

OFFICIAL PAPER FOR BENTON COUNTY.
ANOTHER OF THE OREGONIAN'S SUMMER-SAVINGS.

The daily Oregonian of the 11th sings an entirely different song to what it did about two years ago, in regard to the transfer of the public levee of Portland. It seems that about two or more years ago some of the sharks of Portland formulated a scheme which was not objectionable to the Oregonian, to sell the levee to one of the well known corporations of Portland. That corporation being one to which the voice of the Oregonian is lifted with praise, no matter what it does or attempts to do.

Before the scheme spoken of came to a finality, Mr. Dundee Reed, who was then president and one of the principal managers of another corporation in building the Narrow Gauge Railroad, concluded to enter the contest, for the purpose of acquiring the public levee for the benefit of his company. He had only just begun to operate upon that suggestion when the Oregonian and parties in the council of Portland and the other schemers who had been planning to sell the levee to the favorite corporation, all of a sudden changed their base of operations and began with all the vigor possible to oppose the disposal of the levee, claiming among other things as a reason, that said levee had been granted to the city for certain specific public purposes, and that it must therefore forever remain in tact for that purpose in order to carry out the will of the grantor.

They fought the question long and hard in every way imaginable and after a long time they succeeded in preventing its being disposed of. Since which time, however, Mr. Reed who then was desirous of gaining control of the property, has sold out his narrow gauge road and probably no longer wants the levee. Now comes the Oregonian again to the front and advocates the disposal of the levee again because it says the city needs a new hall to meet the requirements of its large and fastly increasing population, and it is thought that \$65,000 can be had for it. It is no longer necessary to keep the levee for the purposes intended by its grantor as a water front for the use of the public as intended by the Oregonian and the rest of that gang of jobbers of two years ago. The use of it for the accommodation of the many people for wharfage purposes who might see proper to use the water of the Willamette river and its tributaries for the purpose of conveying the surplus to market of the vast region of country which those waters drain. It is now suggested by the Oregonian that the constant increasing warehouse facilities will likely supply sufficient competition so as to prevent any extortion in the way of wharfage charges which the use of a public levee might prevent. The increase in warehouses in the last two years must certainly have been great indeed in order to allay all of the fears then expressed by that "only organ," of the oppressions likely to result to the shippers and peoples interests if that levee was diverted from its original purpose. What merit or demerit there was two years ago in the actions or motives of either of the corporations who wanted to gain control of the public levee we do not pretend to know neither do we care. Yet the reasons so strongly urged by the Oregonian why the levee should be kept for public use two years ago when Mr. Reed wanted it has not been changed in that short space of time.

INTERIOR REPRESENTATIVES CAN TELL THE PEOPLE IF THEY WILL.
From some indications which have cropped out in the organization of the present Oregon Legislature it would seem that that body may not possibly be so strongly organized in the interest of Portland grabbers and monopolies as it was at the last session. The one who two years ago made such loud, active and vindictive demonstrations against the interests of all the valley, southern and eastern Oregon, was not this time rewarded with any of the highest offices of that body. The agricultural portions of the state have had ample reflecting time, since the last legislature, in order to study the motives and actions of that body in the selfish interests of one or two corporations which center in and about Portland,

and it is certainly time that their representatives begin to act upon some basis which will protect the agricultural districts from a dozen or two of the Portland sharks and leeches which have for their object not the advancement of the general, but the promotion of selfish corporate interests. Portland is a nice city and a wealthy one, and composed generally of a good class of citizens, but they stay at home and attend to their legitimate affairs, while a dozen or two of her other inhabitants in the interests of some jobs try to run the public affairs and also swarm around the legislature each succeeding session in the attempt to boost their corporate pets and retard the developments of all other parts of the State not calculated to enhance the interests of their pets. The people of the interior parts of the State can protect themselves from the encroachment of these public sharks if their representatives will go to work with the view of accomplishing that object.

ARE THEY CANDIDATES FOR UNITED STATES SENATORS? IF SO HOW GOVT. FOR THEM.

