

BENTON & COUNTY.

OFFERS THE

Greatest Inducements

—TO—

HOMESEEKERS

—AND—

Investors.

Benton county has an area of about twelve hundred square miles, and extends through the Willamette river to the Pacific ocean. The coast mountains traverse the county north and south through the middle, thus giving it widely diversified characteristics. On the western slope there are a number of small valleys that are considerably improved. Chief among these is the Alsea valley, in the southwestern part of the county, which is about fifteen miles long and four miles wide, and is well adapted to general farming, fruit growing, dairying and stock raising. There are located in this valley two grist mills, two salmon canneries, and several small lumber and shingle mills. Coasting vessels ascend the river a number of miles and ply a lucrative trade. The Yaquina valley, further north, is a similar country, and it has the advantage of being on the railroad, which runs down the valley to the bay. Yaquina is a town of about four hundred inhabitants, situated on the bay of the same name at the mouth of the river, and its shipping facilities as the terminus of the Oregon Pacific railway on tide water make it an important place. It has the best harbor on the coast between San Francisco and the Columbia river, and the nearest harbor to the Willamette river. The government is improving this harbor to meet the growing demands of commerce. The railway company has a line of steamers plying between Yaquina and San Francisco, and coasting vessels do more or less business there. The only bank in the county outside of Corvallis is located there. A few miles down the beach is the Seal Rock summer resort, which is well patronized every season and is rapidly gaining in popularity. Newport is an incorporated town about the same size as Yaquina. It is a few miles nearer the ocean and is quite widely known as a summer resort. The Siletz Indian reservation takes in a small portion of the northeastern part of the county. The western slope of Benton county is not so well settled as that portion in the Willamette valley, but it contains many choice tracts of farming land and vast forests of valuable timber.

In the Willamette valley portion of the county there are several sub-valleys, separated by low hills that are not too rough for cultivation. In the northern part of the county are Blodgett's and King's valleys, drained by the Luckiamute river. The King's valley settlement is the larger of the two, and includes a considerable area of well-developed country. The Mary's river valley is the largest in the county and comprises the country about Corvallis and extending westward into the mountains fifteen or twenty miles distant. Then the Long Tom country occupies an important portion of the southeastern corner of the county. All these small valleys are merely portions of the rich Willamette valley, the divisions between them being somewhat imperfectly defined watersheds trending from the mountains to the river.

On the Willamette slope the forests decrease as the river is approached. The mountains are, for the most part, heavily timbered with white fir, cedar and yew, and down the slopes are maple, ash, oak, alder and halm. Nearly all localities of medium altitude bear a light growth of oak and maple. All the creek bottoms have ash, alder and halm. This entire list of wood is suitable for manufacturing purposes, such as lumber, furniture, wood-ware, etc.

Benton county has by no means reached a state of full development. Its agricultural resources, which are chief, are susceptible of great growth, and it needs many more people than it now has to till the soil. The land is very productive. No section of the west excels this county in the abundance and variety of its farm products. The climate is mild and healthful, with the same pleasant features that characterize the climate of the Willamette valley in general. The summers are dry and moist and extremes of temperature are unknown. The climate of the portion west of the mountains is a little more moist than in the valley, and vegetation is green there the entire year. Sometimes there is snow in the valley for a very brief time in winter. During nearly half a century that Benton county has been cultivated there has not been a single failure of crops and the ordinary yields are proverbially large. All the common grains, vegetables and fruits are raised, and even the more sensitive grapes and peaches are successfully grown. The fruit interests could easily be quadrupled by the establishment of curing facilities. There are large quantities of cultivable land still unoccupied on both sides of the mountains, but the western slope has fewer settlers than the eastern, because it is a newer section and has not the modern conveniences of the valley. For grazing purposes, the foothills of the mountains contain the choicest lands; but for cultivation the more level surface down in the valley is preferred, and such farms may be obtained in good locations near market for from \$15.00 to \$30.00 per acre. Improved farms, of course, cost more than the wild lands. Many of the land holders now own hundreds of acres more than they can use, and they are now manifesting a desire to cut up these large tracts and dispose of the surplus land to immigrants seeking homes in the west. This section has superior attractions for home seekers, and it is that class of people more than any other that is becoming interested in Benton county.

