

WASHINGTON NEWS.

Budd's Anti-Opium Bill.

WASHINGTON, March 22.—The Critic tonight says: "Budd of California is one of the best posted men in congress on the Chinese question. He is working for the passage of his bill to prohibit and punish the importation of opium or any of its various concomitants, which are used in opium-smoking dens so freely on the Pacific coast. He says in the preamble to his bill that the habit and curse of opium smoking have been introduced among our people and is spreading with a rapidity, under the fostering care of the Chinese. He believes the increase of the habit has been upwards of 800 per cent. during the past year, the importation of opium increasing from 80,000 to 250,000 pounds during the last year. Add to this the ridiculous proposition to reduce the duty 20 per cent, and you have the climax. This is winking at crime; it is nothing short of crime, for the habit of opium smoking cannot be overcome when once acquired. Its victims will not live in any place where the drug cannot be procured. Fifty per cent, of the Chinese population on the Pacific coast are addicted to the habit, and the cessation of the importation of the drug would cause a large exodus of the people. Mr. Budd proposes a law that will punish anyone who imports or who is interested in having imported any of the tinctures of opium, laudanum, etc., by a fine of \$500, or imprisonment not to exceed five years. The measure forbids the sale of the drug also."

The Northern Pacific.

WASHINGTON, March 18.—Judge Payson will soon make a motion to pass the bill to forfeit the land grant of the Northern Pacific under a suspension of the rules. Officials of the road are contesting this at every point. The points they make are these:

First—The grant is non-forfeitable in terms. Congress refused to put a provision in the charter of the company that the land should revert to the public domain for a breach of the conditions prescribed. In its place a section was inserted which gives congress the right only "to do all acts and things which may be needful and necessary to insure a speedy completion of the road."

Second—if congress had any right to forfeit the grant, that right was waived when the government through its executive department permitted the company to go on and build 1200 miles of the road after the time limit expired, and officially examined and accepted the road section by section, knowing that such acceptance gave the company authority, under an act of congress, to issue bonds which were a lien on the entire grant.

Third—That the government further waived the right, if any existed, to take possession of any part of the grant for a failure to complete the road within the prescribed time whenever it took \$2.50 an acre from settlers pre-empting public lands within the limits of the grant, instead of \$1.25, which is the price of such lands outside of railroad grant limits.

Fourth—The holders both of the bonds and the preferred stock of the company have acquired vested rights of property in the entire grant which congress cannot now destroy. The courts would protect these rights if congress should attempt to set them aside.

Cheeky Cattle Men.

WASHINGTON, March 24.—Secretary Teller today sent to the house a supplemental report relative to the unlawful fencing of public lands in Nebraska. The report is a special one by the United States deputy surveyor, who says: "The whole country embraced in my district, north-western Nebraska, is occupied and run by capitalists, engaged in cattle-raising, who have hundreds of miles of wire fence constructed, including all desirable land, including water courses, to form barriers for their cattle and prevent settlers occupying the land. They also represent that they have desert and timber claims upon the land they have enclosed. The fences are built often so as to close several sections in one stock ranch, and ranches are joined together from mountains clear round to mountains. Again persons going there intending to settle are notified that if they settle on the land the ranchmen will freeze them out. They will not employ a man who settles on or claims lands, and he cannot get employment from any cattle men in the whole country. My chief object in addressing you is to report the wholesale destruction of valuable timber on government land in this whole region by cattle men, who pretend to own and raise it. There were thousands of logs cut last summer and hauled to accessible points, to be used as fences, corrals, landing shutes and houses in Nebraska and Wyoming."

Pettition for Artesian Wells.

WASHINGTON, March 25.—Dolph yesterday presented to the senate a letter from the governor of Oregon, endorsing another from John Minto, a prominent sheep raiser in that state, in which the suggestion was made that the government should make an appropriation to test the artesian well system for the country lying beyond the range in Eastern Oregon. Minto states that a great deal of land in that part of the state is excellent for agricultural and grazing purposes, if watered, and that if a system of artesian wells could be established and made successful, it would result in rapidly settling the country up. Minto mentions the fact that many artesian wells have been made a success in California and other parts of the Pacific coast. At a suggestion of Dolph, the letters were referred to the committee on public lands, who, after consideration, may report recommending a sufficient sum for experiments by the secretary of the interior to be put in the general appropriation bill. Experiments such as these suggested by Minto have been made in Colorado, but with only partial success.

EASTERN STATES.

Additional Funds.

