

LOCAL LORE.

NEWS OF CORVALLIS AND VICINITY TOLD IN BRIEF.

The Comings and Goings of People Social Gossip, Personal Mention and Other Items of Public Interest.

—Mr. and Mrs. Frank Grant of Big Elk were business visitors in Corvallis Thursday.
—John Creson left Tuesday for Eastern Oregon, in search of a location.
—Mr. and Mrs. Frank Hurt arrived Saturday from Seattle for a month's visit with Corvallis relatives.
—Mr. and Mrs. J. C. Wells of Shaw arrived today for a visit with Mr. and Mrs. Carroll Cummings.
—There will be service at Plymouth Chapel Sunday afternoon at 3.00 o'clock.
—Fred Weatherford of Albany, has been a Corvallis visitor several days this week.
—Charlie Frantz of Hoskins was in Corvallis Thursday on his way home from Albany, where he had been on business.
—Mr. and Mrs. Harley Hall returned home Wednesday from a few days' visit in Polk county, at the home of Mr. and Mrs. Jack Hall.
—Born, in Woodburn, Wednesday, to Mr. and Mrs. Fred Ingle, a son. Mr. Ingle is the son of Mr. and Mrs. J. W. Ingle and formerly resided here.
—At the meeting Sunday evening of the Epworth League of the M. E. church, two numbers were given by the Y. M. C. A. quartette. The members are George and Collie Cathey, Harold Wilkins and Arthur Bouquet.
—There will be a sermon of unusual interest to young people at the First Methodist church Sunday evening. The subject is, "That Girl's Fellow." The morning topic will be, "Honoring the Holy Ghost." Everybody welcome. Strangers invited.
—Mrs. Wilbur Starr of Bellefontain was in Corvallis this week bringing with her Mrs. Susan Starr who proceeded to Ballston, where she will make her home hereafter with a daughter.
—Mr. and Mrs. T. H. Horning of Toledo, were in Corvallis Wednesday, enroute to Portland. They were accompanied by their daughter, Miss Maude, who enters Good Samaritan hospital for an operation for a diseased condition of the hip bone.
—Rev. C. C. Poling, president of Dallas College, was in Corvallis two days this week. He delivered sermons Wednesday and Thursday evenings at the United Evangelical church, where revival services have been in progress for sometime.
—A "wish-bone" social is to be given Thanksgiving at the home of Miss Mary Sutherland, by the Presbyterian young people. Each guest is to bring along the article "least liked and least wanted" in his possession, but what is to be done with them is not made known. The affair will doubtless prove a merry one.
—Congregational church. Worship and sermon at 11, "Seeing the Invisible." Vespers and sermon at 7.30, subject, "The Dry-goods Apprentice who became a Knight, or the Life and Work of George Williams, the Founder of the Young Men's Christian Association." Special music at all the services. If not connected with some church come and take part in the services and enjoy them. You are invited.
—This week has brought a renewal of activity in the Methodist church improvement. Workmen are engaged in doing the concrete work in the basement, and the task of finishing the entire lower floor will be hurried to completion. Upstairs the pastor's study has been finished, furnished and carpeted, and is one of the most attractive features in the whole improvement.
—Presbyterian church, M. S. Bush, pastor, Bible school 10 a. m. subject, "Thanksgiving." C. E. meeting 6.30 p. m. Evening service at 7.30, the fourth in the series on "How the Gospel came to Rome," subject, "Allies." At the morning service Mr. Otto Herse will sing, "Give ye Thanks," Mendelssohn. In the evening the large chorus choir will sing the anthems, "We Praise Thee, O Lord," and "What Shall I Render?" Miss Spangler will sing, "Come Unto Me," and a Ladies Quartette will sing "A Song in my Heart."

