

TUESDAY, JULY 28, 1903.

To cover the cost of setting and distributing the type in such matters, a charge of fifty cents will be made for each "Card of Thanks," and one cent per line for each set of "Resolutions of Condolence" appearing in these columns.

LOCAL NEWS.

Tommy Nolan is confined to his room with an attack of measles.

J. M. Nolan returned from Newport on Sunday's excursion train.

J. Wraga returned to Portland, Sunday, after a short business visit to this city.

Mr. and Mrs. Frank Whitaker went to Newport, Saturday, for a week's visit.

John D. Daly, has returned to Portland from a business visit to San Francisco.

Milton Morgan, a former employee of the GAZETTE, is now editor of the Wasco News.

J. A. Finch, scissors editor on an esteemed exchange, was a bayward passenger, Saturday.

Dolph Kerr came up from Silverton, Saturday, to spend Sunday with his parents in this city.

Printer Geo. B. Keady, of the College, returned, Friday, from a business visit to Portland.

Rev. and Mrs. Carriick intend leaving tomorrow for a week's visit with friends at Grant's Pass.

Organs repaired and cleaned; 30 years experience. A few organs to rent. R. N. White, Corvallis.

Miss Minnie Richard spent Sunday and Monday with her parents at their home near Harrisburg.

Mrs. M. J. Grier was called to Alsea, Friday, to be at the bedside of her father who is seriously ill.

Mrs. Gift, of Vacaville, Calif., is visiting in Corvallis, the guest of her parents, Mr. and Mrs. S. L. Kline.

Mrs. Chas. Wheeler and family returned to Corvallis yesterday after two weeks' visit in Albany and Salem.

Mr. and Mrs. John Allen went to Portland, Sunday, to enjoy a visit of a couple of weeks with relatives and friends.

Rev. F. L. Moore left yesterday for a two weeks' visit with his family, who are spending the summer at the coast.

Mr. and Mrs. George Kerr and little son Moit, went to Toledo, yesterday, for a short visit with Mr. and Mrs. Ed Stanton.

Mrs. Laura Campbell, of the corps of teachers of the Corvallis public schools, was a passenger to Newport on Friday's C. & E.

A. J. Johnson and family arrived from Seio, Friday, and have taken up their residence in this city. They are welcome additions to our population.

The southbound S. P. overland was delayed at Salem nearly 30 minutes, one day last week, picking up a carload of Salemites and their baggage bound for Newport.

C. W. Beaver, a popular O. A. C. student, whose home is in Marion county, visited in Corvallis the last of the week on his way to Eastern Oregon. He will attend school here this winter.

Henry Ambler was in from Philomath, Saturday. During the past year he has negotiated the sale of thousands of dollars worth of real estate, and we have not heard of a dissatisfied buyer.

Brady Burnett has returned to Washington, D. C., from a trip through the New England states, where he has been collecting statistics for the manufacturers division of the census office.

M. D. Hall, who returned this spring from a visit to Kansas, is building a two-story residence on his property just north of Professor Kinsley's new home. A. E. Bell is doing the carpenter work.

Ed Rosendorf joined Harry Withycombe in Alsea, Saturday evening. Rigged out like a highwayman, he went to Philomath by rail, and completed the journey to Dave Tom's place on his bike.

Harry L. Holgate was transferred last month from a \$1,200 clerkship in the census office, to a \$1,400 position with the geographical survey, and will come West next month to look after some legal matters in connection with the reclamation work.

Peter Bilyeu returned home, Friday evening, from Brownsville, where he has been employed for some time hauling lumber. He had the misfortune to fall out of a hay mow, about a week ago, and hurt his back so severely that he is incapacitated for work for the present.

The excursion to Newport, Sunday, was quite liberally patronized. About thirty came from Independence by motor, and transferred to the excursion train at the crossing. August Hodes and family, and J. F. Yates were among those from this city who enjoyed the day at the

HAS BROKEN FAITH.

Free Rural Delivery Division Refuses to Establish Corvallis Routes No. 1 and 2.

