

LAWS OF OREGON.

Passed at the Last Session of the Legislative Assembly.

AN ACT for the further organization of the Agricultural College, and to provide for the support of the same.

SEC. 1. Be it enacted by the Legislative Assembly of the State of Oregon:

That each State Senator is authorized and empowered to select two students, not less than sixteen years of age, who shall be received by the Faculty of the Agricultural College of this State, and instructed by them according to the course of instruction adopted in said Agricultural College for the term of four years each.

SEC. 2. That the rules, regulations and by-laws for the government of said institution, reported to the Legislative Assembly, at its present session, by the Commission appointed under Act of the Legislature, approved October 21, 1875, entitled "An Act to permanently locate the Agricultural College of Oregon," shall constitute under the several Acts of Congress and of this State, relative to said institution, and in conjunction with the articles of incorporation of Corvallis College, and the government of said institution established under the same, shall constitute the full organization of said Agricultural College of the State of Oregon.

SEC. 3. There shall be, and hereby is appointed, [appropriated] out of the general fund in the treasury, not otherwise appropriated, annually the sum of five thousand dollars, to be devoted to the general support of the Agricultural College of the State of Oregon, under the direction of the Regents thereof, provided that no charge shall be made for the tuition of any students appointed in accordance with law. The funds herein provided for to be disbursed shall be drawn and paid out in the same manner as has been heretofore provided for by law for the payment of funds from the Treasury, disbursed for the support of said institution.

SEC. 4. Said Agricultural College being unprovided with full organization by law, this Act shall be in force and take effect from and after its approval by the Governor.

SEC. 5. All funds paid out in accordance with the provisions of the foregoing sections, with interest thereon, at ten per cent per annum, shall be refunded to the State Treasurer from the first interest that shall accrue from the proceeds of the sale of any lands located for said College not already appropriated for a similar purpose.

Approved October 15, 1872.

AN ACT Contracting for the Construction of Certain Sections of the Portland, Dalles and Salt Lake Railroad.

WHEREAS, The Portland, Dalles and Salt Lake Railroad Company was duly incorporated under the laws of Oregon, by Articles of Incorporation filed in office of the Secretary of State on the 20th day of March, 1871, and articles supplementary thereto, filed in like manner, on the 7th day of October 1871, for the construction of a railroad from Portland, Oregon, by way of the Dalles, to the trunk lines of the Union and Central Pacific, with a branch of said road from a point west of the Blue Mountains to the Walla Walla Valley, and the right to use steamboats on the Columbia River for an earlier connection; and

WHEREAS, The Congress of the United States, by an Act approved by the President, on the 12th day of April 1872, granted to said company the right of way for said road and branch, together with lands for depots, stations, side-tracks and other useful purposes, which said road the said Company is now engaged in surveying and locating; and

WHEREAS, It is of the utmost importance to the people of Oregon that the obstructions to the free navigation of the Columbia river, and the consequent monopoly in the transportation be overcome, and the cost of freights and passengers greatly cheapened; and

WHEREAS, It is indispensable to the occupancy and settlement of the country, and the stability and growth of Oregon-commerce, by the speedy and cheap transportation of freight and passengers to Eastern Oregon and Washington and the Territory of Idaho, and the ready and direct outlet of their products to our commercial metropolis, the great railroad centre of the Pacific Northwest; therefore,

SEC. 1. Be it enacted by the Legislative Assembly of the State of Oregon: That for the purpose of constructing so much of said Portland, Dalles and Salt Lake Railroad hereinafter mentioned, as lies within the State of Oregon, that for the considerations, and upon the conditions hereinafter mentioned, there be and hereby is granted to the said Portland, Dalles and Salt Lake Railroad Company the unappropriated portion of the five per cent of the proceeds of the sales of the public lands in Oregon to which the State is or may be entitled under and by virtue of an Act of Congress appropriated the 4th day of September, 1841, or acts amendatory thereof; and also all the unappropriated proceeds of the sales of the lands granted, or which may be granted to the State of Oregon as swamp and overflowed lands not otherwise disposed of at the end of this session of the Legislature or which shall revert to the State; Provided, That the State reserves the right to provide by law for the selection, sale and the protection of such lands from loss or injury; the expense of which shall be paid for out of the funds arising from the sale of such lands. And provided further, That the said company takes the grant of the proceeds of the sales of the swamp and overflowed lands subject to their liability for drainage as provided for by Act of Congress. And provided further that this State assume no liability for or on account of said lands or funds or any part thereof, nor shall this act ever be held or construed as in any manner pledging the faith or credit of this State further than the said funds may actually come into the Treasury which have not been otherwise appropriated.

