

WEEKLY CORVALLIS GAZETTE.
OFFICIAL PAPER OF THE STATE
OFFICIAL PAPER FOR BENTON COUNTY
Corvallis, Dec. 17, 1880.

MR. FACING BOTH-WAYS.

"It is intended that the road shall be opened for business from Corvallis to the bay by the close of the year 1881. We shall congratulate the people of Corvallis and of the upper valley upon the success of the enterprise."

So wrote the *Oregonian* of the 7th instant. In the very same paper appears a statement that the Oregon Pacific Railroad Company had complained of the republication in New York of a "review" of their prospectus and circular published in the *Oregonian* a month before, which republication had been garbled and did not follow the original. It then goes on, "as the republication in New York was neither done nor procured by this journal, it has nothing to do with the matter."

On the 8th of December the *Oregonian* published what purported to be a special dispatch to the *Oregonian* from Washington giving the substance of a report to Commissioner Williamson, of the General Land Office, of a special agent named Prosser, sent to examine the Cascade mountains military wagon road. It was headed "An Oregon Fraud—Land Agent Prosser Makes an Interesting Exposure—How the Willamette Valley and Cascade Mountain Military and Wagon Road Company Attempted a Big Grab on the Public Lands."

On the 9th of December, the *Oregonian* published a nice compact little leading article headed, "Discovered at Last," saying, amongst other choice efforts, "Of course it is an outrageous fraud, both upon the general government and the State of Oregon."

On the 11th of December the *Oregonian* was kind enough to publish two letters, one from Mr. Jason Wheeler, the other from Mr. John A. Crawford, the president of the wagon road company. The effect of both was to declare, with all the responsibility attached to a published statement or signature, that no fraud whatever, nor the semblance of one, had been attempted or perpetrated. That a real good road had been duly completed in accordance with law, at a very heavy cost. That the Special Agent Prosser had declared to both these gentlemen on his return to Albany that the statements attacking the road were lies.

No mention had been made of the Oregon Pacific in connection with this road business. But the *Oregonian* could not let the chance pass of a side hit at the object of its aversion. It could not leave the double contradiction to produce its proper effect upon the public mind. Therefore it published in the same paper an editorial: "We are mindful of the fact," says the *Oregonian*, "that considerable part of the lands can hardly be described as worth much, though, if we mistake not, they are the same described in Mr. Hogg's recent prospectus and letter, as selected lands of great value. Either too much land was given for this wagon road, or Mr. Hogg's estimate of its value is far too high."

So let us sum up the transactions of the last few weeks, as concerning the "leading organ" of Oregon.

As soon as the Legislature had risen appeared its advertisement in Senate bill eighty-two, the common carriers' interchange of traffic bill, with the publication of the majority report of the enemies of the bill in committee.

Then came the correspondence with Mr. Sol. Hirsch, who had vilified the Oregon Pacific in the State Senate, and scandalized all Oregon by his wanton attack on the citizens who had promulgated their estimates of the wheat production of the valley counties, and then the *Oregonian* sneers in this fashion, "It appears only just to say that this Yaquina Bay railway scheme, in its present hands, does not seem to have much of anything in it."

Then comes the insertion of Col. Hogg's answer, but with it appears the editorial of the *Oregonian*, imputing to Colonel Hogg ideas he never uttered and plans too ridiculous for serious comment.

Next in the little drama is the Washington dispatch calling the eastern Oregon wagon road a fraud and attacking its title to the lands. Then, when this is denied, and is answered in such terms as to carry conviction to a candid mind, the *Oregonian* in its leading article suggests that they are mindful of the fact that considerable part of the lands can hardly be regarded as worth much—though it is on their security, "with the title lands round Yaquina Bay, that an effort has been made to raise a loan of \$3,500,000 to build the Oregon Pacific Railroad."

And lastly, there is the article in which all the adverse comment of the *Oregonian* on the villainous republication in New York of a garbled copy of "Examiner's" review, as if it had emanated from the *Oregonian* itself, is to ascribe the lying statement that but \$13,000 had been given for 800,000 acres of land to an error in telegraphing; with the mild comment, that "if the article was to be republished as coming from the *Oregonian*, we would have preferred that it had been given with accuracy."

