

THE DAILY GAZETTE-TIMES

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CORVALLIS, BENTON COUNTY, OREGON, FRIDAY, SEPTEMBER 10, 1909

PRICE FIVE CENTS

KICKS ABOUT BICYCLE TAX

A RIDER SAYS TAX WOULD BE UNCONSTITUTIONAL.

GIVES COUNCIL STRAIGHT TALK

Declares That There Must Be State Law Before Council Can Enforce Bicycle Tax--Rider Complains of Bad Walks.

Corvallis, Sept. 10.

Editor GAZETTE-TIMES:—

I see by the columns of your paper dated Sept. 8 that the city council has, or is having, drafted an ordinance to the effect that bicycles must wear numbered tags similar to those worn by autos and that two dollars annually will be charged for these tags.

Mr. Editor, I think that this ordinance will be an imposition and will be unconstitutional. A law like this must be a state law before it can be enforced. The city has no jurisdiction outside the city limits and wheels from the outside can not be kept out. The roads and our streets are public highways and no man with a wheel can be forced from there unless it is a state law. How are they going to keep the outside wheels out? Chief Wells will be looking for them when they come to town but he will just have to look and let them go by. If they wish to put the bicycles off the walks, that is a different thing.

A number of years ago a similar scheme was concocted and was declared unconstitutional. This law called for a dollar tax on every wheel. The money was to be used for the construction and maintenance of bicycle paths in Benton county. The paths never amounted to anything and what disposition was made of the money was never made public.

The automobile tax is a state law and it is just to all. Every auto has its number but every wheel will not. The license for autos in this state is three dollars and that is not paid annually

your number lasts as long as you have the machine. But the bicycles must pay the two dollars every year.

I am a bicycle rider and use a wheel a great deal. I carry a whistle and blow for every blind corner. No one has every received any serious injuries from my wheel. It is true I have received several hard falls due to broken walks and loose boards, which are among the most common things in Corvallis, except no walks at all.

Mr. Editor, I think this law very unjust and imposing and I for one shall fight it to the last and there are others who will help. "A RIDER."

PAYING FOR PAVEMENT.

There seems to be a wide divergence of systems in reference to paying for the paving of intersections.

The department of legislative reference of the City of Baltimore, says it has collected from 19 of the largest cities of the country information as to the portion of the cost of paving which is assessed against abutting property. Seven of these pay for intersections, three pay for 2 per cent. of the rest and one for 25 per cent.

New York assesses the entire cost against abutting property. Chicago follows the same principle except as to business streets. From 15 to 25 per cent of the cost of paving business streets is assessed against abutters.

Philadelphia pays for the intersections.

Cleveland pays for the intersections and 2 per cent of the rest.

Buffalo assesses the entire cost against the abutters.

Pittsburg does the same. Detroit pays for the intersections.

Milwaukee pays for nothing unless the cost of paving exceeds \$3 per square yard. It pays anything in excess of that.

New Orleans pays for the intersections and 25 per cent of the rest.

Minneapolis pays for the intersections.

Louisville, Indianapolis, St. Paul, Rochester, Kansas City and Denver pay nothing. Toledo pays for the intersections. And the Providence and Johnston pay all.

NEED ONLY 5,000 VOTES

PROHIBITIONISTS CLAIM THAT STATE CAN BE CARRIED.

ANTI-SALOON LEAGUE ACTIVE

A List of the Majorities in Various Counties at Last Election Shows that State Prohibition Stands a Good Chance of Winning Out.

In his address here a couple of weeks ago, Supt. Knodell, of the State Anti-Saloon League, made the statement that the fight for state wide prohibition is on. At that time he gave some very interesting figures. These, augmented by others from the Oregonian, furnish interesting reading.

As indicated by the votes cast in the counties of Oregon that have availed themselves of the provisions of the local-option law, the prohibition issue, now in sight for the election of November, 1910, will have to gain at least 5000 votes outside of Multnomah County, in order to put the state in the dry column, even conceding that all the supported county prohibition will vote for the state prohibition.

In the 31 counties of the state that have voted on the temperance question, the majority shown against the saloons was 5421.

If the figures in the local option vote in the 26 precincts in Multnomah County in which an election was held in June, 1908, are to be taken as an indication of the sentiment in this county, Multnomah will poll a majority against prohibition next year of from 10,000 to 12,000.

Majorities Against Saloons.

In 1908, 21 counties voted "dry," and one, Baker, had previously voted against the saloons. The majorities against the sale of liquor in the 22 counties were as follows: Benton, 286; Crook, 584; Curry, 132; Douglas, 412; Gilliam, 36; Grant, 22; Jackson, 257; Josephine, 363; Klamath, 88; Linn, 588; Lane, 770; Malheur, 250; Morrow, 240; Polk, 253; Sherman, 96; Tillamook, 66; Umatilla, 694; Union, 590; Wallowa, 415; Hood River, 102; Wheeler, 92; Yamhill, 872. Total 7109.

