

Corvallis, Sept. 5, 1879.

W. B. CARTER, EDITOR

FIRST SPIKE DRIVEN.

On last Friday, at 10:30 A. M., the first spike was driven on the Willamette Valley and Coast railroad, on the corner of Jackson and First streets, in Corvallis, by Wm. B. Hamilton Esq., President of the Company. This marks a new era in this railroad scheme and we doubt not, augurs well for the immediate prosecution of work. Only a small portion of the iron for the road has been received from Portland, as yet, but as soon as boats can be loaded both ways we have no doubt that the iron will be brought forward to Corvallis, as it is well known that with the late improvements on the upper Willamette, the light draft boats can reach Corvallis when they can run to Salem. The snag-puller and dredger has made this possible.

Considerable interest was manifested in the driving of the "first spike," and short speeches were made by Dr. J. R. Bayley, Col. Kelsay, G. B. Smith, Esq., Col. Kinney, Emery Allen, Esq., T. J. Buford, Esq., Dr. H. Green, and a few remarks by ye editor of the GAZETTE. Mrs. J. C. Avery, who is a firm friend of the road, and who had the honor to throw the first spade-full of dirt at the breaking ground for the road, was present, to manifest her continued interest in the enterprise. If we had a few hundred equally public spirited individuals, (of either sex,) the road would not languish, as it has in the past two years.

The driving of this "spike," and commencement of work on this road, at this time, has been construed, by some persons, we understand, as antagonistic to the Westside road. The remarks of Col. Kinney, who has charge of the construction, was quite sufficient, we think, to dispel any such thought. The City Council had previously granted the W. V. & C. R. Co., the privilege of laying their track on First or Water street, and to occupy the street, at this time, was certainly right and proper. The same privilege might, with propriety, and we think should, be granted to the Westside road, if desired. Both roads could use the same street, or, upon mutual understanding, might both use the same track along the city front. About this matter there are no just grounds for complaint or misunderstanding, and no blame should attach to the managers of the W. V. & C. R. Co.

We regret that any person should endeavor to create disturbance or misunderstanding between the managers of these two roads. Benton county cannot afford to do without either enterprise, and the completion of one necessitates the other. If our people understand their own interests, and act with proper discretion, the Westside railroad will be completed to our city within the next ninety days, and that will bring the W. V. & C. R. R. within eighteen months. This is no idle talk, and a careful survey of the case cannot fail to convince any unprejudiced person. The capitalists owning the grants in the western portion of Benton county desire this road. It is to their interest that the road should be built and the sooner it is completed, the sooner these lands will yield golden returns. It is simply a business transaction, and when the people go forward and complete the first ten miles, as per agreement, the remainder of the road will be pushed to speedy completion.

As a favorable indication for our road, G. B. Smith Esq., is now taking a lively interest in it. He is talking railroad strong. And when such men as he, and Uncle Haman Lewis, and other leading wealthy men of our county begin to give it the support and encouragement it deserves, it will not lag very long. As soon as harvest is over men and teams enough could be placed on this road to complete the grade ready for the iron as soon as the first boats could bring forward the same. This done, and next summer the road would be completed from Corvallis to Yaquina Bay.

CHINESE WAR PREPARATIONS.

The Chinese question is fast assuming alarming proportions in other portions of the globe than the Pacific coast. The steady stream of Pagan immigration now pouring into America and England, together with their knowledge of our means of warfare, is beginning to produce unpleasant prospects for the future peace and tranquility of both countries, causing just reason for alarm. An exchange,

in speaking of probabilities in this direction, says: "Even staid old England is seriously alarmed at some of their recent doings. It appears that the Chinese government has purchased eight of the strongest gun boats that can be made by the leading English firms in the business. Each of these formidable little vessels carries a thirty eight ton gun, admirably adapted for coast and river defense." Upon this fact the London Observer publishes a long article making some very dreadful suggestions, and concludes as follows: "Sooner or later, China, a vast reservoir of human life kept in by old rotten dykes, will burst its barriers, and the new world will be flooded by Chinese as the old was swept by the Goths, Vandals and Huns. The day is not likely to arrive in our own years, but when it does come, as come it must, it will be sad for civilization if the barbarians possess a navy superior in scientific respects to that of the civilized world, which they have marked out for plunder."

