

M. S. WOODCOCK, ATTORNEY AT LAW.

OFFICIAL PAPER FOR BENTON COUNTY.

REPUBLICAN STATE CONVENTION.

The Republican State Central Committee which met recently in Portland, fixed the basis of apportionment at one delegate for every 150 voters or fraction over one-half cast for C. B. Watson, presidential elector, which will give each county the following number of delegates:

Table listing delegates for various counties: Baker, Benton, Clatsop, Columbia, Coos, Curry, Douglas, Grant, Jackson, Josephine, Lake, Lane, Lincoln, Marion, Multnomah, Polk, Tillamook, Washington, Yamhill.

A PECULIAR STREET OF IMAGINATION.

An excuse to make a correction.

In our issue of Feb. 24th we mentioned that at the time the publication of the Blade ceased, our County Judge, W. S. McFadden, made strenuous efforts to resurrect it, but owing to some cause the effort was not successful at that time.

We also said "The democrats of this County are fortunate in having so active a worker as Mr. McFadden to assist in working up this enterprise in behalf of the party."

Since which time the newspaper came out under the name of "Benton Leader."

In the last issue the "Leader" takes exceptions to our taking Mr. McFadden's name in the manner in which we did and a number of other things makes the following comment:

"We presume, to correct the impression conveyed by his notice that Hon. W. S. McFadden is the inspired and manager of this paper."

We had no thought of Mr. McFadden being the manager of the "Leader" neither did we say or insinuate anything of the kind. We know the meaning of the English language. If we are at all mistaken in regard to the proper interpretation of the language used by us and having given substantially all that we did say about it we now leave it with a reading public to judge.

Having learned as we stated before that Mr. McFadden had worked so diligently to keep the Blade alive and let it be with others, by diligent efforts had succeeded in getting raised a sufficient quantity of material with which to start the new paper. We of course did not suppose that Mr. McFadden would have to manage it also. Our supposition was at that time that the advertised editors would perform that important duty.

But since the "Leader" has raised the question as to her future management when commenting upon our language above stated which had no reference to that question whatever, and as the question of management does not interest us, further comment is unnecessary.

CONSISTENCY.

The Northern Pacific Land Grant.

At the last Session of the Oregon legislature, a memorial to Congress was introduced and passed.

Among other things, it set forth that the Northern Pacific Railroad Company had, for a great many years held possession of a large tract of lands and thereby prevented it from being occupied by actual settlers. The same having been granted to that Company by Congress, it said Company would build the Northern Pacific Railroad by a certain time.

It also stated that this Company had failed to comply with the act of Congress, in building the road, and that at that time, the Oregon Rail Road and Navigation Company were then building a line of Rail road, over the same route, without subsidy, and therefore it was no longer necessary, for the Northern Pacific, to retain the benefits of the grant. That Congress should declare it forfeited and throw the land open for actual settlement.

The passage of the memorial alluded to, was one of Mr. Villard's best schemes before the last Oregon legislature. That body was thronged by his lobbyist, on the outside for its passage, which proved successful.

At that time Mr. Villard had no interest, of any consequence, if any at all, in the Northern Pacific. Since that time however, Mr. Villard manipulated

into his hands, the controlling interest in the Northern Pacific. Ever since he obtained that interest, his time has been spent entirely on the other side of the question.

He now thinks, retaining the land grant alluded to, one of the means necessary to the completion of that road, although long since, having told the board of trade, at Portland, that the means was all in hand to complete it with. If the land grant should be forfeited and thrown open to settlement, as represented by Mr. Villard's memorial, as represented by him at the time his memorial was presented to the legislature, we cannot see that the reasons should now change, upon the simple fact, that he has since become the controlling owner of that road.

THE STAIRS BOAR.

The Standard of a late date, the most ultra-barbarian organ in the whole lot, the manager of which figured so conspicuously in the unenviable position of measuring the State printing under barbarian rule says:

"When the Stairists got together to enjoy the pleasure of social intercourse at the banquet table it will be his duty, while the music of pipe organs is playing, to make a survey of the words 'Oregon' and 'Benton' which will be a source of amusement to all."

Our barbarian friend is much interested now in republicanism. God-fearing is gone but his name and influence lives, and Conkings is demoted in the background and the rear dent gone.

