

Corvallis Times

Official Paper of Benton County.

CORVALLIS, OREGON, FRIDAY EVENING NOV. 24, 1905.

PUBLISHER'S NOTICE.

Hereafter the publication day of the TIMES will be Tuesday evening and Friday evening, instead of Wednesday and Saturday mornings. For 11 years the paper has been actually appearing in the evening, though the following morning was given out as publication day. The change now announced ought to have been made 11 years ago.

THEIR CONVENTION.

Good Roads men—Governor Chamberlain's Address—Convict Labor.

At eleven o'clock this morning the fourth annual convention of the Oregon Good Roads Association came to an end, after a series of most profitable and interesting sessions. During the convention a vast fund of information was afforded on the subject of public highways, and a great interest was aroused in the topic by those fortunate enough to be in constant or even in part attendance. The only regrettable feature is that all of the people of Benton county, or of the whole state for that matter, could not have been assembled under the sound of the voices of the various speakers, to have caught the enthusiasm everywhere and by everybody manifested. Speakers from various parts of the state were present, notably county judges, county commissioners, and others primarily interested in road building, and the best information on the subject in hand, was constantly pouring forth. Governor Chamberlain, ex-Governor Geer, Col. Tom Richardson, manager of the Portland Commercial Club, and other prominent men were among those who took an active part in the proceedings.

The opening session was Wednesday afternoon. The program occupied a couple of hours, much of the time being devoted to the asking and answering of questions and to discussion in short, impromptu speeches of various phases of the subject of roads. The principal address was by Col. Tom Richardson, which is to be found in full in another column. Governor Chamberlain was a speaker at the evening session of Wednesday. The general subject of good roads was his topic and he dealt with it in the intelligent and candid manner habitual to His Excellency. He declared a belief that the state should assist in road building out of a fund to be derived by taxation. The road between Corvallis and Philomath, he said, is one that not only the immediate community but in which all the people of the state are indirectly interested. If the people along the road propose its betterment and appropriate for their means for such betterment, then it ought to be arranged that the state could proportionately contribute, manifesting a willingness to help these communities willing to help themselves. In the same way it seems that congress should bear a part of the expense of improving highways. Appropriations are made by congress in big grants of land for aid of railroads. If there is the authority for the one there must be equal authority and better reason for the other. A growing sentiment in favor of congressional aid, Governor Chamberlain remarked, seemed to be developing, and he predicted that extensive aid along those lines would yet be forthcoming.

Pursuing the topic, Governor Chamberlain pointed out how some of the Southern states, notably North Carolina and Georgia, had made great strides in road betterment during the past few years, and how convict labor had been largely utilized for that purpose, and in a very satisfactory way. In closing his address the governor remarked that "all roads led to Rome, and Rome ruled the world." The roads of that ancient time still survive and bear testimony of the magnificent forethought the Romans betrayed in compelling all the world to trade with Rome by offering turnpikes over which loads of enormous weight could be drawn with ease. For the sake of the rural communities, of the farmers and farm homes, where at best there is more than a deserved measure of toil and travail in comparison with some of the other callings Governor Chamberlain urged all to become enlisted in the good roads movement, adding in conclusion that when he came to Corvallis again he hoped it would be over roads the best in the world and with the people blessed under the brightest conditions an overruling Providence had to give.

Convict labor on the roads was the theme for a strong address by Judge Webster, county judge of Multnomah county, whose wit kept the convention in constant good humor. He is a firm advocate of convict labor and gives good reason for his faith. He says to take convicts out in the open air and give them employment on the highways with a knowledge that their labor is shortening their term of service, tends strongly to reform them and it is far better than to keep them shut up in the pens where for 35 cents a day to the state they are galley slaves of the stove foundry people. From a humanitarian standpoint, they ought to be put on the roads. More powerful still is the utilitarian reason for employing them. In the foundry they are in constant competition with free labor. On the roads they would not be. Moreover, the labor of two convicts is the equivalent of one of ordinary labor, and since 35 cents per day is the price per convict, labor would be available for building state highways at 70 cents per day, a very, very low rate. The fact that many of the states are successfully working the convicts, and that it has been done in Marion county, this state, with the best results, shows that the plan is not a dream or chimera. Later in the convention it was shown that by the use of convicts, crushed rock was put on the roads in Marion county at a cost of 46 cents per yard, but which with other labor cost \$1.25 per yard.

