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# The Corvallis Gazette.

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### EARLY STEAMBOATING.

#### A Review of the Many Features of the Old Willamette River.

Since the steamers Elwood and Modoc have begun running on the upper Willamette, shippers are now making arrangements to store the coming grain crop on the river. The river above Corvallis has been neglected to a certain extent in the last ten or twelve years with the exception of a few boats this year which run nearly to Eugene.

Booneville, situated about five miles above Corvallis on one of the tributaries of the Willamette called Booneville slough, is still a shipping point which the boats have not overlooked. Most of the grain stored there is shipped to Corvallis to be ground by the two flouring mills in that city. Peoria comes next. It is sixteen miles above Corvallis and was once a thriving little burg, but since the steamboats have discontinued touching her shipping interests, the grain is hauled to the railroad. The warehouses have been neglected and the ravages of time and the ever-shifting Willamette have removed all but a single warehouse, in which the Corvallis mills have a large amount of grain stored. Peoria is not far above what is called the turn-table. In early steamboating this was in reality a turn-table. It is at the head of Centennial chute. It derived its name from the high water of 1875, the centennial year, changing the channel of the Willamette at this point and diverging its course several miles to the east, the old river being diverted from there to Booneville; hardly enough water in it to run a skiff successfully. At the point where the Centennial channel leaves the old river, through the action of the current, immense stumps and trees have piled up in the channel, causing the boats in coming from the lower river to take nearly a complete turn before going ahead again, hence the name.

In the old deserted river miles from the present channel lies the wreck of the old steamer Echo, one of the fine old boats of 1860. A few miles higher up is another relic of olden times. An old deserted warehouse that the river has in its constant change left three-fourths of a mile inland. It can be seen through the thick foliage of balm trees which have grown up since then. All that can be seen is the roof and a large sign that still bears the name in large letters, Sam Daw, the original owner. In the 70's this was a large shipping point, but since the advent of the iron horse and the neglect of the steamboat men, the grain which was shipped from this point, now is hauled to Corvallis by wagons. It is a point that will never be used for shipping purposes again as the river keeps leaving it farther inland each year.

Some nine or ten miles above Peoria is Finley's landing. At this point a large amount of grain is stored. Just above this is another warehouse called by old steamboat men the "Irish Bros' Landing." Three miles further up is Cummings' warehouse. It is situated on a high bank of the river. The grain in this house has not been moved this year, waiting for higher prices. Still further is the mouth of the world-famed Long Tom. An anecdote is told of this region in this wise: A traveler in the early 60's was riding by a farm house on this noted stream on horseback, and during one of the periodical overflows to which this stream is subject, he espied an old lady wading through the water with a pole. Occasionally she would stick the pole down in the water. On being questioned as to what she was doing, she replied that she "were out of water and she was hunting for the well." (This is given with the understanding that the writer was not a witness to the fact.)

The river is accessible some three or four miles up, where another warehouse is situated, but like many more on the Willamette, is deserted. A short distance above is what is called Oley's slough, on which a large warehouse is built called Nickel's or Monroe landing. As the town of Monroe is the nearest village to the river at this point, it being only a short distance, it is a thriving little place. The only drawback is the lack of transportation facilities which steamboat men will hereafter see to.

Passing a few more deserted warehouses Harrisburg is reached. This city needs no mention here, as it is well known as a thrifty village on the Southern Pacific railroad, which in the last few years has carried her exports by its line. Some three or four warehouses are at this place on the river.

After leaving this place the boats pass under the big railroad bridge and run to Junction City. Junction City has no warehouses on this river, as it sprang into prominence after the railroad was built and steamboats became scarce.

After leaving Junction City the river becomes more treacherous in constantly changing channels. Steamboat men claim that this winter they made a landing at an orchard at that place. When they returned down from Eugene, but one tree was standing, the others having washed away in the night.

A little further on is the mouth of the McKinzie river, an old saw-mill and a deserted warehouse. Four miles farther is Eugene, at one time a great shipping point for steamboats, but since then the warehouses have fallen down and the grain is carried by rail.

