parrott was rendered by Judge Hoffman this morning, and in effect declares the anti-Chinese law enacted by the present legislature in Sacramento to be in conflict with the United States treaty with China and its constitution of the United States. In rendering his decision, the judge quoted an unusual number of authorities. He said that if the right of the legislature to restrict corporatons in the manner intended by the law in question should be admitted, there would be no limit to the harm which might be accomplished. The Chinese are here and are granted all benefits of trade or travel by solemn treaties which are enjoyed by any other foreigners If the legislature has power to declare that corporation shall not employ Chinese they possess thes ame right to declare that Germans, Irish or Americans shall not be so employed. Further, they could exercise the right to declare that employes a railroads shall be of certain creeds. If the fact of the laws and their enactment were not so plainly before us it would be dfficult to believe that the legislature could declare a law so seemingly a contemptuous breach of traty obligations. In conclusion Judge Hoffman remarked: It is generally admitted by the best classes on the coast that the unrestricted immigration of the Chinese is a menace to our peace, and even to our civ[illegible] Mississi[illegible] cent.

It is an evil, however, which abrogation or amendment of the Burlingame treaty alone can remedy. The senseless cry of "Chinese must go" is an insolent denial af the authority of the United States; and any measures of police or health laws, or state legislation made in the spirit of that cry, will be promptly set aside by the courts of the United States. When Judge Hoffman finished reading his decision, Judge Sawyer said: "The prsioner is ordered discharged." The decision was prepared by Judge Hoffman and rendered by him, owing to Judge Sawyer's recent absence from the city. The latter was on the bench with Judge Hoffman this morning, and concurred in the decision, as his order of discharge shows.

PACIFIC COAST.

Michael Kelling, of Muddy, Baker county, died of exposure while working in the woods, when he had a cabin four miles from his home.

Louis Ross, while working at a Salem planer, was struck with a piece of wood and has a broken jaw.

E. Draper, living in High valley, in Union county, had his leg broken on Tuesday last while working in the woods near Union by being caught under a rolling log.

The Sentinel places the loss of sheep in Jackson county at 35 per cent., but thinks that as prices have advanced in about the same ratio, there will be but little diminution in cash receipts for wool in 1880.

$135 collected at New Market theater, Portland, on St. Patrick's day, has been sent to the suffering poor of Ireland.

An old man by the name of Backus, after engaging in Baccahalion revelries, with one Kelly, in Portland, last week was relieved of $600 in gold coin, by the latter named. Speciman of the genus homo.

Gen. O. O. Howard and Capt. Staden are on their way home from Washington.

The O. S. N. Co. are making extensive dock improvements at Portland.

The Roseburg Plaindealer has purchased a new press. This outlay was occasioned by increasing circulation. Success to you Bro. Byars.

Several of Astoria's young men have gone to the Yakima country to engage in stock-raising.

Many cattle have died this winter in Lake county, of snow blindness.

Diphtheria is quite prevalent in the region of Walla Walla.

The project to divide Umatilla county agitates the brains of its citizens more than all other questions.

The Oregon Railway Company, limited, will extend their narrow guage line from Smithfield to Dallas, in Polk county, a distance of about five miles. The company has given a bond to have the extension completed by the 20th of May. The residents of Dallas contribute $3,000 to the enterprise.

Mr. John Belt has the Aurora House of Independence fitted up in first-class style, and is prepared to entertain the traveling public as well as city boarders in the very best manner.

The Capital Guards will give a calico ball at the Chemeketa Hotel on the 9th of April. Prof. Bray's string band of Portland has been secured to furnish music, and no pains will be spared to make it a complete success in every particular.

Salem has ordered a hook and ladder truck costing $1,075 at the factory in the East.

The Buffalo ledge on Granite creek has recently developed splendidly. The tunnel has reached rock which assays $10,000, nearly all gold, though they are down, or rather in, over 150 feet. The ledge is continually increasing in size and richness.

A Piety Flat man went home late Tueaday night last, and as he "wollered" himself into bed his wife asked him in a sharp tone where he had been. "Sashatin with candidates froffis," said he. "Seems to me," she replied, "that from the sheep dip and poison oak smell of your breath you must have promised all of them your vote!" "Yes, (hic) madam. I'm committed; don' she try to influinsh me. Less go to shleep!"

M. T. Ward, the absconding Oregon R. R. contractor has been paying his addresses to a young lady of British Columbia, representing that he was a single man, and possessed of means. He came near marrying her, and would, if the paternal ancester of the young lady had not taken pains to look up his past history a little. Now, he, the said Ward is onxious to find new fields in which to display his talents in the pleasant pastime of love-making.

Mr. L. C. Wheeler, while visiting Wilbur recently, got lost in the back-woods and came near being left; but owing to the presence of mind possessedby Miss C., he succeeded in finding his way out.—*Plaindealer.*

We advise all the young men who read the GAZETTE, that hereafter, when they desire to take a trip in the forest, to take some charming young lady with them, and they will be sure to come out all right and taken too, the loneliness of their situation will be entirely removed.

NARROW GAUGE RAILWAY.—Tuesday forenoon the bids for the 65,000 ties required by the Oregon Railway Co., limited, for its road from French Prairie to Silverton, 22½ miles, were opened, and the contract awarded to Arthur Lefevre, of Dayton, who supplied the ties to the D. S. & G. R. railroad. The contract provides that 15,000 ties are to be delivered between Gervais and Hubbard on the 15th of April; 15,000 on the 1st of May; 10,000 on the 15th of May; 10,000 on the 1st of June and the remainder not later than the 15th of June, at such points as may be designated between the French Prairie and Silverton. The contract for grading, constructing, bridging and equipping the road to Silverton, not later than the 1st of July next, has also been let, and the first installment of iron is expected to reach Portland about the 6th of April, from San Francisco by a coasting vessel chartered by Corbett & Macleay, for the Oregon Railway Co., limited.—Salem *Statesman*, March 18th.

THE bill before the California Legislature prohibiting physicians receiving commissions from druggists for business sent them has had a clause added making it obligatory on physicians to write all prescriptions in English when asked by patients to do so. By and by this will be the law all over the United States. This is but the first step tow[illegible] it.

THE new railroad co[illegible] Georgia has fixed the m[illegible] passengers in that Sta[illegible] per mile; a reduction o[illegible] fore charged.

and, bless [illegible]

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The **agony** produced by a Burn or Scald; **mortification** from Frost-bites; **Swellings** from Strains; the **tortures of Rheumatism; Crippled for life,** by some neglected accident: a **valuable horse** or a **Doctor's Bill** may all be **saved** from

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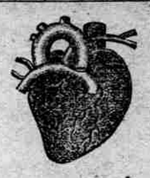

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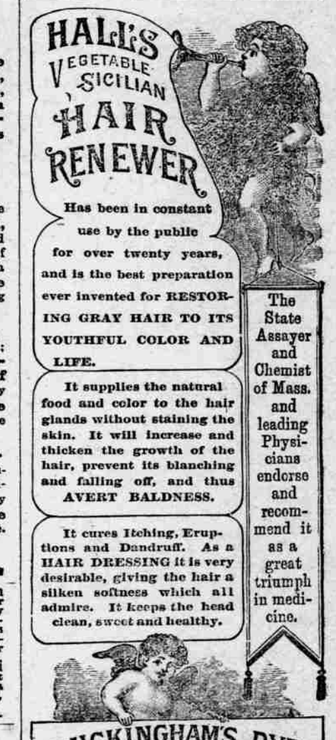

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