Despite the favorable report of its special agent, C. E. Clement, and its positive assurance that the rural free delivery routes, No. 2 and 3, running out of Corvallis, would be established on August 1st, 1903, the United States Rural Free Delivery Division of the postal department has been guilty of a breach of faith.

Special Agent Clement was in Corvallis last February, and in company with Postmaster Johnson, made a thorough inspection of the proposed routes. After careful examination, he recommended that the routes be established. The superintendent of the Western Division at San Francisco gave his approval, and finally the department at Washington sanctioned the project as shown by the following letter, dated at Washington, D. C., May 7, 1903:

POSTMASTER, Corvallis, Oregon: Replying to your letter of recent date, requesting to be advised when rural service from Corvallis will be put in operation, I have to inform you that this service has been assigned for establishment on August 1, 1903.

H. CONQUEST CLARK, Acting General Superintendent.

Blue prints were made by the department and sent to Postmaster Johnson as an additional assurance that steps were being taken to provide the service. Upon the strength of these apparently since promises, patrons of the proposed routes began to prepare themselves to take advantage of this service when it should be established. In some instances boxes were secured and put up, and many subscribed for daily papers, believing that these would be placed at their doors by the rural carrier within a few weeks.

As time drew near to the first of August, however, and the department gave no evidence of its intention to put its promise into effect, patrons grew anxious and the postmaster was worried with inquiries. He relied upon the word of his superiors and assured all who made inquiry that the service would begin August 1st. Finally even his confidence was shaken and he wired the Free Delivery Division, stating that he had not received instructions relative to the inauguration of the new routes. A reply was received from Fourth Assistant Postmaster General Bristow, last Thursday, conveying the scant intelligence that there was not a sufficient number of houses along the routes, and they had therefore been abandoned.

As there are more houses now along the routes than there were when Special Agent Clement recommended the service, and the department under Mr. Bristow's supervision gave assurance that it would be established, the department's reason seems like a very flimsy one. If Mr. Bristow is determined that each route must serve 100 families and not one family less, why was the seal of his approval placed on the service in question? The great government of the United States cannot afford to break faith on so slight a pretext.

Special Agent Clement went over the ground personally, and the conditions were such as to warrant a favorable report from him. He saw that the country is being settled rapidly, and while at present there are a few less than 100 families on each of the proposed routes, in a very short time many more than the required number will be served. There is no disposition on the part of any one to ask the department to be lax in its administration of the postal laws, but all concerned are determined that the government's agents shall have some regard for their promises to the people.

Senators Mitchell and Fulton have been advised of the condition of affairs, and they may be able to present the matter in such a light to Mr. Bristow, that he will redeem the promises made by his department to the patrons of the proposed routes.

The Ends it Would Serve. The GAZETTE has given considerable space recently to articles urging the extension of the C. & E. railroad into Central Oregon. Its purpose has been to show that there is a growing sentiment in favor of this road, and to assist in the systematic agitation which it is hoped will result in bringing about the long-delayed completion of this road. The matter is attracting the attention of the most influential men in the state,

who are giving the project their support.

In an article in yesterday's Oregonian, Hon. John Minto points out the great benefit that will result from the extension of the Corvallis & Eastern. He says in part:

At present timber suitable for all the purposes for which timber is used lines the way on one side and generally on both from Mill City to Bend and beyond.

At the very summit of the Cascade range, reached from the west by a small fraction over a 2 per cent grade, the timber, black hemlock, ball pine and spruce, prevail for about four miles on the summit, but even there the growth is such that one of the investors in the railroad enterprise, I. I. Blair, while dining in the pass, said: "Gentlemen, I have known 100 miles of railroad laid to reach timber no better than this." This was at a point where the iron is laid to hold the pass 95 miles from Salem and Albany respectively.