It was recently reported about the time of the session of the last legislature that certain gentlemen of this state came to Salem, at that time to occupy a position in the third house, and that they then declared their object there was for the purpose of opposing anything which Col. Hogg was interested in. While it is not our purpose in this article to enter into any inquiry as to the purposes and actions of Col. Hogg, further than to inquire into what the above assertion meant to the people of Oregon. At about the time of the last legislature Col. Hogg was desirous of the legislature to pass the bill known as Senate bill 82, which the people by this time are quite familiar with, and which was for the purpose of regulating traffic among common carriers, a bill, the passage of which, was of the utmost importance to the people of the State. If Col. Hogg was anxious at that time to accomplish anything else before that legislature it was probably in the interests of building the Yaquina Railroad which as a means of competition in the transportation facilities of Oregon is of untold advantage to the people. It might be well at this time for the Senators and Representatives of the present legislature to inquire and ascertain to a certainty if any of these parties who appeared upon the scene of action to oppose those things which Col. Hogg was advocating at that time are now candidates for election to the United States Senate. It is possible if they are and should be cleared that they might oppose something there in the people's interests because they, or their master, did not admire some other person's desires or what some other person was interested in. If any of such parties now seek the support of the legislature for the United States Senate it might be well for them to arise and explain why they were two years ago trying their utmost to destroy any possibility of securing to the people any competition in traffic and freights. And why they were also trying to disown more firmly and closely the factors of the Villard monopoly around the destinies of the people of Oregon without any hope of relief.

DRAM DRINKING.
To license an evil by legislation is the method of making the evil lawful in the eyes of the laws of the land, but no statutory legislation can make an evil morally right. Legislation enjoining an evil, to foster and perpetuate it, cannot arrest the bad consequences that grows out that evil, morally and physically.

Disease is the principle result of spirit drinking—not all disease. Delirium tremens is most frequently the result of dram drinking, but this is not the only affection. Cirrhosis of the liver is a very frequent result of dram drinking. The disease produces a contraction of the liver and gives it a granular and roiled appearance giving rise to the term "hob-nailed" as known among medical men. The victim of the form of disease becomes dropsical. You may detect him by the enlarged condition of his body. The dram drinker that is overtaken with this ailment is nervous. The one who two years ago made such loud, active and vindictive demonstrations against the interests of all the valley, southern and eastern Oregon, was not this time rewarded with any of the highest offices of that body. The agricultural portions of the state have had ample reflecting time, since the last legislature, in order to study the motives and actions of that body in the selfish interests of one or two corporations which center in and about Portland,

that he is necessitated to have his morning drams, so he continues gulping down the Frey element that is inflaming his stomach and contracting and hardening his liver. To burn out a man's digestive organs is just as certain to end fatally as to send any missile of death to the brain, heart or lungs, with this difference only—the process is slower. Let the sceptical call on science and learn facts.

PROHIBITION.

THE OREGON PACIFIC RAILROAD.

The Oregon Colonist for September says: The Valley farmers are one and all regretting the delayed completion of the Oregon Pacific Railroad, which they look to to save them at least ten cents per bushel. Of course one hears the old tale now and again, "Sold out to Villard;" but most appreciate the true position. When they look back only a couple of years and contrast the state of facts to-day with that which all were gazing under then, they cannot but admit the progress made. Then the improvement of Yaquina Harbor was yet unrecognized as a National object, and the railroad with ten miles of imperfect grade, with light rails and rolling stock to correspond. Since then appropriations to the extent of \$10,000,000, have been obtained, in the face of determined opposition, and in spite of ignorance of the conditions of the place, which ignorance has been the hardest foe to beat. The whole road between Corvallis and Yaquina has been definitely located, and its practicability demonstrated, with the easy grade of copper-plate, going Westwards from the Valley to the Ocean. Only those who appreciate the vast importance of having a road safe, easy, and economical to work, can understand the satisfaction with which these results of the long and careful surveys were seen. Then steel rails for the whole road with all the necessary appliances for a first-class standard track have been provided, with the necessary locomotives, passenger coaches, and baggage cars; and the material for a complete outfit of box and flat cars, sufficient for an extensive business. From Corvallis westward about fifteen miles of grade have been constructed, besides a considerable distance eastwards from Yaquina, where construction is going on all the time. A substantial wharf and fine warehouse at Yaquina testify to the preparations thought needful there and have been throughout this summer in constant use for the unloading and storage of the immense quantity of material which even recently miles of first class road requires. Then at the various saw-mills and the timber camps, the timber and framing for the bridges and trestling along the road has been prepared. The various tie contracts have been kept in steady progress and many are now complete. About the end of May the construction of the three tunnels was undertaken, and has since been steadily pushed forward. The telegraph line between Corvallis and Yaquina has been erected and is in constant use. Meanwhile the obligations of the road have been punctually and regularly met, and its credit stands to-day untouched by all the insinuations and slanders which are repeated by its nutting enemies with painful monotony.

