

WEEKLY CORVALLIS GAZETTE,
OFFICIAL PAPER OF THE STATE
OFFICIAL PAPER FOR BENTON COUNTY

Corvallis, Nov. 26, '80.

W. B. CARTER, EDITOR.
SAVE ME FROM MY FRIENDS.

Portland at present is very much in the same plight in which many an early settler in a new country has found himself. Such an one has entered, and built himself a house, brought in stock, cleared and fenced some land round, and has prospered, until his possessions, as he flattered himself they were, spread over the whole land and he dreamed it was all his own. His eye ranged over the wide prospect, and from the river to the mountains he saw no land but his, and his cattle pastured at will. He troubled not his soul about title, for said he, I have built and own the road and the bridge; possession is nine points of the law; no one can, no one shall, venture to settle and crowd me out of my domain.

But the country is good, and open to settlement, and the first comer has to endure to see neighbors come in, take up their homesteads, divide up the free range, and share with him the enjoyment of the land.

There are two ways in which he can take it. The first is, thank God, infinitely the more usual in the great free United States. The new comer is welcomed—he finds lodging and help with the first settler. A free hearted and generous hospitality is offered him. He is shown the boundaries; the best spot for the new house is pointed out; hay and seed is lent him; the supplies are freely shared. The first settler smoothes the instinctive jealousy he feels at what seemed at first a trespass on his rights; he calls to mind the society and companionship he will get; he thinks of the church and school that will now be possible; he dwells in his mind on the better market opening for his surplus products; the rejoices that the country will be built up, for in it he has fixed his home, and he glories in its progress.

A churl deals differently. He turns his back on the new comer in the road, and closes on him the door of his house and barn. Sullenly he broods over the solitary sight now gone forever. The very sight of his new neighbor raises his unholy anger. He dislikes the look of his face; he ridicules his belongings; he rejoices in every fall and disappointment he meets; he glories in the news that his wheat is rusted, his potatoes diseased, his cow dying, his sheep having the scab, his children sick. He will do all he can to daunt and discourage him; he will misrepresent the country to him, and run it down; if he can he will bring his distant creditors down on him. In every way he will strive to drive him away on his road, and will not breathe freely until he has seen the last of the white cover of the wagon which bears away the intruder to a more hospitable spot.

Which of these two parts does Portland play? But no, we recall the word. Many of Portland's citizens, we know, have the manliness, the magnanimity, generously to desire the growth, development and prosperity of our whole State. They have a noble pride in seeing others recognize the value of the country they have made their home. Let Oregon flourish is their motto as well as ours, and they stop not to juggle the dollars in their pocket and think if there will be one the less if other cities prosper, if other stores be built, and commerce thrive in other streets than theirs. Unfortunately for them they have allowed people of kin to the jealous and greedy settler to usurp the place of spokesman and representatives; and thus they are judged by the unscrupulous outpourings which disgraced the Oregon Senate in the person of the President, and have recently been aired in the columns of the *Oregonian*.

On the 16th inst. the *Oregonian* published the report of an interview between one of their "representatives" and Mr. I. S. Polkman, the engineer who has just surveyed the Yaquina bar and bay. What is there in the account to justify the malicious sneer at "all who had hoped to see Yaquina Bay a prominent sea port?" Is our hope and confidence to be treated as a shadow which has necessarily faded away now that light has been thrown on it? Are we to put all by on the bidding of a paragraphist? Is not this very report, even when presented in the yellow light of the *Oregonian*, a strong justification for all the effort made for the improvement of

the entrance to the harbor in question? Is this broad deep channel, 2000 feet wide and more, that we now read of, to be identified with the muddy ditch with not enough water to float a salmon of which we have heard so much?

Mark another thing. "Heretofore," says the *Oregonian* of the 19th inst., "the amount of wheat raised in Oregon and Washington Territory has been an unknown quantity until after all cereals had been loaded into ships at this port." But now a sudden and suspicious activity is developed, and the *Oregonian* is sending about the State and even telegraphing in the reckless extravagance of a new convert, to find out how stands the crop for this year. The enter prize and zeal of our great organ is most commendable. We welcome this noble and disinterested earnestness to follow in the footsteps of our Albany friends, the results of whose labors was published on the 11th of this month. But how is it that it never occurred to the *Oregonian* before to collect and furnish this most valuable information?