in such countries of Europe as have well improved systems of hard roads, is about ten cents per ton per mile, while in New York and other eastern states where they have been accumulating data, upon these subjects, the cost upon the average unpaved road is considered to be about 26 cents, and the average haul about six miles. I can see no reason why the cost of hauling over American roads should be greater than those of Europe when ours are as good as theirs, but we shall have to do more than to pave our roads to place them on a par with roads where they have been so skillfully located and constructed that the maximum grades are much lighter than in sections of equal roughness in this country, where little attention has hitherto been paid to this very important phase of road work. Our American authorities are fairly well agreed that the saving in cost of transportation on a well built macadam road over an average dirt road is about 50 per cent, and I assume for the purpose of this article, the percentage in favor of a graveled over a dirt road to be about 35 per cent. When a community finds its main road inadequate to its needs, in arriving at a correct conclusion as to the character and extent of the improvements proper to be made, following the example of railway managers, they should first ascertain the volume of traffic and average length of haul; this being known, the saving in cost of haul of this amount of freight over the different kinds of suggested improvement can be computed, and a careful estimate of the cost of the different improvements can be made, and an intelligent conclusion can be arrived at as to which form of betterment offers the best return in the amount of money required. In order to show better the principles involved, we will take a supposition's case, for illustration. We will assume therefore a main road ten miles in length traversing a country mainly devoted to grain and similar crops, and serving a strip of country one and two miles in width on either side of the road, or four miles in all. The amount of tonnage originating in and when grain is the principal crop, while varying largely will be found to average about one-half ton per acre of products to be hauled to market or shipping points, hence the tonnage arising on our road as above situated, will average about 1280 tons per mile. Of course land devoted to vegetables or green fruits, will furnish a much larger volume of tonnage, sometimes as high as 15 tons per acre, and oftentimes varying from eight to 12, but for the purpose of illustration, the above example will serve as well as any. At the rate of 1280 tons per mile for ten miles, the tonnage would be 12800, and the average haul of six miles would give 76,800 ton-miles, or 76,800 miles over which one ton would be hauled. We will find therefore the cost of hauling the 12,800 tons six miles over the old dirt road at 26 cents per ton mile, to be \$19,968.00. If the road were to be graveled, the saving would be \$9,984.00 per annum. There would be a further saving, if the heaviest limiting grade could be reduced. I say limiting grade, for a team can often by a strenuous effort break a short sharp pitch, that could not be surmounted by the same team, if the effort was long continued. By actual test it has been ascertained that a pair of horses can draw with the same effort:
2400 lbs. on a 5 per cent. grade.
3240 " " " 4 " "
4035 " " " 3 " "
4890 " " " 2 " "
5490 " " " 1 " "
6000 " " " level "

and unloading should each occupy the time the team would take to travel two miles, a constant of four miles should be added to the length of each of the roads, and the difference between the lengths of the two roads divided by the corrected lengths would indicate the percentage of saving to be allowed for difference in distance. We have now arrived at the estimated saving, but the more difficult task is to estimate the cost of the proposed improvements. These depend so much upon local conditions that the figures which follow must be taken for mere illustrations. The work of improving may be divided into three classes: Grading, Drainage and Surfacing. The first two are or should be the same whether gravel or Macadam is to be used and I will estimate these for illustration at \$500 per mile. This may appear high, but I am assuming that an effort is to be made to reduce the maximum grades, in which case this amount or even much more may be profitably expended. The cost of gravel and Macadam will also be found to vary greatly according to localities, and such an astonishing difference in Macadam in different states that I am almost afraid to use figures over for illustration. Rhode Island reports the cost at about \$3,500 per mile, while the latest bulletin from New York gives the average cost of the 700 miles of Macadam road built since the agitation for good roads began, at \$8,000.00 per mile. In our own state the impression among our road builders seems to be that it is costing much less, and I believe it is, for the reason that with us Macadam has yet only been reported to when rock in places is abundant and wagon haul short, besides which our basaltic or trap road yields readily to treatment, blasting easily into sizes fit for the crusher, and friable enough to pass rapidly through the latter. In fact in some quarries recently developed in Marion county—a large percentage of the rock of suitable size could be profitably screened before crushing, thus reducing the cost largely. I will assume therefore the cost of the gravel road to be 75 cents per cubic yard for 1550 cubic yards per mile, or \$1152.50 per mile, and Macadam to be \$2,000.00 per mile, making the cost of grading, drainage and gravel for the ten miles \$16,625, and for Macadam \$25,000. It will readily be seen therefore that if the cost be spread over a term of ten years as by the Tuttle law, or over a still longer period by an issue of bonds nearly all of our roads of greater use can be permanently improved in a manner that will not be so heavy a burden as the present cost of trying to keep our roads in repair, as the cost will be more than met by the actual saving in cost of moving commodities over them. I know that many will say that the farmer does the hauling himself and it costs only his time, but this is fallacy. Most of the hauling he must do now when the roads are passible, when he should be at other work, leaving his hauling to be done when he cannot do the work, or when conditions are such that he can realize the highest price for his produce because his road is good all the time, leaving the lower price of harvest time for his more unfortunate brother who has no improved road.

