

WE TOLD YOU SO!

Two-thirds of Job's Addition is Sold.

WING to delay in the receipt of our maps from the engravers in Portland, not a lot has yet been placed with our agents in that city. We are advised to-day by telegraph that our maps will be ready Wednesday next, and **On Saturday, December 14th**, 100 Lots will be placed with our Portland agents, leaving very few to be disposed of here.

Look at the list of some who have already invested:

- | | | |
|--------------------------|-----------------------|----------------------------|
| Dr. E. H. Taylor, | Chas. L. Weiser, | A. C. Ewart, |
| J. M. Nolan, | Ina L. Spencer, | W. E. Paul, |
| Jos. D. Johnson, | M. H. Kriebel, | J. O. Wilson, |
| J. H. Nicholas, | F. M. Johnson, | August Hodes, |
| B. R. Job, | S. N. Wilkins, | J. P. Davenport, Portland, |
| John Will Sr., | A. A. Samuels, | Josse Walrath, Portland, |
| Sarah A. Wright, Eugene, | M. M. Davis, Yaquina, | A. W. Scott, Portland, |

And Many Others.

The Owners of Property in Job's Addition Include

Our very best citizens, which is a guarantee that all improvements made will be of a substantial character.

A. W. Scott Esq., (contractor for our elegant new school house) owns 16 lots and is under contract to erect not less than four elegant modern style hard finish cottages early in the spring, the value of each will be not less than \$1000, and it is probable that not less than 25 residences will be constructed in the spring.

The Street Railway Goes!

The franchise having been granted by the City Council last evening and the County Court having granted a similar franchise at its last session, the company will at once incorporate and actual work begun within the next 30 days and cars running to Job's Addition by March 1st next.

Don't Wait! Invest To-day! Keep both Eyes on Job's Addition!

RALSTON COX, Manager,

Northwest Corner Third and Monroe Streets, CORVALLIS, OREGON.

CENTRAL PARK.

This beautiful Block, directly in the center of Job's addition, was deeded to the city of Corvallis, to be used forever as a Public Park, and was formally accepted by the City Council last evening. The work of beautifying it and planting ornamental trees and shrubbery will be begun at once.

It is no longer a question that Job's Addition is destined to become the site of many of our finest residences, and every lot will bring double present prices inside of twelve months.

POINTS FOR INVESTORS AND HOME SEEKERS:

Every lot in Job's Addition is high, dry and level. Grand views of the snow-capped Mt. Hood, Jefferson and Three Sisters looking east, and the Coast Range west. It is the only addition to which construction of the Street Railway is Guaranteed.

The Construction of a number of Elegant Residences is already assured. It is the only addition in which you have

◀ A Chance for an Elegant ▶

Residence & Five Acres of Land

With Every Lot Bought.

Central Park (the property of the City of Corvallis) is directly in the center of this addition.

To the Homeseeker it offers Inducements Superior to all Others. To the Investor sure Increase in Values.

A BIG FARM.

Since independence was achieved the United States government has been the largest owner of arable land on the earth. The total area of the "public domain," sold and unsold, amounts to 1,849,982,587 and constitutes 72 per cent. of the total area of the United States, including Alaska. About 700,000,000 acres of land have been sold and donated, about 1,150,000,000 remain unsold. As the area of Alaska is 369,530,000 acres, the area unsold, exclusive of that territory, is about 780,000,000 acres.

This vast landed estate, says Joseph Nimmo, Jr., in Frank Leslie's Illustrated Newspaper, was acquired by the war of independence, by the purchase from France in 1803 of the enormous area known as the province of Louisiana, extending from the Mississippi river to the Pacific ocean; by the purchase of Florida from Spain in 1821; by the treaty of peace with Mexico in 1848, and the supplemental treaty of 1853, which gave us California and brought our southern border line down from Oregon to where it is now; by purchase of border-lands from Texas in 1850, and by the purchase of Alaska from Russia in 1867. The cost of the public domain for purchase, quieting Indian occupancy titles, surveys, and sale, has been 17 1/2 cents per acre. The price at which the public lands have been sold have ranged 12 1/2 cents to \$2.50 per acre for agricultural lands; \$2.50 to \$5 per acre for mineral lands—except coal lands, which are sold at \$10 and \$20 per acre, according to location with respect to land-grant railroads. The governmental balance-sheet on account of public lands the 30th of June, 1880, stood thus:

Expenditures—	\$ 88,157,200
For purchases and cessions.....	40,563,302
For surveying and sale.....	187,328,904
Total.....	\$322,049,506
Receipts.....	\$290,797,849
From sale of lands.....	\$121,346,74
Expenditures in excess of receipts.....	\$121,346,74

This excess of expenditures, how-

ever, is offset by the 780,000,000 acres of land, exclusive of Alaska, still in possession of the government. The value of this remaining part of the public domain is estimated at \$800,000,000. If all these lands, or the proceeds from their sale in excess of the present balance against the government, shall be appropriated to the reclamation of the arid regions by means of irrigation, such action will be entirely in harmony with the policy pursued by the national government from the beginning, viz.: To regard the public lands, not as a source of revenue, but simply as a public trust, with the object steadily in view of transferring them to actual settlers at the lowest possible cost and as rapidly as may be consistent with a healthy national development. No political party has swerved from this wise and beneficent policy, and no administration of the national government has been false to this great trust.

In our "Homestead," "Pre-emption," "Tree Culture" and "Desert Land" laws—the most humane and beneficent features of all our public-land legislation—the poor frontiersman has been accorded a vantage and a protection which have guarded him against the encroachments of influence and of wealth. Our public-land policy has also been just and generous toward the Indians, paternal and kindly toward the soldier and sailor, while honest and upright toward the public interests.

