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N. R. MOORE . . . . . Editor  
 CHAS. L. SPRINGER, Business Mgr.

MR. BRYAN'S ADDRESS

Mr. Bryan is better liked as a preacher than as a politician, says the Portland Telegram. The moral value of his teaching from the lecture platform is alike admitted by friends and opponents in politics. The vigor and honesty and wholesomeness of his views are an inspiration to good citizenship. By them he is presented to us as a man of great worth in the Republic.

All of these were fully demonstrated in the address Mr. Bryan delivered Monday night at Portland. Every person present, except, indeed, he were a dullard or a confirmed cynic, appreciated the utterance of fundamental truths applicable to the guidance of individual conduct where the individual has an earnest desire to maintain the standard of a good citizen. The central thought in Mr. Bryan's theme—"The Price of a Soul"—was the saving and essential quality of service. There was no criticism of the capacity of honest earning, however great that capacity might be: there should be no envy of the reward that comes to the worker on this account; but the distinction must ever be preserved between the man who is so busy working that he has not time to collect the reward, and that other man who is so busy collecting the reward that he has not the time to do efficient work. This is the distinction that in the final estimate of men is ever observed between creators and producers on the one hand and mere accumulators on the other.

Mr. Bryan also uttered a word or two of educational wisdom on the character of work that pays well in money, but is not serviceable to society. Enumerated in this class is the service of the lawyer who aids scoundrelism to avoid the consequences of its criminal acts. This, he righteously maintains, is not a service but a detriment to society; and he suggests with convincing logic that society will benefit as public sentiment develops to the utter condemnation of that sort of work. He makes it clear that when such sentiment is sufficiently strong, the effect upon the individual will be of communal value.

And in all this, and much more that is illuminating and healthful, there is a tone of optimism that is extremely gratifying. In the Bryan view the world is getting better rather than worse. The trend is toward virtue rather than vice, toward good rather than evil. Mr. Bryan himself is obsessed with the gospel of service that is based upon the betterment of society rather than the aggrandizement of individual power and the increase of individual fortune. As to the sincerity of Mr. Bryan's view, no one is in doubt, unless it be some captious fellow who lacks the moral conscientiousness to appreciate the beauty and the value of the gospel. Mr. Bryan labors with earnestness for the consummation of his high ideals; and his labor is a moral force in the Republic not to be discounted.

The Coffee Club dance Saturday night was well attended and enjoyed by the devotees to this form of social life.

LIQUOR FIGHT IN IDAHO.

Local people interested in prohibition and local option will be more, or less interested in the big fight that is going on in Idaho at this time. Since the fight began there a year ago the following counties have voted dry: Bannock, Bear Lake, Fremont, Canyon, Idaho and Bingham.

Counties that have voted wet: Ada and Elmore.

Counties in which elections are pending: Kootenai, Washington, Blaine, Lincoln, Lemhi, Nez Perce, Cassia, Twin Falls, Bonner and Oneida.

Counties in which no elections will be held this year: Shoshone, Boise, Owyhee, Custer.

County dry by remonstrance before the enactment of the local option law: Latah.

Ada county, in which Boise is situated, was the first county in the state to vote wet. Last week Elmore, with Mountain Home as its county seat, joined the wet column by the narrow margin of thirteen votes. Of the counties which are yet to hold elections this year, it is conceded that Oneida, Cassia and Lincoln counties will go dry, the two former being Mormon counties and the latter one in which the population is so largely rural that there can be no doubt as to the result. Nez Perce, Kootenai, Bonner, Lemhi, Washington and Blaine counties are in the doubtful column.

In the coming elections the hottest fight will be in Nez Perce, of which Lewiston is the county seat. Under the initiative and referendum, Lewiston, a year ago, voted in favor of the license system by a majority of 700, but the county has a big rural population and there is not now a saloon in the county outside of Lewiston. For this reason the result of the local option election is much in doubt.

