

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, TUESDAY EVENING, NOVEMBER 28, 1905.

H. F. IRVING Editor and Proprietor.

DO YOU WANT Wool Dress Goods at Cost?

If so, you can have an immense and up to date stock from which to make your selections.

No reserve. To heavy stock in this department the cause. Don't fail this opportunity to save dollars.

Call and See.

J. H. HARRIS.

Students! Don't Be Harmed!!

Unless it is by one of our Alarm Clocks, and you will be spared the annoyance of an alarm at the wrong time. Clocks guaranteed. A full line of Jewelry, O. A. C. Pins, Optical Goods. Get one of our self-filling Fountain Pens. We do all kinds of optical work. Eye-strain, headache, relieved by a pair of our glasses.

Pratt The Jeweler & Optician.

Licensed to Practice Optometry in the State of Oregon.

LOOK OUT FOR

Moses Brothers

The Wide-a Wake and Up-to-Date Cash Store

Open now for inspection our complete line of Holiday goods. Toys and Dry Goods. Notions. Boots and Shoe for Men, Women and children.

Men and Boys Suits and Underwear.

Ladies Skirts and Underwear.

In fact anything you want.

Groceries flour and feed.

Neatest line of fancy Dishes in city.

Fruit, Vegetables, Etc.

Genuine Rodger Silverware given away for a short while.

We make a specialty of quick delivery, look out for wagon, listen for the bells.

Independent Phone 106.

Bell Phone 551.

See our new store.

We try to please.

IF YOU WANT

A GOOD TENDER STEAK, VEAL, MUTTON CHOP,
HAM OR BACON, CALL AT

The City Meat Market

We keep on hand all kinds of fresh and cured meats, lard and sausage.

Opposite Turners Grocery.

Both Phones

CADY & SCHWINGLER

SATISFACTION GUARANTEED.

THE ROADS

GOVERNMENT HELPED BUILD RAILROADS. WHY NOT HELP BUILD HIGHWAYS.

Why, too, Should Not the Business Methods of Railroads Be Applied to Public Roads? —Good Thoughts on Good Roads.

In a discussion of the question embodied in my subject it is necessary to consider the country road as an independent branch of the general common carrier route. That is, it is a branch of the railroad or steamboat route, and in so considering it the necessity of calculating the relative proportion of the cost of transportation of the product of the producer and of those things the producer requires which should be credited or charged to the country road is evident. The great trouble in our present transportation system is that the proportion of cost of handling freight and passengers on the country road or dirt road branch of the system is excessive.

The cause and the remedy are the proper things for discussion in this and kindred conventions. They are the matters at issue in connection with this "good roads" movement, and every manner that may be suggested of developing the proper plan for overcoming the difficulties of transportation from the barn or field to the final market where consumption takes place, is worthy of consideration by those looking for light and mode of advancement.

As is the relationship of the country to the town, the rural to the urban, so is the wagon to the railroad or navigable waterway. We speak of railways and water ways as agencies of development, but we must not overlook the country road as the original and perhaps pioneer agency. Before railroads were dreamed of, our forefathers devoted their time and talents to the development of the country cart or wagon road, with a view to making it meet the requirements of permanency, and of utility at all seasons of the year. Had we not developed the railway, does any one doubt that the great national highway that was under construction from Washington to St. Louis, Missouri, would have been extended to the Pacific coast, and that others of a similar character would have been built by the national government all over the country with a view to its development. Let the railway, through a rapidly developing knowledge of the use of steam power, soon relegated the national highway as a route of transportation to the uses which have been made of it and all other country roads ever since, that of feeders to the main lines that have been made to traverse this great continent, and of the water routes which connect with or parallel them. The fact that speed became the recognized mercantile unity of value in transportation was the prime cause of this, and the relegation of the country road system to the service of feeders as the more speedy system was but the natural result of these conditions.

The producer has ever looked for a market for his product, and he early realized that the market most valuable to him was that one away from home, where his product was more in demand, and that he received better value for it when he took the product to market than when he waited for the market to come to him. Perhaps in the latter case he realized better prices occasionally, but more often he failed in a market for reasons recognized by all.