For the erection and sustenance of schools, seminaries and agricultural colleges the magnificent donation of 78,659,000 acres of land has been made. There has been granted to the states for public improvements 6,806,000 acres of land. One of the wisest and in its result beneficent features of our land policy has been the granting of about 51,375,000 acres of public lands for the construction of wagon

roads, canals and railroads, and chiefly the latter. Within certain limits the government has given half the land in alternate sections to railroad companies; but at the same time it has doubled the price of its remaining lands within such limits. No other expedient has so effectually helped to promote settlement, or to secure the development of the resources of the country, and especially of that vast area toward which the attention of the country is now turned with such deep interest—the "arid region." At the same time it is the intelligent and well-considered verdict of the American people that the policy of land grants went about far enough.

The conduct of our public land interests is a crowning glory of American statesmanship and an abiding honor to the administration of our national affairs. In a world in which every forceful man is seeking his own it is a record which illuminates our civilization. There have been heated disputations at times in regard to methods of the administration and matters of detail touching the guardianship and disposition of our public lands, but no political party line has ever been drawn on any of these questions, and there appears to be no sensible excuse for such action in the future.

The method of dividing the public lands into townships six miles square and numbering the square miles or "sections" of each in the same uniform manner from one to thirty-six was devised during the period when our national government was a confederacy. The bill which enacted it is dated May 20, 1785, and was reported by a committee of which Thomas Jefferson was chairman.

Such, briefly, are some of the more important historical facts in regard to "Uncle Sam's Farm."

R. L. Taylor, the barber, now shaves for 15 cents.

Children Cry for Pitcher's Castoria.

Children Cry for Pitcher's Castoria.

J. D. CLARK,
—Dealer in—
HARDWARE,
—Stoves and Tinware.—
AGRICULTURAL IMPLEMENTS, IRON,
Nails, Steel, Iron and Lead Pipe and Fittings,
Granite Ware and House Furnishing Goods. Manufacturer of Tin-ware, Roofing, Gutter, and Galvanized Iron Cornice.
Plumbing and All Kinds of Job Work done to Order.
CORVALLIS, OREGON.

GREAT REDUCTION
IN CARPETS
In order to Close out my stock of Carpets, I shall offer them to the Public at a Reduction of
—10 Per Cent.—
Off the regular price for the next SIXTY Days.....

All Wool, three-ply, at 90 cents.
" " two-ply, " 67 1/2 cents.
Roxbury Brussels, " 90 cents.
And all other at Reduced Figures.
PHILIP WEBER.
Fisher's Brick, - - Corvallis, Oregon.

OVERLAND TO CALIFORNIA
VIA
Southern Pacific Company's
—LINE—
THE MT. SHASTA ROUTE.
Time Between
ALBANY and SAN FRANCISCO
35 HOURS.
California Express Trains Run Daily
PORTLAND and SAN FRANCISCO.

SOUTH.	NORTH.
Lv Portland... 4:00 p. m.	Lv San Frisco... 7:00 p. m.
Lv Albany... 8:25 p. m.	Lv Albany... 6:45 a. m.
Ar San Frisco... 7:35 p. m.	Ar Portland... 10:45 a. m.

Local Passenger Train, Daily, except Sunday
Lv Portland... 8:00 a. m. Eugene... 9:00 a. m.
Lv Albany... 12:40 p. m. Lv Albany... 11:35 a. m.
Ar Eugene... 2:40 p. m. Ar Portland... 3:45 p. m.

Lebanon Branch.
8:20 p. m. Lv Albany... Ar... 6:30 a. m.
9:05 p. m. Lv Albany... Ar... 5:45 a. m.
1:50 p. m. Lv Albany... Ar... 9:25 p. m.
2:35 p. m. Lv Albany... Ar... 8:40 p. m.
7:30 a. m. Lv Albany... Ar... 4:25 p. m.
8:22 a. m. Lv Albany... Ar... 3:40 p. m.

—Pullman Buffet Sleepers.—
TOURIST SLEEPING CARS,
For accommodation of second-class passengers, attached to Express Trains.
The S. P. Co.'s Ferry makes connection with all the regular trains on the East Side Division from foot of F street.
Ward Side Division.
BETWEEN PORTLAND AND CORVALLIS.

LEAVE.	ARRIVE.
Portland... 7:30 a. m.	Corvallis... 12:25 p. m.
Corvallis... 1:30 p. m.	Portland... 6:20 p. m.

At Albany and Corvallis connect with trains of the Oregon Pacific Railroad.
Express Train. Daily Except Sunday.

LEAVE.	ARRIVE.
Portland... 4:50 p. m.	McMinnville... 8:00 p. m.
McMinnville... 5:45 a. m.	Portland... 9:00 a. m.

THROUGH TICKETS
to all points
South and East via California.
For full information regarding rates, maps etc., call on company's agent at Corvallis or Albany.
E. P. ROGERS, Asst. G. F. & P. Agent.
R. KOEHLER, Manager.
OCCIDENTAL HOTEL
Corvallis Oregon.
M. A. CANAN Proprietor
THE OCCIDENTAL is a new building, newly furnished, and is first class in all its appointments.
RATES LIBERAL.
Large Sample Room on First Floor for Commercial Men. 19-25 1y
FREE 19 SILK AND SATIN NECKTIES
Agents' Snap box and Outfit, 12 cts.
THE NECKTIE CO., Augusta, Va. What periodical you saw our ad in.