But the *Oregonian* will congratulate "late the people of Corvallis and of the upper valley upon the success of the enterprise."

One tiny drop of syrup to all that burning acid. A small mercy to be thankful for. We shall not forget to be thankful for it when pay-day comes round.

HARD TIMES AND THE CAUSE.

With the important advance and the firm feeling in wheat abroad it would be but natural to look for something of the kind in the local market, but as yet the improvement has been very slight indeed. The reason assigned by shippers, and which is also obvious, is the scarcity of tonnage available to carry off the surplus of the coast. Enough wheat is said to be stored in the warehouses at the two points, Albany and Corvallis, to load all the vessels likely to arrive here within the next four months. As the amount at these two places is only a small part of the surplus in this State and Washington Territory, the retarding influence of the scarcity of tonnage can easily be appreciated. The feeling noticed in the market in San Francisco is doubtless attributable to the excitement in New York and Chicago, where the looking up of over 3,000,000 bushels by the freeze in the canals and rivers, and a determination of the bulls to force prices up, have caused those markets to go to a figure at least five percent above the English prices.—*Market Report Daily Oregonian*, Nov. 23, 1880.

Any person carefully reading the above statement of actual facts, will certainly have no difficulty in realizing the urgent necessity and advantage of a few more shipping points. The season passed was remarkable for climatic conditions for harvesting. Soon after harvest it was confidently hoped with fair prices for wheat, the farmer could make good last year's losses and recover from the effects of ruin. But now we are brought face to face with the worst of all misfortunes—no vessels to remove the crop, even if there should be an advance in prices far above any previous year. There is a reason for this condition of things, yearly growing worse. Ship owners seldom neglect or dodge a port offering business without good and sufficient cause, chief among which in this case was the report made last winter by the *Astorian* and *Oregonian* seconded by the Portland Board of Trade to secure an appropriation made for a harbor of refuge, that the Columbia bar was shoaling. This report, emanating from such a respectable source, was published in the east, and was followed by an immediate advance in the rates of insurance; large vessels, the cheapest carriers, were warned, and the crews of ships headed for the Columbia were turned in another direction. San Francisco ever ready to depreciate the Columbia bar, used this text of the "empirium," with disastrous effect. Another cause has been, and is yet, the comparatively outrageous port charges, a heavy draft on owners in the matter of pilotage, towage and tug charges—so burdensome has this become, that no vessel unless loaded with a good incoming cargo, can afford to come to Portland in ballast, depending on outgoing freight alone for profit. Both these objections, serious as they are, can be correctly attributed to the selfishness of those who speak and act for Portland, claiming to be a seaport situated 110 miles inland on a tributary of the Columbia. She should have imitated New Orleans there in order to meet the inevitable surroundings of a bad commercial location; the city paid for the construction and maintenance of two powerful steam tugs, provided with steam pipes leading through the keel; steam forced under powerful pressure through these pipes, stirred the mud of the Mississippi until it was possible

for a ship loaded six or seven feet below the actual depth of water to be towed to sea; bins for grain and elevators were also arranged on these tugs so that if the vessel lacked her full load the cargo was completed at sea. At St. Louis to-day we find that enterprising city endeavoring to compete with railroad centers by a system of immense barges, and it is only a few years ago that rival seaports on the eastern coast undertook to lift vessels over shoal bars with "camels."

So much for those who have energy and try to maintain their commercial equilibrium by honesty and fair dealing. How much has Portland done to benefit the State? Aside from asking for an appropriation to dredge the annual deposit of sediment below Portland, positively nothing that she could avoid. Did any one see or hear of a Portland influence at Salem working to secure the passage of a law to reduce tonnage or pilotage? Of course not, they were too much exercised over the Oregon Pacific, too busy fulminating false statements; the press of that city has not yet ceased extolling the worthy Senators who were furnished special cars to ride to and from the "commercial emporium," and such honorable (?) gentlemen as seemed by their acts, plant in the knee joints, some small merchants, and an unctuous granger from an adjoining county. And what did they do to deserve so much notice? They fought the Common Carriers' Bill, to measure the people wanted, they labored to defeat the Levee Bill—another hope of the farmers, because both these acts foreshadowed a better condition of trade, competition and cheaper freights. The truth is, and it is a good time to tell the truth, the business men who assume to control the future destiny of Portland, are in turn controlled by the Oregon Railway and Navigation Company, and it is the "stated policy of that company," to meet any and all opposing interests and prevent their establishment in our (their) own territory. "Opposing interest" will be met as it has been so far, by the free use of money in the legislature, by base lying, treacherous fraudulent statements, bolstered up by honorable (?) Shylocks and honorable (?) attorneys, who work for pay and the "favor" that thrills may follow."

