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CHAS. L. SPRINGER, Editor and Publisher.

TRAVELERS' GUIDE

Arrival and Departure of Trains
UNION DEPOT, CORVALLIS
R. C. LINVILLE, Agent

Table with columns: Arrive, Southern Pacific, Depart, Passenger, Freight, Corvallis & Eastern, Passenger east, West, East, Sunday Trains.

CORVALLIS POSTOFFICE

Opens 8 a. m., closes 6 p. m. Sundays and holidays, opens 10 a. m., closes 11 a. m.

Table with columns: Mails Open From, Mails Close For, times for various routes like Portland, Albany, Washington, etc.

NOTICE TO SUBSCRIBERS.

All subscribers to the Semi-weekly Gazette who may desire to take the Daily edition instead of the weekly, and have paid in advance for the latter, can have the Daily delivered by carrier to their city address and whatever amount is due on their subscription will be properly credited ahead.

ELECTRICITY SUPPLANTING STEAM

The electrification of steam railroads is steadily becoming a nearer possibility, although the inventors have yet much to accomplish before the motor generally displaces the engine. The opening wedge comes in the form of electrification of terminals in the largest cities, where conditions of heavy passenger traffic prevail and where the greatest objection is made to the smoke nuisance. Progress along these lines has been made in New York Philadelphia and Baltimore, and other large cities are likely to follow in the next few years.

The railroads claim that substitution of electricity for steam out on main lines would involve prohibitive losses by making junk of millions of dollars' worth of steam locomotives. This, however, is misleading and far from true, for during the several years necessarily consumed in changing over, say, a thousand miles of trunk line, the future would be taken into consideration. As fast as the steam locomotives on one division were released they would be transferred to other divisions to take the place of worn ones there, and at last there

would be branch lines of their own, and smaller roads which would absorb a great part of what motive power remained at the finish. There would be some direct loss, and some indirect, such as placing on branch lines heavier and faster locomotives than the business required; but the loss from this item would be only a fraction of the whole. There would be other millions of dollars, now invested in locomotive repair shops, thrown out of use, but this would bring its own compensation, for the electric locomotive goes to the shop only two or three times a year where the steam locomotive must be overhauled constantly. Moreover, the cost of repairs to the electric machine is insignificant compared to the cost of maintenance of the steam locomotives.

The elimination of smoke, cinders and sparks will contribute to the comfort and luxury of long distance travel quite as much as did the air brake when it displaced the hand brake.

Remembered To Their Credit

The proposed Ashland referendum of the agricultural college appropriation was not filed. It is a vindication of direct legislation that it was not done. A reef that it is important for the friends of direct legislation to avoid is never to employ it unintelligently. The wisdom of its use will be the best guarantee of its permanency.

In the present instance there was no charge that the appropriation was excessive or undeserved. On the contrary, that there was full warrant for all the legislature appropriated, and even more, was universally confessed. Then there is that perpetual truth that in any matter of education it is better to err in favor of it than against it. It is better always to over-give than to under-give when instruction for the youth of any land is involved. Oregon citizenship has reason to be deeply interested in a generous educational policy. The state is leading the country in matter governmental. As Governor Folk of Missouri said in Portland last week, "Oregon is leader of the political thought of America." It is a position paramount that it is of importance to maintain, and the surest factor for its maintenance is to be wise in employing the forms we have and be active in schooling those who are to be citizens after us. Both these propositions are well met by the non-filing of the Ashland referendum. The Ashland citizen as a whole has been wise, a fact to be remembered to their credit.—Journal.

New Mail Route to Coos

While nothing is known positively of the arrangement, it appears that the mail route into Coos Bay will be charged. At present the mail goes from Roseburg over the stage road to Summer and then by boat to Marshfield. The road is a bad one and there has been much complaint regarding the slow service. At the Marshfield post-office notices have been received to advertise for bids for carrying the mails from Gardiner to Marshfield, which would indicate that the mail is to be sent to Drain, instead of Roseburg, taken over the stage line to Gardiner and then overland to Coos Bay. The advertisement for bids provides that the trip must be made in 14 hours. The stage trip from Drain to Gardiner requires about 16 hours.