THE REPORTER'S IDEA.

They were sitting in the parlor. Where the light was low and dim; She seemed very well contented, And no murmurs came from him. "George," she asked, "are you reporting For that horrid paper yet?" It is shameful how they publish All the scandal they can get."

"No, my love," he answered softly, And he winked unto himself; "I have left." (In fact, that morning They had laid him on the shelf.) "But," he said, and he hugged her closer, She returning the caress, "Just at present I am working For the Associated Press."

RUSSIAN MILITARY DISCIPLINE.

A German was boasting in the presence of some Russians about the obedience and discipline of the German army, citing numerous instances from the war between France and Germany.

"Gentlemen," replied one of the Russians, "what you say about the discipline in the German army amounts to nothing at all when compared with what occurs continually in the Russian army. But I will merely recite one instance of what occurred at the beginning of the reign of the Czar Nicholas, when the discipline in the Russian army was comparatively lax. At that time, before the telegraph was discovered, the Russians used signal stations, which were a few miles apart. The soldier made a signal which was repeated by the soldier at the next station, and thus the news was conveyed thousands of miles. One day a soldier at a station near St. Petersburg did not see the signal in time, and dreading the punishment that awaited him for negligence, deliberately hanged himself on the signal tower. The soldier at the next station mistook this for a signal, so he deliberately but promptly hanged himself also. In consequence of the discipline which prevails in the Russian army, next day it was discovered that all the soldier at the signal towers from St. Petersburg to Warsaw had hanged themselves on their signal towers. Of course a much stricter discipline prevails at present, and—"

"That will do," replied the German; "I give it up."—Texas Siftings.

SHOULD KEEP HER HALF STILL.

A loving young husband of this city possesses a pretty young wife and a sweet little baby, who is as good as he can be in the daytime, but who has a penchant for making the midnight air resound with his cries. The dear little thing was giving his usual concert several nights ago. His audience was tired out. The "happy father" was trying hard to persuade the old sand man to fill his eyes and transport him to the land of Nod. Still the baby yelled.

"Dearest," growled this loving young husband, "hadn't you better get up and walk around the room and get your baby quiet?"

"My baby!" responded "dearest," "well, I think about one-half of it is yours!"

"Oh, I don't care how much noise my half makes," answered the villain. "You just keep your half still."—Cincinnati Times.

WHY CALLED THE "RED SEA."

The name of the Red Sea is derived from portions of it which are covered with red patches from a yard to many miles square. These patches are formed by vegetable animalcules, microscopic in size, which collect on the surface and are particularly abundant in the spring, dyeing the water an intensely blood red. When not affected by these little organic beings, the "Red Sea" is as blue as any of the other numerous seas known to the traveler and geographer.—St. Louis Republic.

MOTHERS!

Castoria is recommended by physicians for children teething. It is a purely vegetable preparation, its ingredients are published around each bottle. It is pleasant to the taste and absolutely harmless. It relieves constipation, regulates the bowels, quiets pain, cures diarrhoea and wind colic, allays feverishness, destroys worms, and prevents convulsions, soothes the child and gives it refreshing and natural sleep. Castoria is the children's panacea—the mothers' friend. 35 doses, 35 cents. 316-2y.

Children Cry for**SHIFTING MILLIONS.**

The gold held by the treasury now amounts to \$313,815,000.

The national bank depositories now hold \$32,000,000 of government money.

The value of property in the United Kingdom is estimated at £10,079,000,000.

The banks of this city loan to their customers on an average the total sum of \$400,000,000.

The net earnings of all the railroads in this state during the last year were \$51,807,000.

Claus Spreckels has already expended over \$1,000,000 on his Philadelphia sugar refinery.

By the decline in Atchison stock New England investors are estimated to have lost \$40,000,000 within a year.

In October, 1889, the earnings of 132 railroads show the remarkable increase of \$5,000,000 over the same time in 1888.

The total amount of bonds purchased to date by the treasury from national banks in liquidation of deposits is \$6,711,500.

The St. Paul Railway Company is trying to float \$6,000,000 of 4 per cent. gold mortgage bonds. This is the first installment of an authorized issue of \$150,000,000.