THE WESTSIDE RAILROAD.

ED. GAZETTE: This long looked for and much desired enterprise has not yet reached our city. Is there anything we can do to encourage it along? If there is, we ought, by all means, to do it. Should we fail to get this road, our disappointment who can tell or describe? Have we not plumed our hopes in advance, without working for the prize? And, especially, have we done all in our power to secure it? These are inquiries more properly made now, than when it is too late, unless, indeed, we have already slept on our opportunity.

Our people appear to be perfectly willing that the road should occupy First or Sixth street, one or both, but we have no money to buy depot grounds with. But it don't signify that because we can't buy depot grounds that we can do nothing whatever. If we can't do all that the company demands, let us do as much as we can. The people having spoken in their public meetings, we think the city council should now show its readiness to place facilities at the disposal of the company, or at least show its perfect willingness to do all in its power to accommodate and satisfy the fair and reasonable demands of the company. I think a committee ought to be appointed of such members of the council as would fairly represent the property holders of Corvallis, to meet Mr. Koehler and, at least, show a hearty appreciation of this great enterprise, and also show the sunny side of a generous disposition to the road. Even corporations prefer sunshine to frigid indifference. F. A. C.

CORVALLIS, Sept. 3, 1879.

SURVEY COMPLETED.—From Mr. Wm. McWillis, who arrived from Alsea Bay, last Monday, we learn that R. A. Habersham, U. S. Eng., assisted by R. H. Talbot, had completed the survey of Alsea Bay and harbor. Mr. McWillis is greatly elated over the future prospects of Alsea harbor, and says it is equal to the Yaquina. This is good news. We are rejoiced to see the government taking steps for the development of the various harbors along the line of our Oregon coast. We shall await, with great anxiety, Mr. Habersham's official report on Alsea harbor. Mr. H. was assisted by a most excellent corps of young men, and the work, like all similar undertakings by Mr. Habersham, has been pushed with determination and energy. He is a faithful, competent officer, and attends strictly to business, hence his universal success in difficult undertakings.

DESTROY THE WEED.—The jagger-cockle-burr is said to be increasing alarmingly in some portions of the Willamette valley, and will be come very troublesome if decisive measures are not immediately taken for its eradication. The statutes of Oregon provides for its destruction, and the duty of road supervisors, in the matter, is very plain. Supervisors can call out work, in any distinct to destroy this nuisance or cause any person to destroy the weed, when found upon private property. If the owner of land, upon which the weed grows, should fail to destroy the same when notified to do so, the supervisor can do it at the expense of the owner of the land. Municipal corporations are also required to take measures for the extermination of the cockle burr under penalty of from fifty to five hundred dollars for failure. This matter should be looked after at once, so as not to allow these noxious weeds to go to seed.

Last week a little son of John Dougherty, living near Eugene, fell from a fruit tree and broke his collar-bone.

BAY NEWS.

ED. OF GAZETTE: Steamer "Alex Duncan" will be here about the 4th of Sept. Steamer "Kate and Anna" will leave Portland for this place on the 10th. Harvesting in the valley has stopped travel Baywards for a while. Mr. Borch caught two sharks in the Bay, either of which measured six feet in length. It is said these are too small to eat bathers; but I imagine the sight of one preparing to take a "nibble," would have a most exhilarating effect.

R. A. Habersham, U. S. Ass't Engineer has completed his survey of Alsea Bar and will proceed to Umpqua for the purpose of making a survey of the River between the mouth and Scottsburg. In due time the report of the Alsea will be made public; in the meanwhile its enough to say that the Alsea has an entrance sufficient to accommodate all her commercial interests.

