WEEKLY CORVALLIS GAZETTE.

Corvallis, April 8, 1881.

OFFICIAL PAPER FOR BENTON COUNTY

W. B. CARTER, - - - - EDITOR

BE UP AND AT WORK.

Surely if any note of warning were needed to call on the dwellers in Western Oregon and these Valley counties in particular, to combine to assist in every possible way the completion of the Oregon Pacific Railroad, it would be found loud as a trumpet call in the "suggestions regarding the relations of the Northern Pacific and Oregon Railway and Navigation Companies," which Mr Villard had the almost inconceivable audacity to require the *Oregonian* to publish on the 2d of April, 1881.

It is a merciful provision of Providence that the most dangerous animals utter some sound, or create some noise before their deadly powers are called into exercise.

Too often with men it is different, and language seems to have been given them, as Talleyrand said, to conceal their thoughts. But exceptional cases are found now and again, where the inmost thoughts and intentions are paraded without a blush and in seeming insensibility to the repulsion and disgust they excite in decent minded people.

This is not the first time that the blood and iron policy of control has been flaunted in our faces. Hardly had this Mr. Villard climbed into the saddle than he set out to ride. Who can ever forget his first circular with its "exclusive control of the Columbia river, which is the backbone of the enterprise," and its declaration of intention to prevent opposing interests from establishing themselves in "our own territory."

And now hear him. "The Oregon Railway and Navigation Company has practical control of all the transportation business of Western Oregon, of Eastern Oregon, and all that part of Washington territory south of the main branch of the Columbia, known as the Snake River."

Has it indeed? What has the Scotch Company and Mr. Reid to say to this, so far as Western Oregon is concerned? How about the competitive system of narrow gauge railroad which so late as last August the special committee of the O. R. & N. Co. thought sufficiently important to prevent then their recommending the very purchase of the Valley standard gauge railroads, Mr. Villard now announces?

Read the following sentences from that same O. R. & N. committee's report: "The steamship portion of our traffic represents the bulk of the export and import trade of the whole of Oregon and the greater part of Washington Territory, *neither of which has any other means of communication with the outside world.*" It seems to us that when the rattles play so loudly the man who takes no notice deserves to be struck and will get mighty little pity when the snake has secured his victim for good and all.

Surely there must be something in the old wife's story of fascination; and this great fertile, growing, country of Western Oregon, with its seventy five thousand of population, whose future, that of their sons and daughters now is at stake on keeping the fatal powers of this all swallowing monopoly off from their homes, is silent, spell bound, calmly watching the approach of their fate.

Were it not so the whole Valley would be of the same mind as the Linn county Grange, whose Resolutions of Saturday last we print in another column. All these counties would be up and doing. They would invite the fullest enquiry, they would seek the most ample information as to the condition and prospects of the Oregon Pacific railroad, but above all, of the Yaquina Bay improvement. They would meet: they would organize: they would not suffer one month to pass until the succes of the harbor works, so far as money and intelligence can insure success, was past all doubt.

They would not call on this man an the other, and this corporation and the other to come & help them; but they would help themselves.

How? do you say. Thus: The people would say, this railroad or the other railroad may or may not succeed now this year: but the harbor is ours—our children's, and this shall be set right, so that the grain ships may come in. When the harbor is there the railroad to it is as certain as sunrise. But then the people would go on to say. This Oregon Pacific is clean handed, so far as we are concerned; its business men have worked in money, time and energy without stint to bring about the completion of so much of the road this very year as will connect the Valley with the Bay. The opposition they met is not honest or legitimate and we, the people, hereby declare that cause our own, and when and how we are shown the backing and support that road needs, then and there it shall have it.

As for Mr. Villard, who thinks he needs but declare a thing exists to make it; who plays the part of a creator, and struts the stage, with let it be done and it is done, in every word and attitude; we should recommend to him the study, the careful study, of the fourth chapter of the book of the Prophet Daniel—for in it he will find the most suggestive parallel we can remember, for his tone and style, and the record also of how Nebuchadnezzar found it answer.

THE LINN COUNTY GRANGE.

