

CORVALLIS GAZETTE



VOL. XLI.

CORVALLIS BENTON COUNTY, OREGON, FRIDAY, AUGUST 12, 1904.

Who Are They?

Up at the head waters of the Luckamute, near old Fort Hoskins, is a company of about twenty surveyors, working industriously with some object in view, but what it is no one seems able to ascertain, as all questions are met with evasive answers. It is supposed that a railroad route is being sought for the Siletz country, where there is an extensive tract of timber. A gentleman, whose name is not known and who owns extensive holdings in that section, is supposed to be behind the enterprise.

This, however, is conjecture; but it is known to be a fact that an opening to the Siletz country has been talked of for a number of years. At first it was thought that the Falls City road could be extended over the mountain, but that is now given up. Another feasible plan is to build a road from the S. P. at Airlie through Kings Valley to connect with the C. & E. at Wren or Blodgett.

A few days ago the General Land Agr. of the O. R. and N. was in Corvallis and had a consultation with the Benton county assessor.

It is possible that a resurvey is being made with a view to making up the assessment roll which will be completed in September.

Better Than a Patent Medicine.

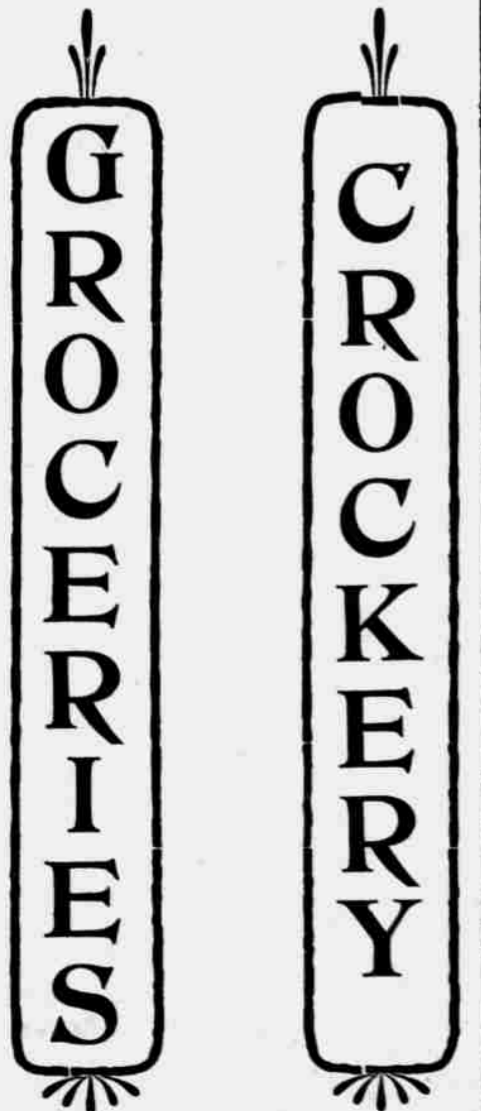
The following is an excellent cough remedy which is said to cure coughs and even consumption in its first stages. One of our subscribers sends it for publication and requests that readers cut it out and save it.

One pint alcohol, one tablespoonful oil of tar, two teaspoonfuls rhubarb and a bunch of elder bark about the size of a man's fist from the two-year-old growth, scraped downward in obtaining it.

First add oil of tar to alcohol, then add rhubarb; boil elder bark till strength is obtained, strain it and boil down to a gill, then add it to a pint of hot water, then sweeten with honey or sugar until it is about the consistency of thin syrup and add to alcohol while hot.

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WILL BUILD THE LINE.

Work Must Begin Within the Next Ninety Days.

The county court convened in extra session Wednesday to consider the petition for a franchise, made by Eugene parties, to build and operate an electric road along the state road from Corvallis to the southern limit of Benton county. The petition with the action of the court is given below and is worthy of careful consideration of every citizen of Benton county. W. E. Yates represents the Eugene company. A telegram was received by him Wednesday morning from parties in Eugene that the Lane county court had granted the new company a franchise similar to the one asked for in Benton county. The Benton county court granted the franchise asked for with but few reservations. The franchise was given thoughtful and careful consideration, the entire court leaning toward the side of conservatism in order to safeguard the interests of the county.

The granting of this franchise and the building of this road marks the beginning of a new era for Benton county. We sincerely hope that the new company is serious in its undertaking and will accomplish what it seeks to do.

THE PETITION.

The undersigned, your petitioner, respectfully petitions your honorable body to grant to it under such terms and restrictions as may be just and equitable, a right, privilege and franchise to construct, operate and maintain a system of electric railways, and the poles wires and superstructures used in connection therewith, on the county roads of Benton county, Oregon, hereinafter described to-wit: Commencing at the south boundary of the city of Corvallis in said county and running thence east and south and generally southeasterly direction via Monroe to the south boundary of Benton county on the road between Monroe in said county and Junction City in Lane county, Oregon, in an easterly direction from Monroe; said road being known as the territorial or state road and designated on the plats of Benton county as road No. —.

BENTON COUNTY'S ACTION.

Now at this time comes the Willamette Valley Electric Railroad Company and petitions the court for a franchise, right and privilege over the county roads herein after designated for the purpose of constructing, operating and maintaining an electric railway thereon, this matter having been under consideration by the county court since the 4th day of August, 1904, and it appearing to the court that such railways can be constructed and operated upon the county roads of this county without material injury or obstruction to the ordinary travel and traffic thereon and that the construction and operation of such railways would be of great benefit and convenience to the public and will facilitate communication and tend more rapidly to develop the resources of the county and increase the wealth thereof, it is ordered by the court that the following rights be granted to said petitioner over the following county roads upon the petitioner complying with and carrying out and performing the conditions hereinafter named, to-wit:

ROUTE No. 1.—Commencing at the south boundary of the city of Corvallis in the said county and running thence south and east and in a generally southeasterly direction via Monroe to the south boundary of Benton county on the road between Monroe in said county and Junction City in Lane county, Oregon in an easterly direction from Monroe; said road being known as

the territorial or state road and designated on the Plats of Benton county as road No. —.