Railways, and improvement of waterways have each worked steadily to bring the markets nearer and nearer the producer; have steadily worked to the extension of the production area. Yet with it all, the wagon road or cart road has continued to be the principal element for the scattering of civilization and of the extension of productive area away from the main routes, while at the same time it has been the principal element of cost to the producer in the marketing of his product. Very few producers of the raw material, that is to say other than of the metals, coal, iron, etc., are so fortunately situated as to be able to

load their product, their grain, hops, or wool, stock, or even wood or lumber, in the field where produced, or nearby and adjacent thereto; the vast majority find the distance to the depot or wharf a rather long one. It is evident therefore that the country road must be depended on to take the product to the railway or the waterway, which acts as the common carrier for the district, serving here as the connecting link between the country road and the consumer, that the railway without the independent connecting branch—the country road—would therefore be an unprofitable venture, is evident. Taking this into consideration it is easy to understand why the railway and steamboat and steamship companies take so great an interest in these "good roads" conventions, and in the development leagues of the country. Everything that enlarges the power of the farmer to increase his production is in the interest of the railway and other common carrier lines, and everything that serves to economize the hours, that extend the power of the farmer to accomplish things in any way increases his productive ability. Thus every hour or day of time taken from the time required by the producer to haul his product to market increases the productive power of that farmer or producer by giving him increased time on the farm, making possible his increased attention to the farm itself.

Increased production naturally means increased carriage by transportation routes. This means that the railways and other routes are thus given an impetus that will lead through natural channels to increased service through the country; means increased attention to the needs and requirements of the country. This may not have been just exactly the policy on all the main lines of transportation in the past, but there is no question that it is becoming more and more their policy today and will be the policy of the future.

However as everything has its compensating side or its opposite so has this matter of increased production. While it requires added service from the railroads, who will question that it requires added service from the branches, as we are now in duty bound to recognize the country roads to be? Increased production means increased tonnage and this means increased wear and tear on the country branch lines. That they will refuse to do their share of the service unless the owners of these branch lines do their part toward maintaining them in a good state of repair, or of putting them in good repair must be as evident as that the railroad cannot handle the increased traffic with the old facilities. Here, therefore, is the work for the stockholders and directors of the branch system. They must prepare to handle their share of the business, and as the stockholders in these branch lines, like those of the main lines, want dividends, in decreased freight expenses, the branches must be put in proper shape, and the stockholders will have to do as do the stockholders of the railway, provide the funds before they are earned. What is wanted of the branch line, the country road, is a highway that will permit the moving of the freight with the least possible expenditure of power. The economic question here is "cost of construction and maintenance of a good permanent highway versus cost of purchase of animals, rolling stock, and maintenance thereof, together with added time required in delivery of product to market." The question is whether it is cheaper to maintain the wagon roads in a high state of efficiency or to supply more power in the shape of animals for draft purposes. Every animal that is not a producer PER SE is a drag on the farmer to the extent of the difference between his earning power and cost of his keep. If two horses are being kept and good roads will make one do the work the other horse's place may be taken in the pasture by a cow that will supply marketable product every day. As it is today the average expense in hauling over the ordinary dirt road is about 15 cents per ton per mile, while the maximum in this valley can hardly be arrived at. One man with a team of two horses can haul about a ton over an ordinary dirt road, but give that road a hard smooth service and the hauling capacity of that team is increased wonderfully. That this will decrease the cost of marketing the product

continued on page 4.

FOUND GUILTY

SENATOR BURTON AGAIN CONVICTED ON ALL POINTS.

Accepted Fees for Doing Government Business—Shows No Sign of Emotion—Applies for New Trial.

St. Louis, Nov. 25.—Senator J. R. Burton, of Kansas, was tonight found guilty on all six counts in the indictment upon which he has been on trial for the past week in the United States circuit court, charged with having agreed to accept and having accepted compensation from the Rialto Grain & Securities Company, of St. Louis, to appear for the company in the capacity of an attorney before the postoffice department to prevent the issue of a fraud order.

The verdict was brought in at 12:50 o'clock, two hours and twenty-five minutes after the jury had received the case.