In these days, when corporations and monopolies run riot, and when all the ancient rights of farming populations are made playthings of, to amuse and enliven the spare hours of the Presidents, who are rushing into print one after another, it is refreshing to meet sixty or seventy representative men and women, who know their purposes and aims, and mean to carry them into execution.

There, in that council chamber there was more common sense talked on this transportation business than would fill this paper. It would have done some people good to see how the completion of the Oregon Pacific and the opening of Yaquina Harbor was absolutely proved to be as good as ten cents a bushel profit to the Valley farmer. And that is practical; is it not? When our people in Benton county know it too, and Marion, and Lane, and Polk, and Yamhill, and Washington, aye, and Douglas too, then all that nonsense about the Oregon Pacific not being needed, and about the people of Oregon being well supplied with transportation, and about getting the narrow gauge people to come in and lay their little track down to the bay, will pass into the empty air it is. The people are there, the country is there, the products are there, the need of development is there, to ensure, absolutely ensure, the immediate completion of the Oregon Pacific.

Is it not not natural though to make sure of the Harbor? Is it not true that to complete these harbor improvements the engineer's estimate of cost is about $340,000? Does not every one know that this jetty or breakwater is completed and the rocky points and edges of the reefs blasted out, there is *every* probability, short of certainty, that the improvement is permanent and effectual? And is it not equally familiar to all our minds that then this harbor will be second to none on this Pacific coast, between San Francisco and the Straits of Fuca? Is it not provable to every sea captain, who sails to this North Pacific, that he is less than half an hour's distance from deep blue water to his wharf? Will not the whole maritime world soon know that instead of being mulcted and fined for pilotage and towage until they are sick of paying, that a few dollars paid to the harbor tug will frank them from five fathoms outside to alongside the warehouse? Will not the chart then show them that the harbor once reached is safe and land-locked, with good holding ground for anchorage, and room to swing in deep water right alongside the landing stage?

And is it to be supposed for a moment that unscrupulous misrepresentation can permanently obscure these facts, and keep the investing public from supporting an enterprise built on solid advantages like these?

Is it not known to all who have any confidential news from Washington that the opposition to Yaquina was there at this last short session in full force and pay? And that thus even the moderate demand of $25,000, put forward by the U. S. Engineers, was cut down to $10,000?

Is it not true that to supply the shortcomings of Congress and put the Engineers in funds for the vigorous prosecution of the works, would be but a trifling effort for the farmers of this valley? What would be easier than for each man to contribute so many bushels out of the coming crop, and send them to the warehouse at Albany, to be taken charge of and realized by the Council of the Grange and the proceeds paid over as the disbursements of the works require, after the sums already appropriated are spent? And would not the valley population respond as one man to an appeal so supported, and made to them, not by interested parties, but by their own best representatives, having no motive but the common good? These were the topics discussed on Saturday last, these were some of the questions asked and answered.

We trust that Benton county will not be backward in responding, and that she will be represented at the Albany convention on the 21st, by her best and most earnest sons.

GARFIELD'S PLURALITY.

The New York *Times* says: We announced several weeks since that owing to the unexpected discrepancies in the footings of political almanacs, we are unable, even at this late day to decide whether Garfield or Hancock had a plurality in the country. Relying upon the first almanacs received by us—and we are obliged to depend on these text books for political statistics—we had decided a few questions to the effect that Garfield had a small plurality; but a few days after the appearance of that issue, we were staggered by a table from the Cincinnati *Enquirer*, showing that a plurality for Hancock of 8,106, and further doubt was cast upon our first authorities by the appearance of later almanacs giving the democratic candidate a small plurality.

In the meantime we were flooded with questions on the point No two compilations of the vote could be found to agree, and hence we determined to address the several Secretaries of State ourselves and publish a correct table when the full returns were received. These we now have. As the only just method of ascertaining the vote or plurality in a State in the presidential election, we have in all cases used the highest vote cast in that State for either a republican or democratic elector. In Virginia the funder and readjuster vote is added together, and in Maine the fusion vote is credited to Hancock. The complete table gives Garfield 3,522 plurality.

We have in our possession statements from Secretaries of States. These have been carefully checked with the totals. The footings are accurate, and it may now be considered established for the first time that the actual plurality of Garfield over Hancock, based upon a comparison of the honest vote for the electors of each party in each State is 3, 522—neither more nor less. This may be accepted as the answer to the very numerous questions we have received on this subject, as it will be accepted by the country generally as finally settling this much vexed question.