The difference in rates on the river compared to those on the railroad is quite an object to shippers on this deserted river, so they have taken the matter in hand and have secured promise of steamboats to reclaim the once profitable trade. Lack of enterprise instead of the impracticability of the route has caused the upper river to become a waste of water.—Salem Statesman.

### CUSSED CARELESSNESS.

By the fiendish work of some one unknown James and John Wilbanks recently became the losers of two young horses, while a third one is seriously injured. In each of the bodies were found charges of bird shot, to which the above mentioned results are attributed. It is not at all strange that the horses did not permit anything on their farms when they are so frequently the victims of such cussedness or carelessness. The term applied matters little, the results are the same. But for the deviltry perpetrated on them by some few irresponsible, don't-give-a-damn fellows, a trespass notice would not be found tacked on every tree and fence post in the county and everybody could hunt when and where they pleased, while under the present condition of affairs it is next to impossible for a Corvallis hunter to get a day's shooting within a radius of ten miles. Something must be done. Every true sportsman should consider it his duty to aid as far as possible in bringing such offenders to justice. This should be done not only in anticipation of the benefits that will accrue to him as a hunter, and will aid in the suppression of cruelty to animals, but because it is his duty to the farmers who each year sustain severe losses by reason of this cussed carelessness.

### QUEER IDEAS OF REFORM.

At the council meeting last Monday night bills to the amount of \$500 were allowed. Further than this no business of importance was transacted. Some recently acquired ideas on retrenchment and reform were given vent to by some of the middle ward aldermen in attempting to adopt a motion compelling the newspaper to accept \$1 for a \$4 advertisement. The reason for singling out the newspapers on which to begin their attempted reformation is not apparent. The item of newspaper advertising is such a small affair compared with the large and many expenditures of the council for other purposes that one is led to believe that they have strained at a gnat and swallowed a camel.

### FAVORABLE TO BENTON COUNTY.

County Clerk Wilson received yesterday the schedule of valuations for Benton county as revised by the state board of equalization. The average value of horses and mules as equalized by the county board was \$37.06 per head. This item has been reduced to \$28.25 or 25 per cent. Cattle were raised 20 per cent., or from \$8.60 per head as equalized by the county board, to \$10.32 per head. Swine were raised from \$2.45 to \$2.69 per head or at the rate of 10 per cent. Sheep and goats were lowered from \$1.97 per head to \$1.48 or 25 per cent. This results in a total net reduction of \$22,372 from the valuations as equalized by the county board.

### STATE HORTICULTURISTS

#### Met in Portland Tuesday and Wednesday. Corvallis Aibly Represented.

The ninth annual meeting of the state horticultural society was called to order Tuesday morning of this week by President Cardwell at the A. O. U. W. temple in Portland. The attendance was good and the books show a large increase in membership during the past year. The morning was taken up with reports of standing committees, that of Prof. Weshburn on etymology, being of special interest and deserving of mention. The first business of the afternoon was the report of Secretary Sargent which showed that the society was in a prosperous condition and that prospects for the future were quite flattering. His remarks on the quarantine laws showed clearly that if they were not soon overpowered, the orchards of the state would be overrun with fruit pests. Max Pracht, of Ashland, whose peaches "beat the world" at the world's fair, read an interesting and practical paper on the subject of "Horticulture for Profit; or, Fancy Fruit, Fancy Packages, Fancy Prices," showing from his experience the advantage it was to the fruit growers to establish a reputation by sorting his fruit, being honest with the commission merchants with whom he deals and then making elaborate use of printers' ink. By packing choice fruit in fancy boxes a fancy price could be commanded. Such boxes were expensive but the appearance of fruit wrapped in white paper and packed in them, ornamented with blue labels, were such a temptation to housekeepers that they could not resist purchasing them.

Hon. Thomas N. Strong, of Portland, followed with an interesting address on "Horticultural Law Points," in which he pointed out the deficiency of the Oregon laws and cited California as a model for other states to follow. Henry Dosch, of Hillsdale, was the last speaker of the afternoon, the subject of his remarks being "Evaporation," and showed there was much room for improvement in the various kinds of dryers now in use. He gave the results of a series of experiments which he had tried on apples and prunes that were quite instructive.