Yet from a purely democratic organ like the Standard we should hear something of democracy. If the Governor-Cadwick and the measure of State printing element of the democracy was placed on one side of that social table and the Thayer, Bush and Nesmith department on the other side we would very much like to understand what kind of a howling catastrophe would then ensue.

Take Your County Papers.

An exchange truthfully says: There is too much disposition among farmers to take cheap city papers in preference to their county papers, because they can get them for a little less price. They never consider that a city paper gives them no local news or ever says a good word for the county in any way, while the county papers are always doing something to advance the interests of the county.

By Wife and I.

"HERE'S my wife and I," said a husband, with much complacency, to his silver-aiding guests, "who have been married five-and-twenty years, and in all that time have had a single unkind word with each other." "By Jove!" exclaimed one of the guests, "what a stupid time you must have had of it!"

The last issue of the Benton Leader came among our exchanges. We cheerfully extend our hand across the editorial table to our contemporary wishing it abundant success in every way except politically.

YAQUINA BAY AS A PORT OF ENTRY.

Report of the Committee on Commerce. Hon. M. C. George, from the Committee on Commerce, submitted the following report:

The Committee on Commerce to whom was referred the bill (H. R. 2575) to amend sections twenty-five hundred and eighty-six and twenty-five hundred and eighty-seven of the Revised Statutes of the United States, respectfully report:

That this is a bill to create another customs district in the State of Oregon, to be known as the district of Yaquina, and to create the office of collector therefor.

Your committee find the proposal of entry is about midway along the line of coast of the State of Oregon; that the general government has made two annual appropriations, amounting to \$50,000, for the permanent improvement of the harbor entrance, and that the United States engineer officers in charge have recommended an additional appropriation. This recommendation is approved by the War Department.

The legislative assembly of the State of Oregon, in their memorial to Congress, represent that "the harbor of Yaquina Bay is now of great importance as the only available outlet for the central portion of the State; that its location as the western terminus of the Oregon Pacific Railroad calls for the immediate attention of the government; that the completion of this line will necessarily attract to the harbor a large and ever increasing number of ocean-going ships; that the seven counties directly affected produce nearly six-sevenths of the wheat crop of the State," and that the district in question yields a very large proportion of other products which are now the staple exports of the State.

The railroad company herein referred to are now actively engaged in building a railroad from this port into the heart of the State of Oregon, and propose to extend it at an early day so as to make a transcontinental connection. Your committee are informed that rails imported by this company—which would pay a duty to the

Government of \$168,644—are now lying in bond in the city of San Francisco awaiting an opportunity for shipment to this harbor, which is neither a port of entry or delivery; and that other large importations are contemplated which would yield during the present year a customs revenue of \$120,000 additional.

The views of the Treasury Department upon the proposal bill are embodied in the following letter of the Secretary of the Treasury, dated February 9, 1882:

TREASURY DEPARTMENT, February 9, 1882.

Sir: I have the honor to acknowledge the receipt of your letter of the 23rd ultimo, transmitting, for the consideration of this department, copy of House bill No. 2575, entitled "A bill to amend sections twenty-five hundred and eighty-six and twenty-five hundred and eighty-seven of the Revised Statutes of the United States." The bill in question provides for the establishment in the State of Oregon and the Territory of Washington of five collection districts, instead of four, as at present authorized.

The growing importance of Yaquina, which place is named in the bill under consideration as the port of entry for the proposed new district, and which possesses superior harbor facilities, would seem to warrant its establishment as a port at which exports of important merchandise may be made; and the department, therefore, sees no objection to the passage of the bill.

Very respectfully, CHAS. J. FOLGER, Secretary.

Hon. M. C. GEORGE, House of Representatives.

In view of the foregoing considerations, your committee are of opinion that the public interests require that this district should be created. The committee, however, recommend the following amendments to the bill under consideration.

On page 2, line 16, strike out the word "Shiloh," and insert in lieu thereof the word "Salmon." On page 2, line 18, strike out the word "Newport," and insert the word "Yaquina," and after the word "entry" add these words, "and Newport as a port of entry."

On page 2, line 21, strike out the word "Shiloh," and insert the word "Salmon." On page 2, line 23, strike out the word "Shiloh," and insert the word "Salmon." On page 3, line 13, strike out the word "Newport," and insert in lieu thereof the word "Yaquina."

When these amendments, which involve only a slight change in the boundary of the district, the committee beg leave to report the bill back to the House, with the recommendation that the bill do pass.

TO THE EDITOR OF THE GAZETTE.