In the past ten years old John Barkley, truckman, who carted bulion from the banks to the steamships, has handled over \$100,000,000, with the loss of only two bars of silver, which were subsequently recovered.

The smallest day's business done on the stock exchange in 1889 was \$4,690 shares, December 24, and \$592,000 in bonds, July 19. The biggest day in stocks was 417,112 shares, May 24, and in bonds of \$3,783,000, January 28.

THE WEAR OF RAILS.

Railway traveling, at any rate on our great trunk lines, is so easy and comfortable that we forget that this modern mode of rapid transit means a vast amount of wear and tear both to the vehicles and the rails upon which they glide so smoothly. There is no apparent waste of metal, and nothing else to indicate at a glance that any wear and tear are going on; and yet it is estimated that on the Northwestern system alone no less than eighteen tons of steel disappear daily! Part of this is by wear, and part by rust.—Chamber's Journal.

According to the British Catholic directory for 1890, the estimated Catholic population of the British Empire is 9,730,000. It is distributed as follows: Ireland, 3,913,000; England and Wales, 1,360,000; Scotland, 327,000, and the colonies and dependencies, is as follows: America (Canada, Newfoundland, West Indies, etc.), 2,200,000; Australasia (Australia, New Zealand, etc.), 580,000; Asia (British India, Ceylon, etc.), 1,044,000; Africa (Gold Coast, Mauritius, etc.), 131,000; European colonies (Gibraltar, Malta and Gozo), 175,000. There are 25 archiepiscopal sees; 96 episcopal sees, and 20 vicariates and prefectures apostolic. Several writers assert that at least 6,000,000 of the British are Irish.

UNION PACIFIC RY.**"Columbia River Route."**

Trains for the East leave Portland at 7:00 a. m. and 9:00 p. m. daily.

TICKETS to and from principal points in the United States, Canada, and Europe.

ELEGANT NEW DINING CARS FULLMAN PALACE SLEEPERS.

Free colonist sleeping cars run through on Express trains from Portland to OMAHA.

COUNCIL BLUFFS, and KANSAS CITY.

Free of Charge and without Change.

Close connections at Portland for San Francisco and Puget Sound points.

For further particulars inquire of any Agent of the Company or

T. W. LEE, G. P. and T. A. C. S. MILLER, Portland, Oregon.

Traffic Manager.

Pitcher's Castoria.**PROGRAM****Corvallis Grange, No. 242,**

CORVALLIS, OREGON, 1890.

1:30 P. M.

FEBRUARY 1.

OPENING EXERCISES.

BUSINESS SESSION.

MUSIC.

"SOME OF THE BENEFITS DERIVED FROM THE GRANGE."

LECTURE.

(Discussed by Members Present.)

Mrs. L. Wilson

SELECT READING.

MUSIC.

FEBRUARY 15.

MUSIC.

BUSINESS SESSION.

MUSIC.

"READING MATTER FOR THE HOME."

Prof. W. W. BRISTOW

ESSAY, "HOME AND ITS AFFAIRS."

Mrs. H. T. French

SELECT READING.

Mrs. S. L. Shedd

MARCH 1.

BUSINESS SESSION.

INSTRUMENTAL MUSIC.

PAPER, "HOW SHALL OUR ROADS BE IMPROVED?"

Prof. BRISTOW

DISCUSSION, LED BY A. G. MULKEY AND E. ELLIOT.

J. D. JOHNSON

DECLAMATION.

MUSIC.

MARCH 15.

OPENING EXERCISES.

BUSINESS SESSION.

INITIATION.

MUSIC.

"PRUNING FRUIT TREES."

Prof. E. R. LANE

DISCUSSION, LED BY GEO. TAYLOR.

Mrs. Geo. Taylor

SELECT READING.

MUSIC.

MARCH 20.

MUSIC.

BUSINESS SESSION.

INITIATION.

MUSIC.

BANQUET AND SOCIAL MEETING.

APRIL 5.

MUSIC.

BUSINESS SESSION.

MUSIC.

"BENEFICIAL BIRDS AND INSECTS."

Prof. F. L. WASHBURN

(Discussed by Members Present.)