The Albany letter reached their office on the 8th of November, and on the 9th all the officials of the O. R. & N. Co. and of the other existing Railroad Companies are set to work. Strange, is it not, that there should be a discrepancy of over a million cents in the results? and that this should be in the direction of discrediting the figures of the Oregon Pacific prospectus? Stranger still that the *Oregonian* should start with the expressed intention of ascertaining the amount of wheat raised, and also the exact number of cents of last season's harvest for export, and then as the total result give the number of cents of wheat stored now at various warehouses, and leave out the mills entirely, and also the large percentage still in the farmers' hands? What account would any average judge and jury give of a witness who so mistook, distorted, or suppressed the truth?

EXAMINER REVIEWED.

MR. EDITOR: The review of the Oregon Pacific R. R. Company by a person claiming to have no other interest than that of a "citizen of Oregon" in preventing misleading statements from going about without contradiction to do injury to legitimate enterprises in our State," would have much more force if the writer had signed his name, the question of even citizenship might have been settled, and the reason and urgency of using so much valuable space in the Daily *Oregonian*, (generally objected to by that paper) would have been explained. Without going over senseless comments in detail on the franchises of the Company, it is enough to notice what is said of the character of the Company's lands, worthless he says "for the reason that the bulk of these lands represent a mountainous and mostly unsurveyed wilderness, not susceptible of cultivation, and afford no more promise of business than the great sage bush plains did twenty years ago." It is perfectly astonishing how a man desiring to correct 'misleading statements' should use such language as this, for when did the U. S. Government make a land grant to any company of unsurveyed land? is it not the one thing actually necessary to first survey all government land before title can pass to either individuals or corporations. And no *Oregonian* will deny that the sage brush plains of Eastern Oregon 10 years ago was a stock range, considered entirely useless for agricultural purposes, and he will as readily acknowledge that today Eastern Oregon is the rival of the Willamette Valley in producing cereals. "Examiner" says the O. & C. R. R. "have many millions of acres, but have found their lands almost unsaleable for the same reasons." "Unsurveyed" of course. Now the truth is that Company is asking \$2.50 to \$5.00 per acre for their lands, and only because they are like the Oregon Pacific's lands, far away from the means of reaching a market are they unsaleable. "Examiner" dips his pen deep in the ink of falsehood when he says "No 30,000 passengers, but not half that number have travelled in one year so far between Western Oregon and California, and secondly, the total inward and outward freight business has never reached 300,000 instead of 414,000 tons." Without statistics at hand, I submit to all candid men the extreme improbability of three steamboat and four railroad lines running north and south as stated by "Examiner" through the Willamette Valley, doing a profitable business on such a meager showing.

Not wishing to use a harsher term, another falsehood is the statement made that "instead of \$7.50 per ton

from Albany or Corvallis to S. F., as stated in the prospectus, the steamboat rates to Portland and steamship rates from Portland together have not exceeded \$3.50 per ton during the present shipping season." Had "Examiner" been really anxious to tell the truth he would have read the Daily *Oregonian* containing his review, and there found the rates of the "Independent (cheap) line," Z. J. Hatch, agent, to be \$3.25 per ton from Corvallis to Portland, and it is as well understood that steamship rates from Portland to S. F. are \$3.00 per ton, with the privilege and dangerous opportunity of increasing said rates at any time. He was very careful not to mention that the eastside road costs the farmer 40 cents per ton to transfer freight from the east to the westside, and he was equally guarded in not saying the narrow gauge lines had one extra handling from cars to steamer at Dayton, and 50 cents per ton to pass the locks, all of which will be saved by the Oregon Pacific's route. Nothing short of experience will teach such one-sided narrow-minded mortals as "Examiner" that the traveling public will prefer to ride in a comfortable car in the direction of San Francisco to Yaquina Bay, from which point they can reach that city by steamer in another 36 hours. This will be done every line of established road running north and south will connect with the Oregon Pacific, and every mile south of Portland is in the direction of San Francisco. Can as much be said for the first 110 miles on the present route from Portland. In admitting 16 feet of water on Yaquina bar the writer only missed the truth by two feet, his attention is called to the fact that ocean steamers of 2200 tons burden enter and depart regularly, loaded, from ports on the Southern Coast where the depth of water is only 12 feet? But Yaquina bar can be improved, "it is a reef, not a shifting sand bar," and has a harbor inside five miles long with better water for commercial purposes than can be found along the city front of Portland. The real aim of the review crops out in this:

"Independent of the momentum given to traffic in a northward direction by the course of the Willamette river, and the existing four railroads within the limits of its valley, the proposed undertaking of the Oregon Pacific will also imply the necessity of overcoming the controlling influence of the city of Portland, the commercial emporium of the whole State, where all the large banks and all the leading commercial firms in every branch of trade are concentrated. Every bushel of wheat and other products growing in the State is bought and sold and shipped by Portland merchants."