### EVENING SESSION.

The evening's session was a well attended social affair. Mayor Mason had been invited to deliver the address of welcome, but was unable to be present. He however sent a letter to the society, which was read, in which his solicitude for the welfare of the society was expressed. President Cardwell delivered an address upon the work of the society. The address of President J. M. Bloss on the subject of "Pollinization" was an able one, indicating much study and experience in the field of blossoms. "The state horticultural society from a business standpoint," was the topic of a practical talk by Dr. Jay Guy Lewis, who added much to the enjoyment of the evening.

### WEDNESDAY'S SESSION.

The unusual large attendance of the meetings during each day's session indicates an increased interest in all parts of the state. The first order of business of the morning session was reports of standing committees. Chairman O. P. S. Plummer, of the committee on legislation and finance, in making his report, recommended that the quarantine bills, which failed to pass at the last session of the legislature, be reintroduced. The bill on "Transportation," by F. A. Cooke, of Portland. "Need of stronger quarantine laws" was the subject of an interesting address by Judge F. E. Babcock, of Little Rock, Ark., in which he emphasized the necessity of immediate action on the part of fruit growers in bringing about this much needed legislation. A valuable paper, showing extensive knowledge of the various questions involved was read by Charles B. Morris, of Salem, on the subject, "Where are we at?" The election of officers was the final business of the afternoon. President Cardwell and Secretary Sargent were unanimously re-elected. C. E. Hoskins and J. M. Bloss were elected first and second vice-presidents respectively, and Dr. O. P. S. Plummer, committee-man-at-large to confer with them on questions of finance. The most enjoyable event of the meeting was the entertainment given by the floral department of the society on Wednesday evening. The papers read treated on the subject of floriculture. The music rendered was especially good and proved a rare treat, particularly to those residing outside of Portland.

### MIGHT BE CONTEMPT.

The Albany Telescope says that unless salaries are paid, the crew of the tug Resolute will be her up. The author of this statement is probably unaware that this boat is under the jurisdiction of the circuit court of Benton county, and a libel suit could not be legally commenced while she is under such jurisdiction. It is probably true that those employed in operating the boat have a lien against her, but they have no right under the existing condition of affairs to foreclose such liens. The court will take judicial notice of the claims for labor and protect them against third parties, but an attempt to levy on property within the jurisdiction and under the control of this court, to enforce such claims, might subject the parties interested to a fine for contempt of court.

### INTERESTED IN DRYERS.

President Bloss and Hugh Finley were in Portland this week attending the ninth annual meeting of the state board of horticulture. Mr. Finley is the most successful fruit grower in Benton county and takes great interest in everything pertaining to the welfare of the horticulturist. At present the subject of evaporation is uppermost in his mind with a view to securing the most approved dryer with which to cure the coming season's crop of prunes. By reason of the use of a dryer of insufficient capacity Mr. Finley is said to have lost several thousand bushels of prunes this last season.

Mrs. Whiteford went to the kitchen door of the Jeffreys mansion Wednesday night about 11 o'clock in answer to a summons supposed to have been made by Tom. The door was opened. Before her stood a tall, cadaverous looking individual with a slouch hat and dressed in a dirty, ragged suit of clothes. They stood facing, "but not a soul would dare to speak." After a thorough inspection, both realized their mistake. Mrs. Whiteford knew it wasn't Tom Jeffreys and the fellow discovered that he was seeking admittance into the wrong house. "He never came back," and his name is unknown.

H. B. Williamson was standing at the bow of the steamer "Three Sisters" yesterday afternoon with a pike pole in his hands for the purpose of preventing a log in the river from striking the steamer. In carrying his purpose into effect he overboard, but clung to the d floated with it down to the landing where Fred Blum picked him up in an unconscious condition. On reaching the shore he came to his senses and is getting along all right.