NEW YORK, March 23.—The Tribune says: The Oregon Railway and Navigation Company has negotiated \$3,000,000 of its new issue of bonds through Boston bankers. The authorized issue is over \$14,000,000, of which nearly \$6,000,000 was reserved to retire prior bonds and \$1,200,000 to pay outstanding scrip certificates. The balance of the issue was to have been taken by Baring Bros. of London, but before the negotiation closed it was discovered that the recent law of Oregon relating to mortgages impaired the validity of these bonds. Particulars of the present sale have not been made public. Private dispatches from President Coolidge received yesterday announced that the sale had been made and that the company would proceed at once to finish its branch to Huntington to a junction with the Oregon Short Line, which has been practically completed by the Union Pacific railway. About 100 miles remain to be built, but considerable work has been done and it is expected that the line will be completed before next fall.

NEW YORK, March 23.—An officer of the Northern Pacific Railroad Company said yesterday that the report that Land Commissioner Lamborn had been asked to resign was wholly without foundation. "Lamborn has been summoned from St. Paul," he said, "merely to go to Washington. He will furnish congress with needed information about the land department of the company. We wanted to submit the best evidence in our possession against some of the foolish charges made in opposition to the Co. about land. We, therefore, sent for our land commissioner. Lamborn is regarded as an excellent and industrious officer, whose resignation would be received with regret."

NEW YORK, March 23.—The Sun's special from St. Paul says: "Immigration has begun early and with a rush. The Northern Pacific had twelve cars full of passengers more than 600 in all, last night westward bound. A liberal portion were for Washington territory and Oregon. To-night's train had sixteen cars, that required two engines to pull it into Fargo."

Senator Sherman Interviewed.

PHILADELPHIA, March 24.—A Washington special to the Press gives an interview with Senator Sherman regarding the issues now before the republicans. This is the first time Sherman has given his views for publication this year.

"What will be the vital issues of the canvass?" asked the interviewer.

"The tariff and the southern question. The attitude of the democratic party upon the economic question, as well as the action of the present house, has clearly marked out the tariff as the leading issue, and the passage of the Morrison bill very sharply defines the standing of the two parties upon this question. The republican party has a consistent record in favor of protection, and it was a mistake to have marred it by the reduction made in the bill passed by the last congress. Especially is this true of the attack made on the wool industry, in which a million of farmers are interested. The true republican position is to stand firmly for protection, and leave tariff agitation to the democracy."

Next to the tariff the southern problem will probably be the most important issue. This question must be boldly met, and the sooner the better. This year we will have a new phase of it. There will be an united south against the business as well as the political forces of the north. Despite their material interests they will follow a free trade president and party often against conviction. Because of their ambition to get control of the national administration. There is a strong protection sentiment in the south, but it will not appear in a presidential year, and that section will for a long time, perhaps always, be democratic. I think there will be no difficulty in carrying Ohio this year—a good candidate can do it. I am in no sense a candidate, and would not make an effort for the nomination. A united and enthusiastic party is more important than one man. Hence I am for bending every energy for the first purpose and am not a candidate."

Postal Telegraph Question.

WASHINGTON, March 25.—The house committee on Postoffices and post roads met again this morning to consider the schemes of a postal telegraph. Before they took up action on the bill introduced by Mooney of Mississippi yesterday, constituting the Mackey Postal Telegraph Company the government's agent for telegraphy, Sumner of California appeared before the committee to oppose the bill, and made an elaborate argument, showing the technical features of the measure to be more objectionable than its other features.

This bill was originally brought into the committee without introduction in the house, and in manuscript form. This was objected to by several members, and Mooney, therefore, introduced it in the house in order to get it printed, and is not committed to its provisions.

In his argument Sumner said that if the committee intended to indorse the proposition to farm out the telegraph business, it might as well give up all idea of a postal telegraph this session, for no such scheme could pass the house. He thought it would be as ridiculous to turn government telegraphing over to a corporation such as the Mackey company, as to turn the postoffice department or mail carrying over to railroads. Sumner jumped at the proviso in the bill enacting that service shall be extended to the Pacific coast in seven years. He thanked the agent of the Mackey company who was present, for his kindness in allowing the benighted Pacific coast to participate in the benefits of the postal telegraph seven years after it had been established in the east.

PACIFIC COAST.

Fire in the Newcastle Mines.

TACOMA, March 22.—The most valuable property owned by the Oregon Improvement company is the Newcastle coal mines, near Seattle, the output of which is shipped at the latter place. These mines have been on fire for the last eighteen months, which is now raging, and has forced the management to abandon the east gangway, the lowest level. This gangway contains probably four working shafts, or more, and the mine thus entirely shut off from mine operations, largely reducing production, and rendering the remainder of the mine, and rendering imminent the necessity of shutting down the mine entirely. The shafts, the slopes, breasts and airways, and water from Coal creek. The fact that the fire had got the mastery of the management, has been concealed from the public several weeks, no mention appearing in the local papers.