Thursday was a busy day in the convention hall. In the morning a large number of the visitors accepted the invitation of President Gatch and attended the chapel exercises. The occasion turned into an ovation for the Good Roads men the students extending them a greeting of enthusiastic character. Speeches were made by Tom Richardson, ex-Governor Geer, Judge Ryan of Clackamas, and Judge Webster of Multnomah, and the remarks of each were cheered to the echo. After that, President Gatch excused all students from classes who desired to attend the convention in the forenoon and dismissed classes altogether in the afternoon on the same basis.

At the morning hour in the convention hall an excellent address was made by Isaac P. Manning of the Salem Statesman, which will appear in a future issue of the Times. Another address was by H. B. Thielsen, formerly chief engineer of the O. R. & N., the full text of which appears in other columns of this issue. A third was by J. H. Albert, the well known Salem banker. The question of why it is a railroad can haul a ton of freight 100 miles for \$2 while it costs a farmer three dollars to haul a ton a few miles, using his own team and doing his own work, Mr. Albert brought out with startling distinctiveness as illustrating why better roads should be built.

At the afternoon session there were excellent speeches by Profs. Fulton and Skelton of the College, and by County Judge Watters. At the evening session there were addresses by ex-Governor Geer, President P. L. Campbell of the State University, and by Mr. Shupp of the Southern Pacific.

The delegates to the convention were highly pleased with the cordiality extended them in Corvallis. Judge Scott of Marion said: "Corvallis has the reputation abroad for its delightful hospitality and the cordiality of its people, and the courtesies and attentions shown us since we have been here more than justifies her fair repute."

Nearly all the Benton county supervisors were in attendance and all are enthusiastic in commendation of the work of the convention, and on the general subject of good roads.

BEGINS AT THE FARM

And not at the Station—Transportation Does—Tom Richardson's Address.

Col. Tom Richardson, manager of the Portland Commercial Club, was among those who attended the annual Good Roads Convention. A number on the program at the opening session was his address. Though brief, it was an address replete with good suggestion, and in full text is worthy of everybody's perusal.

Mr. Richardson is an active, intelligent and persistent promoter of Oregon and things Oregonian. He is the man who planned the late excursion of Portland businessmen into the interior. His address before the convention was as follows:

"The cost of transportation begins at the farm and not at the station."

"I believe that motto should be emblazoned upon every piece of good roads literature that is circulated, upon the letterheads, envelopes, cards and circulars used daily in the good roads propaganda.

"The commercial bodies, the railroads and the newspapers are bending every possible effort to secure immigration, in other words, to attract the attention of the solid and substantial homeseeking element and bring them here as homemakers and there is not one thing that will induce them to come and cause them to stay more than good roads.

"The Willamette valley would have had more than double its present population had more attention been given to this subject. Real estate men in all parts of this valley will tell you that in many instances they have located good farmers from the older states but on account of bad roads and the utter impossibility to get around, the women folks got homesick and blue and urged their husbands to go back to the old home where they could get out occasionally to see their neighbors or to go to church in comfort.

"There are other things that are just as much needed as the agricultural, horticultural and stock-growing development of this great valley. Life without social relations makes communities dull, and it is a fact that many people find their way to the insane asylum because they are isolated at home and brood over their troubles until the mind is shattered and the balance of their lives is worse than a blank.

"Are you aware that one of the chief inducements to the settlement of Kansas and Oklahoma was the splendid natural roads, and that Texas and other Southern states are finding today that they can put a great deal of money into better highways with profit, for the land along good roads always increases in value many times the cost of good roads.

"Visit any portion of this country or Europe and when you return home even the grand scenery, magnificent cities, the splendid edifices, the marvelous groves and beautiful flowers, inspiring waterfalls and majestic rivers, sink into forgetfulness in comparison with the pleasure you enjoyed by being carried over a smooth, hard road.

"Even though you induce the farmer from Illinois to come out here and let him make three or four times the percentage on his farm that he did back in the older state, let him enjoy our magnificent climate, he will become discouraged and discontented unless he can have the advantage of the same character of roads to which he has been accustomed.

"In speaking of good roads I also mean to include good sidewalks, and good streets. In order to secure prosperity and happiness either in the city, town or country, we must have good roads for the pedestrian, the buggy, the wagon, the automobile. The modern idea of laying out an addition or improving a given section of any city is most successful when the streets and sidewalks are built in advance, and in making such improvements the real estate owner not only gets a profit on the land he has for sale but he gets a profit upon the improvements he makes, and he is entitled to it. The investor or homeseeker who gets into such an addition or locality shows good sense because he knows he does not have to depend upon his neighbors or the municipal government.

The railroads of the country have spent more money in getting good road beds than the roads, even including the original rolling stock, cost to construct, and if this has been found necessary by the great transportation companies, why should it not hold good with the country roads and city streets? I have lived in communities which were sparsely settled and have seen good roads result in the division of great tracts of land into small farms the population of the land increased

by tenfold and the products of the soil in equal ratio.