Of course some friends were kind enough to send me copies of the Sunday Oregonian of Feb. 25th. It is a paper which comes rarely into this section of country; perhaps we are not heavy losers by being spared the temptation to read it. And the mere fact of being called names in the article which elicits this letter would not have induced me to trouble you with it for two reasons, first that I freely admit that the "Oregonian" "is not as one" for the unvarnished character given it in the recently published book "Two years in Oregon," to which the article frequently alludes; and second, because I have a vivid remembrance of the number which passed between Mr. J. Hingle Mitchell and Mr. Harvey W. Scott some short time ago, when those gentlemen indulged in personal controversy of the basest sort, and I have no desire to be led into a like position; and if New York were a little nearer in point of time I would have let Col. Hogg to take up the cudgels if he felt inclined to do so. Still, though I am not either the "actor" nor the "president manager" of the Oregon Pacific, yet as far as a year past a Vice President of that road its interests are to some extent committed to me. Therefore, since the article in the Sunday Oregonian may do some harm and as its statements are so exposed, I trouble you with this letter.

The Sunday Oregonian makes itself responsible for the following assertions: I will try to condense, but not to distort them.

1. That the steamer "Yaquina," of good model, and well powered as to her machinery (where did she learn her English?) and "thus equipped with fuel and stores" (I do not suppose that "model" "power" or "machinery" were properly described a either "model" or "stores," but we live on the 13th of January, and arrived at Yaquina Bay two days later, having laid over one night in Astoria. That she lay over for six days, finding the bar so rough that she was impossible to enter; the harbor that she then returned to Astoria and "lay there till the south-westerly weather was settled, and then taking in more fuel, started out and landed her cargo at Yaquina, a large portion being freight for the O. P. R. That Capt. Denney, being interviewed in Astoria by an "Astorian" reporter, gave as the reason for his inability to enter the port of Yaquina that the water on the bar was too shallow, and broke in a depth of 15 feet at high tide. This last statement the "Oregonian" says is true beyond question. Now for facts. The "Yaquina" left Astoria on Friday, was off San rocks, eight miles south of Yaquina on Sunday morning early, steamed up opposite the bar at high water, not far from nine o'clock, and immediately went off of sight to the north and west. On Monday morning at 10 o'clock she was away off to the north and west of Cape Foulweather, so far off that it was a matter of doubt if it were the "Yaquina" or the Tillamook schooner, though pretty good guesses were directed at her from the light-house point at Yaquina. By noon on Monday she was out of sight, and by Tuesday morning she was back at Astoria. So much for lying off Yaquina for six days, unable to enter.

The bar at Yaquina on Sunday morning was not so rough as the Columbia bar on Tuesday; so say the "Yaquina" passengers. When she was off the bar on Sunday the tide gauge at Newport, set up by the U. S. Engineers, showed 20 feet of water

at the bar. At high tide on Monday the bar was quite smooth, and it was in a like case on Tuesday and Wednesday. All this does not rest on my mere statement, but can be proved, if necessary by at least fifteen witnesses.

2. I pass by the account of my correspondence with Mr. Hatch, the owner of the "Yaquina" because, though grossly misstated, it has no public interest.

3. But the "Oregonian" goes on to say that the real reason for my "outrage of senseless charlatanism" was because the negotiators of the "Oregon Pacific" bonds had flouted the same in Wall Street upon the statement that Yaquina Bay had an average depth of 21 feet of water at low tide, which is just two feet deeper than the bar as about 19 feet at high tide, and it is on the basis of this that Col. Hogg is now, as is well known, working at Washington, to try to get a favorable response from Congress to the prayer of the Oregon Legislature of 1879 for an appropriation of \$200,000, for the Yaquina improvement.

4. Again the Oregonian has the good sense and wit to assert that "Colonel Hogg" and Mr. Nash are floating their "untamed" in the "stock" on the New York market on the representation that Yaquina Bay has 21 feet of water at low tide, and the Oregonian then asks why the steamers on our steel rails did not go direct to Yaquina instead of trans-shipping at San Francisco?

As Yaquina was not then a port of entry Col. Hogg could not have the rails laid there when they arrived on this coast. As to the "untamed" it is the people of Oregon who are building the Oregon Pacific, and it is not the "Oregonian" who is to be blamed for the "outrage" in regard to the Oregon Pacific and its successful position.