SEC. 2. And be it further enacted, That there be and hereby is granted to said company in the construction of the said Portland, Dalles and Salt Lake Railroad, and branches across the lands belonging to the State, a strip of land sixty feet wide for a roadway, with the right to take from the adjacent lands of the State material for constructing said road and branches, and also the necessary lands for depots, stations, side-tracks, and other useful uses in operating said road or branches, not exceeding twenty acres at any one place.

SEC. 3. That said company, be and hereby is authorized to issue its bonds in aid of the construction of said road and branches to an amount not exceeding fifteen thousand dollars per mile, if the narrow gauge, and thirty thousand dollars per mile if a wide or regulation gauge, and subject to the considerations and conditions hereinafter mentioned, to mortgage its road, property and rights of property of all kinds and descriptions, what ever real, personal and mixed, and as proof and notice of its legal execution and effectual delivery, said mortgage shall be recorded in the office of the Secretary of State of Oregon, as well as in accordance with the general laws of Oregon in relation to the recording of mortgages.

SEC. 4. That each and every grant and privilege, and right herein made or provided for, are made and given to, and accepted by said company upon and subject to the following conditions, namely: That at least so much of the said Portland, Dalles and Salt Lake Railroad and branch as lies between the Columbia river and Baker City; including the portage links of said road at the Cascades and the Dalles, be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turnouts, stations and watering places, and all other appurtenances, including furniture and rolling stock, equal in all respects to railroads of the first class when prepared for business, with rails of the best quality; Provided, That said road may be constructed upon the plan of either the narrow, wide or regulation gauge, as the said company may determine it to be expedient.

SEC. 5. That the said Company shall commence the work on the portage links of said road as herein provided for, within six months from the date of this act, and shall complete the work from the Columbia river to Grande Ronde valley, including its branch to the town of Weston, and portage links on the Columbia, within three years from its commencement; (Provided, that the town of Portland is hereby made a point in the line of said road); and shall complete said road to Baker City within one year from the date of its completion to Grande Ronde valley.

SEC. 6. That the State of Oregon make the several conditional grants hereinafter, and the said Portland, Dalles and Salt Lake Railroad Company accept the same upon the further condition, that if the said Company make any breach of the conditions herein specified, and allow the same to continue for one year, that in such case the grant to said Company provided for in the first section shall revert to and be vested in the State.

SEC. 7. That on the completion of said portage links of said railroad, the cost of transportation on the Columbia river by said Company shall never exceed fifty per cent, of the rates charged upon said river on the 2d day of September, 1872.

SEC. 8. That to prevent extortion and other undue use of the powers and privileges hereby granted to said Company, the Legislature may, having due regard to the rights of the said Company, add to, alter or amend this act.

SEC. 9. The acceptance of the terms and conditions of this Act by the said Company shall be signified in writing, under the corporate seal of said Company, duly executed pursuant to the directions of its Board of Directors first had and obtained, which acceptance shall be made within three months after this Act shall become a law, and shall be served upon the Secretary of the State of Oregon.

SEC. 10. The State shall in no event be held liable for the debts or liabilities of said Company.

SEC. 11. The rights and privileges of this Company, hereby granted, shall not be assignable to any other company without the consent of the Legislature.

SEC. 12. As it is necessary that said Company shall proceed immediately to the completion of arrangements for the construction of said road, this Act shall take effect and be in force from and after its approval by the Governor.

SEC. 13. The said company as soon as practicable after the passage of this Act shall explore the country for and locate a branch road from Baker City or some other and more suitable point on the main line of their road to Canyon City and shall use their best endeavors to obtain from the United States, aid in the construction of said Portland, Dalles and Salt Lake Railroad and branches.

SEC. 14. Nothing in this Act contained shall be so construed as in any manner to effect proceedings had in pursuance of an Act entitled "An Act providing for the selection and sale of the swamp and overflowed lands belonging to the State of Oregon," approved the 26th day of October 1870.

SEC. 15. That the said Company may at any time pay into the State Treasury the amount of any undrawn appropriation out of the funds of the first section of this Act specified and take and receive from the Treasurer duplicate receipts therefor, one of which shall be filed with the Secretary of State and the other retained by the said Company and the lien for such prior appropriation shall be vested in and be the property of said Company.

Approved October 15, 1872.

AN ACT to amend Section 7, of an Act entitled "An Act regulating enclosures," approved October 22, 1870.

Be it enacted by the Legislative Assembly of the State of Oregon:

That Section 7, of an Act, approved October 22, 1870, regulating enclosures, be, and the same is hereby amended so as to read as follows:

SEC. 7. This Act shall not apply to Umatilla county.

Approved October 10, 1872.