WASHINGTON WAS WINNER

U. of O. Beaten in Tennis Tournament by U. of W.

In the finals of the Northwest Intercollegiate tennis tournament, played on the M. A. A. Courts at Portland Saturday afternoon, the University of Washington won both the singles and doubles from the University of Oregon. In the singles a hard match was fought by Murray for Washington and Newland for Oregon. Both these men are former California players. Then Murray got the whip hand and by steady and clever playing won from his opponent. This victory gives him the Northwest intercollegiate championship.

In the doubles, Murray and Moncrief for Washington took away another victory from the Oregon men. This victory was more easily won than the singles. Harry Stein and Charles McC. Snow defended the Oregon side of the net, but were unable to cope with the stronger team from Washington. Although Murray had played the set in the singles he was obliged to take part again in the doubles on account of the disability of Van Kuran, who came over from Seattle to enter the doubles. Van Kuran was afflicted with blood poisoning in his right hand upon his arrival in Portland, as the result of a blister, and disqualified. The tournament was played in connection with the Latz cup tournament, and a large crowd was present.

New Depot at Klamath.

Advices have been received from the office of the chief engineer of the Southern Pacific that the plans for the depot for Klamath Falls are now practically completed. It is estimated that the structure will cost \$15,000. The walls are to be of rubble with dressed stone caps. The roof will be of slate. There will be two large waiting rooms, a baggage room and an open court. The floors in the waiting rooms will be of tile. High wainscoting of the same material will also be used. Some time ago the Chamber of Commerce sent a communication to the officials of the railroad company setting forth that it was the wish of the people of Klamath Falls that a depot of attractive character be built and the city was willing to aid in paying for the structure. The officials refused to consider the matter of a contribution.

Grants Pass Cleans Up.

Clean-up day was well observed in Grants Pass Saturday and every man and child had something to do and did it before the afternoon came around. All the alleys, plazas, back door yards and street curbs were gone over, and as a result of the united effort six men with six teams have been busy for three days hauling off the old tin cans, barrels, boxes, broken glass and various other articles that have accumulated in alleys backrooms and streets. The whole city now appears as fresh and neat as a well-kept lawn.

First Train To Klamath.

Klamath Falls was deserted last Thursday when nearly the entire population turned out to meet the first train. A demonstration was given by a band of school children. Two hundred people from the city met the train at Ady, many oldtimers and Indians being among the crowd. All the stores were closed and the schools suspended. The train was welcomed at the depot by 1500 people.

Woman's Beloved Champion

Character Study of Julia Ward Howe, an Optimist at Ninety, Young in Her Principles and Sympathies, Lover of the New Light and Devoted to All Causes For Betterment of the Race.

By JAMES A. EDGERTON.

THE Battle Hymn of the Republic will ever remain one of the noblest songs sung by a nation. In it are combined the highest sentiments of the heart—love of country, religion, liberty and the militant spirit of righteousness. Unlike many popular songs, whose words are little more than doggerel, "The Battle Hymn" is poetry. Its words are secularly apt and filled with the spirit of the crucial hour that brought them forth. Even its music belongs peculiarly to the civil war period, its air, "John Brown's Body," having been a favorite in the northern armies. "The Battle Hymn" sounds with the tramp of marching feet. It has a Puritan fervor and devotion. It is a crusader's chant, a song to the god of battles.

and, as for laws, they were by men, of men and for men. Today, thanks to her efforts and those of her colleagues, the land is dotted with women's colleges, several states already have suffrage, and the supporters of this movement are now making more noise in the world than anybody else, the rights of the sex are being more fully recognized in the laws, and the new woman is capturing the world. The woman's club has come to stay, and man, proud man, dressed not in a little brief authority, but in an apron, is staying home, washing the dishes and minding the baby. No wonder Mrs. Howe is an optimist; no wonder she has lived so long, just to enjoy the novel sensation. Any one who has maneuvered the lord of creation into a position where he is yelling for mercy, as at present, is entitled to take a roseate view and to live to be a hundred.