From this point westward ten miles, spruce is largely mixed with fir and white hemlock, but give way to cedar as we descend, the latter taking the place of spruce between 1000' and 3500' foot elevations. At the descent from the summit eastward black hemlock soon gives way to silver fir and spruce in damp places, and those woods to yellow pine and tamarack as the 4000-foot level is reached, and from that point southward a railroad can be laid on lands irrigable between yellow pine on its west side and the latter mixed with juniper and tall sage on the east side across the outflow of Benton and Squaw Creek, Bull Creek and Tumulawa, to Bend, most of the distance so level that track could be laid on the surface. I cannot state the distance from Idanha to Bend, but believe that measurement will show it shorter than from Shaniko to Bend, bringing all the business elements of the enterprise fully 100 miles nearer Portland.

There are other reasons besides the timber resources and prospective products of irrigated land for extending the Corvallis & Eastern line to Central Oregon. The time is nearing when the meat products and wool grown there will seek the most easily reached market, and that should be Portland. On account of the number of dried-up-lake-beds and of those slowly filling up, Eastern Oregon grazing stock in many places can feed down west of the summit of the Cascades onto the late summer pastures 12 miles west of the summit and within 20 miles of Idanha on these lake-beds and natural openings. There is an estimated sufficiency of these on the head of the North Santiam to settle 2000 families. An average fall of 51 feet per mile from Mill City to Marion Lake makes the river a magazine of wealth for the creation of electric force. The openings alluded to constitute a fine fruit district similar to that of Hood River. In addition to forest, fruit, electric force, apathy and dairy products, a railroad would make this an ideal Alpine summer resort for families, as many of the unnumbered lakes now abundant with trout and the stocking of Marion Lake proves that other lakes near the summit may be stocked.

A State Secret.

Attorney E. E. Wilson, who left July 16th in company with Alex Rennie on a hunting and fishing expedition into Crook county, has found time to pen the following confidential lines to a friend in this city, dated at Fish Lake, July 19th:

"Here we are after having put in the day at Clear Lake, and feasted on a mighty fine trout for supper. One was big enough for two life-sized appetites; caught them in that lake of which we have heard so much, and to see which repays us for the trip.

Tomorrow we start for Metolus, from whence some marvelous tales are reaching us.

Alex sleeps on his extra pair of trousers, so they will have a good crease in them when we return to Cascadia. Don't tell his wife about this fact—it is only intended for your ears."

Wanted.

I want 1000 tons of hay to bail this season. Parties wishing this kind of work done will do well to call on or write to the undersigned. The price will be reasonable and satisfaction guaranteed.

J. R. HARLAN.

Foley's Kidney Cure makes kidneys and bladder right.

A WORTHY PIONEER.

Ichabod Henkle Died July 24th at the Age of Ninety-Two Years.

In the death of Ichabod Henkle, who passed from this life at six o'clock last Friday morning at his home four miles west of Philomath, Benton county, last one of her most worthy citizens. Coming to this county nearly fifty years ago, he at once associated himself with those who were laboring for the development of the county, and became a leader in the promotion of every enterprise tending to the public good. He was one of the original incorporators of the Corvallis & Yaquina Bay Wagon Road Company, and he was also a stockholder and promoter of the Willamette Valley & Coast Railroad Company. Mr. Henkle was a member of the board of directors of this company. Locomotives and ten miles of rails were purchased, and the work was commenced which finally resulted in the railroad to Yaquina bay, which has been worth thousands of dollars to the people of the Willamette Valley.

While giving much of his time and attention to these matters of public interest, Mr. Henkle did not neglect his private affairs. He conducted a sawmill, and reclaimed a fine farm from the wilderness. His large family was given every advantage afforded by a pioneer community, and his sons are today respected and influential men of affairs.

Mr. Henkle was possessed of a remarkably rugged constitution, and for nearly ninety years of his life enjoyed excellent health. Even a stroke of paralysis suffered by him about two years ago was not permanent in its effect, for he regained his health and was quite vigorous. His decline was gradual; life slowly slipping from him, so that his friends were prepared for the final dissolution.

Ichabod Henkle was born in Pendleton county, West Virginia, October 1, 1810. With his parents, he moved to Fayette county, Ohio, in 1813, remaining in this state until 1849, when he removed to Lee county, Iowa. With his wife and four children he started across the plains by ox team, April 4, 1853, arriving at Butte Creek, Clackamas county, Oregon, in October of the same year. Two or three weeks later they came to Benton county and settled on the farm near Philomath, where Mr. Henkle resided until his death.