The "controlling influence of the city of Portland." Thank God and the wisdom of the capitalists who have studied Oregon geography to some purpose, this influence is no longer a thing to dread or fear. For 16 years this influence has stood armed against the development of any interest not immediately connected with the "commercial emporium." And such an "influence," who was it fought Foulweather as a site for the Harbor of Refuge? and when Port Orford was selected, undertook by representing the shelling of Columbia Bar, to obtain the appropriation, and by so doing raised the rates of insurance, and caused a scarcity of shipping, thus making a serious hardship on the whole State? Who was it that sent a press dispatch to S. F. after the Mary S. Ames returned to Astoria, that she had been ordered back to "enter Yaquina even if lost in the attempt?" It was some of the desperate work of that "controlling influence," "Examiner" so kindly intimates as a serious thing to overcome. The people of Oregon have probably been here as long as you have "Examiner," and you can tell them nothing concerning an "influence" they have seen, heard, felt, and tasted to, these many years. "Every bushel of wheat," he says, "is bought and sold by Portland merchants;" true, and a curse on the thrift of the State that it is true, wheat being the great staple crop of Oregon. Even the limited sales of "Examiner" will admit it were better to have competition in a trade of such vast importance; better to have two ports than one to ship from. "Examiner" will wake up to the fact some day in the near future that "banks and healthy commercial firms" can do a fair and remunerative business and reside outside of the corporate limits of the "commercial emporium of the whole State."

R. A. BENSELL.
Newport, Oregon, Nov. 14, 1880.

ITEMS BY TELEGRAPH.

Sir Alexander Cockburn, Lord Chief Justice of England, is dead.

During last week, \$4,229,289 silver dollars were put into circulation.

During October 61,312 immigrants arrived in New York from Europe.

D. O. Mills, of San Francisco, is spending a mint of money to rig up a palace in New York City.

The body of Gen. J. J. Byrnes, recently killed by Indians near Fort Quitman, has been recovered.

A fast mail line is to be established to shorten time one day between Boston and New Orleans.

The cold snap of the 13th inst. froze a number of pipes in the Buena Vista pottery. This happened earlier in the winter than any thing of the kind since the establishment of the pottery.

THE CROOKED RIVER VALLEY.
A Letter Descriptive of that Country
Written by an Old Settler.

PRINEVILLE, Wasco Co.,
Nov. 8, 1880.

MR. C. H. STEWART:
Dear Sir: I received your letter of the 24th ult., and will now answer the questions to the best of my ability. In the first place commencing at the foot of the Cascade Mountains and running in an easterly direction, passing Cache Creek, Squaw Creek, to the Great Deschute River (the length of which is two hundred miles, and the average width 200 feet) there is not much farming land, but it is highly adapted to stock raising, as all the country is covered with the finest of bunch grass. Anywhere you wish to stop on the river you have a good stock ranch, for the country for a hundred miles both north, south and east is covered with the finest sort of grass and under browse for cattle and horses. Also the numerous clusters of junipers afford a shelter that is actually better than a barn, for it never gets muddy under foot. I have been here eleven years, and I think the average depth of snow is 2 inches. Sometimes for two months in winter there is no snow at all, but other times the snow falls about 8 inches deep, and then comes the "chinook" or warm south-west coast wind, which takes it all off except on the north side of the hills. In the winter the stock goes back on to what we call desert land, where the grass is reserved in summer for them in winter, not by being fenced, but for the reason that in summer there is no water, but in winter it is plenty, and for this reason there will be plenty of grass on these places for fifty years or longer. Stock raisers have but very little use for other than the natural feed that is free for every man.