Farmers of Oregon read the extract at the head of this article. Four months to wait on an uncertainty before you can hope to realize a single dollar for your labor of 1880, for remember eastern Oregon must be attended to first; "the backbone of our enterprise" would not be weakened by an action of justice or a morsel of sympathy, and surely by that time "the retarding influence of the scarcity of tonnage can easily be appreciated." There is something so cold, so selfish, so positively devilish in that sentence, no hope is expressed, no wish for a change, no desire to soothe the bitterness of the anxious farmer's disappointment. It seems to say, Farmers your wheat is safely stored, it will finally be "bought, sold and shipped by Portland merchants." The good, kind, whole-souled "Emporium of the whole State," will graciously wait like the "Fat Duck" of yore, ready to gobble up your annual savings and ask for more, quacking defiance, meantime, at any invasion of its own territory. Any other city in America would exhibit the deepest anxiety when confronted with a matter of such importance, affecting as it certainly does the prosperity of the entire State. Nothing, however, but an earthquake or a streak of lightning judiciously used would stop the narrow-minded managers of that incomparatively selfish "emporium" from money changing, and the study of that peculiar kind of trade that takes all, and gives nothing in return for honest toil.

NEWPORT, DEC. 3, 1880.

WHITE LEPROSY.

It has been generally known in San Francisco that leprosy prevailed to a certain extent among the Chinese of that city. But beyond this the public have had but little knowledge and slight curiosity, therefore, the statement made to a *Chronicle* reporter by Dr. James Murphy, of St. Mary's hospital, comes with strange effect. The Doctor says that within a comparatively short time past as many as sixteen white persons, of both sexes, have made application at the hospital or at private office for relief from this horrible scourge. Many of the cases were as bad as they could be, and all were incurable. At the present time it is not known exactly where the afflicted persons are, as they have gone to different places in the state; but that the majority of them are not far from San Francisco is very certain. They came from the Sandwich Islands; and were allowed unrestricted entrance as there is no law against the landing of lepers. The sixteen cases which have come under Doctor Murphy's observation may or may not include all, but it is considered very probable that there are others.

Eugene Guard: The mail carrier on the McKenzie mail route reports an extremely heavy fall of snow, estimated 110 miles inland on a tributary of the Columbia. She should have imitated New Orleans there in order to meet the inevitable surroundings of a bad commercial location; the city paid for the construction and maintenance of two powerful steam tugs, provided with steam pipes leading through the keel; steam forced under powerful pressure through these pipes, stirred the mud of the Mississippi until it was possible

The running expenses of LaCroix academy last quarter were \$605.25.

WILLAMETTE VALLEY VS. TONNAGE.

No. 3.

In commenting on Col. T. E. Hogg's letter Dec. 4, the *Oregonian* says "seriously this subject has given rise to more controversy than there is any possible occasion for." Is that so? In the daily of December 2, we find that there is 175,000 tons of wheat waiting shipment; that South America and Australia gave no hope of vessels, and that "the question resolved itself into this problem. Shippers must send their grain to San Francisco, and there reship to Europe, or offer such an advance on charter rates in San Francisco as will attract vessels steering there to come here." Is not this an argument for another shipping point, even if it had to be done by steam, it could be done cheaper from Yaquina than Portland. But commenting further on Col. Hogg's letter, the *Oregonian* says, "Let this absurd notion be dropped that this (the Oregon Pacific Railroad) is the great enterprise destined to swallow up the commerce of Oregon and close all other channels." Who is talking now, and battling against a legitimate enterprise? In that paper of the 8d we find, "owing to fear of the lower river closing, the Edwin Reed, the last foreign vessel in port, is loading day and night." Since this the river has closed, a fitting rebuke to those who publicly announced their intention to "exclusively control" the mighty river of the west. Nature's channel is closed and trade interrupted, "converging lines of railroad, making it more so," it is a matter of consolation to know that the Yaquina Bay has never been closed with ice, in fact, a residence of seventeen years brings no instance to my mind of even float ice in the bay. The *Oregonian* is commendably urging action with regard to improvement of the Columbia River—no one except a person influenced by unworthy prejudice could wish to see any channel of commerce obstructed for want of government aid, much less one of such importance as the Columbia River. This is a very serious business, no time to quibble about what particular city is going to be injured, if any, but lend all possible aid to such undertaking as will advance the State generally.