A screw loose already? Why Mr. Villard's Presidential message in last Saturday's Oregonian told the world that the O. R. & N. "will control by virtue of arrangements now maturing in Europe, the 312 miles of standard gauge road now owned and operated by the Oregon and California Railroad in Western Oregon. It will further control," he went on, "150 miles additional." And now the Oregonian of Tuesday says that the formalities required for completing the scheme for absorbing, or swallowing, or "controlling the poor valley roads, may "render the expected re organization difficult, or at least may defer it for a time." So soon? Is there another Mr. Billings objecting to be swallowed? Or have some of these foreigners awoke to the situation? Really this Oregon Jupiter must take care; if any more of his thunderbolts miss fire, people will begin to think there is no real thunder after all. A few more fizzes and sputters and the charm will burst.

Do you remember the fable of the donkey, who imitated the spaniel and tried to jump up and sit on his master's knee? There was a picture of it in the old book of Æsop's fables that we were raised on, that occurs naturally to the mind when a ponderous and unwieldy creature tries to be jocular and frisky. The Oregonian puts in a paragraph of this order now and then. On Tuesday last it was facetious over the St. Helen's paper predicting the rise of St. Helens. "When the cormorant and the bittern shall possess Portland, and when the owl also and the raven shall dwell in it;" and points its joke by alleging that St. Helens, Yaquina Bay, and Puget Sound agree that the City of Portland has no future. Is not that witty and in good taste?

We print in another column a financial article from the New York Sun, of March 21st. It confirms the opinion we hold strongly, that those of our farmers and warehousemen, who have been bold enough to refuse to sell their wheat at condemnation prices will profit by their courage.

PACIFIC COAST,

Curtes, Idaho, offers splendid inducements for some one to erect there a ten-stamp mill.

Fall grain is very promising in Linn county.

The Pacific university at Forest Grove opens with only fifty students.

It is probable that the Oregon Pioneers will hold their June meeting at McMinnville.

Yamhill county Odd Fellows intend having a celebration at McMinnville on the 26th.

THE NORTHERN PACIFIC RAILROAD.

A few days ago the "Oregonian" published what professed to be a telegraphic report of the item given below. We now give it in full that our readers may see the view taken in New York of the attempt made by Mr. Villard and his following to obtain "control" of the Northern Pacific:

The announcement that the Executive Committee of the Northern Pacific Railroad had decided to distribute nearly $18,000,000 of the common stock of the company, as briefly reported in another column, created much surprise in Wall street to-day. It is said that some of the directors of the road were not aware of the act until it became generally public. On the reorganization of the road in 1875 its capital was fixed at $100,000,000, of which $51,000,000 were in preferred stock, issued in place of the old seven-thirty bonds of the Jay Cooke management. This preferred stock, being receivable for the company's lands at par, has now been reduced to about $42,000,000. Of the $49,000,000 of common stock, $18,000,000 were held in trust by the company for delivery to the owners of the stock before the reorganization. Although only $31,000,000 of this common stock had gone out of the company's control, the entire $49,000,000 were listed at the Stock Exchange. In explanation of the recent act of the executive committee, it is said that the proprietors of the stock held in trust have been urgently demanding full possession of their property, as their proprietary rights could not be disposed of for more than 20 or 25, while the price of the issued stock has lately been about 50.

The advance of more than twenty points in Northern Pacific stock during the last three months is explained by the efforts of the pool formed by Mr. Villard, with other friends of the Oregon Railway and Navigation Company, to get control of the Northern Pacific road. How this new distribution of stock will affect these attempts is a question much discussed in Wall street, but in regard to which there is a lack of definite information.

The present directors of the Northern Pacific Railroad are Frederick Billings, of Vermont; Chas. B. Wright, of Philadelphia; Benjamin P. Cheney, of Boston; Johnston Livingston, of this city; Joseph Dilworth, of Pittsburg; Joseph D. Potts, of Philadelphia; Hugh McCulloch, of Washington; A. H. Barney, of this city; William R. Garrison, of this city; Henry E. Johnston, of Baltimore; Robert Harris, of this city; John W. Ellis, of this city, and John E. Bullitt, of Philadelphia.