The victory for the license system in Ada county has done a great deal toward checking the prohibition sentiment, which for a time seemed to be sweeping the entire state, and to the fact that this county voted wet is attributed the defeat of prohibition in Elmore county. Votes in counties near Ada fear the results of prohibition, with Boise a wet town, as they realize that it will mean the taking of considerable money from their towns to the capital city. Profiting by the experience of Ada county, the liquor interests are making their fight all along the line on the proposition that business will be injured by the closing of the saloons. It was on this plea that the Ada county voters flocked to the support of the wets.

Local option is almost being lost sight of in the fight that is being made for state-wide prohibition. Already all political problems are turning on this question. It will be fought out at the primaries, and also at the general election next year. Governor Brady will be the candidate of the dries at the primary, and against him will be pitted a man whose platform will be the maintaining of the county local option law and the stringent regulation of the saloon in counties which do not vote for prohibition.

In the event that both parties declare for state-wide prohibition, the opposition proposes to put an independent ticket in the field.

EXCURSION TO ALBERTA

NOTICE—The Ide-McCarthy Land Co. of Portland will run an excursion to Alberta, Canada, Oct. 23. For particulars and rates inquire of J. Jackson, 317 Second St., Corvallis, Ore. Phone 3173 Ind. 10-11-10t

Cards are out announcing the arrival of Dorothy Kirk at the home of Prof. and Mrs. R. W. Kirk, yesterday. Mother and babe are doing nicely.

MAKES NAVIES OLD.

Vessels Will Go to Scrap Heap if New Device is Successful.

IMPROVED TURBINE INVENTED

Work of Three Famous Marine Engineers Intended to Put New Style Engines Into All Classes of Ships. Seeming Impossibility Conquered.

Unless the greatest of the world's marine engineers are mistaken in their estimate of the new turbine device invented by Rear Admiral Melville, John H. McAlpine and George Westinghouse the world will soon see a revolution in the art of building marine engines.

The new device means greatly increased speed, with greatly diminished space for boilers, engines and coal, and therefore, great and economical changes in construction. It is perhaps not too much to say that it means also complete rebuilding of the navies of the world, for diminished size and weight of driving power, with increased speed, means capacity for carrying heavier armor and heavier guns. The first nation to possess vessels of this new type will have vessels of all other kinds at its mercy, and other nations must follow the example of the first or allow their navies to stand confessedly inferior.

The Westinghouse-McAlpine-Melville invention is intended to permit of the driving of a marine turbine engine at high speed, while the propeller connected with the turbine revolves at a lower rate of speed. This is a problem that has long baffled marine engineers. Owing to its seeming impossibility of solution the turbine engine has heretofore been used only in vessels of the greatest speed and proportionately small carrying capacity, making them enormously expensive. The new device is an arrangement of gears and pinions that reaches the desired end.

Development of the Turbine.

To make the nature and importance of this invention generally understood it is necessary to remember that all the world was talking about steam turbines a few years ago—not the engineering world only, but the world of laymen too. Turbines were to change steam engineering practice everywhere, ashore and afloat. They have not done so except on land. For stationary practice—that is to say, for driving machinery for the generation of electric currents—they are immensely successful. But for driving ships they are far less successful—not mechanically, but financially.

They drive ships, but at far too great a cost. Ashore, they are economical; afloat they are extravagant. A few fast vessels have them, some liners and warships, but fast vessels comprise only 3 per cent of the ocean going tonnage of the world. If the war craft are deducted there remains not more than 1 per cent of sea ships that have a speed exceeding 20 knots an hour. And of these but few have turbines.

Ships intended for less speed than 20 knots an hour cannot afford to use turbines. And even the fastest ships have proved that the turbine drive is very costly. Ship turbines take too much steam. This means an excessive cost in fuel and a serious reduction in profits. It also means an excessive encroachment of bunker and boiler and engine room space.

Propellers Must Move Slowly.

A steam turbine is most efficient—that is to say, a pound of steam does the most work in it—when the motor is driven at a high speed. But the propellers of a ship are most efficient, they do the most work per pound of steam, when they turn at a low speed. The faster a propeller turns the smaller it must be in proportion to the work it has to do, the size of the ship it has to drive. The propellers of the turbine driven Mauretania are not more than eighteen feet in diameter. They turn 165 to 170 times a minute. They are smaller than the propellers of the Kaiser Wilhelm der Zweite, which revolve ninety to a hundred times a minute and are driven by reciprocating engines. All turbine ships have their propeller shafts connected direct to the turbines. Therefore the turbine speed and the propeller speed must be the same. This is a serious disadvantage, because the turbine is a high speed engine which has to work slowly and the propeller is a low speed appliance which has to work too fast.