The wet majorities in the nine counties that have voted to retain the saloons were as follows:

Clackamas, 169 Columbia, 162; Coos, 64; Harney, 144; Lake, 85; Lincoln, 3; Marion, 571; Wasco, 185; Washington, 105. Total, 1788.

Subtracting the wet from the dry majorities in the counties named gives the prohibition majority aforementioned of 5421.

KLAMATH CO. FARMS

Will sell, or trade for Benton County Realty, two desirable farms in Klamath County. One is a dairy and chicken ranch near the town of Dairy, 160 acres. The other is a grain and fruit farm in Langell Valley, near Bonanza, and has 200 acres including valuable reservoir site. J. D. Hamaker 542-N. 2nd street Corvallis, Oregon. 9-10-6t

FROM POVERTY TO RAILROAD KING

E. H. HARRIMAN CAME FROM POOR AND COMMON FAMILY.

CLIMBED FAST IN TEN YEARS

Had Scarcely Enough to Eat as a Lad. Little Education, But Wonderful Mind for Figures in Later Life--- Made Start by Plunging.

Edward H. Harriman, who died at Arden, N. Y., yesterday sometime between 2 and 3:30 p. m., was aged 61 years. He was the railroad king of the world, and rose to such exalted height from a position as humble as any position could be. As a boy at home he and his family had scarcely enough to eat.

He was born at Hempstead, L. I., February 25, 1848, the son of Rev. Orlando Harriman, Jr., rector of an Episcopal church in that town, founded in 1702.

The early life of the future man of millions was one of great poverty. His father was a cultured but poor man, his mother came from an old aristocratic, but equally impecunious family of New Brunswick, N. J. The Rev. Orlando Harriman, Jr., had a large family, consisting of four boys and two girls and his income was altogether inadequate to feed, clothe and educate his children.

Moves to Jersey City

In 1855, when Edward Henry Harriman was but six years old, the family moved to Jersey City. The head of the family had no regular charge, but helped out wherever he could. On May 9, 1859, the Rev. Orlando Harriman, Jr., was made rector of St. John's at West Hoboken, with a salary of \$200 a year. He remained in charge of the parish seven and a half years, until November, 1866. At that time his salary was \$374 in arrears, which was compromised at, \$250, payable in six months, with interest. But little is known of E. H. Harriman's life during these years of poverty. The family lived in a small house on the meadows and it required no end of ingenuity and economy to make both ends meet.

Early Education

Edward H. Harriman received his early education at the district school and supplemented it by a two years' course in a boys' school under church auspices, where the sons of clergymen paid practically nothing for their education. Edward's oldest brother, John Nelson, and his youngest brother, William McCurdy, died some years ago. His second brother, Orlando, became a real estate dealer in Brooklyn. Lily, one of his sisters, became the wife of Charles D. Simmons of Brown Brothers & Co., of New York, and Annie, the other sister, married a Van Rensselaer, of the old and aristocratic family of that name in New York.

Edward Henry Harriman began his career as clerk in a broker's office on Wall street. He showed no unusual ability and for many years gave no promise of his later brilliant development. Socially he was well liked and those who knew him at that time

described him as a sociable young man, always full of fun. He was noted, however, for a mind of his own. What he wanted he generally obtained, but his desires and ambitions were, at that time, at least, neither very sweeping.

Plunged a Little.

He plunged, won enough money to buy a seat on the New Stock Exchange, became vice-president of the Illinois Central Railroad and formed a money combination to purchase the defunct Union Pacific lines. Harriman soon became the controlling spirit of the Union Pacific and by stringent economy, cutting off all waste and improving the main line, transformed the road into valuable property, paying steadily increasing dividends. He cleverly used the credit of this road for acquiring, without spending a single dollar, the control of one railroad after the other. The first railroad thus absorbed was the Oregon Railroad & Navigation Company, whose stockholders were induced to exchange their stock for Union Pacific stock.

In the following years Harriman continued the extension of his system toward the east and south. He acquired control of the Illinois Central railroad, ousting his former friend, Stuyvesant Fish, from the presidency, obtained a strong hold over the St. Joseph & Grand Island by using the credit of the Union Pacific, and through the Oregon Short Line he obtained interests in the Atchinson, Topeka & Santa Fe, the Baltimore & Ohio, the Milwaukee & St. Paul, the Chicago & Northwestern, the New York Central and several minor railroads. These railroads and his interests in the Equitable Life Assurance society and other insurance companies placed him in control of property valued at more than \$1,000,000,000 and one of the most dangerous rivals of John D. Rockefeller, J. P. Morgan and James P. Hill, as well as a political power, particularly in the west.