THE DAY and THE DINNER

If you expect to pass a pleasant Thanksgiving Day, see to it that the eatables for the dinner are purchased here. You should be thankful for such splendid offerings as these:

| | | | |
|------------------|------------------------|-----------------------|-------------|
| New Nuts, | New Figs, | Cape Cod Cranberries, | |
| New Rasins, | New Dates, | New Currants, | |
| Glazed Cherries, | Lemon and Orange Peel, | Fine Candies, | |
| Oysterettes, | Nabiscos, | Macaroons, | |
| Bananas, | Festinos, | Fancy Dried Fruits, | |
| Corn Husks, | Crisp Celery, | Apples, | Oranges, |
| | Saratoga chips, | Lettuce, | Mince Meat. |

Everything in canned goods. Cabbage. Sweet Potatoes. Squash. Honey. Butter. Eggs. Olives. Pickles, in fact everything in eatables. 0 0 0 0 0 0 0 0

Hodes' Grocery, PHONE 203

E. B. Horning,
The Grocer

We are not inclined to spend much time in writing advertisements—we prefer to let our goods and customers speak for themselves.

OUR TRADE IS GROWING FAST.
WE WANT YOUR TRADE.
WILL ASSURE SATISFACTION

E. B. Horning.

For Sale. Wagons, backs, plows, harrows, mowers, driving horses, draft harnesses and harness; fresh cows you want to buy, come in. I can you money.
H. M. Stone.

C. H. Newth,
Physician and Surgeon
Philomath, Oregon.

E. E. WILSON,
ATTORNEY AT LAW.

THE FIRST NATIONAL BANK
of Corvallis, Oregon,
MAKES LOANS on approved security, and especially on wheat, oats, flour, wool, baled hay, chittim bark, and all other classes of produce, upon the receipt thereof stored in mills and public warehouses, or upon chattel mortgages and also upon other classes of good security.

DRAFTS BOUGHT AND SOLD upon the principal financial centers of the United States and foreign countries thus transferring money to all parts of the civilized world.

A CONSERVATIVE general business transacted in all lines of banking.

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Office up stairs in Burnett Brick building on the corner of Madison Seventh st. Phone a house 1161.

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PORTLAND }
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NEW YORK—Messrs. J. P. Morgan & Co.
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CANADA.—Union Bank of Canada.

BRING YOUR JOB PRINTING TO THE CORVALLIS TIMES AND HAVE IT DONE RIGHT.

WINTER RATES TO YAQUINA BAY.

Oregon's Great Recreation and Health Resort at the Newport Beaches.

As a winter health and recreation resort Newport is the one par excellence. Recognizing this, and wishing to give the people an opportunity to breathe the fresh, pure ozone of the ocean, the Southern Pacific and Corvallis & Eastern railroads will resume the sale of tickets through to Yaquina Bay on Saturday, October 21, and will sell same throughout the winter and spring on every Wednesday and Saturday. The rates will be the same as during the summer and will be good for return 30 days from date of sale.