F. Eglin and family will next Monday for Ashland, future residence. This step taken in hopes of benefiting the health of his wife. Mr. Eglin for years been numbered among the hustling young business men of Corvallis and his loss is regretted. Particularly with the admittance of a new year is chronicled a birth residence of Judge McFadden this year has proved no exception. The quality is all right, but also the sex, but the number only one—is said to have been quite a disappointment to its paternal ancestor.

### CLAIMS AGAINST THE O. P.

#### A Reply to a Letter Recently Published by John P. Fay.

MILLS CITY, Or., Jan. 6.—[TO THE EDITOR.]—On December 30 last there appeared an article in the Oregonian entitled "A Statement by John P. Fay, of the Firm of Fay & Gest," from which I quote the following: "A reference to the copies of the telegrams sent to the judge confirms my statement and shows that one of the express conditions upon which the \$40,000 would be paid by the Blair and Wharton bondholders was that it should be paid direct to the laborers upon claims of labor due to them which were personally held and had not been disposed of, and not to those shysters who, crawling between heaven and earth by ways that out-herod Herod, and blur the grace and blush of modesty, had, in the hour of dire suffering, squeezed out of these laborers their labor claims at from 25 to 75 per cent. discount on the dollar. We did not intend to pay those cold-blooded knaves, and I am gratified to say they did not get a cent of the \$40,000."

Now the facts are, as Mr. Fay well knows, that for these claims, whoever holds the same, the O. P. railroad received 100 cents on every dollar, and they represent an honest debt of that road, even if it was a fact that those claims had been bought for 10 cents on the dollar. Mr. Fay knows that said company could have no legal or equitable defense against them, and that they represent just as honest debts against that railroad as if still in the hands of the men who did the labor or furnished the material. And when Mr. Fay states those men who purchased those claims are "shylocks, who, crawling between heaven and earth," took advantage of those men's necessities and obtained their claims at 25 to 75 per cent. discount, we presume he did it advisedly, and if so, we further presume he has the proof for this statement. If so, we demand it. And if he cannot bring it, we submit he stands before the country as a villain that would blur the grace and blush of modesty.

The facts are the purchasers of these claims are all men of integrity and honor. Does Mr. Fay mean that all the merchants along the line of the road, and almost every business man in Albany and Corvallis, are shylocks and thieves, as he boldly asserts? Now the writer hereof has not one dollar in the Oregon Pacific railroad, and yet I will affirm, and stand ready to prove by the men who sold their claims, that they received in 95 per cent. of the cases dollar for dollar for their claims. Merchants took the claims and furnished the men the necessities of life, and had it not been for these men Mr. Fay so foully slanders, the road would have been shut down for want of material and labor long ago.

If those claims had been bought for 25 cents on the dollar, who are the losers by the transaction? The fact is the purchaser was sold at whatever price he paid. Running over a period of about three years, we find the road owes for labor and material cost of Albany about \$40,000; in other words, all the wood, material and labor consumed by the road for 30 months amounts to about that sum.

Fay & Gest have been the accredited attorneys for the road for about eight months last past, and for this services they charged the modest sum of \$48,705, or \$10,000 more for attorney's fees for eight months than all other expenses combined for 30 months. But the modesty of this attorney does not stop here. He boldly challenges comparison with the fees of attorneys under other managements, and states that the Hoggs paid their attorneys \$96,000 for 26 months, which is equal to about \$8,700 per month while this man charges \$48,705 for eight months, equal to more than \$6,000 per month. In other words, the services of this firm of lawyers was worth more to the Oregon Pacific railroad by \$2,300 per month than the attorneys under the Hogg management. Of the truth of this the writer knows not. But it does seem that laborers, material men and merchants who have been carrying the Oregon Pacific for three years can by these facts see where their money has gone.

But how for Mr. Fay to denounce all the men who are so unfortunate as to have become the owners of those claims by such hard names, it would seem is carrying the joke a little too far, especially when we contemplate the fact that these slanders come from a firm who have made such stupendous charges for services. T. J. McCLARY.