[Mr. John Muir, manager of the Oregon Improvement company, was interviewed last night by an Oregonian reporter on the subject of the fire and he pronounced the above report as greatly exaggerated. A fire was discovered late in February, but was placed under control. Later another fire was discovered and as a precaution the entrance to the passage was closed up. Work however, has been prosecuted as usual in the three other tunnels. The output from March 1 to March 17 was 10,000 tons, the average monthly output is 18,000 to 20,000 tons, denial of the remainder of the reports is not deemed necessary.]

Los Angeles Again Cut Off.

LOS ANGELES, March 25.—This section is again isolated from the north, as far as railroad communication is concerned. The south bound passenger train of yesterday failed to arrive, and it is announced to-day that land slides occurred Sunday on Tehachapi mountain and Soledad canyon. This may delay the south-bound trains for a week or more.

No More Large Orders.

Wholesale merchants say that scarcely a dealer in the interior of Oregon is buying as heavily as usual this year. Many of the largest Oregon houses are now sending directly east for goods, but those who continue relations wholly with this city are only ordering half or two-thirds of their usual stock.

Real Estate Transfers.

For the month of March, 1884, as shown by the county records: Jacob Webber to J W Will, lots in Brooklyn; consideration \$100. A J Zumwalt to Perry Eddy, 150 acres; consideration \$800. D Hathaway to G L Krane, land; consideration \$900. E Vineyard to Nancy Vineyard, 180 acres; con. \$50. T J Buford to E. W., and C Warren, lots in Buford's addition to Alexandria; con. \$400. J R Bryson and wife to Adam Holder, lots in Corvallis; con. \$1600. Adam Holder and wife to J R Bryson, 403 acres; con. \$3000. E H Taylor and wife to Waggoner & Buford, lots in Buford's second addition to Alexandria; con. \$500. T J Buford E H Burnham, lots in Buford's second addition to Alexandria; con. \$100. T J Buford to N A Thompson, same; con. \$200. O R Additon and wife to W G Porter, lots in Buford's addition to Alexandria; con. \$300. Barbara Hertzog to Wm Bennett, lots in Corvallis; con. \$125. Nettie J Barber to J Blumberg, 20 acres; con. \$144. Nettie J Barber to J B Scraftford, lot in Nashville; con. \$75. Sol King and wife to E Albright, lots in Corvallis; con. \$1000. John C Wells to J P Huffman, 7 acres; con. \$10. J P Huffman to W A Wells, deed to correct error in former deed; con. \$10. J Peroni to Claude and E Warren, lots in Brooklyn; con. \$200. Jacob Webber to C and E Warren, lots in Brooklyn; con. \$150. J Webber to E and C Warren, lots in Brooklyn; con. \$400. Claude Warren to Mary J Acklom, lots in Buford's addition to Alexandria; con. \$150. L N Price and wife to A W Hayley, 160 acres; con. \$2000. L N Price to Wm J Price, 161 acres; con. \$1000. Wm Bethers to Emeline Dixon, lots in Philomath; con. \$1725. E L Dixon to J L Akin, lots in Philomath con. \$200. Emeline Dixon to J L Akin, lots in Philomath; con. \$675. F A Chenoweth to J E Halladay, deed to correct error; con. \$400. August Hodes to Mary Bryson, lots in Brooklyn; con. \$180. T J Buford to J R Bryson, lots in Buford's second addition to Alexandria; con. \$260. John Burnett to W A McCullough, lots in Brooklyn; con. \$500. L Vanbeber and J N Wood to J R Bryson, deed to correct error; con. \$1. T. J. Croughton to Andrew Palmer, land; consideration \$1. Andrew Palmer and wife to R. C. Kiger, land; consideration \$8000. B. L. Arnold and wife to J. R. Bryson, lots in Brooklyn, consideration \$1. B. L. Arnold and J. R. Bryson to Leo Gerhardt and C. Hodes, lots in Brooklyn; consideration \$500. B. L. Arnold to Wm. Grant lots in Alexandria; consideration \$1. T. M. Callaway to E. Wilcox, lot in Brooklyn; consideration \$225. W. P. Stitt to W. C. Crawford, 20 acres; consideration \$2000. John Graham to Oregon Pacific R. R. Co. right of way; consideration \$1. John Olson to Levi McWhorter lots in Olsons's addition to Newport; consideration \$75. Geo. A. Landreth to Sam G. Groin, 160 acres; consideration \$1500.