The members of the Executive Committee are Robert Harris, Benjamin P. Cheney, Joseph D. Potts, Johnston Livingston and William R. Garrison.

On inquiry to-day at the offices of the company, No. 23 Fifth Avenue, it was learned that the persons entitled to receive the newly-issued stock numbered from three hundred to five hundred, and that the stock was pretty well divided among them. It was also said that nothing was known by the management of the company as to the amount of stock which had been secured by the Villard pool.

A gentleman connected with the company said that the proposition to distribute the residue of the common stock had repeatedly been discussed in the Board of Directors, and that the matter was finally left unfinished in the hands of the executive committee. The latter body, under the by-laws, had all the powers of the directory, which would promptly ratify the act of the committee at the next meeting. The only reason for the distribution of stock was the clamor raised by the owners, who could not in justice be kept out of its possession in the present state of the stock market. He could not tell how the measure would affect the schemes of the Villard pool. The motive for the formation of that organization was obvious to any one who knew the character of the routes of the Northern Pacific Railroad and the Oregon Railway and Navigation Company. The seaport of the latter company was Portland, Oregon, situated on the Willamette River, a tributary of the Columbia. The bar at the mouth of the Columbia River was very difficult of passage by vessels going in either direction, and severe storms were very frequent off the coast there, so that it was not uncommon for vessels to be weatherbound near that point for two weeks at a time. Then, there were many bars, shoals, etc., between the mouth of the river and Portland, rendering navigation extremely difficult. On the other hand, there was perfectly plain sailing, with a deep channel, to Tacoma, the seaport and western terminus of the Northern Pacific road, on Commencement Bay, Puget Sound. There were twenty-five feet of water at low tide off the company's docks at that place, and from there to the ocean there was not a reef or shoal. In consequence of the differences noted, the cost of chartering a first-class vessel to go from this city to Portland was $6,000 more than to go from this city to Tacoma. Then, the line of the Northern Pacific road from Ainsworth, at the mouth of the Snake River, to Tacoma, would be 135 miles shorter than the route around through Portland. It followed from these facts that the railroads and steamboat line of the Oregon Raiway and Navigation Company would be greatly injured by the completion of the Northern Pacific to Tacoma, and it was to prevent this completion that the Villard pool was formed. Before that, Mr. Villard had tried unsuccessfully to induce the Northern Pacific Company to enter into some plan of consolidation, or to delay work on the road beyond Ainsworth.

The same gentleman remarked that if the Villard party had not secured control of the Northern Pacific before the new distribution of stock, the increase of marketable shares would be likely to aid them in attaing their object. If, however, they had practically secured a controlling interest, the new issue might tend to lessen their hold.

ONE OF THE OLDEST AND MOST RELIABLE REMEDIES IN THE WORLD FOR THE CURE OF

Coughs, Colds, Hoarseness, Sore Throat, Bronchitis, Influenza, Asthma, Whooping Cough, Croup, and

Every affection of the

THROAT, LUNGS AND CHEST,

including

CONSUMPTION.

A WELL-KNOWN PHYSICIAN WRITES:

"It does not dry up a cough, and leave the cause behind, as is the case with most preparations, but loosens it, cleanses the lungs and allays irritation, thus removing the cause of complaint."

DO NOT BE DECEIVED by articles bearing similar names. Be sure you get

DR. WISTAR'S BALSAM OF WILD CHERRY,

with the signature of "I. BUTTS" on the wrapper.

50 Cents and $1.00 a Bottle.

Prepared by SETH W. FOWLE & SONS, Boston, Mass. Sold by druggists and dealers generally.

Notice of Final Proof.

Notice is hereby gived that the following-named settler has filed notice of his intentions to make final proof in support of his claim, and that said proof will be made before B. W. Wilson County Clerk, at Corvallis, Benton Co., Or., on

Saturday May 14th, 1881.

viz: John J. Nye, Homestead Application No. 2835 for the S. W. ¼ of N. E. ¼ Sec. 2. W. ½ of N. E. ¼ and N. E. ¼ of N. W. ¼ Sec. 11. T. 11. S. R. 11 West. He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: N. A. Thompson of Monroe, Laura Thompson of Corvallis. R. M. Thompson, of Corvallis, J. W. Williams of Corvallis, Benton Co., Or.

