FRIDAY MORNING, MAY 9, 1884.

YAQUINA.

Shall its port of entry be discontinued as a separate district, and be consolidated with the Portland port of entry, is a question of vital importance at the present time. Since the secretary of the treasury has recom mended that the change be made, the press of the entire central valley have expressed dissatisfaction and indignation at the pro posed |change, Porter, of the Albany Herald, with his usual enthusiasm in the interest of the Central valley publishes an article on the subject, which ws give for the merita it possesses. He says:

Our citizens feel and know that such a movement could not have originated from the honorable secretary himself, or from any one interested in the future development of the Willamette valley, Eastern Oregon or Idaho. They feel that no one acquainted with the vast resources of these regions, abounding as they do in gold, silver, lead, copper, iron, coal, lumber and other resources, and interested in bringing these productions into the markets of the world, would suffer himself to countenance this scheme of consolidation. And for these reasons it is generally believed that the movement must have been set on foot by the enemies of the great undeveloped territory that depends upon Yaquina bay as an outlet for its commerce. That this section has enemies who would not scruple to invent such schemes is well known, The weight and oppression of their intrigues during many years past is upon us to this day. The gross misrepresentations in regard to the depth of water on Yaquina bar and the possibilities of the Yaquina bay as a harbor is one of the many deceptions practiced by them on account of their interests in other and rival sections of country. The influence of these misrepresentations in arresting the development of traffic at Yaquina bay has been great. Ship owners have refused to allow their vessels to enter that harbor. And not until the Oregon Pacific railroad company took the matter boldly in hand, and chartered vessels with the entire responsibility of loss upon themselves, did owners of vessels suffer their prejudices against Yaquina to be removed. During the past two months a number of vessels have visited Yaquina and the effect has been phenomenal. The statements of our enemies have been contradicted by the testimony of every ship captain who entered. It is now known beyond the possibility of a doubt that the minimum depth of water on the bar at high tide is twentyone feet, and in many instances the depth is not less than twenty-three feet. A brisk traffic of great volume has sprung up and unlimited tonnage can be easily and cheaply chartered. Hence, when a proposition, proposing the consolidation of our port of entry, in the development of which we have struggled so long and so hard, with another district, it arouses a just meed of indignation. Particularly so, because we recognize in it the destroying hand of our ever active and never yielding enemy. And particularly again, because the result of the misrepresentations of our enemies furnishes the only reasonable ground, viz: The lack of traffic at Yaquina bay, and the sole argument in favor of the consolidation pro-

posed. The district of Yaquina was set apart by an act of Congress about two years ago. Very naturally, on account of the extravagant statement published abroad in regard to the lack of water on Yaquina bar, and the doubts and uncertainty necessarily engendered by those statements, the volume of custom business during the first few months was small. Then, too, the work of improving the bar by the construction of the government break-water had just been undertaken. It was not known what effect it would have in deepening and widening absolutely certain that any benefit whatever would accrue from the work, which occapossibilities of Yaquina, and acted as a damper upon traffic. Now, however, to use the language of Capt. Powell of the U. S. Engineers, "the jetty has only reached the edge of the channel existing at the time of commencement of the work, and the increase in the depth of water is twenty-five per cent." This fact has reached the ears of those who doubted, the public confidence in the future of Yaquina is forever assured. As an inevitable consequence, trade has received an impetus that is remarkable. A volume of business has sprung up that is actually immense, considering the undeveloped condition of the surrounding country. Though the traffic is yet in its swaddling cloths, the actual tonnage entering at the port of Yaquina during the thirty days ending April seventh was two thousand six hundred tons. The dutiable goods entered during the same period amounted to fortyfive thousand five hundred and fifty-two -dollars. By a report published in the Portland Oreganian the dutiable goods entering at the port of Astoria for the last twelve months was placed at about one hundred and nine thousand dollars; or a little more than double the amount entering Yaquina in one month. The amount of free goods entering at Yaquina during the thirty days ending April 7th, was one hundred and fifty thousand dollars.

The steamer "Yaquina" enroste to Yaquina bay from New York passed Valparasso on the 8th ult. The brings a cargo of 2100 tons of railroad material and equipment, valued at one hundred and fifty thousand dollars. Immediately after dischargng at Yaquina she will enter upon the

ior in capacity to the "Yaquina" will arrive at Yaquina bay this season with full cargoes of railroad material, and they will be placed on the line between San Francisc and Yaquina bay.

