

Published Tuesdays and Fridays by GAZETTE PUBLISHING COMPANY.

The subscription price of the GAZETTE for several years has been, and remains \$2 per annum, or 25 percent discount if paid in advance.

THE GREFFOZ CASE.

The Greffoz case still occupies to some extent the Corvallis mind. The committee at work on the books find the sum at present slightly in excess of \$2,000. They have been investigating and find that so far all parties who have had sewers constructed through their property have paid and hold receipts from Mr. Greffoz, although not credited with payment on his books.

What is best to do is not yet determined, nor is there any indication that anything is going to be done in the matter. On the other hand what can be done? Although subject to censure for sticking OK on Mr. Greffoz's books when they were in such a muddle is but a natural indulgence for many of our citizens under the circumstances, it does not replace the missing money nor point out what best to do in future, so there is little to be gained by talking of those supposed to expert the books.

ARE TURNED LOOSE.

Not a True Bill in the Case of the Greens.

Since last February Fred Green has been an inmate of the Benton County bastille, while his wife has been confined in the Linn county stronghold, jointly charged with the murder of E. G. Sarreett. Their case came before the circuit court for Lincoln county last week and they have been acquitted. Their case was handled by Attorneys W. S. McFadden and J. F. Yates, of this city.

The supposed crime for which they were held was surrounded by peculiar circumstances, and as these could furnish good motives for the Greens to commit the deed they were bound over to await the action of the grand jury. The setting of the tragedy was at Lutgens, on the Alsea Bay. Sharrett was Postmaster there, and in connection with the office conducted a small general store. He boarded with the Greens. One morning when Mr. Sharrett failed to respond to the morning call, as was his wont, Mrs. Green went to his room and found him lying in a pool of his own blood, a Winchester rifle near him. This is the story told by Mrs. Green. After the shooting Sharret lived a week, and finally on the day before he died, willed all his property, amounting to a few thousand dollars, to Mrs. Green.

Shortly after residents of the Lutgens neighborhood remembered that Frank Lutgens, who preceded Sharrett as postmaster at that place, had been mysteriously killed just a year before, and that the mystery surrounding his death was never cleared up, began to suspect foul play in connection with the Sharrett death, and ugly rumors regarding the Greens were set afloat. Later, when it was learned that Mrs. Green had been the beneficiary under the Sharrett will, it was pointed out that there was a motive for the Greens to commit the crime, and the ugly finger of suspicion was pointed at them. In the meantime Mrs. Green had gone to Portland on a vacation trip, and was reported to have fled. Portland authorities were notified of the suspected crime, and of the warrant issued for the Greens, and soon located Mrs. Green.

It developed, during the investigation that Sharrett was in poor health, and had been for a year prior to the shooting; that he could have shot himself with a

man will fight the change of ownership in the Corvallis & Eastern. To have that live pass into other hands means that the projected extension to Ontario will not be built to connect the Oregon Short Line and Southern Pacific. Though a branch may traverse the military road, the main line will strike southward to meet Gould. Forming a shorter road to the East the Gould connection would secure a huge share of both passenger and freight business, and thus make inroads into the Harriman revenues which might at last act as the sort of lever for lower rates the Oregonians have long sought. Harriman's contemplated extension of the Columbia Southern will not deter the federation from pushing the C. & E. onward if once the owner hip is vested in that unique body.

When cleared of the charges against them Mr. and Mrs. Green and many friends held a sort of reunion that was memorable in its way.

Irrigation Congress.

(Continued from First Page.)

Executive Committee have decided to systematize the work of the next Congress according to Articles 3 and 5 of our Constitution; consequently the work of the 13th Congress has been divided into five sections.

Each section will be conducted by a Chairman, who will be recognized as an eminent authority in his line, which insures a thorough exposition of the respective subjects through the presentation of papers, addresses and discussion by the most eminent men interested in forestry, irrigation, climatology and their correlated subjects.

In the various sections, information will be dispensed regarding the increasing of production by irrigation in the humid as well as in the arid sections; forestry problems in New England, and along the Appalachian Chain, as well as along the Rocky and Sierra Mountains; engineering applied to protect from the devastation by floods; drainage of the submerged areas; directing and conducting the water to its most beneficial use; climatology with special reference to the service of the Weather Bureau throughout the United States; and colonization of new areas developed through irrigation.

It is confidently predicted that the coming session of the National Irrigation Congress will be more highly instructive and entertaining than any Congress which has preceded it.

Every State in the Union is vitally and directly interested in the subjects to be discussed.

The Vice-President and member of the Executive Committee for each State are urged to make the provisions of the call as widely known as possible, and insure the largest possible delegation from their respective States.

What Will Result?

Railroad men, says an exchange, are watching developments now that it is known the Corvallis & Eastern is wanted by the Co-Operative Christian Federationists, and the belief is general that the long-talked-of connection with Gould's Western Pacific will certainly be brought about if A. B. Hammond can be induced to part with this strip of road extending from Detroit through Albany and Corvallis to Yaquina bay. With the C. & E. in its possession, and the Oregon Military Wagon Road grant of thousands of acres of choice land deeded to it, the acquisition of the Booth-Kelly Lumber Co.'s chain of mills would place the federation in ownership of the strongest combination of industries and property in the state.

The immense belts of timber growing on the military road grant, which is 12 miles wide, a major part as yet untouched by the woodman's ax, would be of inestimable value to the federation, as it could cut all of the material to be used in the construction of the towns planned to be located on the strip and have millions of feet left for commercial purposes.

With railroad facilities the corporation will be in a position to bid for a big share of the lumber business on the coast, especially in those districts reached by rail. A right of way for the road into Portland from Albany or a point in the vicinity of the present terminus at Detroit is already assured. Several surveys have been made through the valley, other than those occupied by the Southern Pacific, and all on easy grades, so building north would be simple. No thought is being given to the question of terminal ground here, for it is asserted Portland stands ready to provide that so soon as it is assured connection has been made with a transcontinental line. With such a road entering Oregon from the East the enormous amount of lumber already routed that way over the Harriman lines would be doubled for the interloper, as not only would the mills of the federation cut for the eastern markets, but many mills in the territory now forced to ship by the Southern Pacific would quickly avail themselves of the splendid opportunity offered to ship through other channels.

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