L. T. BARIN, Register.

Land Office at Oregon City, Or., March 8th, 1881.

SUMMONS.

In Justice's Court, before Wm. B. Stout, Justice of the Peace.

State of Oregon, } ss.
County of Benton. }

William Mackey, Plaintiff, vs. Wm. C. Clark, Defendant. } Civil Action to Recover Money.

To William C. Clark, the above named Defendant:

IN THE NAME OF THE STATE OF Oregon you are hereby required to appear before the undersigned, a Justice of the Peace for Yaquina precinct, in said county, on the 9th day of April, 1881, at one o'clock in the afternoon of said day, at the office of said Justice, in said precinct, to answer the above named plaintiff in a civil action.

The defendant will take notice, that if he fail to answer the complaint herein the plaintiff will take judgment against him for two hundred and forty-three dollars and sixty-six cents, together with costs and expenses of this action.

Given under my hand this 17th day of February, 1881.

WM. B. STOUT, Justice of the Peace.

I hereby certify that the foregoing is a correct copy of the original now on file in my office. WM. B. STOUT, J. P.

SUMMONS.

In the Circuit of the State of Oregon for the County of Benton.

S. L. Shedd, Plaintiff, vs. J. W. Caton, Geo. E. Bently, and Paul Wiley, Defendants.

To J. W. Caton, one of said Defendant.

IN THE NAME ON THE STATE OF OREGON You are hereby summoned and required to appear and answer the complaint of said plaintiff in the above entitled suit now on file in the office of the Clerk of said Court, on the Fourth Monday, the 28th day of March, 1881, (it being the first day of the next regular term of said Court for said County of Benton) and you are hereby notified that if you fail to answer said complaint as herein required, the plaintiff will apply to the Court for the relief demanded in the complaint, to wit: For a decree of foreclosure of the mortgage mentioned in said complaint, said mortgage being on the following described real estate: The undivided five-sixteenth interest in the north half of the donation land claim of Jesse H. Caton and his wife Precious Caton (it being claim No. 43 in T 14 S R 6 W. Claim No. 60 T 14 S R 5 W. Claim No. 37 T 15 S R 5 W and claim No 37 T 15 S R 6 W Notification No. 2334. The whole claim having the following boundaries: Beginning at a point 14.22 chains south and 1940 chains north, 89 deg. and 45 min. east from the northwest corner of section six in T 15 south of range 5 W, thence west 79.05 chains, thence north 30 min., west 82.34 chains, thence east 77.50 chains and thence south 30 min. east 82.90 chains to the place of beginning, containing 640.29 acres. The said north half containing 320.14 acres lying and being situated in Benton county, Or. That said premises be sold and the proceeds thereof be applied to the payment of the amount due plaintiff on said mortgage, to wit: the sum of $312 and interest thereon at the rate of one per cent. per month from the 15th day of April 1880, and for $35 attorney's fees and the costs and disbursements of this suit and that you pay any deficiency that may remain of said debt after applying the proceeds of said mortgaged property.

This summons is published by the order of Hon. J. F. Watson, Judge of said Court, made the 10th day of Feb. 1881.

JAS. A. YANTIS, Attorney for Plaintiff.

f11w6

N. R. AVERY, D. D. S., DENTIST.

Havin located permanently in Corvallis I desire to inform the public that I am ready to do all kind of dental work. My instruments are all new and of the latest improved style. All work insured and satisfaction guaranteed or the money refunded over Graham & Goldsug store, Corvallis. 17n30tf.

SMITH & GRAHAM, Physicians & Surgeons, CORVALLIS, - OREGON.

OFFICE OVER GREEN & GOLDSON'S DRUG Store. January 7, 1880. 17:2t

GEORGE P. WRENN, Auctioneer. | E. HOLGATE, Att'y at Law

Wrenn & Holgate, REAL ESTATE BROKERS,

COLLECTION, LOAN, INSURANCE GENERAL BUSINESS AGENTS, AND

AUCTIONEERS.