On the eleventh of last month trains Oneatta from Yaquina City.

road will be completed to Corvallis, when cades and tapped the mighty resources of eific Coast of San Francisco, Portland, alone excepted.

In view of the magnitude of the operaseems possible that a movement can have district. Yet such is the news that the telegraph brings us, and it is no wonder that its proper light, should the matter be large profits. brought up for consideration.

Cyclone in the Mississippi Valley.

ROCK ISLAND, May 6 .- It has been 'raining almost steadily for three days. Yesterday afternoon about 4:30 o'clock a cyclone swept across the southern end of the town carrying everything before it. Three houses, one of them a two-story brick, were completely demolished. Half a dozen other buildings were unroofed, and many barns yielded to the wind. The fair grounds were in the track of the storm, and all its buildings were leveled and trees uprooted. It is impossible as yet to estimate the damage. Fortunately nobody was killed though four persons were more or less seriously hurt. Boats in the river were driven to the Iowa side, but no serious damage to them has been reported.

DAVENPORT, May 6.-A cyclone struck the lower end of this city and levelled a number of buildings. One person was killed outright and a number of others badly injured. It is impossible to get the loss at

Preserving Public Lands.

WASHINGTON, May 5 .- The bill intro. duced by Senator Plumb to prevent the equisition of real estate by aliens provides that aliens who have not declared their intention to become citizens shall not acquire real estate in any of the territories or the District of Columbia. It provides that no foreign corporation, more than 10 per cent of the stock of which is held by aliens, shall acquire a title to any lands in the territories or in the District of Columbia and that no corporation, native or foreign, except a railroad, shall acquire more than 5000 acres. The exception respecting railroads limits their privileges to the lands necessary to the transaction of their business and to such as may have been granted by the government. With respect to government grants the bill provides that the lands must be sold within ten years or they shall revert to the government.

An Arizona Railroad.

WASHINGTON, -May 5. - Representatives Arizona were before the senate committee on public lands this morning. They ask the privilege of purchasing from the government 640 acres of land for every mile of track they may lay, at \$1 20 per acre.

WASHINGTON, May 5 .- A bill was reported on favorably in the senate by Cullom. from the committee on pensions, with an amendment to the house bill, granting a pension to the widow of General Kilpatrick. By Van Wyck, to restrict aliens and foreign corporations in the ownership of public land, and of any land in the terthe channel of the entrance. It was not ritories. Referred to the committee on public lands. Following is the text of the bill: "Be it enacted. That it shall be unsioned further misgivings in regard to the lawful for any person or association of persons not citizens of the United States. er for any corporation or company, organized under the authority of any foreign state, prince or potentate, to acquire a title from the United States to any greater quantity of public lands than an individual citizen of the United States is authorized to enter under settlement and improvement laws thereof, or to acquire, receive or hold by deed, grant, demise or trust, hereafter executed, a greater quantity of land in the territories of the United States than 640

The shipping bill was taken up and Miller of New York spoke in its favor. He said it would be well for the senate to lay aside all fine sounding phrases and rhetoric in regard to free ships, and take the counsel of practical men. Why should we protect our iron, brass, steel, wool and everything else and not protect our ships, the expense of whose construction consisted of 80 per cent. in labor? He was willing, if it would meet the approval of the other side of the senate, to see such a change made in the navigation laws as would admit foreign built ships to American registry just as articles of foreign manufacture were imported, but subject to a fair rate of duty either at so much a ton or by ad valorem charge on the cost.

The section of the bill providing com pensation for the carriage of mail was declared by Miller to be worth all the other sections put together. Reviewing the course of Great Britain in regard to mail contracts, he argued that that governmen had always protected her steamers and had stood behind them as guarantee, and had transportation to that port of two hundred given mail contracts to English ships exthousand dollars worth of dutiable goods clusively, and whenever business had fallen now lying in the warehouse at San Francis- off and endangered the steamship lines the co, the duties to be paid at the Yaquina national treasury was opened and liberal custom house. The other steamers super. aid afforded the companies.

EASTERN STATES.

Adulterated Coffee.