5. The Oregonian then proceeds to prophesy how far the Oregon Pacific will be built and to handle its prospects and the well and good; it is a consolation that the "Oregonian" thinks the "rail" will be built to Albany and may be merited again that the "Oregonian" is not so very long ago that it predicated a total failure of the enterprise. There is not a more accurate contemporary prediction than that of the prophet whose forecasts have come to nothing. One thing the "Oregonian" Valley may be sure of is that the men who are building the Oregon Pacific have fully satisfied themselves about the Harbor before they commenced work, and that having "put their hulls to the power, they will not do back" until the outcome has reached its completion, let the "Oregonian" vent, prophecy, or misprophecy as much as it pleases. One thing I am very glad of is that the paper has returned to its original position in regard to the road. I, for one, greatly prefer a declared, even if a venomous and unscrupulous, enemy, to the sneaky trying to wear a mask of civility but cool financial liar.

However just to show that we hear no malice, I expect to have the pleasant duty of announcing to the Editor of the Oregonian complimentary tickets for the inauguration trip of the Oregon Pacific from Corvallis to Yaquina Bay, early in the coming fall. The Oregonian can then satisfy himself about this fourteen feet at high water business, on which at present he is evidently badly confused between St. Helena Bay and Yaquina.

WALTON NASH, Corvallis, March 1st, 1882.

Our Entertainment.

On last Saturday evening a large audience assembled at the city hall to manifest in common their love of the beautiful, the rare, the good, the honest talent.

Under the leadership of several of the ladies of the Christian church many ladies and gentlemen came forth with their voices raised as the link of the morning to entertain with a musical concert consisting of two parts, beginning with an instrumental Duet "La Prophecie," rendered by Miss Avery and Mrs. Helms with good effect. Then followed a Duet "Friendship," by Mrs. McElroy and Mrs. McFadden, which struck a responsive chord in the hearts of the audience. Next "The Harp of Midwinter," and excellent selection by Mrs. Spieckel, Vocal Duet, "The Two Jesuses," by Miss Taylor and Mrs. Woodcock, which was rendered in a pleasing manner. Instrumental Duet, "When the stars begin to tarry," by Miss Neugass and Mrs. Burnett, was greeted with prolonged applause. We cannot do justice to the winning way in which the song "Are you there Mortuary," was sung by Miss A. Cline. The stage, young man, is open for that again. "Di Travatore," a difficult Piano solo was then rendered by Miss Clara Stock. Ario and Duo "The Listening Oak," by Mrs. Geesey and Mr. Ray, was sung to a fitting audience. "The Celebrated Which a dance," a piano Solo by Miss Ida Strapp, made the hearts of the audience tingle with airy lightness. "I know a Bark," Vocal Duo, by Mr. Arnold and Mrs. Woodcock, turned out to be a fount in of music.

PART SECOND.

"Poet and Pevant." Instrumental Duet, Miss Taylor and Mrs. Crawford, which aroused the audience to new life. "Sunrise" a quartette, by Mrs. Geesey, Mrs. Spieckel, Messrs. Irvine and Vincent, was as cheering as the sunny morning. Piano Solo, "La Harpe," rendered by Miss Avery with unusual accuracy. "All that glitters," Mrs. M. S. Woodcock sang sweetly all day. Quartet, "The Lost Ship," was sung to the true spirit of the piece, by the "Glee Club."

"What care I," vocal solo, by Mrs. B. L. Arnold, is what the Corvallis people call splendid. Instrumental Duet, "Grand Gallop De Concert," by Miss Avery and Mrs. Helms, was good although it took quite a while to get through it. Solo and chorus, "Oh How I Love My Mountain Home," by Mrs. McElroy, Miss Taylor, Mrs. McFadden, Mrs. Crawford, Messrs. Irvine, Leah, McElroy, and Baber, this piece was

very beautiful, truly a feast. "A Bird From O'er the Sea," by Miss Jessie Taylor, was sung in her usual good style. By request Messrs. Ray and Vincent sang, in an inimitable style, "If I Had a Thousand a Year." "Grand Polka de Concert," by Misses Avery, Neugass, Burnett, and Jacobs, closed the exercises of the evening. We are pleased to state that the affairs was one of entire success, and we look forward with pleasure to the time when the like will be ours again. OBSERVER.

Letter from Muddy.

EDITOR GAZETTE.—As there is not much news to be obtained around here I will with your permission give you the sentiments of the people here on various matters and things.