MAIL ROBBERY.—The Boise City Statesman of Nov. 19th contains an account of a mail robbery which occurred on the Umatilla route, at Yantis' Station, on Burnt river. It says: "The sack cut was the one which left the Dalles for Kelton on the 5th. It appears the sack was slipped off in some way while the mails were being transferred, and taken into the barn on the way. There was about three thousand dollars in money orders in the sack, and as the robbers declined to take them it is evident they knew something about the money order system, and concluded not to take the risk of being detected. There were no registered letters, and all they could have gotten was the money sent in the letters, which was probably a very small sum."

"LOST CABIN."—The author of this story, Sam Simpson of Salem, is highly complimented by the Chicago Tribune, in a recent notice of the Overland Monthly. The Tribune says it is the best story in the Overland.

A LOVELY SHIP.

A ship was launched upon a sea Of placid waters bright, Beneath a sun that knows no cloud, And means that shine all night.

The ship was finely, gallantly rigged, With spars and sails of love, It went all lovingly to sea, Went cooling, like a dove.

The ship was strangely, queerly manned, For so the record states, It had no captain to direct, Yet had—two loving mates!

The ship was built of goodly stuff, And bound in clasps of love, No ship is like it here below, No duplicate above.

Its cargo all consists of love, Yea, love makes up its freight, It has no officers, nor crew, Except two loving mates.

No back can match it on the sea For strength or speedy trip; It has a modern, courtly name, Pronounced, I think, "Court-ship."

S. B. BOWENELL. Middlebury, Vt., Oct. 30, 1872.

FINALLY SETTLED.—Says the Oregonian: After years of vexatious litigation and legal labor the ownership of the Caruther's Land Claim in this city has been finally settled, and all suits pending in regard to it have been dismissed. We are informed that the settlement was effected by the payment by the South Portland Real Estate Association to the claimants D. B. Hannah and A. B. Caruthers, of the sum of \$20,000 for all the right, title and interest in and to the land in question, and that of this amount the grantors take \$20,000 in stock in the association which has rested as a cloud upon the title to a large tract of valuable land in our city.

HEAVY LAWSUIT.—The Union Pacific Railroad Company is before the District Court at Denver. The Kansas Pacific brings suit for 1,000,000 against the Union Pacific for failure to comply with the provisions of an act of Congress providing that no discrimination shall be made by one road against the other, and also oblige the Union Pacific to comply with the said provisions. The attorneys for both companies are at Denver, conducting the case, the Union Pacific pleading that the Court has no jurisdiction without their voluntary appearance.

INCORPORATED.—The articles of incorporation of the following companies have been filed in the office of the Secretary of State at this city: "The Bulletin Printing and Publishing Company"—incorporators, J. N. Dolph, O. N. Denny and H. W. Scott. "The Willamette Real Estate Company"—W. L. Halsey, H. Thielson and James G. Hughes, incorporators. The office of both companies are located in Portland.

MAN DROWNED.—The Oregonian of the 22 says: A man named Michael Cashel, was drowned yesterday morning opposite Columbia city, while on his way to this city, on board the steamer Fannie Troup. Cashel and a partner, whose name we did not ascertain, came on board at some point down the river. The man who was drowned was considerably intoxicated when he came on board.

CATTLE.—The Vancouver paper is informed that the price of cattle in Umatilla has recently been materially reduced owing to importations of Texan cattle. One man has 6,000 head in the county and another has an immense band on the way, which will winter in Utah and come on through in the spring.

ICE LOCKS.—The Oregon City Enterprise says: "The fine dry weather for the last ten days has been very beneficial towards the work on the locks, and it is now in such an advanced stage that rains cannot affect it materially. The work will be completed before the first of January, 1873."

GOING HENRY.—The Statesman says: We learn that Mr. Mathew Morrison, an old settler of Marion county and a good citizen, now lies at his son-in-law's house, near Silverton, in the last stage of life, from a complication of old diseases which are undermining his life. His death is near at hand. His age is about 70 years.

A CURE FOR NERVOUS HEADACHE.—Take a dessert spoonful of common soda, such as used in making bread, and dissolve it thoroughly in a quart of cold water. With this, thoroughly shampoo the head for about five minutes, scratching the skin of the head and back of the neck well with the finger nails, then rinse the head with clean cold water. It will seldom fail to give relief in from five to ten minutes. This remedy is for nervous headache, and is not for those arising from a deranged stomach.

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Kansas Central Land Agency. SALINA, Kan. Maj. JOHN W. BERKS, Prop'r. Real Estate Business; agent for the Kansas Pacific Railway Co.'s lands, and publisher of the Kansas Central Advocate, a LAND PAPER of 30,000 circulation; only 75 cents per annum.

ATTORNEYS AT LAW, SALEM, OREGON. Office over Gray's store, corner of State and Liberty streets. MAR 17-17.