A steam propeller passed up the coast a few hours ago, coming in between the outer buoy and the shore; this is not a prudent or a safe thing to do; one of the outer buoys is in a dangerous position, having drifted there. The captain of the steamer Shubrick, whose business it is to locate buoys, found, on examination of the ground that the buoy south of the Yaquina was among the rocks; and if it was considered dangerous for a light draught vessel like the Shubrick to go there to raise the buoy, it certainly is more so for a vessel of greater draught. I have been surprised, several times, this season, to see vessels come in close to the shore "slowing down" and evidently taking a view of Yaquina and Foulweather. So far, this has been harmless, but it is well enough to know that there is a broken reef from Yaquina Point or Cape Foulweather to Seal Rocks, a distance of at least seven miles. There is intervals of deep water along the reef, defined when there is a little "sea on" or by the bay north of Yaquina bar, but when the sea is smooth these dangers are hidden. Better keep outside of the reefs, gentlemen, unless you are looking for a harbor after a severe southerly gale; then pass through any of the intervals on the reef making Yaquina Bar, work down behind the reef to the bar, as did the distressed Lizzy Madison in 1878, and you can enter a harbor of safety, when such thing would be impossible on any other Bar on the coast. Another thing can be said for Yaquina Bar, that is this, Capt. A. W. Chase, U. S. Ass't Engineer, on his survey of the bar in 1868, established beacons and ranges for the bar; these rotted down, and in 1874 Commodore Spots, inspector of this district, had these ranges rebuilt on the same ground and they are in need of repairs now, but the position they occupy is correct. Thus for 11 years mariners have used the same survey for sailing in and out of Yaquina Bay. This proves conclusively that the chan nel does not change, and this brings to mind the marginal note made by Lieut. Kempff, inspector of this district in 1875, in his circular showing the positions of buoys, beacons, etc. in the district, to wit: "vessels should not attempt to cross this (Yaquina) bar without a pilot, as it is constantly shifting." Inasmuch as Lieutenant Kempff never visited Yaquina, and farther as no such note is made in reference to Coos Bay, where the Bar has been known to change in a single week, keeping vessels in port and out of port, months at a time, we think an injustice has been done, based on irresponsible information furnished that officer; and I hope the present efficient inspector of this district, Com. E. C. Merriman, will examine the matter, and feel confident that inquiry instituted among men who have sailed to and from here will be sufficient evidence against the correctness of the "marginal note" to have it erased. RIALTO.

NEWPORT, Sept. 1, 1879.

COAST SURVEY.—Last Saturday Jack Hoffman arrived in the city, bearing important documents and messages from R. A. Habersham, U. S. Engineer in charge of the coast surveys now in progress at Alsea Bay and mouth of Umpqua River. The weather for the past two weeks has been quite unfavorable, at Alsea, but we are glad to learn that Mr. Habersham has completed his labors at that place. Mr. Hoffman, among other duties, telegraphed for a tug to meet the party at Alsea and convey them to Umpqua. Mr. Hoffman started upon his return trip about 4 o'clock Sunday morning. Of course he could not give us any particulars of the Alsea survey, but says the entrance is considered very good.

Track-laying on the Westside extension is progressing but slowly. Eighteen men are engaged in the work.

REPLY TO TRAVELER.

ED. GAZETTE:—In the Benton County Blade of Friday, Aug. 22, 1879, appears an article signed "Traveler" relating to the "reforms instituted by Swan" and headed "The Siletz Agency." Wherein he speaks of the crookedness of affairs under Ex-Agent Bagley's administration viz: the inefficiency of mechanics. Will that worthy gentleman who shields himself under the fictitious name of "Traveler" listen and answer a few questions, letting alone the fact that the many Indian graves dotting the hillsides of Siletz, stand silently as monuments of his ability.

First, where and from whom does he draw his unlimited and startling knowledge, when he speaks of the blacksmith of whom he says: "The one who occupies the blacksmith's biller was plainly speaking no blacksmith." If Mr. Traveler's knowledge was so very extensive, why does he not, instead of drawing his conclusions from a prejudiced mind consult the many works of the past three years, which plainly attest to the blacksmith's ability. If "Traveler" is so very plain spoken, why does he not also tell of his inefficiency to maintain his position as an "instead of" handling his maledictions on the heels of those who have proven themselves efficient in every respect.

The "short and sweet" of it is, Mr. "Traveler," that you had to seek a more genial climate than Siletz, to the furtherance of your object, seek this mode of expressing your honor and ability. Come to the front, confess your ignorance or you may fully realize the appendum of "Traveler." TYRANUS.

KINGS VALLEY, Sept. 1, 1879.

MITCHELL ON THE HARBOR OF REFUGE.