In the first place your editorial on Grant and his backers, has the right ring if he could have the American republic converted into an Empire and himself crowned as emperor with absolute power it would just suit his egotism, but we, the people, want no more big toads to rule over us. Your correspondent does not hold any thing against Grant, Coulting & Co., because they are of different political faith for I have always voted with the republican party. Rule or ruin is their motto and I believe it is high time that the people of this great and glorious Union should step up in their might and let all such men know that we do not need their service nor advice. We should not keep quiet and let political wire pullers and bloated Monopolies rule in. And this being my subject to the next question, the anti monopoly movement is gaining ground every day in this precinct and we realize that our best and truest friend is the O. P. R. therefore we will give it all the encouragement in our power for in no other way can we escape being robbed by extortionate transportation charges and Portland Leeches. If congress will not appropriate enough money to improve Yaquina harbor so that the largest grain ships can come, we, the farmers, will do it ourselves, I for one will give my share. ANTI-MONOPOLY.

A. J. Langworthy's Cash Store.

Corner of Main and Jackson sts., opposite the ferry, Corvallis, is the place to get bargains in dry goods and groceries.

A CARD.

To all who are suffering from the effects and ill consequences of youth, nervous weakness, early decay, loss of manhood, etc., I will send a receipt that will cure you. PRICE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. J. J. L. Taylor, station D, New York City.

CORVALLIS Livery, Feed, and SALE STABLE.

MAIN ST., CORVALLIS, OREGON.

SOL KING, Prop.

OWNING BOTH BARNES I AM PREPARED to offer superior accommodations in the Livery line always ready for a drive.

GOOD TEAMS At Low Rates.

My stables are first-class in every respect, and competent and obliging helpers always ready to serve the public.

REASONABLE CHARGES FOR HIRE. Particular Attention Paid to Boarding Horses.

ELEGANT BEARS, CARRIAGES AND HACKS FOR FUNERALS. Corvallis, June 24, 1881.

CITY DISPENSARY.

Richard 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.

JAS. A. YANTIS.

ATTORNEY AND COUNSELLOR AT LAW, CORVALLIS, - - OREGON. Office over Hamilton, Job & Co's Bank. Will practice in all the Courts of the State.

MONEY TO LOAN.

\$50,000! On Approved security. Apply to W. A. WELLS, at the Mammoth Warehouse, Corvallis, Oregon.

R. N. BAKER, MERCHANT TAILOR. Second door South of H. E. Harter Store, Corvallis, Oregon. Keeps constantly on hand a fine assortment of French, English and Eastern Beavers and Cashmere and Trimmings on Commission. All kinds of Gent's Clothing will be manufactured at lowest prices. Cleaning and repairing done on short notice at low prices. 18-27-1st.

Ho for Yaquina Bay!

MOUNTAIN HOUSE, C. B. MATS, Proprietor.

THIS HOUSE IS SITUATED ON THE SUMMIT, 25 miles from Corvallis and 25 from Jewetts. Have lately built a large and commodious house for the accommodation of the traveling public, and are furnishing it in a new and improved style, everything the market affords. Meals 50 cents. Good hay and oats always on hand. 18-26-1st.

WILLIAM MORRIS, TAILOR.

(GATE FROM ENGLAND) Two doors North of the Vincent House, CORVALLIS, - OREGON.

All Orders promptly Executed. Repairs and cleaning at moderate prices. 18-26-1st.

Independent Freight & Pass agent STEWART A. A. McCULLY.

WILL LEAVE PORTLAND On Sundays and Wednesdays at 6 A. M. For Woodland, Lincoln, Salem, La Grange, Independence, Fairview, Union Vista, Albany, Corvallis, Harbortown, and all intermediate points on Willamette River, returning Tuesdays and Fridays. Office and loading table below. Z. J. HATFIELD, Agent, 223 Front St., Portland. Or T. J. BUSH, agent at Corvallis. 18-26-1st.

GEO. P. WRENN, Real Estate, Life and Insurance Agent.

Will attend to collecting of money on account of fire. Free consultation given to all business entrusted to my care. Doors, Windows, Blinds and Mouldings kept constantly on hand. King's Stables, 221 1/2 Office opposite King's Stables. 22-1

H. E. HARRIS

One Door South of Graham & Hamilton's. CORVALLIS, - OREGON.

Groceries, Provisions, DRY GOODS.

Corvallis, June 24, 1881. 18-26-1st.