Office on Second street, next door south the City Market,

CORVALLIS, : : OREGON.

Buying, Selling and Leasing Real Estate. Prompt attention given to

COLLECTIONS.

Loans Negotiated, etc. Will Keep Regular

Auction Sales Rooms

And sell at AUCTION, anything desired, either at he Sales Rooms or elsewhere, in City or Country. Agents for good reliable INSURANCE COMPANIES.

We now have on hand for sale, both GRAIN and STOCK FARMS, and CITY PROPERTY, at fair prices, and easy terms.

☞ WE CAN MAKE SALES IF ANYBODY CAN. ☜

Please give us a call. WRENN & HOLGATE.

Corvallis, April 17, 1879. 16:16tf.

Benton County PHOTOGRAPH GALLERY!

A. A. MORRILL, Pro.

WOULD RESPECTFULLY ANNOUNCE TO THE citizens of Corvallis and vicinity, that he is prepared to do all kinds of

PHOTO WORK,

At prices to suit the times. Patronage solicited, and satisfaction guaranteed, in all cases.

COPYING and ENLARGING a SPECIALTY. Negatives retouched, and preserved.

Front Street, Two Doors South of A. Cauthorn & Son's Store. ALFRED A. MORRILL.

January 7, 1880 17:2tf

NEW BUSINESS!

Mountain View MILK DAIRY

25 Cents per Gallon.

WHEN REQUIRED FOR INFANTS, THE MILK of one cow will be furnished. Milk warranted PURE.

LISTEN FOR THE BELL!

A. G. MULKEY, Proprietor.

Corvallis, January 7, 1880. 16:21m1,

ALSEA STEAM SAW .... AND .... PLANING MILL

J. PITMAN, Proprietor.

HAVING REBUILT MY MILL AND ADDED new planer and other machinery, I am ready to fill all orders for

Rough or Dressed Lumber,

which will be delivered at the Belknap campground Monroe, Corvallis, or elsewhere in the county, at reasonable rates.

Common rough lumber, at the mill, $7 per M feet Flooring and Rustic (planed) $14 to $16 per M. Satisfaction guaranteed. All orders promptly filled.

April 19, 1880. 17:17m6

Real Estate for Sale!

..... SITUATED IN .....

CORVALLIS, Benton County, Oregon.

TWO VACANT LOTS, in the central part of town handy to the Westside Depot. One of the most desirable places for a residence in the city. 15jan

TWO IMPROVED LOTS, on the main business street, with small stable, woodshed, and a good, comfortable dwelling house, containing seven good rooms These lots are nicely situated for any kind of business purposes. 15jan

One Steam Planing Mill and Sash and Door Factory Corvallis, with all the machinery necessary to operate the same in all respects. The owner there wants to quit the business, he therefore offers the factory for sale at a price more than one-third than its cost or present value.

All the above property is for sale, on reasonable terms. For further information concerning the same inquire of M. S. WOODCOCK, At his LAW OFFICE, in said City of Corvallis.

I have just received a new l of

WATCHES, CLOCKS, JEWELRY SILVER WARE, ETC., ETC.,

Which I offer for sale at reduced prices.

Watches, Clocks, Jewelry, etc., repaired at reasonable rates, and all work warrented.

P. P. GREFFOZ, Corvallis.

17n38tf.

RUSS HOUSE.

MONTGOMERY ST., San Francisco.

H. SEEYMOUR & CO., Propr's.

FIRST-CLASS ACCOMMODATIONS, AT MODERATE PRICES.

THE LEADING BUSINESS AND FAMILY HOTEL in San Francisco. Having been enlarged recently, and newly furnished, now contains 300 elegant rooms, at prices lower than any other First Class Hotel on the Pacific Coast.

The table is unsurpassed by any Hotel in the city, being supplied with the best the market affords. All guests conveyed to the Hotel free,

April 14, 1880.

THE ESMOND.

H. BRENNER, Proprietor.

Corner Morrison and Front Streets, Portland

Now open to the public

The Only First-Class House in the City.