Since it has been promulgated that there is some probability of the Board of Engineers failing to agree upon a location for a harbor of refuge for the Pacific coast, some have thought it might be as well for the interests of Oregon if the board should report that no such harbor is needed, as General Lane intimates they may. This opinion is based upon the fear that the State which gets this harbor will obtain no other appropriations for improvements of rivers and harbors for years to come. Ex Senator Mitchell, in an article upon the subject published in the Portland Bee, takes the opposite view of the matter, maintaining that appropriations for the building of the harbor would not necessarily interfere with the improvement of the other harbors and rivers of the state, as the breakwater is an improvement of a national character and could scarcely come into conflict with local enterprises. He also says: "It is true they may be unable to agree; this is possible, but that the board has any power or right to declare officially, or otherwise, upon the question as to the necessity of the work, I deny, and in this I have no doubt Gen. Lane, on reflection, will concur, and I apprehend this intelligent Board of Engineers would not for a moment entertain the thought of determining a question that is not submitted to them, but which Congress has determined.—Ashland Tidings.

COALS AND LIGNITES.

The Astorian of the 29th ult., has the following remarks relative to the quality of coal found on the North Pacific coast. That's right Bro. Ireland, when we have the best quality of coals, say so:

In speaking of the coals of the North Pacific coast, they have usually been called lignites, to be distinguished from the coals of the carboniferous period of Ohio, Illinois, Pennsylvania and Great Britain. The word lignite implies that the coal is of a woody origin. The name, however, is an unfortunate one, as it is now proven that the coals called lignites are not formed from wood to any greater extent than are the coals of the carboniferous period. It is also customary to speak of them as inferior coals. This is also a mistaken idea, in the main. For coals of every quality and fit for all uses can be found in the so-called lignite coals of the North Pacific. Here are good coals in Vancouver island, good grate and parlor coals at Seattle, economical steam and parlor coals at Mount Diablo, and good blacksmith coals at Wilkinson. Here too we find also bituminous, semi-bituminous, and even anthracite coals. All in the same lignitic period. Here, too, within twenty-three miles of Astoria, south we find large veins of coal fully as good as the Sydney coals for steaming, and better than Seattle or Coos bay for grate and parlor use. The word lignite is too poor a name for these coals, especially of this quality; and in future we shall speak of them by their right name—coals, of the best quality.

STORIES AND BALLADS.—Upon our table we find a very readable little book entitled "Stories and Ballads for Young Folks," by Ellen Tracy Alden, published by the American Book Exchange, New York. It is a neat little volume of 250 pages, handsomely bound, and well calculated to interest the class for which it is intended. For further particulars, address the publishers, 55 Beekman st., New York.

SCHOOL REPORT.—We are indebted to Prof. T. H. Crawford, Superintendent of Public Schools in Portland, for the sixth annual report of the Portland Public Schools, for the year ending June 23, 1879. It is a most valuable document for reference, and in addition to the usual information contains a very graphic historical sketch of the public schools of Portland, dating back to 1847, although district No. 1 was not organized until 1855. The Board of Directors most appreciating Prof. Crawford's valuable report, ordered twelve hundred copies printed for general circulation.

TELEGRAPHIC SUMMARY.

Gen. J. B. Hood died at New Orleans on August 31st.
Hon. John Welch, ex-U. S. minister to England, has arrived home.
A large amount of British gold is coming to America for the purchase of wheat.
The Guster monument at West Point was unveiled with appropriate ceremonies last week.

The cotton masters of Ashton, England, have decided to further reduce wages five per cent.
Another "sand lot" meeting in New York has endorsed the California agitator, Kearney.
The Chisholm murderers are now on trial in Kemper county, Miss. The crime was committed April 29, 1877.

Richard Stevenson, a U. S. deputy marshal, was killed in Kingman county, Kansas, last Saturday, by a horse thief.
W. H. McCloud went to bed at the Metropolitan hotel, Reno, and blew out the gas. He was found dead in the morning.

A terrific hail storm at Fort Keogh on August 30th completely destroyed the military quarters at that place, and damaged other property.
The total number of cases of yellow fever reported at Memphis for the week ending August 31st was 71; total number to that date, 848; total deaths, 228.