Mrs. J. D. JOHNSON

SELECT READING.

DECLAMATION.

APRIL 19.

BUSINESS SESSION.

MUSIC.

"FARM CROPS FOR WILLAMETTE VALLEY."

WORTHY MASTER

(Discussed by S. L. Shedd and others)

Miss ALICE HORNING

ESSAY.

READING.

MUSIC.

All papers and essays are open for discussion.

OFFICERS:

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L.—H. T. FRENCH.
A. S.—L. Y. WILSON.
T.—W. CREEK.
G.—E. ELLIOT.
F.—Mrs. J. D. JOHNSON.
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Corvallis.

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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. Lv Portland... 4:00 p. m. Lv San Francisco... 7:00 p. m.
Lv Albany... 8:15 p. m. Lv Albany... 6:45 a. m.
Ar San Francisco... 7:45 p. m. Ar Portland... 10:45 a. m.

Local Passenger Train, Daily, except Sunday

Portland... 8:00 a. m. Eugene... 9:00 a. m.
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... 6:30 a. m.
9:05 p. m. Ar. Lebanon... 5:45 a. m.
1:50 p. m. Lv. Albany... 9:25 p. m.
2:30 p. m. Ar. Lebanon... 8:40 p. m.
7:30 a. m. Lv. Albany... 4:25 p. m.
8:22 a. m. Ar. Lebanon... 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.

West Side Division.

BETWEEN PORTLAND AND CORVALLIS.

Mail Train, Daily Except Sunday.

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... 8:00 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. KORBELMAN

THE**YAQUINA ROUTE.**

Oregon Pacific Railroad and

Oregon Development Co.'s

STEAMSHIP LINE.

235 Miles Shorter; 20 Hours Less time than by any other route. First class through passenger and freight line from Portland all points in the Willamette valley to and from San Francisco, Cal.

The Oregon Pacific steamboats on the Willamette river division will leave Portland, south-bound, Monday, Wednesday and Friday at 6 a. m. Arrive at Corvallis on Tuesday, Thursday and Saturday at 3:30 p. m. Leave Corvallis, north-bound Monday, Wednesday and Friday at 8 a. m. Arrive at Portland Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday, both north and south-bound boats lie over at night at Salem, leaving there at 6 a. m.

TIME SCHEDULE (except Sundays.)

Leaves Albany 1:00 p. m. Leaves Yaquina 6:45 a. m.
Leave Corvallis 1:40 p. m. Leave Corvallis 10:35 a. m.

Arrive Yaquina 5:30 p. m. Arrive Albany 11:10 a. m.

Oregon & California trains connect at Albany and Corvallis. The above trains connect at Yaquina with the Oregon Development Co.'s line of steamships between Yaquina and San Francisco.

This Company reserves the right to change sailings dates without notice.

N. K.—Passengers from Portland and all Willamette valley points can make close connection with the trains of the Yaquina route at Albany or Corvallis, and if destined to San Francisco should arrange to arrive at Yaquina the evening before date of sailing.

Passenger and freight rates always the lowest. For information apply to D. W. Canham, freight and ticket agent, Corvallis, or to C. C. HOGUE.

Acting Gen. F. and P. Agent, Oregon Pacific Railroad Co., Corvallis, Or.

C. H. HASWELL, Jr.,
Gen. F. and P. Agent, Oregon Development Co., 304 Montgomery St., S. F., Cal.

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Two fast trains daily! No change of cars!

Shortest line to Chicago and all points east, via ST. PAUL and MINNEAPOLIS.

The Northern Pacific railroad is the only line running passenger trains, second-class sleepers free of charge, luxurious day coaches, Pullman palace sleeping cars, palace dining cars, etc., 75 cents.

See that your tickets read via the Northern Pacific railroad and avoid change of cars.

Leave Portland at 10:40 a. m., and 2 a. m., daily; arrive at Minneapolis or St. Paul at 5:05 p. m. third day.

PACIFIC DIVISION—Trains leave Front and G street daily at 11:05 a. m. and 2 a. m.; arrive at New Tacoma at 6:15 p. m. and 6:30 a. m. connecting with company's boats for all points on Puget Sound.

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