Hotel Elevator and all modern improvement Portland, Oregon May 21, 1880. 17:21tf

WAYMAN ST. CLAIR,

(SUCCESSOR TO W. A. WELLS,)

Manufacturer of

HARNESS AND SADDLES

Keeps constantly on hand every thing belonging to a first class shop.

☞ Uncle Sam's Harness Oil for sale. 16:25v1

FOR SALE.

THE STORE HOUSES, FORMERLY OCCUPIED by A. W. Wright are now for sale at a very low figure. A good business locality, and unsurpassed for health, situated near the Ocean beach, in the town of Newport, Benton County, Oregon.

For particulars, address A. W. WRIGHT, Oneatta, Benton County, Oregon, or WM. PERRY, Junction City, Lane County, Oregon. 17:33tf.

NEW FURNITURE STORE

Main Street, Corvallis

Opposite Sol. King's Livery Stable.

I have opened in this Store a Well Selected Stock of

FURNITURE.

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

Window Shades, the Hartshorn Spring Rollers made up in all Colors,

Opaque and Linen Shades

Goods, at bottom Prices.

PHILIP WEBER.

Corvallis, May 21, 1880. 17:21m6

Attention Farmers!

WE HAVE

COME TO STAY

AND

Supply a want long felt by you all

We are now prepared to do any kind of work in Iron, Brass, Steel or Wood.

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

All kinds of NEW WORK kept in Stock.

☞ Please give us an early call.

Corvallis Plow Co.

Corvallis, May 28, 1880. 17:22y1

CITY DISPENSARY.

GoldsoN & GrahaM

.... DEALERS IN ....

DRUGS, MEDICINES, CHEMICALS, FANCY and TOILET ARTICLES,

Sponges, Brushes, Perfumery, Paints, Oils, Etc., Etc.

PHYSICIANS' PRESCRIPTIONS CAREFULLY completed, and orders answered with care and dispatch.

Farmers and physicians from the country, will find our stock of Medicines complete, warranted genuine and of the best quality.

Corvallis, April 7, 1880. 17:15tf

HOUSEHOLD STORE

HAS NOW A FULL LINE OF

GROCERIES,

Of Every Description.

CHOICE TOBACCO & CIGARS.

Also Imported STATIONERY, PIPES, CIGAR HOLDERS, ETC.

All the above goods being of the best quality, are being sold at very moderate prices, the public are respectfully invited to call and inspect. 17n43tfre

CITY STABLES

THOS. EGLIN Proprietor,

On the Corner West of the Engine House,

CORVALLIS, - - OREGON.

HAVING COMPLETED OUR new and commodious BARN, we are better than ever prepared to keep the

BEST OF TEAMS, BUGGIES, CARRIAGES

AND

SADDLE HORSES TO HIRE.

At Reasonable Rates.

☞ Particular attention given to Boarding Horses Horses Bought and Sold or Exchanged.

PLEASE GIVE US A CALL.

April 2, 1 80. 17:26y1

FOR SALE.

A RARE CHANCE FOR A GOOD BARGAIN.

Lots 4, 5, 6, 10, 11 and 12 in block No. 19, Dixons addition to the city of Corvallis, and also lots 7, 8 and 9 in block No. 17 in the County addition to the city Corvallis.

Also 426 acres of improved farming land ten miles west of Corvallis.

Also 160 acres of land ten miles west of Corvallis, and known as the Stephen Robinett farm. Any or all of the above property will be sold on reasonable terms. Inquire of

HENRY CHAMBERS, 17n38tf. Kings Valley.

NOTICE

U. S. LAND OFFICE, OREGON CITY, OREG., December 29th, 1880.

COMPLAINT HAVING BEEN ENTERED AT THIS office by David Wood against John Guilt for abandoning his Homestead Entry No. 3339, dated July, 16, 1877, upon the S ½ of S E ¼ of Section 6, Township 12 South Range 6 West, in Benton County, Oregon, with a view to the cancellation of said entry; the said parties are hereby summoned to appear at the office of B. W. Wilson, County Clerk of Benton County in Corvallis, Oregon, on the 30th day of January, 1881, at 11 o'clock A. M., to respond and furnish testimony concerning said alleged abandonment.

L. T. BARIN, Register.

J. W. WATTS, Receiver. 18:1w5