Wheat never has been worth less than a dollar a bushel, and sometimes twice that amount. There are numerous little valleys in every direction that are very fertile for all the grains and grasses. All the hardy vegetables do well here, and in many places all kinds are raised. From the Deschutes River you pass over 12 miles of country that is literally covered with grass, juniper timber and plenty of browse for stock in winter. Then you are at the lower end of Crooked River valley, which is about 75 miles long and extends almost due east and west. This is a beautiful valley with little or no timber in it, with the exception of willows along the river. The average width of this river is 100 feet. It gets very low in summer and autumn, but high in the spring, but not high enough to interfere with bridges. Now comes the stock country on the south of this river, and along its entire length is one line of hills and plateaus thickly covered with bunch grass of the best quality. Every few miles comes in a creek from the high lands back on either side. On these streams from head to mouth, with few exceptions, are good farming lands. At this time there are hundreds of thousands of acres of good land lying idle, waiting for the industrious farmer to fence and plow and raise grain on. But what is the use? There is no market for grain except in limited quantities, as we have no facilities for shipping to the outside world. The consequence is that if a man doesn't have money enough to go into the stock business he won't come here at all. Peace was made with the Indians here only two years ago, and families have been afraid to settle, but they are now coming in to a considerable extent. The one great trouble here is to get our supplies. When a man with a large family has to go 100 and sometimes 200 miles to mill and to his trading, what is the use of settling in such a country. If we had a railroad somewhere on the coast west of here, and running east so as to connect with some of the through lines it would open up thousands of good farms and homes.

As soon as it is settled that the Oregon Pacific will be built, just whisper the tidings that there is such a country as this, and only living across the mountains from the Willamette Valley, and there will be such a stream of emigration across the Cascades as was never before seen. The famous Palouse country will never be heard of again. Our soil is just as productive as theirs, and our climate a great deal milder, but they have transportation and we have not. Give us a railroad and we are satisfied; it is all that is needed to make this one of the most prosperous localities on the coast. Within a year after the completion of a railroad to this locality, the people over in your section will be surprised at the vast amount of grain received from here. Your whole valley and the Sound country will be supplied with stock from here. As it is now we have to drive our fat cattle from one to two hundred miles in the winter to find a market, and by the time we get them there they are poor. Give us a railroad and we can ship our fat stock 500 miles to market and afford to sell cheaper than

those who live in your valley. We do not have to feed at all. We mark and brand a calf, turn him out on the range and when he is four-year old sell him for \$20 cash—no profit about \$17. Does that pay? Give us facilities for getting to a better market, and it will pay better.

Our whole country is either the best of farming or grazing land, and if a railroad is run through it every acre will be worth from \$10 to \$100. Nearly all the land belonging to the Cascade Mountain Wagon Road Co. in this section is of the very best, and as it is not now for sale it retards the settlement of the country very much. It would be very valuable in case a railroad should run through here, and as it is now, without a railroad, I would willingly pay the company \$5 per acre for all that I am able to buy.

As you go east from here along the line of the military road the valleys get a great deal larger, the soil more productive, the climate milder, and the timber is of better quality, and there is more of it, and the country is capable of sustaining a very large population, but without a railroad it will always have to be devoted exclusively to stock raising.

Hoping that I have not trespassed too much on your patience, I remain Yours as ever,
L. VANDERPOOL, M. D.

Diphtheria is visiting many families at Silverton and the immediate vicinity. Last Monday Mr. Thurman lost a child and Tuesday another little fellow was buried, a victim to this deadly scourge. Mr. Ramsey, son of Sheriff Ramsey, has two children sick with it, neither of whom are expected to live, and many others are similarly affected.

Thomas Simms, of Mechama, Oreg., will be glad to learn anything of his son Wm. Simms, a lad 15 years of age who left his home in that place a year ago last October and has not since been heard from. He was last seen at Fish Lake, and there stated that he was going to Eastern Oregon.

There are fifteen steam derricks, fifteen teams and thirty-five mule cars employed at the Cascade locks. The mess house requires 4500 pounds of meat per week for employees. The raw materials consumed at the mess house cost about \$2000 cash per month.

Walla Walla Watchman: A large Chinese immigration entered the city last Tuesday through the northern gate. They came in Shutter wagons and stood right up like exclamation points, and packed as close as pick handles.

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Corvallis, June 4th, 1880. 17-2314

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Portland, Oregon, May 21, 1880. 17-2314

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R. A. BENSELL.
Newport, Benton County, Oregon. 17-2344

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Also 420 acres of improved farming land ten miles west of Corvallis.
Also 160 acres of land ten miles west of Corvallis, and known as the Stephens Robinson farm. Any or all of the above property will be sold on reasonable terms. Inquire of
HENRY CHAMBERS,
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Supply a want long felt by you all.

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Repairs on Threshers, Binders, Headers, Reapers, Mowers, Rakes, Plows, etc., done with neatness and dispatch.

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Corvallis Plow Co.
Corvallis, May 28, 1880. 17-2241

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And shall always keep and make to order, Everything in the House Furnishing Line
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