If the Mauretania's propellers were to turn faster the ship's speed would not increase. It would diminish, because the "screws" would lose their grip on the water; they would drive the water away. Larger propellers turning at a slower speed would drive the Mauretania faster. Why, then, are they not used? Because they cannot be used with the present turbine practice. The new invention, however, will make their use possible.

MOTHER MARTHA ON STAMP.

Daughters of the Revolution Want Her Face on Twelve Cent Issue.

The picture of Martha Washington may be placed upon the twelve cent postage stamps of the present series. Members of the Society of the Daughters of the American Revolution have requested the postoffice department to take such action.

The suggestion is supported on the ground that it would be an appropriate recognition of one-half of the people of the United States, not to mention its merits from an aesthetic point of view.

SENSATIONAL CURTAIN SALE

Is the only way we can describe the rapid selling of the past two days and there is only **THREE** days more for you to participate, when our entire stock of **1910** styles will be sold out. Don't miss this opportunity to beautify the Home

PRICES 79c to \$8.98 PAIR

VALUES \$1 to \$12.50 PAIR

AND THEN ON SATURDAY

We begin our GREAT ANNUAL OCTOBER SALE OF SILKS AND DRESS GOODS

Black and Colored

Four days only, Saturday, Monday, Tuesday, Wednesday

No reservations. Every yard reduced. Further particulars Friday evening.

J. M. Nolan & Son QUALITY STORE

THE OREGON WONDER WASHER

The Oregon Wonder Washer can be found at 244 North Fifth street, at B. M. Martin's, where I shall try to have them always on hand. They wash any and all kinds of goods without injury, as the operating force is compressed air. This washer can wash whole carpets, oriental rugs, feather pillows, lace curtains, woolen and heavy comforts and it is extra fine for all kinds of flannels. It is easy to work, does the sudsing and puts the blueing through evenly. The price is only five dollars. The machine is all copper and it will last. Call and see it work. Patented by R. S. Harrington, Corvallis, Oregon, April, 20, 1909.

Apples!!

Good Clean Apples  
 For Cooking 75c per box  
 Good Eating 1.00 per box  
 Packed in Tiers, \$1.25 to \$1.50 per box  
 Fancy for Shipping 2.00 per box  
 GRAVENSTIENS are Now Ready  
 GEORGE ARMSTRONG  
 R. F. D. 1, Corvallis, Oregon  
 Phone 9053.

TRESPASSERS.

As two of my registered sheep were shot and killed by hunters last year, and recently two of my best ewes were torn up by hunting dogs, I have therefore given strict orders to my men employed to gather evidence to prosecute all trespassers with gun or dog found on my premises, and particularly to shoot and kill all dogs found on the farms. So that no one may be taken by surprise, I publish this notice.

FIFTY DOLLARS REWARD is hereby offered for the arrest and conviction under section 36 on page 419 of the session laws of 1909, of any person found trespassing by hunting with gun or dogs on my farms.

TWENTY DOLLARS REWARD is also offered for the arrest and conviction of any person for tearing down, cutting, destroying or defacing this notice, posted on my farms Sept. 30, 1909.  
 M. S. WOODCOCK

TRESPASS NOTICE

Notice is hereby given that no trespassing, either for hunting or otherwise, will be permitted upon our premises—All parties violating this notice will be prosecuted according to law.  
 Signed ROWLAND BROS.  
 10-11-6t

PHYSICIANS

G. R. FARRA, M. D., PHYSICIAN AND Surgeon. Office in Burnett Block, over Harris' Store. Residence corner Seventh and Madison. Office hours: 8 to 9 a. m.; 1 to 2 p. m. Phones: Office, 2128, Residence, 404.

For millinery goods at reasonable prices, call and see Mrs. W. A. Buchanan, located between North 10th and 11th streets, on Polk, Corvallis.  
 10-7-2tw