Now all these facts are patent to all, undeniable in the smallest detail, and we have collected them in these few sentences just to reassure any doubtful friends, and to point out to them two things; first, that this careful management, large outlay, and continuous work is absolutely inconsistent with any idea of "Selling out to Villard," quite apart from all questions of conduct and character which might be involved in such a course; and second, that the whole management of this business is in the hands of men who are fully alive to the importance of success in the scheme as a whole, involving therein the bringing to harmonious working together of many parts, and that consequently they may be safely trusted to have the railroad in operation at the proper time. One thing is sure, that the taunts and abuse of neither the Willamette Farmer nor the Oregonian, nor of any other precious publication of that nature, will have the slightest weight in either hastening or retarding the development of the plans in which the construction and opening of the section of road between Corvallis and Yaquina is only an important link.

TELEGRAMS.

San Francisco, Sept. 8.—The greenback convention last night made nominations. After choosing a state central committee the convention adjourned sine die.

San Francisco, Sept. 8.—The state convention of the Women's Christian Temperance Union held in Oakland has elected officers for the year.

New York, Sept. 10.—A complimentary dinner to General H. G. Gibson, U. S. A., by his associates and friends of California Pioneers, on the 32 anniversary of the admission of California to the Union. So ran the admission cards to a very jolly little banquet at Martinelli's, at which some fifty old pioneers as guests sat down at 6 o'clock P. M. The occasion was a banquet to General Gibson, Sr., vice-president of the society, tendered by his associates prior to his departure from his post at Ft. Wadsworth by order of the war department to the northwest. Tables were arranged in the shape of an anchor, and were decorated with bouquets of red flowers.

Chicago, Sept. 9.—In the morning session of the tariff commission heard the Chicago representatives of the lumber interest. They generally agreed with the Siginaw men. Hon. Traders Dean, a prominent dealer, took, however an opposite view, declaring himself most emphatically a free trader on the lumber question. He could see many reasons against, and none for the payment of two dollars per thousand on Canadian lumber. The bagman men claimed they had only enough lumber for a term of years. It was the part of prudence to draw from other sources. He did not believe the supply would be exhausted so soon, but the end was coming. The stumpage men were hauling lumber before the fire lumber had cost him an average of \$14.46 per thousand; the year after the fire, \$16.80; in 1881 it was \$13.35, and this year it was from \$14 to \$15. He didn't put any faith in the talk about the difference in the cost of labor. Why would a man go across an imaginary line and work for \$15 a month when he could get \$20 this side. He made further arguments which were listened to with great interest, as he showed a thorough acquaintance with the business, and evinced great originality in his ideas.

New York, Sept. 9.—The grievances of the merchants of California against the discrimination of railroads is attracting much attention in this city, and various aid schemes devised to relieve them, but as yet nothing has been devised that proves profitable to all concerned, and especially to the merchants, who have all things require quick dispatch as well as low rates of transportation. Among the latest schemes is a line of auxiliary steamers from this port to San Francisco with a general cargo; thence to Liverpool with wheat and return to New York with such freight as may be obtainable. The scheme is to form a company and build two steamers as an experiment having a capacity of three thousand tons cargo exclusive of coal; these vessels to have compound engines capable of driving the ship eight knots per hour, consuming 12 tons of coal per day. It is estimated that a steamer can make the trip to San Francisco through the straits of Magellan in 50 days, and that the average rate of freight would be \$10 per ton. Already this scheme has been mentioned to a prominent ship builder down east, and he agrees to build such a vessel and take at least \$100,000 of capital stock of the company. The idea is finding much favor with certain parties here, and it is proposed to send representatives to San Francisco at an early date to lay plans before the merchants and ask their assistance, which in view of their varied complaints against railroads it is confidently expected will be obtained.