NEW PICTURES AT THE PALACE

There will be an entire change in the motion picture program at the Palace theater to-night, three exceptionally fine films having been received by the management for the entertainment of patrons.

The opening feature will be "The Tomboy," a picture full of scenic beauty and charming situations, the story being that of a young girl and her boy mate.

Another interesting film is entitled "Arabian Pilgrimage," a wonderful illustration of the journey of the Mohammedans to Mecca, the views of that far off country being educational and inspiring.

A richly colored picture is called "The Two Pigeons," depicting the romantic lives of a pair of young lovers.

The Star will also have a series of fine motion pictures Saturday night.

FOR SALE OR TRADE

1908 Reo automobile in first class condition, cheap if sold at once. 9-10-1f F. O. GRAY, owner

For Sale—A few choice Cotswold rams. J. M. Porter. 9-2-5t-w

ALBANY'S BIG APPLE SHOW.

GREAT PREPARATION FOR A SUCCESSFUL FAIR THIS YEAR.

APPLE DAY GREAT FEATURE

Will Serve at Banquet Every Variety of Good Things Made From Apples, Even to Apple Butter and Apple Pie. Excellent Prizes Offered.

Active preparations are being made for the third annual Albany Apple Fair, which will be held Oct. 27, 28, 29, 1909. The association is sending out printed premium lists to all Apple growers of western Oregon north of and including Lane county, accompanied by letters soliciting exhibits for the event.

The principal premium offered is for the best county exhibit (Linn county barred), consisting of 20 boxes of five or more varieties, for which the first prize will be a \$100 cup and \$50 cash; the second prize, \$50 cash, and the third prize, \$20 cash. Other prizes range from \$50, \$30, \$25, \$20, \$15, \$10, \$5 and \$2 cash, besides numerous cups and other valuable articles.

Daily programs are being arranged, a feature of which will be brief addresses by acknowledged apple experts. Music and athletic sports will add to the general interest. "Apple Day," Thursday, Oct. 28, will be a unique feature. On that day a banquet will be given at which all sorts of delicacies will be served, including Apple dumpings, Apple fritters, Apple coffee cake, Apple pie, Apple jelly, Apple sauce, Apple butter, fresh Apple cider, etc.

The railroads will grant a rate of one fare and a third for the round trip, which ought to bring a large attendance from all points in the territory of the fair.

Palace Theater

Friday and Saturday

Entire change of Program

New Motion Pictures

"The Tomboy"

The scenic beauty of this picture makes it especially attractive, offering, as it does, a series of views that at once claim and hold attention. The story is a charming one portraying the life of a young girl and her favorite playmate.

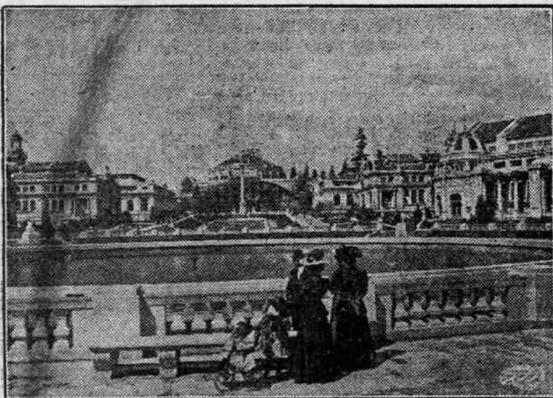
"The Two Pigeons"

A richly colored picture showing a pair of young lovers, whose romantic lives form an interesting subject.

"Arabian Pilgrimage"

This is a wonderful scenic film and is most interesting and full of educational benefit, giving at close range views of the strange people in that far-off land. The picture represents a pilgrimage of Mohammedans to Mecca and it is an inspiring sight.

Pictures at the Star Saturday night



A VIEW OF THE COURT OF HONOR, A.-Y.-P. EXPOSITION, SEATTLE.

All of the principal buildings of the Alaska-Yukon-Pacific Exposition are grouped in close compass around the Cascades and Geyser Basin and the flower beds which line each.

The picture shows a view from the lower side of Geyser Basin, directly up the Court of Honor. On the right are seen the Palace of Manufactures, the Oriental and Hawaiian Buildings. On the left are the European Exhibits and Alaskan Buildings. In the far center is the Central Government, which shows its incompleteness as it looked on April 15. On that date this was the heaviest piece of construction to be finished before the opening day of the Exposition and the contractors estimated that it would take them ten days to do the work.

Geyser Basin is in the foreground, and just beyond it show the steps in the Cascades.