New York, May 5 .- The board of health's charges that coffee is largely adulterated here with poisonous mixtures were confirmcommenced running on the Oregon Pacific ed this morning by the admission of some railroad, the first trip being an excursion to coffee merchants to a Post reporter, who stated that several houses and a well known Before the end of the present season that firm of coffee brokers say it is found by rolling green Maracibo coffee in heated cylinthe commerce at the port of Yaquina will ders and sprinkling it with water contain experience an unprecedented increase; and ing gum-arabic, a yellow color such as that when that line shall have crossed the Cas- of the best Java being obtained. By using a solution of Indigo, helped by the using Eastern Oregon and Idaho, Yaquina will of soapstone, a bright green tint is obtained rival, if not excel any other port on the Pa- Coffee coloring has become so common that nearly every coffee merchant resorts to it at times. By a slight change in color in coffee it can be disposed of to advantage where it tions briefly outlined above, it hardly had been impossible to sell before. A doctoring agent of the New York and Brooklyn been made, looking toward the consolida- Coffee Company, which does the largest tion of the port of Yaquina with any other business in coloring and polishing coffee, says: "We color coffees and polish and clean them, having a patent which would the people are indignant. Much is expect- never have been issued had our processes ed of our national representatives in this been injurious." From several coffee brokmatter. In them is our principle depend- ers it was ascertained that in more than ence, and the people hope and believe that half the retail groceries Maracaibo and Rio they will present this matter to Congress in coffees colored to imitate Java are sold at

Found Guilty at Last. SALT LAKE, May 6 .- Fred Hopt, alias Welcome, who has been on trial for seven days for a murder committed July 3, 1880. was found guilty of murder in the first degree. It was his third trial. An appeal was carried to the supreme court of the United States twice, and new trials ordered. The trial caused more excitement than any other held in this city. Officers had to use precautions to prevent lynching at the time of the verdict. The crowd was barred cut of the court room. Five hundred men are in front now, waiting for admission. The father of Hopt's victim, John W. Turner, the sheriff of Utah county, dispersed the crowd by making a speech, asking them to bide by the law. United States Marshal Ireland captured a long rope from a negro, who was secreting it in the building ready for the crowd.

Invented Solidified Whisky.

PITTSBURG, May 5 .- M. G. Petterman, a German farmer of Pittsburg suburbs, has nade a wonderful invention-a new method that will revolutionize modern whisky distilling. He has discovered a way of making solidified whisky, making it into pocket plugs just like tobacco. Besides that, he says he can also distill in liquid form so that it will be the exact equivalent of two and three year old whisky when it comes out of the still. Last month some persons from New York offered him \$100,-000 for his invention.

The Lost Steamer Florida.

LONDON, May 4.—It is no longer doubted that the ship which signaled the City of Rome saved some if not all on board the State of Florida. It is calculated that the disaster occurred the 18th ult., at which period the wind was blowing from the east. and the boat would drift until rescued. They must have been launched, because they were fixed and would not otherwise have floated. The fact that the boats were without gear or oars is regarded as favorable, as indicating that the rescuing ship secured the ears and gear, and allowed the boats to drift away. One is life boat No. 1; the of the Mineral Belt Railroad Company of other is a small, new boat, not numbered. Officers are of the opinion that the State of Florida struck an iceberg, as the captain of the State of Pennsylvania reports ice in the region in which the State of Florida is supposed to have been at the time of the disaster. The dynamite theory is not received with any favor whatever.

The inventory shows that the cargo was shipped by two well known firms, and all the small packages on board are accounted for. The detective reported awaiting the arrival of the State of Florida was seeking the arrest of embezzlers supposed to be on

The next news concerning the fate of the missing vessel is awaited from America, where it is supposed those rescued will be landed. The captain of the City of Rome explains that when the ship displayed signals there was little or no wind, and the flags showed bad, and were difficult to read. The City of Rome passed the ship rapidly, without replying to the signals.

Opposition to Pree Trade. WASHINGTON, April 5 .- It is probable that the senate will agree to the free ship amendment to the house bill to remove certain burdens on the American merchant marine and for other purposes. This amendment allows American citizens to purchase ships of not less than four thous and tons burden, abroad, which ships shall not be used in the American coastwise trade. It was expected that senators McPherson and Bayard would oppose this amendment, but it is reported on the authority of Beck that they will vote for it. The champions of free ships also expect to receive the assistance of Van Wyck of Ne braska, both the Kansas senators and possibly one or two other republican votes. Representatives of the ship building industry of the United States, are here to do whatever they can to prevent the passage of the house bill. They claim that the free ship clause will rum their business. American ship builders are just beginning to compete with British ship builders in the onstruction of vessels and of heavy tonnage ships that this bill will make free and they say it will be impossible for them to con tinue in business if their corporations are

vessels simply. Opposition of Wool Growers. DENVER, May 5 .- A strong protest was to-day forwarded to Senator Hill against that portion of the new Converse bill admitting carnet wools free of duty. It repesents that all wools of that character grown in the United States are raised in the section of which Colorado is the center. The result of the free admission of this class of wools would be the impoverishment of a thousand Mexican sheep owners and the extermination of their flocks. The action of Representative Converse is regarded as selfishly in the interest of home growers and cannot but turn from his support a powerful interest in this section.