Fame Runs in the Family.

Julia Ward Howe was born in New York city. Her father was a banker and grandson of two colonial governors of Rhode Island. Her brother was Sam Ward, who was well known a half century ago. In fact, Mrs. Howe is related to so many distinguished people that her family tree looks like a leaf torn out of a biographical dictionary. Two of her daughters, Laura E. Richards and Maud Howe Elliott, are popular writers; her son is a professor in Columbia; her nephew, the late F. Marion Crawford, was a fa-



secret of it all is that she lives in her spirit, which has eternal youth. She is as ready to espouse the cause of the hour now as she was sixty years ago, when helping her husband edit an anti-slavery paper in Boston.

A Famous Quartet.

The present best knows Mrs. Howe by her song, but it may be that the future will prize her most for her work in behalf of the emancipation of women. Since the civil war she has thrown her heart into the cause of higher education for her sex, of equal rights before the law, of female suffrage and of the general movement for the enlightenment and upliftment of woman-kind. She formed one of that celebrated quartet of which the other members were Susan B. Anthony, Elizabeth Cady Stanton and Frances E. Willard. She has outlived them all and is here to see the proud day when suffragettes are storming every capital and are going to jail in order that their daughters may go to the ballot box.

Ninety years and practically all of it filled with work for humanity! Before the death of her husband, Samuel Gridley Howe, she helped him in his work for the freeing of Greece, for the liberation of Poland, for the bringing of freedom in France during the July revolution, for the assistance of the blind, for the freeing of the slave and for the other causes that this unselfish and noble man espoused. At one time, while laboring for the Poles, Dr. Howe was thrown into prison in Prussia. In his efforts in behalf of the blind he educated Laura Bridgman, the deaf, dumb and blind girl, who was more famous than Helen Keller is now.

After the death of her husband, which occurred in 1876, Mrs. Howe continued his philanthropic work, turning her attention especially to the peace movement, prison reform and all phases of the woman's cause. When she became active in the crusade for her sex in 1869 there were scarcely any woman's colleges, and these few were slimly attended; equal suffrage had hardly been heard of,

mous novelist. She has been an intimate friend of nearly all the great writers on both sides of the Atlantic during the last seventy years. Of them all she regards Emerson as the greatest, a verdict which in itself reveals her spirituality and advancement.

Three events in the career of Mrs. Howe are typical and illuminating. The first occurred in 1831 in the city of Washington. She had gone there with her husband, who did much to aid the Union in its struggle for life. On arriving in the city the tender susceptibilities of her nature were wrought upon by the sight of the army and the long lines of camps. She had known John Brown in life, and, being an accomplished singer, something wrought upon her while passing the marching columns to pour forth in her rich contralto voice the air of "John Brown's Body." The soldiers took it up, and soon it was rolling along the ranks. A friend was so touched by the incident that he asked Mrs. Howe to write more worthy words to the music, and she promised to do so. A morning or two later she arose while it was still dark with "The Battle Hymn of the Republic" forming itself in her mind and then and there, with no light but the gray dawn, wrote it practically as it stands today.

The second incident occurred years later in Constantinople. Mrs. Howe had lectured in one of the American colleges near the city and as she was driven down the great hill on which the college stood was suddenly transfixed to hear her own song wafted after her in her journey, an event with all the more poetic significance since the late democratic uprising in Turkey.

The third event occurred in Boston at the time the Italian societies were celebrating the discovery of America by Columbus. They were electrified to have a sweet faced and white haired American woman arise and address them in their own tongue. It was Julia Ward Howe, at home in all lands and devoted to all causes that mean the betterment of the race.

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