Kansas City, Sept. 10.—The Burlington's new route between Kansas City and Denver will be formally opened to-day.

Richmond, Va., Sept. 8.—Reports from Sixty-sixth county state that diphtheria is prevailing to an alarming extent. Fifty deaths have occurred within the three weeks and more than one hundred persons are now down with the disease. In some cases whole families have been carried off.

Philadelphia, Sept. 9.—The Times prints a long article under the signature of A. K. McClure, with several letters to sustain his position, proving quite conclusively that prominent leaders of the land league have been negotiating for the sale of votes of its members to Cameron republicans.

Norwich, Conn., Sept. 10.—A severe storm passed over New London county to-day, accompanied by lightning. Five men in Yantic took refuge in an ice house. The building was struck and all were paralyzed for a time. One, Michael Lynch, was horribly buried. The lightning struck him on the side and back and cork-covered down his body.

New York, Sept. 9.—Herald's special: The effects of an earthquake were very severe on the whole isthmus of Panama. Ten miles of the Panama railway are impassable, bridges damaged and abutments cracked. The damage amounts to over \$100,000. Rails were bent in places by the earthquake; at other places the track was sunken. The freight building of stone at Aspinwall is reported destroyed. One man was killed, there and several injured.

Maramora, Sept. 9.—Within 24 hours there were three deaths in the city all from yellow fever. The number of persons sick continues to decrease, there being not over 50 new cases. The official report at Brownsville for the 24 hours ending at 10 A. M., shows 51 new cases and three deaths. Dr. Wolf is very low, with but little hope of recovery. Three new cases are reported in port for the last 24 hours, and one death.

Chicago, Sept. 11.—A late copy of the Meriden, Mississippi, Mercury, says: "Labor is the chief desideratum of the south, and cheap labor. The Chinaman, introduced here, will hire out his labor, and hire it cheap. If he don't work as fast as the negro, he works with more persistency and loses less time on his job house than the negro and frolics, and so in the end will accomplish as much in cultivating our cotton crops. What has raised such a hullabaloo against the Chinaman on the Pacific will be his recommendation. Certainly he can be brought to work continuously and cheaply. It is an established fact that he never participates in public and political affairs, and will never be clamorous for the ballot and never be making a disturbance because there was not a full vote, free ballot, and fair count. Your European is certain to wish to begin at once to enjoy the free privileges which will be one of the strong inducements for his immigrant on, and will be very apt to get in somebody's way in an election at the south as he is now in the north. The foreign element now has much consideration in party politics and party platform and gives concern and trouble to the native element in elections. We only credit it as a fact, without saying whether European influence is for good or evil. It is said it now enlarges the hold of the republican party upon their long lease of power and we vote that a good thing to their credit. On the contrary the Chinaman will be no political factor at all and give nobody any concern on account of political parties and the outcome of elections. He will only work for your money. May be you can't pay him as easily as you can the negro in chips and whistles, but he will work cheap. Chinese labor will have a good influence upon negro laborers and make them more reliable and constant. As a laborer, the Chinaman makes his contract to labor for you and is said to be over satisfied if you comply with your contract and pay him in accordance with the stipulation. It is a well known fact the negro is bound to be dissatisfied in every and any event. Now we assume and believe truthfully, the great majority of Mississippi who approve the legislative plan for securing immigration, are actuated by a thought and wish for more better and cheaper labor, and why not bring in Chinese.

Chicago, Sept. 10.—The tariff commission has definitely abandoned the idea of extending its trip to the Pacific, and according to its new arrangement will sit in Milwaukee Sept. 11th; St. Paul 12th; Minneapolis 13th; Des Moines 15th; St. Louis 18th and 19th; Nashville 21st; Chattanooga 22nd; Atlanta 23rd; Savannah 25th; Charleston 26th; Wilmington 27th; Richmond 28th; Baltimore 29th and 30th; and Philadelphia Oct. 2d.

Milwaukee, Sept. 11.—The session of the tariff committee here to-day had no features of general interest. Statements in relation to some of the specific industries of the state and city were made by John A. Henton of Milwaukee, D. W. Blanchard of the Fox River iron company, and Stephen Clement of the North Chicago rolling mills. They favored the retention of the present duties on pig iron, barley and jute.

