

BENTON COUNTY.

OFFERS THE

Greatest Inducements

—TO—

HOMESEEKERS

—AND—

Investors.

Benton county has an area of about twelve hundred square miles, and extends through from 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 south-western 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 balsam. Nearly all localities of medium altitude bear a light growth of oak and maple. All the creek bottoms have ash, alder and balsam. This entire list of wood is suitable for manufacturing purposes, such as lumber, furniture, woodenware, 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 \$50.00 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.

GOOD IMITATION OF GOLD.

A well-known gentleman in Birmingham has been experimenting on metal resembling gold for nearly a year, and has now got it down almost to perfection. He stumbled on it at first accidentally, while analyzing some metals, and when he realized what he had found he went to work and soon produced a metal which puzzles the best of jewelers, is as heavy as gold, and to all appearance is the precious metal itself. When the gold test is applied to it the acid boils up a little, but gives no other evidence that the metal is other than gold, and when wiped off no mark or spot is left, as is the case when the test is applied to brass. It can be manufactured at a cost of about 60 cents a pound, and will make the best foundation for gold-plated goods that can be conceived. It is easily worked, and can be drawn or hammered out with little trouble, but is still very strong and hard wearing. The metal is no compound, it being only one kind, and is reduced to its gold like appearance by the application of a certain chemical. The inventor says there is no necessity for his taking out a patent on it, as no one can discover the secret of its manufacture by analyzing it. He has recently produced the metal in a redish color, which has a beautiful appearance. He is still experimenting with it, and expects soon to make a move toward putting it on the market. Within a few years it will be hard to tell a \$150 gold watch from one the case of which costs less than \$5, when the newly discovered metal is produced.

A TRIFLE TOO COLLOQUIAL.

It is the excellent practice of the teachers in the Washington public schools to give out to their pupils brief extracts from the best poetry and ask the pupils to reproduce the idea in their own language. This not only familiarizes the pupils with our best literature, but teaches them to read understandingly and to write each in his own independent style. The other day (so a gentleman, who vouches for the truth of the story, informs us) a teacher gave out the following lines from Longfellow:

I heard the trailing garments of night
Sweep through her marble halls;
I saw her sable skirts all fringed with light
From the celestial walls.

One little fellow brought in his translation, beginning:

I heard the long tails of her night-shirt
Scratch along the stone floor.

WHAT WILL BECOME OF NIAGARA.

Professor Woodward declares that in about 22,000 years the rock over which the waters plunge at Niagara will be all worn away. The area of the rock worn away at the Horseshoe falls between the years 1842 and 1875 was 18,500 square feet, equal to .425 acres; between 1875 and 1886, a period of eleven years, 60,000 square feet, or 1.37 acres, were worn out by the monster cataract. The main length of the contour of the falls is 2,300 feet. The time required to recede one mile, if the rate is 2.4 feet per year, is 2,200 years. Before this catastrophe is due, doubtless, provisions will be made to confine the waters of Lake Erie so that a disastrous inundation will not take place. What wonders will have come and gone before the 2,200 years elapse!

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. 3:16-2y.

The development of Texas has but just begun, yet there are 2,106 postoffices in the state. The receipts are more than a million of dollars annually, and the length of the mail routes is more than 22,000 miles.

Children Cry for**THE WORM WILL TURN.**

"Has that yellow-haired dude been around here to-night?"
"Not yet. Why, papa, what in the world is the matter? Did you miss your footing on the train, or—"

"No, I didn't miss my footing on the train. I undertook to gently remind that dude of yours that he wasn't wanted here and this is the result. When he comes to-night tell him he can have you, and he can't have you any too quick to suit me. A man who can use his hands like that fellow is protection enough for a dozen women. If he asks for me tell him I've gone to Africa or Canada and won't be back until the marriage has blown over.—Philadelphia Inquirer.

AT A PUBLIC DINNER.

Mrs. Pongee—Isn't that Mr. Dolliver near the chairman?
Pongee—Yes, my dear.

"How utterly miserable he looks! Has he been ill?"
"O, no; he's all right. The poor fellow is booked for a funny speech to-night.

The explorers who have penetrated into Africa have been surprised at the fertility of the soil and the density of the population. They found towns of 10,000, 20,000 and 40,000 people, and the banks of the Congo one continuous settlement. The Congo Free State is now declared to have a population of 30,000,000, ten times as much as was originally thought. The estimate of the population of Africa, which twenty years ago was 75,000,000, has risen to 100,000,000, then 200,000,000, and is now 250,000,000. Of these 250,000,000 people in Africa, 225,000,000 do not wear clothing. It is not because of the heat, for in some of the hottest portions of Africa, as in the Soudan, they go clothed, but because they have been shut off from the rest of the world and have been unable to get clothing.