John Henry Puleston, member of the English parliament, has sailed for Philadelphia. His mission is to inquire into the agricultural and commercial condition of the United States.
During August the silver payments from the U. S. treasury and mints amounted to \$1,965,000, exclusive of the amount returned for silver certificates. The aggregate weight of the coins was fifty-six tons.

A leading German paper at Berlin has published statistics of the wheat harvest of Europe. Taking one hundred as representing an average harvest, that of Austria-Hungary may be represented by 78; Germany, 85; France, 78; Switzerland, 80; Italy, 82; England, 76; Russia, 79; Roumania, 80.

Col. N. A. Miles has arrived at Fort Keogh with his command consisting of seven companies of the 5th infantry, bringing with him nearly one thousand half breeds who have been furnishing arms and ammunition to Indians between the Yellowstone and the boundary line. He has cleared the country of all roving bands and driven Sitting Bull's followers across the American line, besides breaking up the illicit traffic in arms and ammunition between half breeds and hostile Indians. The campaign has been very successful, considering the small loss to Miles.

MEDICAL INSTRUCTION.—On and after September 10th, Mrs. F. M. Johnson will be prepared to give instructions on the piano and organ. Special attention given to vocal music. Residence, corner of third and Van Buren streets.
Corvallis, Aug. 27, 1879. 4w

PACIFIC COAST.

A goodly number of Polk county farmers will hold their grain for \$1 per bushel.
An immense quantity of hay has been stored in Lake county this season.
The old Small mill at Cottage Grove, built 25 years ago, fell down last week.
Eighty-one newspapers are published in Oregon and Washington territory.

J. B. V. Butler, of Monmouth, whose severe illness was recently announced, is recovering.
Asa Peterson's jewelry store at Lebanon, was robbed of \$2,000 worth of stock a few nights ago.
Rev. P. S. Knight, of Salem has been going on four months' leave of absence and will visit San Francisco and the east.

The old Bob Kinney farm, in the western end of Chehalis valley, was sold last week for \$6000.
Ed. Parker, boy of 15, had a hand terribly lacerated last week by a saw in Carter & Son's mill at Albany.
Mr. B. Gatching, of Forest Grove, has invented a semi-circular saw which will cut 1,500 staves a day.

Jay Bosch has resigned the post leadership at Fort Klammath, and will go into factory stock raising on Lost River.
Y. M. C. A. chapel on the fair grounds at Salem is being repaired, and fitted up in a style much more comfortable than its previous condition.
Some large grey wolves chased Mr. Jas. Dillard at Steamboat Springs, Douglas county, last week, and made him climb a tree for safety.

The charge for transporting grain or flour over the westside road from McMinnville to Portland will be \$2 per ton in car loads. Free delivery at Portland is included.
David and Morris Looney, says the Salem Mercury, have ten or twenty horses sick with a species of epizootic or lung fever. It has already proved fatal to six of their horses, and may cause the death of others. This disease appears to be more fatal in its results than the epizootic which was so prevalent some years ago.

THE WALLA WALLA WHEAT CROP.

The assessment roll of Walla Walla county for 1879 shows that there are 46,557 acres bearing a crop of wheat in the county. The harvest has been in progress a couple of weeks. The lowest yield yet reported was from a field of volunteer grain which gave a product of 18 bushels to the acre. Numerous large fields have been reported where the yield was over 50, and several whose produce was over 60 bushels to the acre. Good judges claim that the average yield for the county, this year, will exceed 30 bushels of extra quality of wheat to the acre or a total crop of 1,396,210 bushels. Dr. Blalock says that with an average yield of 25 bushels per acre, it costs twenty five cents per bushel to raise wheat and get it ready to sack. This cost includes interest on the investment at one per cent. per month, wear and tear of machinery, repairs of fences, etc. Taking his statement as a basis we find that it costs to raise the crop the sum of \$349,177. Deducting one third, a very large allowance, for home consumption, we find a surplus for export of 931,140 bushels' which at 50 cents per bushel the present price, will bring into the valley from abroad the hand some sum of \$465,570. To this must be added the amount which the non-producers pay for their bread say \$20,000. Some wheat was cut for hay, but not much, say 1000 acres, equivalent to 30,000 bushels or \$15,000, which amount must be deducted from the grand total, leaving as the cash value of the surplus wheat crop of 1879 the sum of \$470,570.—Walla Walla Union.