Pensacola, Sept. 11.—The storm last night was the severest ever experienced. The velocity of the wind was 25 miles an hour. The quarantine dispatch boat exploded, and Richard and James Martin were drowned. The British bark Rialta also exploded, and the captain and crew clinging to the vessel until rescued. Several vessels are ashore near quarantine station, and on Santa Rosa Island. A schooner of the Spanish bark Rialta fell overboard last night and drowned. The interior wall of the new opera house was blown down.

New Orleans, Sept. 11.—News from the lower coast show great damage from high water yesterday.

Laredo, Tex., Sept. 10.—The Rio Grande has risen 22 feet at this place and is still rising. A large part of New Laredo, on the opposite side of the river, is submerged and houses hourly being swept away.

Philadelphia, Sept. 11.—A very interesting bit of political news has leaked out. Men who have been leaders of the republican party have concluded that Beaver is hopelessly beaten for governor. Gov. Hoyt has been in town talking over the situation with Matthew O. Quay, who has been heretofore the organizer of the Cameron forces, and both these gentlemen have told their friends that Beaver's chances so far have proved a failure, and that he has no chance for election. Gov. Hoyt was heard to say emphatically that on election day Beaver wouldn't even be in the field. There is a plan on foot with which Hoyt is in sympathy, to withdraw Beaver and put up a new ticket which the independents can support. A conference of stalwarts is to be held for that purpose to-morrow. The idea is to have the independent ticket withdrawn, to show Don Cameron overboard and make a new ticket in which his wishes shall be entirely ignored. Both Hoyt and Quay are secretly rejoicing at the sure defeat of Beaver on coming an early downfall of Cameron, and although they cannot go into the movement actively they personally favor a new ticket. But there is not one chance in a hundred that anything can be done. There is no power to denigrate Beaver to begin with, as Beaver said no later than yesterday he was bound to fight it out. He had been only nominated and would not withdraw under any circumstances, even if such a ticket could be taken down. There would not be time for a new convention, and even if a new ticket were put up it would not be elected, for rather than be thrown overboard, Cameron would throw his influence to the democrats and elect Patterson. The fight stands just this way. Cameron has made Beaver his personal candidate and has made an issue on him. This is a life and death struggle and he will keep Beaver in the field, and the thousands of dollars already collected will be used lavishly. He will thus stand at the helm and sink or swim with the ship. If Patterson is elected he would still retain a portion of the republican party. With Beaver out of the way and a new ticket in the field he would find himself without any following whatever. He prefers, therefore, to take his chance with Beaver, and will defeat any effort at a new ticket. Therefore it does not seem possible there can be a new ticket. Mr. McKee, the independent chairmen, says the independents are satisfied with the situation and no compromise short of unconditional surrender will be listened to. If the stalwarts want to elect a republican ticket they must vote for Stewart. The campaign begins in earnest this week. Heretofore Beaver has had it all his own way and been ranting all over the state. Now he must contend with Stewart and Patterson. Gov. Hoyt's prophecy of Beaver's defeat is evidently correct. The stalwart chairman, Cooper, having failed to capture the labor convention, has failed to purchase the thirty thousand Irish and land league votes that were bargained for, and has the rapidly increasing independent army staring him in the face. To-day the election of Patterson is as sure as anything can be in politics.

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Philadelphia, Sept. 11.—An important meeting was held to-day by leading republicans for the purpose of taking steps to secure the withdrawal of both Beaver and Stewart, and the selection of a candidate for governor for both factions. Present—John Welch, Thomas Cochran, Amos P. Little, Joseph Wharton and Edwin N. Benson. It is said a letter will be formulated and addressed to both candidates asking them for the good of the party to withdraw.

Topeka, Sept. 11.—A new movement is on foot in Kansas to defeat St. John for governor, and some leading republicans are said to be at the head of it.

San Francisco, Sept. 11.—Her majesty's steamship Rocket arrived in this port last evening, six days from Esquimaux and on her way home, having been relieved from duty on the northern station. She carries a crew of 72 men.