J R Bryson to A J Zumwalt, 150 acres; con. \$1274. W S McFadden to A J Zumwalt, 150 acres; con. \$125. J H Craine to D Hathaway, sheriff's deed 13 acres; con. \$800. A B Buckingham to W H Palmer, 160 acres; con. \$2300. State of Oregon to Elisha Vineyard, 40 acres; con. \$50. S W Bowton to J H Nichols, lots in Newport; con. \$900. J A Ohlson to J H Nichols, lots in Newport; con. \$50. U S to the heirs of Solomon Dodge, patent. Martha N. Howell to W C Crawford, land; con. \$210. U S to N A Thompson; patent. State of Oregon to Joseph Dixon; 161 acres; con. \$450. Elizabeth Mason to J E Henkle, 160 acres; con. \$800. D W Inman to Wm Cosper, Frank Gilbert and Andrew Gilbert, 320 acres; con. \$350. C E Montgomery to Willamette Valley and Coast R R, right of way; con. \$200. U S to David Hawley; patent. Lucinda Clement to Thos. Eglin, lots in Corvallis; con. \$200. Board of Trustees of Philomath College to E L Dixon, property in Philomath; con. \$200.

ANNOUNCEMENTS. I hereby announce myself as a candidate for the office of City Marshal at the coming city election. M. ST. GERMAIN. I hereby announce myself as a candidate for the office of City Marshal, of the city of Corvallis, at the coming City election. J. B. SCRAFTFORD.

New This Week. De Croot & Morris. POPULAR PHOTOGRAPHERS! CORVALLIS OREGON. Have established themselves at Healy's old stand, where they are prepared to make the finest pictures at reasonable rates. Call and see specimens. THE PATENT SAND BAND For the protection of the spindles of WAGONS, BUGGIES, and CARRIAGES, can be had of Morris P. Newton, Gen'l Ag't, Benton County, and G. W. KENNEDY is authorized to put them on all vehicles. This invention is a sure protection from the spindles being ruined by sand, gravel and mud which finds its way into them. 14m3.

WANTED! The Oregon Pacific Railroad Company wants to employ 40 cart horses and 20 drivers. C. C. HOGUE, SAW MILL FOR SALE. Situated 12 Miles Southwest of Corvallis, Oregon, With 100 acres of good timbered land. Almost new steam 20 horse power, good engine and boiler, double circular saws. Mill all in first class order and situated in the midst of a good market for lumber. The mill originally cost about \$5000. Owner wishes to retire from the business and will sell mill and land for \$2500. Easy terms. 14m3 ISAAC NEWHOUSE.

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To Farmers and others who have been annoyed by having fences blown down, floating away, or thrown over by breachy stock. A Fence has been secured which puts an end to all such trouble. A wire lock has been invented, which when attached to a fence, secures it against the most breachy animals. EXPLANATION:—When a rail fence is properly built, laying the wire 3 1/2 feet wide, and taking pains to lay the rails up firm and square, then attach the lock and you have a fence that will turn the breachiest animals. As to its merits, it is strong and durable—a single rail cannot be moved out of place. It requires no stakes, posts or riders, and in addition to this it is the cheapest fence that can be built with rails; it saves from \$6 to \$10 on a hundred panels of fence, and you have a stronger and better fence. The same rails required to build 100 panels of stake and rider fence will build 125 panels of this fence by using HORN'S WIRE LOCK. No stakes are in the way of moving fence corners, leaving out by front, or rotting off, thereby letting fence down or stock in your fields to destroy the crop. This fence is braced in every direction, whether up hill, down hill or side hill, and locked with a lever so strong that nothing short of a torrid fire will move a rail. Stock on either side can not possibly move the top rail. This wire lock was patented April 11, 1882—numbered 256,431. G. A. HORN, Patentee. Farmers, your fencing costs more than all other improvements on your farm combined. Look to this important interest. For further information, enquire of our State Right, 131st W. F. Cauthorn, Corvallis, Oregon.

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City Stables & Daily Stage Line FROM ALBANY TO CORVALLIS. THOS. EGLIN, Proprietor, On the Corner West of the Engine House CORVALLIS, - OREGON. Having secured the contract to carrying the United States Mail FROM Corvallis to Albany For the ensuing four years will leave Corvallis each morning at 8 o'clock, arriving in Albany about 10 o'clock, and will start from Albany at 1 o'clock in the afternoon, returning to Corvallis about 3 o'clock. This line will be equipped with good team and care full drivers and nice comfortable and EASY RIDING VEHICLES For the accommodation of the TRAVELING PUBLIC. 19-27y1

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