

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 15 per cent. discount if paid in advance.

NOT GUILTY.

Poor old Corvallis! On account of a recent dispatch sent from this city to the Telegram at Portland we are to receive a moral lecture in the form of an editorial. It is presumed that because our city bears the name of "Corvallis" (the heart of the valley) the supposition on the part of those ignorant of our manners and morals is that our citizens are responsible for whatever may occur within 50 miles of here, even if in another county.

It is plain that the dispatch inspired the editor to take us to task, but it is likewise clear that the dispatch made no claims that the city of Corvallis was the roosting place of the hoodlums referred to in this dispatch. Just why the editorial writer on the Telegram should presume that each and every hoodlum who chances to be aboard an excursion train bound out from Newport to various points in the valley belong solely to Corvallis is not apparent. True, we have our heritage of hoodlum—every mother's son who claims Corvallis as his birth place may not be what his fond mother thinks him—but, just the same we are not lonely in this particular.

Other places contributed their quota of riff-raff on the particular occasion in question. These Sunday excursions are not exclusively from Corvallis, but carry people to and from the bay from every part of Oregon, and from other states. Neither the citizens of Corvallis nor the authorities can be held responsible for the acts of rowdiness committed on the train while passing through another county.

As a matter of fact, there is scarcely an excursion run anywhere that some disgusting human animal, idiot—call him what you like—does not render himself obnoxious to his fellows. Corvallis is not alone in a case of this kind.

We well remember a few excursions that were run through this city from Portland in the past. A number of ruffians always attempt to subjugate this city on these occasions and Corvallis has footed the bill for extra police required and never was complaint made or insinuation to the effect that Portland was worse than other cities in this respect. Nor is she.

In reality it seems that a railroad company taking money from a general public should guarantee respectable people protection from disturbance and insult. It should be within the power and duty of the train crew to keep order—they should have authority and be held responsible accordingly.

WHAT WILL BE.

Some men are natural optimists and view everything through magnifying glasses. For instance, many are there who hold to the opinion that the day will come when this country will do the greater part of the manufacturing of the world. They arrive at this conclusion on reckoning the vast resources of the country—they argue that such a condition simply must be.

This is all very well, but there are some features that they fail to consider. The greatest item the optimists overlook is labor. We cannot be the greatest manufacturing country in the world so long as the wage-earners of other nations work for a few cents per day. To successfully compete in any way or in any thing you must be able to do better work

or produce a finer article cheaper than it can be done elsewhere.

The standard of living in the United States is higher than in any other country and the laborer who will agree to any proposition to lower this standard is a fool. His living is practically all he can hope for on this earth and the better he lives the more there is in his life.

We must look to supremacy along other lines. In many ways we will be the power behind the throne. The most certain item to reckon on is our raw material. For example, take Japan and China—very little of our manufactures they desire. Such manufactured articles as the Orientals require and decide to buy abroad would in nine cases out of ten be secured of Germany or Belgium on account of cheapness. On the other hand, we can supply cotton, grain, iron ore and coal to the Orient at figures that beat the world. These are necessities and in this line we are "it."

So it is and always will be; there are many ways in which we may be the leaders of all mankind, but the idea that in all things we are to have our innings is but the imaginings of a dreamer.

Construction and Bonds.

Engineer G. N. Miller of the Corvallis water system did not arrive in this city from Athena, Oregon, last Friday as was expected, but came late Saturday evening. Monday he made a trip to the head of Rock Creek, or thereabouts and measured the flow of water.

This was a matter of great importance and the measurements taken were very reassuring. A measurement at this particular season of the year is most trustworthy, as the water is at its lowest stage. Moreover, it is reported that the streams all over the country are right at present lower considerable than they average year after year. As Mr. Miller found a great flow—far in excess of what is required for this city—it is a matter of congratulation.

Monday evening the water committee met with the engineer and matters of some importance were discussed. Engineer Miller stated that as he had been employed to undertake the overseeing of the construction of a water system for Independence it would be necessary for him to go down at once to attend a business matter. He thought that he could straighten out his business affairs there in two or three days, after which he would return to Corvallis and be at the service of the water committee here at home.

Mr. Miller went to Independence, Tuesday.

Such is the condition of affairs so far as the matter of construction work is concerned, but if the reader will look in another column he will find a notice relating to the sale of water bonds. It is evident from this notice that it is the desire of the committee to give any who may so desire an opportunity to buy bonds. These bonds are to draw 4 per cent interest per annum, payable semi-annually, and we are assured will be sold in blocks small enough to allow almost anyone to become a bondholder. Should any person desire particular information in regard to this matter, or any other relating to bonds, construction or anything else in any way touching on the matter of the water system we refer them to S. L. Kline, who is the clerk of the Corvallis Water Committee.

Card of Thanks.

To the many friends who so kindly assisted us during the recent illness, and whose kind offices were continued after the death of our little son, we desire to express our sincerest thanks. Mr. and Mrs. Homer Lilly.

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In connection with J. H. SIMPSON'S HARDWARE STORE.

Notice For Publication.

United States Land Office, Portland, Oregon, July 7, 1905.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1898, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1894.

EUGENE SOCIETY.

of Monmouth, county of Polk, State of Oregon, has this day filed in this office his sworn statement No. 654, for the purchase of the E. 1/4 of S. W. 1/4 of S. E. 1/4 of Section No. 18 in Township No. 13 South, Range No. 1 West, Buffalo, Oregon, and to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before a Register and Receiver at Portland, Oregon, on Tuesday, the 16th day of September, 1905.

His name as witness Charles H. Newman, Willard Church, Philip H. Johnson, Ernest R. Allen, all of Monmouth, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office, on or before said 16th day of September 1905.

MALGERON S. DRESSER, Register.

Peculiar Disappearance

J. D. Kanyan, of Butteville, O., laid the peculiar disappearance of his painful symptoms of indigestion and biliousness to Dr. King's New Life Pills. He says: "They are a perfect remedy for dizziness, sour stomach, headache, constipation, etc." Guaranteed at Allen & Woodward's drug store; price 25c.

GAZETTE—Bell phone No 341.

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Our New Fall Stock is now arriving.

Corvallis Rates to Lewis and Clark Fair Over Southern Pacific Railroads.

Individual Tickets. RATE..... One and one-third fare for the round trip. SALE DATES... Daily from May 29th to Oct. 15th, 1905. LIMIT..... Thirty ds. but not later than Oct. 31, 1905. \$3.50

Parties of Ten or More. For parties of ten or more from one point, (must travel together on one ticket both ways), party tickets will be sold as follows: RATE..... One fare for the round trip. SALE DATES... Daily from May 29th to Oct. 15th, 1905. LIMIT..... Ten days. \$2.60

Organized Parties of 100 or More. For organized parties of one hundred or more moving on one day from one place, individual tickets will be sold as follows: RATE..... One fare for the round trip. SALE DATES... Daily from May 29th to Oct. 15th, 1905. LIMIT..... Ten Days. \$2.60

Stopovers. No stopovers will be allowed on any of the above tickets; they must be used for continuous passage in each direction. For further information call on J. E. FARMER, W. E. COMAN, Gen'l Pas. Agt., Portland.

ARRIVAL AND DEPARTURE OF MAILS.

Table with columns for MAIL ARRIVES and MAIL DEPARTS, listing times and destinations for various routes.

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GAZETTE—Independent phone No 483.