ITEMS BY TELEGRAPH.

Chili has sent out a fleet of transports with 9,000 men, to commence a campaign against Lima.

Subscriptions to De Lesseps' Panama canal scheme have stopped in California. They probably favor the Nicaragua scheme.

The Massachusetts delegation urge the President to appoint Attorney-General Devens to the first vacancy on the Supreme Bench.

Tammany utters fearful denunciation of the four recent Tammany Aldermen who went with the Republicans in ousting John Kelly.

Delegate Cannon denies the statements concerning Utah affairs made in the message of President Hayes as to the way juries are formed.

General Grant has been to inspect all the great manufacturing at Paterson, New Jersey, and was received by the Board of Trade of that city.

The total amount of gold received from Europe from August 2d to December 12th, was \$52,387,500 against \$71,332,000 for same time last year.

Thomas Dilly, a farmer, and his wife, who lived near Colona, Iowa, were horribly murdered, supposed to be on account of an old grudge. A bloody spade was found, which was probably used to perpetrate the horrible crime.

D. J. Murphy, of San Francisco, has been created a Hereditary Marquis of the Holy Roman Empire, by His Holiness the Pope, on account of his great services to religion.

A Pittsburg detective, with the assistance of New York police, has for months been working up a case against a gang of counterfeiters, and has finally arrested them all. They got in and bought the "queer" of them themselves, and so had a good case. It is said to have been a remarkable case of detective work.

Tacoma Ledger: Anthony Carr, an indomitable prospector, is said to have recently discovered and taken steps to secure an iron mine in the Cascade range, not far from the proposed line of the Northern Pacific railroad. The ore, which is hematite, has been tested and found to yield 40 per cent. of metal. If the supply is equal to the quality of the ore Mr. Carr has a bonanza in his discovery.

The Olympia and Tenino Railroad Company have paid their taxes for this year, in accordance with the proposition last year—three and a half per cent. on their earnings—amounting to over three hundred dollars; and have offered the same rate for last year's taxes, although the late decision of the court relieves them from paying them.

The water pipe factory at Tumwater is running to its full capacity.

PACIFIC COAST.

Butter is quoted at 25 cents per pound and eggs at 80 cents per doz. in McMinnville.

A bear killed thirty fatted hogs for James Stanley, living in the Waldo Hills last week.

Capt. Wilkinson placed seven more Indian pupils in the industrial school at Forest Grove.

Diphtheria still lingers in McMinnville. One new case occurred last week and two serious relapses were reported.

A Miss Keyl of Perrydale, Polk county, suffered amputation of a thumb recently, necrosis of the bone rendering the operation necessary.

Cottage Grove now has a telegraph office, railroad office, Wells, Fargo & Co. express office and post-office. Eight new and handsome residences were built there the past season.

Howard's packing house, Salem, has already packed about fifteen hundred head of hogs, and heavy receipts continue. Others are engaged in putting up small lots in that city.

Andrew Berger, a panper, died last Sunday near Springfield. He had trusted his children with his property, and in return was thrust out upon the charity of the cold world.

A house on Dr. Bailey's farm on East Plain, Washington county, was burned last week while the tenant, Mr. Fanning, was absent. It was a good frame house, valued at \$8000 and was an entire loss.

S. H. Spencer, who was arrested for killing a horse belonging to Samuel Meek, was arraigned before a justice in Eugene last Monday, waived an examination, and was placed under \$200 bonds to appear before the next circuit court.