Senator Burton was ordered to appear in court Monday morning, when, the counsel announced, a bill of exceptions would be presented and an appeal asked for. Court then adjourned.

From the time the jury went out, Burton was pacing the courtroom, with long, even strides. At 12:40 there was a summons from the inside of the room in which the jury had been confined considering its verdict. The marshal, upon being informed that an agreement had been reached, notified Judge Vandevanter. Burton took his accustomed seat at the table with his counsel. His features were set, but expressed no visible sign of emotion from the time the jury entered the room until the verdict had been read. His facial expression did not change during the reading of the verdict and the separate answers by the jury of "guilty" to each count.

Burton, accompanied by his counsel, then departed for his hotel. The senator was permitted by the marshal to have his freedom on the promise of his counsel to produce him in court at 10 o'clock next Monday morning.

The case was given to the jury at 10:35 o'clock tonight. For the first time during either of the former trials on the same charge, a night session of court was held. Arguments by counsel occupied both the morning and afternoon and, as Judge Vandevanter was anxious to end the case this week, he announced that he would charge the jury tonight.

Burton was indicted on eight counts, two of which were quashed before the case went to trial. The penalty provided by the statute is not more than two years' imprisonment nor more than \$10,000 fine on each count and a forfeiture forever of the right to hold any position or trust or profit under the United States government.

Sevastopol, Nov. 25.—The sailors of this port and the Brest regiment have mutinied and joined the workmen, who are holding a meeting under the red flag. The city is in a state of panic.

The mutineers, carrying red flags, and accompanied by a military band, marched to the railway station and compelled employees to cease work.

The sailors yesterday attempted to hold a meeting, and Rear-Admiral Pisarevski announced that the meeting would be dispersed by the use of firearms, whereupon the sailors fired on and wounded the admiral.

Salem, Or., Nov. 24.—Hollister Megorden, sentenced to die on the scaffold this morning at the state penitentiary, secured a stay of execution from the circuit court of Malheur county, where he was convicted, last night. Preparation for his execution had been made and the death sentence was to have been carried out at noon.

Megorden, through his attorney, perfected his appeal to the supreme court and the papers, accompanied by the circuit judge's stay, reached this city last night. Megorden was convicted and sentenced to be hanged for the murder of his wife.

At Summit.

Mrs. I. D. Pittman is very ill.

Mrs. W. A. McCullough and son Hugh of Albany, visited her parents last week.

Mrs. Yantis was on the sick list last week.

Mr. and Mrs. Ling were passengers for Albany Saturday.

Tom and Frank Yantis arrived from Fossil Saturday to spend Thanksgiving with the old folks at home.

Robert McFarland has been off this week.

H. F. Strouts had business in Albany, Friday.

Philomath Items.

Alex. Campbell, of Corvallis, spent a short time in Philomath Sunday.

Mr. Schriber is busy with a force of men extending the new line of the Independent Telephone Co. up Greasy.

The granddaughters of Mr. Cant are up from Portland on a visit.

Mr. Williams is busy securing the right-of-way for the Corvallis waterworks ditch.

A lively game of football was played Saturday between the college and town boys in which the college boys walked over the town boys in great shape.

Eden Mow, of Veronia, arrived last week to attend school.

Word was reached Saturday that Chester Mason, grandson of Mrs. Kisor, while working on a building in San Francisco, fell and fractured his skull and is not expected to live.

Scott and Vanblaricom are building an addition to their store for a warehouse.

Bishop Bell is here from California assisting in the revival services.

Two tickets are in the field for city election.

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.

Common Colds are the Cause of Many Serious Diseases.

Physicians who have gained a national reputation as analysts of the cause of various diseases, claim that if catching cold could be avoided a long list of dangerous ailments would never be heard of. Everyone knows that pneumonia and consumption originate from a cold, and chronic catarrh, bronchitis, and all throat and lung trouble are aggravated and rendered more serious by each fresh attack. Do not risk your life or take chances when you have a cold. Chamberlain's Cough Remedy will cure it before these diseases develop. This remedy contains no opium, morphine or other harmful drug, and has thirty years of reputation back of it, gained by its cures under every condition. For sale by Graham & Wortham.