Auburn, Sept. 11.—Last night the smelting works of the California Iron Co., caught fire and were totally destroyed. No one hurt. Fire is supposed to have caught from gas escaping from the furnace. The works cost about \$150,000, and the loss will be very heavy.

New York, Sept. 10.—The World's cable says, Great complaints are being made in Ireland of the utter withdrawal of English capital in every form from the disturbed island. Hotel keepers even are writing to newspapers that their houses are empty and no tourists now visit the country. The Irish papers eagerly assure travelers that they are safe in every part of the Green Isle, but no one seems disposed to travel in a country where murders are of such frequent occurrence. Sportsmen, too, have been driven away by the people and half the haunts in the sister island might as well be closed. The effect of this isolation of the people is likely to be severely felt during the coming winter.

Portland, Me., Sept. 12.—It is understood that two-thirds of the senate and at least that proportion of the house will be republican.

New York, Sept. 12.—The Herald's special of Maine: Enough is told to show that the greenbackers, who long have corrupted politics and common sense in the state, have gone back to their original folds. The principal result to the nation of the election will probably be that Maine will no longer have two congressmen who will muddle public business to the best of their ability by measuring the general interest by the greenbackers standard. Another result is the suggestion that Maine does not need to be republican in order to remain away from the polls on a rainy day.

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Chicago, Sept. 12.—Time's Atlanta: A large number of leading Georgians here petitioned Governor Colquitt to appoint Ben Hill, Jr., to fill the unexpired term of his father in the senate. It is probable the movement will succeed. The governor and chief justice are candidates for the full term.

Milwaukee, Wis., Sept. 12.—The city is in financial straits owing to the gross mismanagement of former officials and concealment by present ones of their neglect. No money to carry out necessary improvements or pay interest until next year is available.

Cleveland, Sept. 12.—Mrs. Lucretia Garfield to-day bought for \$50,000 cash the Ralph Worthington residence on Prospect street.

War in Egypt.
Kassasin, Sept. 8.—The noon attack of the enemy has been repulsed, but the action still continues along the front which extends a distance of three miles. All the troops are out from the British camp and wounded are being brought in; but the total casualties are not yet exactly known. The British loss at a rough estimate, is 100 killed and wounded.

Kassasin, Sept. 12.—5:30 P. M.—General orders are issued for a forward movement of the whole army, tents and baggage to be transported by railroads to the point nearest to the British encampment. No bugles are to be sounded after sunset.

Kassasin, Sept. 12.—3 A. M.—The British are now marching on Tel-el-Kebir. The attack will probably begin at daylight. The British troops have three days' rations. Transports have been ordered to follow the army along the north bank of the canal.

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wounded. Many shells fell in the British camp before the enemy were repulsed.

Alexandria, Sept. 9.—During the night a small party of Arabs, whose object it is supposed was incendiary, attempted to scale the ramparts between Ramleh and Rosetta. One of the party was discovered by a sentry and the remainder fled.

London, Sept. 9.—A dispatch from Peking of the 5th states that Chinese authority has intervened boldly in Corea and seized the father of the king and brought him to China. The king has been reinstated by Chinese troops and ships.

Constantinople, Sept. 12.—A grand council has been summoned to deliberate upon the relations of Turkey with England. After the issue of the proclamation against Arabi Pasha, the sultan, as a mark of approval, has increased Said Pasha's salary \$50 monthly.

Constantinople, Sept. 12.—The grand council summoned yesterday to discuss the relations between Turkey and England, has decided the military convention must clearly indicate the landing place of Turkish troops in Egypt.

Alexandria, Sept. 12.—Prominent financial estimates say Egypt will lose nearly \$70,000,000 by the war. The cotton crop which is entirely lost, would have been worth nearly \$50,000,000. There is little hope of saving any of the sugar crop if the country is not within a settled condition within two months. It will be too late for saving next year's cereals, and several large failures are anticipated shortly.

Kassasin, Sept. 12.—5:30 P. M.—General orders are issued for a forward movement of the whole army, tents and baggage to be transported by railroads to the point nearest to the British encampment. No bugles are to be sounded after sunset.

Kassasin, Sept. 12.—3 A. M.—The British are now marching on Tel-el-Kebir. The attack will probably begin at daylight. The British troops have three days' rations. Transports have been ordered to follow the army along the north bank of the canal.

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