Wm. Bybee of Jackson county has sent in the past 20 years 20,000 fatted hogs to the California market.

Levi Linkham, a resident of Jackson county for 23 years, died on Antelope creek on the 2nd instant, aged 64 years.

The hull of the stranded steamer Telfair was torn to pieces by the storm last week. The cabin was safely towed to Empire city. The prospect of recovering her machinery is discouraging.

Josephine county has a veteran of the war of 1812. His name is Hosen Brown; he is in his 90th year, draws his pension and though bent by the weight of years is active mentally and physically and makes his culture a specialty.

Jacksonville Sentinel: The stages from the south have been a little behind time owing to the heavy rains in the Siskiyou. The storm and rains last week were much heavier in the mountains than in the valley making travel difficult. The stage encountered 18 inches of snow on the summit.

The Covart arson trial consumed 17 days time in the State Circuit Court that closed its regular session in Jacksonville last week. The cost of this trial to Jackson county was \$2700. The jury after a deliberation of 36 hours failed to agree and were discharged. The case was reopened at a special session of the court last Thursday.

Ned Healy, a miner, died in the Jacksonville jail on the 3d inst. He had been drinking heavily and showed symptoms of delirium tremens. An opiate was prescribed and he was directed to take a teaspoonful every two hours, until sleep was produced; but instead of following the direction Healy took at one swallow, either inadvertently or with suicidal intent, three-fourths of the contents of the bottle—a quantity equal to ten doses—from the effects of which he died in one hour.

Work on the branches of the O. R. & N. Co.'s road will be stopped for a time. The ground is too hard for scraping or surface work.

Snow attained the depth of 2 1/2 feet at The Dalles last week, 3 feet at the Cascades, 10 inches at Walla Walla and Ceilo and 8 inches at Blalocks.

Mr. Mozier, who lives about thirteen miles from The Dalles, had his feet badly frozen one day last week while passing between that city and his home.

Hotels at The Dalles are pressed to their utmost to accommodate the traveling public. The Umatilla and Cosmopolitan are feeding over 500 people every day, and the number is constantly increasing.

The Puyallup river is bank full from melting snow and rain, and much drift wood finds its way into the bay.

The Indian church at Puyallup reservation numbers two hundred and twenty members. Rev. Mr. Mann pastor.

Mount Rainier presented a magnificent sight last Wednesday morning, with a column of fog or steam rising perpendicularly from the apex.

The potlatch or Guemes island was attended by 3500 Indians and about 230 canoes. The practices indulged in these gatherings are demoralizing in the extreme and should be discontinued by those in charge of the Indians.

Mayor Bean, of McNelis island, near the penitentiary, has purchased one hundred Angora goats to be placed on the island as grubbers and brushers—to do what no one else has—clear that brushy land. They will be sent from Oregon to Tacoma in a few days.

CORVALLIS, Dec. 14, 1880.
To F. A. Chenoweth, agent Phoenix Insurance Company.
I desire to return you my thanks for the fair and prompt manner you adjusted and paid my loss occasioned by the fire in which I lost my dwelling house. This is calculated to establish confidence in the honesty and ability of fire insurance companies. The uniform promptness of the Phoenix in paying its losses in this community, entitles it to the fullest confidence of the public.
JOSEPH EMMERICH.

WRITTEN ORDINANCE NO. 41.

An ordinance providing for the construction of a new sidewalk along the west end of lots seven and eight, in block six in Dixon's first addition to the city of Corvallis.
Be it ordered by the Common Council of the city of Corvallis as follows:
Sec. 1. That a new sidewalk be constructed along the west end of lots seven and eight, in block six in Dixon's first addition to the city of Corvallis in Benton county, Oregon. The same to be built according to printed ordinances regulating the construction of sidewalks.
Passed the common council Dec. 15, 1880.
Approved Dec. 15, 1880.
Attest: J. R. DUNSON, Recorder.

Hill's Mannel.
Mr. N. Newton, agent for Benton county, is now canvassing for subscribers to the new and revised edition of the above excellent work. It is highly recommended by distinguished educators and leading newspapers, and is considered by all to be one of the most useful books that was ever laid upon the counting-room desk or drawing room table.
17-8

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