Dr. Minthorn's sanitary sea baths will be in operation during the entire winter and treatments will be given daily. Hot and cold salt water baths can be taken every day in the sanitarium, and for any one desiring rest, recreation and health, no place on the Pacific Northwest can be found equal to Yaquina Bay.

Neat, clean, cottages either furnished or partly so; can be rented in the immediate neighborhood of the sanitary baths at about \$5 per month. Plenty of fresh fish, vegetables, honey, fruit and all household necessities can be obtained at the lowest possible cost, while all kinds of fish and the famous rock oysters can be had in abundance for the trouble of securing them.

Full information as to rates, time tables, etc can be obtained on application to J. C. Mayo, Gen. Pass. agt. C. & E. R. R.; Albany; W. E. Coman, G. P., A. S. P.; Co. Portland or to say S. P. or C. & E. agent.

Rate from Corvallis to Yaquina, \$5.50.

Notice to Creditors.

In the Matter of the Estate of WILLIAM J. KELLY, deceased.)
Notice is hereby given to all persons concerned that the undersigned has been duly appointed administrator with the will annexed of the estate of said William J. Kelly, deceased, by the county court of the state of Oregon, for Benton county. All persons having claims against said estate of William J. Kelly, deceased, are hereby required to present the same, with the proper vouchers, duly verified, as by law required, within six months from the date hereof, to the undersigned at his residence in Monroe, Oregon, or at the law office of E. E. Wilson, in Corvallis, Benton county, Oregon.
Dated November 3, 1905.

M. WILHELM,
Administrator with the will annexed of the estate of Wm. J. Kelly, deceased.

CASTORIA.
The Kind You Have Always Bought
Bears the Signature of J. C. Atchison

Notice to Creditors.

In the matter of the Estate of C. M. SMITH, deceased.)
Notice is hereby given to all persons concerned that the undersigned has been duly appointed executrix of the last will and testament of C. M. Smith, deceased, by the county court of the state of Oregon for Benton county. All persons having claims against said estate of C. M. Smith, deceased, are hereby required to present the same, with the proper vouchers, duly verified as by law required, within six months from the date hereof, to the undersigned at her residence three miles northwest of Corvallis, Oregon or at the law office of E. E. Wilson, in Corvallis, Benton county, Oregon.
Dated, November 3, 1905.

LUCY A. SMITH,
Executrix of the last will and testament of C. M. Smith, deceased.

R. D. Burgess
PHYSICIAN & SURGEON
Office over Blackledge's furniture store. Hours 10 to 12, 3 to 5. Phone, office 216; Res 454
Corvallis, Oregon.

H. S. PERNOT,
Physician & Surgeon
Office over postoffice. Residence Cor. Fifth and Jefferson streets. Hours 10 to 12 a. m., 1 to 4 p. m. Orders may be left at Graham & Wortham's drug store.

B. A. CATHEY
PHYSICIAN & SURGEON
Office, room 14, Bank Bldg. Hours: 10 to 12 and 2 to 4.
Phone, office 85. Residence 351.
Corvallis, Oregon.

J. FRED YATES
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First Nat'l Bank Building.
Only Set Abstract Books in Benton County

E. R. Bryson,
Attorney-At-Law,
Largest line of matting in the city at Blackledge's.

For Sale.
Draft or carriage horse, weight 1,200 pound and true, thoroughly broken to all classes of work, perfectly safe for ladies and children. Also new 2 1/2-inch "Ol Micky" wagon, and complete set of work harness. Inquire at City Stables corvallis.

CHOLERA INFANTUM.
Child Not Expected to Live from One Hour to Another, but Cured by Chamberlain's Colic, Cholera and Diarrhoea Remedy.
Ruth, the little daughter of E. N. Dewey of Agnewville, Va., was seriously ill of cholera infantum last summer. "We gave her up and did not expect her to live from one hour to another," he says. "I happened to think of Chamberlain's Colic, Cholera and Diarrhoea Remedy and got a bottle of it from the store. In five hours I saw a change for the better. We kept on giving it and before she had taken the half of one small bottle she was well." This remedy is for sale by Graham & Wortham.