The census to be taken this year will probably disclose a population of \$50,000 in Brooklyn, an increase of nearly 300,000 on the population of 1880. There are only eleven or twelve larger cities on the globe. Since the completion of the East river bridge, and the construction of a system of elevated roads, the development of Brooklyn has been very rapid. New homes were built for over 13,000 families last year.

There was a man over in New Jersey who took out an accident insurance policy for \$5,000. One day while parsing his corn he cut deeper than he intended to, blood poisoning set in and he died. Now his widow is suing the company for the amount of the policy on the ground that his death resulted from an accident.

The bosom of America is open to receive not only the opulent and respectable stranger, but the oppressed and persecuted of all nations and religions, whom we shall welcome to a participation in all our rights and privileges, if by decency and propriety of conduct they appear to merit the enjoyment.

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** PULLMAN PALACE SLEEPERS.

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

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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, Traffic Manager.

Pitcher's Castoria.**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,"
(Discussed by Members Present.)
LECTURER
MRS. L. WILSON
SELECT READING,
MUSIC.

FEBRUARY 15.

MUSIC.
BUSINESS SESSION.
MUSIC.
"READING MATTER FOR THE HOME,"
ESSAY, "HOME AND ITS AFFAIRS,"
SELECT READING,
MUSIC.

MARCH 1.

BUSINESS SESSION.
INSTRUMENTAL MUSIC.
PAPER, "HOW SHALL OUR ROADS BE IMPROVED?"
DISCUSSION, LED BY A. G. MULEY AND E. ELLIOT.
DECLAMATION.
MUSIC.

MARCH 15.

OPENING EXERCISES.
BUSINESS SESSION.
INITIATION.
MUSIC.
"PRUNING FRUIT TREES,"
DISCUSSION, LED BY 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,"
(Discussed by Members Present.)
LECTURER
MRS. J. D. JOHNSON
SELECT READING,
DECLAMATION.

APRIL 10.

BUSINESS SESSION.
MUSIC.
"FARM CROPS FOR WILLAMETTE VALLEY,"
(Discussed by S. L. Shedd and others)
ESSAY, READING,
MUSIC.

All papers and essays are open for discussion.

OFFICERS:

M.—E. GRIMM. O.—J. D. JOHNSON.
L.—H. T. FRENCH. S.—S. L. SHEDD.
A. S.—L. Y. WILSON. Chap.—W. W. BRISTOW.
T.—W. CREESE. Sec.—A. G. MULEY.
G.—E. ELLIOT. P.—MRS. L. WILSON.
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All kinds of extra fine job printing, such as Wedding Invitations and Cards, Ball Programmes and Tickets, Calling Cards, etc., done in excellent style at The GAZETTE office. Call and inspect samples of stock.

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SOUTHERN PACIFIC COMPANY'S LINE.

HE MT. SHASTA ROUTE.

Time Between

ALBANY and SAN FRANCISCO 35 HOURS.

California Express Trains Run Daily PORTLAND and SAN FRANCISCO.

SOUTH.		NORTH.	
Portland	4:00 p. m.	Portland	7:00 p. m.
Albany	4:15 p. m.	Albany	7:15 p. m.
San Francisco	7:45 p. m.	San Francisco	10:45 a. m.

Local Passenger Train, Daily, except Sunday
Portland 8:30 a. m. Albany 9:00 a. m. Eugene 12:40 p. m. Portland 1:30 p. m. Albany 2:40 p. m. Eugene 3:45 p. m.

Lebanon Branch.
8:30 p. m. Albany 8:40 p. m. Ar. 8:50 p. m.
9:06 p. m. Ar. Lebanon 9:45 a. m.
1:50 p. m. Albany 2:00 p. m. Ar. 2:10 p. m.
2:36 p. m. Ar. Lebanon 3:40 p. m.
7:30 a. m. Albany 7:40 a. m. Ar. 7:50 a. m.
8:22 a. m. Ar. Lebanon 9:30 a. 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	12:45 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	8:45 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. P. & P. Agent.
R. KOEHLER, Manager.

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 sailing dates without notice.
N. B.—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 desired 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. Cummins, 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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—Railroad.—

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 meals 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 8:30 a. m. connecting with company's boats for all points on Puget Sound.

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