E. HOLGATE.

KELSAY & HOLGATE

Attorneys - at - Law.

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The following pieces of property will be sold or

TOWN LOTS—Six vacant lots in the northwest part of Corvallis; Nicely situated for residence, feaced and set out with good vari ty of fruit trees. Frice \$1,000. TOWN LOTS—Two vacant lots in the southwest part of Corvallis; Very nice for a residence, fenced and set out with fruit trees. Price \$450.

DWELLING AND TOWN LOTS—14 lots on the corner of 6th and Jefferson streets in Corvallis, Or., with comfortable 14 story dwelling with 6 good rooms a good stable, woodshed &c. Half cash, balanc on reasonable terms. Price \$1100.

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FARM—Farm all under fence only 21 miles from Corvallis of 150 acres, 80 acres now in cultivation, the basance of it can be cultivated; about 20 of it now in wheat with a fair house good barn and granery, will be sold at a bargain. Terms easy.

will be sold at a bargain. Terms casy.

FARM—Farm of 478 acres for less than \$18 per acre, being one of the cheapest and best farms in Bento, county, situated 4 miles west of Monroe, 1 of a mile from a good school, in one of the best neighborhoods in the state with church privileges handy. About 130 acres in cultivation, and over 400 can be cultivated. All under fence, with good two story frame house, large barn and orchard; has running water the vear around, and is well suited for stock and dairy purposes. This is one of the cheapest farms in the Willamette Valley Terms casy.

LOTS-Two unimproved lots in Corvallis. One of the choicest building places in the city for sale reas-onable. ALSO Four unimproved lots except fenc-ed in Corvallis, Or. The choicest building place in the city for sale reasonable.

STOCK FARM—320 acres, about 50 in cultivation, 150 acres can be cultivated, 60 acres of good fir and oak timber, the balance good grass land. Small comfortable house and barn. It lies adjoining an inexhautible ou range, making one of the best stock ranges in Beuton county. Situated about 10 miles Southwest of Corvallis. Price \$1600.

FARM—A farm of 186 acres of land situated } mile from Corvallis, in Linn County, Or. All under fence; 80 acres of rich b Atom land in cultivation, 56 acres of good fir, as, and maple timber; 2 good houses, 2 good orchards and two good wells with number. Terms: \$30 per acre, half cash down and balance payable in one and two years, secured by mortgage upon the farm.

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon, Apr. 16, 1884. Notice is hereby given that the following name ettler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the County Clerk of Benton county at Corvallis, Oregon, on Monday, June 2, 1884, viz: John J. Seifert, Homestead Entry No. 3578 for Lots 2 & 3, and additional Homestead Entry No. 4325 for

He names the following witnesses to prove his con tinuous residence upon, and cultivation of, said land, viz: David Kibby, James Townsend, Lewis Ritner and William Herron, all of Kings Valley, Benton County, Oregon. L. T. BARIN, Register.

NE 1-4 of NE 1-4 and lot 1, all in Sec. 18 T 10 S R 6

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon.)
April 16, 1884.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or Clerk of Benton Co. Oregon, at Corvallis, on
Tuesday, June, 3 1884, viz: Samuel G. McFaiden

Homestead Entry No. 3786 for the N W1.4 of Sec. 18 T. 11, S. R. S.W. He names the following witnesses to prove his con

inuous residence upon, and cultivation of, said land, viz: Alfred Flickinger of Philomath, Sol. Mulkey of Little Elk, E. H. Burnham and W. S. McFadden of Corvallis, all of Benton County, Oregon.
21-18-5t L. T. BARIN, Register.

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NOTICE FOR PUBLICATION

Land Office at Oregon City, Oregon April 24, 1884.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the County Clerk, of Benton county, at Corvallis, Oregon, on Wednesday June 4 1884, viz: Fredrick Hertsig, Homestead Entry No.

-AT-

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He names the following witnesses to prove his continuous residence upon, and cultivation of, said land
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of Corvallis, and Wm. J. Fitzpatrick of Summit, all
of Benton County, Oregun.

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