"It might be best to have the construction of the roads in the hands of the state, but that is a question which I presume will be decided by the legislature and I don't care to discuss it in advance. We must get good roads talked about and discussed upon a sensible practicable basis if we expect to see the Willamette valley become what it should be,—one of the richest, most productive and valuable valleys in the world. We must have good schools, good churches, and then make it possible for the traveler to go anywhere he pleases and have his trip a pleasure if we expect to reach the position we are entitled to hold.

"Good roads not only cheapen transportation and bring happiness to the farmer by putting his products nearer the railroad and permitting social intercourse, but keep the people alive and awake.

From every standpoint good roads are desirable and will bring us more homeseekers of the right kind than any other improvement we can make."

The Water Row.

Attorneys Stipulated, and the War Is at an End—What the terms are.

By stipulations on the part of the attorneys, there is a stay of proceedings between the City of Corvallis and the Water Company. The workingmen arrested in the service of the Company have been discharged and the cases against them dismissed. They have returned to work, and are to be allowed to complete the work already projected by the Company, which is the laying of certain mains in trenches nearly completed. It is also stipulated that the Company is to be allowed to make connections with three additional houses, and to renew a connection with a hotel.

The company is to be allowed to make necessary repairs in case of leaks, but is not to undertake extensions, or to take up old pipes and put down new ones for the purpose of renewal. It is further stipulated that the Water Company acquires no new rights by reason of being permitted to do the work this time, while on the other hand the Company admits the validity of the ordinance requiring permission to be secured of the street superintendent of the city before undertaking any work. It is also agreed that a case shall be brought to determine the rights of the Company under the so-called Pitman perpetual franchise.

Fresh Oysters.

From Yaquina Bay. Leave orders for them for Thanksgiving, at Zierolf's.

Eilers Piano House is the largest and most responsible and progressive establishment on the coast. It handles the best pianos. Chickering, Weber, Kimball, Steck, Hobart M. Cable and many others. Prof. G. Taillandier, of the O. A. C. can tell you all about their merits and the advantages of buying of Eilers Piano House, whose dealings are all on the fairest and most reasonable basis. Prof. Taillandier is at home on College Hill Saturday and every evening of the week. He will be glad to furnish all information desired.

Winter time is reading time, and with the approach of cool nights the desire for good reading matter ripens. You can find all the late books at Graham & Wells.

—Among those who attended the Good Roads Convention were Governor and Mrs. Chamberlain. They left for Salem Thursday. Mrs. Chamberlain enjoyed the distinction of being the only lady present at the Wednesday afternoon session of the convention.

Street hats at cost. See Mrs. Maxfield.

Is displayed by many a man enduring pains of accidental Cuts, Wounds, Bruises, Burns, Scalds, Sore feet or stiff joints. But there's no need for it. Bucklen's Arnica Salve will kill the pain and cure the trouble. It's the best Salve on earth for Piles, too. 25c. at Allen & Woodward's druggists.

For Sale

Oak grub wood. Cheat and vetch hay for sale, Satisfaction guaranteed T A Logsdon Phone 55 Mt View line

Vetch Seed.

pure vetch seed for sale. Matthew Thompson. C. & E. Crossing.

Ladies and children's underwear at the Bazaar.

New Arrivals!

New Cloaks
New Shirt Waists
New Walking Skirts
New Dress Goods
New Velveteens

New Neck Wear
New Shoes
New Corsets
New Undressed Kid Gloves
New Goods all the time.



Lumber For Sale

At Lowest Possible Prices

Send in House Bills for estimates of cost

All kinds and grades of lumber on hand, all orders promptly filled. Lumber delivered when required.

OTIS SKIPTON, Philomath, Ore.

Bell Phone 4x2. R. F. D. 2.

Sawmill located four miles southwest of Philomath.

No Prizes go with our

Chase & Sanborn High Grade COFFEE

In fact nothing goes with our coffee but cream, sugar and

SATISFACTION

P. M. ZIEROLF.

Sole agent for

Chase & Sanborn High Grade COFFEE

M. M. LONG'S

Bicycle & Sporting Goods Store

Is the place to get your Guns and Ammunition for the opening of the pheasant season. I have guns and ammunition of every description.

Guns and Bicycles for Rent

A full line of sewing machine supplies. I have anything in the umbrella line from a rib to a new umbrella. Everything you call for in sporting goods line.

GENERAL REPAIR SHOP.

Fine Job Work

Corvallis Times Office.