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THE WEEKLY
Corvallis Gazette,
FOR
1879!
VOL. SIXTEEN.

OFFICIAL PAPER

FOR

BENTON COUNTY!

THE GAZETTE

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Has a Large, and Constantly Increasing circulation, and is one of the BEST ADVERTISING MEDIUMS in the State, being published in the heart of the

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NOTICE

TO DONATION CLAIMANTS!

THE ATTENTION OF CLAIMANTS TO donations of land, their assigns and legal representatives, is particularly called to that part of section 6 of the act of Congress, approved July 7th, 1854, entitled "An act to amend an act approved September twenty-seventh, eighteen hundred and fifty, to create the office of Surveyor-General of the public lands in Oregon, etc., and also the act amendatory thereof, approved February nineteen, (fourteen), eighteen hundred and fifty three," which reads as follows, to-wit: "All persons claiming donations under this act, or the acts of which it is amendatory, shall give notice to the Surveyor-General, or other duly authorized officer, of the particular lands claimed as such donations within thirty days after the date of the publication of this act, and failing to do so, the claimant or claimants shall forfeit all rights and claims thereto." "Now, therefore, the undersigned, being such other duly authorized officer," do hereby give notice, to each and every person, his or her assigns and legal representatives, claimants of donations of lands, within the district of lands subject to sale at the United States District Land Office at Oregon city, Oregon, under said acts of Congress; that each and every one of them, within thirty days from the 9th day of July, A. D. 1879 (being the day of expiration of six weeks' publication hereof), give notice to the Register and Receiver of said Land Office, at Oregon City, Oregon, "of the particular lands claimed as such donations;" and failing such notice the claimant or claimants shall forfeit all rights and claims thereto.

And each and every person claiming the benefits of said act of September 27th, 1850, and the legislation supplemental thereto, will, within six months after the expiration of the aforesaid thirty days, cause to be filed in the United States Land Office at Oregon City, Oregon, the claim made by law, to complete their claim to a donation of land, under said act; and failing so to do, such claims will be held for cancellation.

In witness whereof the Register and Receiver of the said United States District Land Office at Oregon City, Oregon, have hereunto set their hands and names this 8th day of June, A. D. 1879.

L. T. BARN, Register
J. W. WATTS, Receiver.

16:30w6

A WEEK in your own town, and no capital risked. You can give the business a trial without expense. The best opportunity ever offered for those willing to work. You should try nothing until you see the result. You can do it at the business we offer. No room to explain here. You can devote all your time or only your spare time to the business. We make a great every hour that you work. Women make as much as men. Send for special private instructions, which we mail free. 85 Cent fee. Don't complain of hard times while you have such a chance. Address H. HALL & CO., Portland, Maine. 1879.

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KEEPS MEATS, FISH, BUTTER, Eggs, Vegetables, and Fruits sweet and good without salting, cooking, drying, or sealing up. It also stops fermentation in Cider or Wine, cures the scab on sheep, and is excellent for other purposes. It is not injurious to the health, and costs but a trifle. Family rights, County and District rights on reasonable terms. Written guarantee given. Money refunded in case the Process cannot be made a success. Genuine testimonials from prominent men testifying to its healthfulness and success. For further particulars inquire of

GOLDSON & MATTOON,

Corvallis, Benton county, or Albany, Linn county, Oregon, general Agents for the Pacific coast.
Corvallis, July 25, 1879. 16:30w6

NOTICE.

LAND OFFICE AT ROSEBURG, OREG., }
July 3, 1879.

NOTICE IS HEREBY GIVEN THAT the following named settler has filed notice of his intention to make final proof in support of his claim, and secure final entry thereof at the expiration of thirty days from the date of this notice, viz: William A. States Homestead Application No 2199 for the Lots 4, 5 and 6 and 8 1/2 of S E 2 of T 14 S R 8 W., and names the following as his witnesses, viz: Geo. W. Spencer, of Benton county, and Thomas Phillips of Benton county, Oregon.

WM. F. BENJAMIN,
Register.
16:29w5

SOUTH END