CENTRAL OREGON ESTATE AGENCY.

Head Office adjoining the Postoffice, Corvallis, - - Oregon. The above agency has the largest and best selection of farms and ranches for sale in Benton County. For full particulars of properties see "Oregon Colonist." Persons desiring satisfaction in buying or selling should first communicate with UNRAVELL HARRIS NASH, who will give them every attention. 18-26-1st.

The Star Bakery!

CORVALLIS, - OREGON. P. N. ZI RO F. PROPRIETOR. FAMILY SUPPLY STORE. GROCERIES, BREAD, CAKES, PIES, CANDIES, TOYS, &c. Always on hand. 18-26-1st.

NOTICE OF FIREMEN'S ELECTION.

In accordance with the laws of the City of Corvallis governing the Fire Department of said City, notice is hereby given that an election will be held by the qualified voters of said Fire Department on the second Saturday, the 11th DAY OF MARCH, A. D. 1882, at the engine house of Young America Engine Co. on Madison street, between Second and Third streets at the hour of one o'clock P. M., and continues until the hour of seven o'clock P. M. of said day, for the purpose of electing a Chief Engineer and Assistant Engineer for the Corvallis Fire Department. And the Messrs. Groves, C. Alexander and S. B. Belknap have been duly appointed to act as Judges, and Jackson Porter and E. B. Avery have been appointed to act as Clerks of said election.

President of the Corvallis Fire Dept. J. H. HARRIS, Corvallis, Or., Feb. 25d, A. D. 1882. 18-26-1st.

C. MADDEN, Attorney at Law, CORVALLIS, OREGON.

Will practice in all of the Courts of the State. 18-26-1st.

ALL KINDS OF JOB WORK DONE AT THIS OFFICE. Letter heads, etc.

PHILIP WEBER, UPHOLSTERER AND DEALER IN FURNITURE. CORVALLIS, OREGON.

AUGUST KNIGHT, CABINET MAKER.

Keeps constantly on hand all kinds of FURNITURE, Coffins and Caskets. Work done to order on short notice and at reasonable rates. Corvallis, July 1, 1881. 18-27-1st.

HOLMAN'S PAD.

FOR THE LIVER AND KIDNEYS. Is the only safe and reliable remedy for MALARIA IN ALL ITS TYPES, including Chills, Fevers, Dull Aching Pain, debility and intermitting fever, dumb ague, recurring headaches, No food in the world like Holman's Pad. It annihilates liver complaint, dyspepsia and biliousness. This is the only known remedy that positively expels every vestige of malarial taint from the system without endangering health. Prof. Dr. A. Louis says: It is a natural, natural remedy that anything in medicine is this is done on the principle of absorption, of which Dr. Holman's Pad is the only genuine and true preparation. For all RINDING TROUBLES see Dr. Holman's Remedy or Kidney Pad, the best remedy in the world and recommended by the medical faculty.

BEWARE OF ROGUS PADS.

Each genuine Holman Pad bears the private stamp of the Holman Pad Co., with a white trade mark printed in green. FOR SALE BY ALL DRUGGISTS. Dr. Holman's advice is free. Full treatise sent on application. Address: HOLMAN PAD CO., 744 Broadway New York. 8-31-1st.

CITY STABLES

THOS. EGLIN Proprietor, In the Corner West of the Engine House. CORVALLIS, - OREGON.

HAVING COMPLETED MY NEW AND COMMODIOUS BARN, I am better than ever prepared to keep the BEST OF TEAMS, BUGGIES, CARRIAGES AND SADDLE HORSES TO HIRE. As Reasonable Rates. For Sale by and sold or exchanged. PLEASE GIVE ME A CALL. April 2, 1880. 17-26-1st.

City Transfer Company.

Trucks, Express and Dray. HAULING IN EVERY PART OF THE CITY OR Country on short notice and reasonable terms. COULD AND SLAB WOOD FOR SALE. CAMPBELL, PRESTON & HESANER, Proprietors. 18-26-1st.

For Yaquina Bay, Tillamook, and Gray Harbor, direct.

THE NEW COASTING STEAMER YAQUINA, JAMES E. DENNY, Master. Will leave Pacific Dock, Portland, for the above ports, Saturday, Feb. 11th, at 5 o'clock, A. M. For freight or passage apply at the office on dock. Or T. J. BUSH, Agent at Corvallis. 18-26-1st.