Mr. Henkle was united in marriage with Miss Mary King, January 20, 1831. Three children, Jesse, Jerry and Helena, were the fruit of this marriage. In 1852 he wedded Elizabeth Conger, to whom four children were born: John, Jacob, Charles and Julia Ann. All of these survive except Helena, who died two years ago of cancer.

Funeral services were conducted by Bishop Castle at the family home, Saturday afternoon at 2 o'clock in the presence of relatives and many friends of the deceased. Rev. Rossman sang, "I'll Be There." Interment was made in Pleasant Valley cemetery.

The pall bearers were, Jacob Henkle, senior, brother of Ichabod; and Jesse, Jerry, John, Jacob and Charles, all sons of the deceased.

A large shipment of our celebrated Premium Dishes just received at Nolan & Callahan.

Popular Sunday Excursions.

In order to meet the wants of the traveling public and give practically daily service to the beach during the summer season, the Corvallis & Eastern Railroad will run an excursion train from Albany, Corvallis and all points west to Newport every Sunday, commencing Sunday, July 12th, leaving Albany at 7:00 a. m. and Corvallis at 7:30 a. m., returning leave Newport at 5:30 p. m., arriving in Albany at 10:30 p. m. Three day and season tickets will be good going and returning on these trains. This should prove popular with the traveling public and a liberal patronage will be the best appreciation.

Buy your harvesting outfit from Nolan & Callahan. Big stock to select from.

Lost Last Friday.

A small Indian basket, containing a salad dish and silver sugar spoon, on the county road between Corvallis and the John Rickard place. Finder will please leave same at this office and receive suitable reward.

\$ DOLLAR-SAVING \$

DAYS

Buying your Clothing here means
 the best value for the least money;
 the choice of a great assortment
 of fine garments; best kinds, latest styles, newest fabrics, made
 and cut right. At our prices you
 get better goods at less money
 than you usually pay for the
 poorest. They are all hand-
 tailored with self-retaining fronts
 Come in and see our Fine Cloth-
 ing for Man, Boy and Child.
 It Costs Nothing to Look, and
 You Save Money to Buy

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I have an Extensive Line of
 WATCHES, CLOCKS & JEWELRY

Both in Novelties and
 Staple Goods, also the
 Best Known Makes of

SILVER-WARE,
 Both Flat and Hollow

Having trouble with your Eyes or Glasses—Can't get a Fit?
 Come and See Me and get a Perfect Fit, and a Guarantee that is Good.
 NOTICE—After February 1st the Store will close at 6:30 p. m.,
 Except Saturdays.

E. W. S. PRATT, Jeweler and Optician.

W. S. GARDNER

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Near College Walk

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If you are looking for some real good bargains in Stock, Grain, Fruit and Poultry Ranches, write for my special list or come and see me. I shall take pleasure in giving you all the reliable information you wish also showing you over the country.

HENRY AMBLER, Real Estate, Loan
 and Insurance.
 Philomath, Benton County, Oregon

THE Pioneer Bakery

Fresh bread daily. A complete stock of candies, fruits and nuts kept constantly on hand. Smokers supplies a specialty.

Confectionery

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KELLETT'S OIL OF EDEN
 SWEET SPIRITS OF EDEN

Will Positively Cure any
 case of Rheumatism, no
 matter how severe or how
 long standing.

THE CALIFORNIA CO-OPERATIVE MEDICAL COMPANY, OF OAKLAND,
 will refund the purchase
 price to all Rheumatism
 Patients not cured

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MANUFACTURERS OF

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Complete Stock of Rough and
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GET YOUR JOB WORK DONE HERE.

Groye's Tasteless Chill Tonic

has stood the test 25 years. Average Annual Sales over One and a Half Million bottles. Does this record of merit appeal to you? No Cure, No Pay. 50c.

Enclosed with every bottle is a Ten Cent package of Groye's Black Root Liver Pills.