The exact location of said electric railway upon said county roads is to be hereafter determined by a survey thereof at the expense of petitioner, and survey and location to be subject to this court. Said railway shall be constructed along one side of the right-of-way constituting said county roads and shall not occupy more than 15 feet of said right-of-way, measuring from the outside limit excepting at the places where it is necessary for the construction of switches, and at such places not more than 20 feet of said county roads shall be occupied; and in all cases there shall be left not less than 30 feet in width of said county roads outside and exclusive of that occupied by said electric railway. And whenever it is necessary for said petitioner for any reason to occupy and appropriate the road bed of any part of the said county roads, such contingency to be determined by the county court, then said petitioner shall obtain sufficient and suitable ground for a road-bed and convey the same, or cause it to be conveyed to said county and construct thereon a road-bed in all respects as good, permanent and safe as that appropriated by itself, and such conveyance and construction shall be completed before the old road-bed is disturbed, this court to be the judges as to the sufficiency and suitability of said new road-bed. And in all cases where it is necessary or convenient for said railway to cross any of said county roads, said crossings shall be so constructed by said petitioner as not to interfere with the ordinary travel and traffic upon said county roads and to the satisfaction of this court; and the cuts and grades, if any, along said county roads made for the purposes of said railway, shall be so constructed and maintained as not to interfere with the proper drainage of said county roads and so as not to make the same dangerous to public travel or materially interfere with the ingress to or egress from said county road by the adjoining owners. The poles for said railway shall be set at the edge of said county roads. The survey to be made by petitioner and filed herein as above provided, shall show accurately the limits of said county roads as shown by the records of said county, the exact location of said railway, the location of the switches necessary and convenient therefor, the topography of the ground and all other facts and details usually shown by such surveys and necessary and convenient for the proper understanding of the same and the location of said track and switches shall be subject to the approval of the court.

Actual construction of said system of electric railways shall be commenced within 90 days from date of this order, and not less than five miles of said track shall be built within one year, and the whole of said line shall be completed and in operation within two years. A failure upon the part of the petitioner to comply with any of these conditions shall work a forfeiture by him of any right or privileges granted herein at the option of this court. A failure by petitioner to operate said railway by running a car each way over the same every 24 hours, shall be cause for forfeiture of said franchise unless prevented by storms, strikes or other causes beyond the control of said petitioner.

No rights, privileges or franchises granted hereunder shall continue or be in force after the 1st day of September, 1904. Subject to the foregoing restrictions and conditions, and subject to the approval by the court of the location of said railway track and switches, and subject to the general supervision of this court as to the construction,

operation and maintenance of said system, a franchise, right and privilege is hereby granted said petitioner to construct, operate and maintain an electric railway and the poles and wires and other superstructures necessary for the successful operation of the same upon the county roads above set forth and described for the term of 50 years.

A Day Among the Hills.

Corvallis, which means "the heart of the valley," is well named, and its loyal citizens never tire of singing its praises. There is no point in the Willamette river where its waters flow with more grace and beauty than here, and the beautiful hills which form an ever-changing background, would take the eye of an artist and the pen of a poet to describe them.

At this time of the year it is real pleasure to spend the day among them. This pleasure was afforded a party of fifteen ladies who were the guests of Mr. and Mrs. C. G. Davis on Tuesday. The party, with Mr. Davis in charge, left town at eleven o'clock for their farm which lies four miles west of Corvallis. The drive is a beautiful one, the road winding among the hills until the home which nestles in a little valley is reached. The invitations were for a day in the woods, so the ride was continued for another half mile to an ideal spot where Mrs. Davis gave all a royal welcome.

Beneath the spreading branches of the trees, on a table built for the occasion and beautifully decorated with ferns and flowers, a bounteous dinner was served. The afternoon was given over to conversation, to gathering ferns, and to the simple joy of being in the woods. All too soon the lengthening shadows warned the party it was time to go home and an hour later, a day among the hills had become a pleasant memory.

Closes Successful Term.

Earl Brown closed a very successful term of school at Westwood, seven miles west of Philomath, last Friday evening. A short program was rendered by the school interspersed by selections on phonograph. Supt. Denman made the graduating address and presented Miss Mildred White her diploma. Mr. Denman gave a comprehensive speech on the state course laid down for the guidance of all pupils in the common schools. He also pointed out the duty of school officers concerning the work done in their respective schools. Prizes were awarded Myrtle Reynolds and Esther White and Ina Chesley for efficiency, the former receiving a fine album and the two latter each received a doll. Twenty-five cents each was given to Miss Reynolds and Ina Chesley for perfect attendance. Finally as a token of remembrance each pupil enrolled during the term received a photograph of their teacher.

Crop Conditions In Benton.

The yield of grain is light all over the county, but what there is, is of good quality. The threshing outfits have about finished their run of fall grain. The oats headed very short but the heads are showing up better than was anticipated. The average yield of fall wheat will not much exceed twelve and a half bushels an acre. The spring wheat is being cut in places, but will not exceed the general average, although well located and favored fields will yield fifteen bushels. There is a fair promise of a good crop of late apples.

Oak wood is selling at from \$3 to \$4 per cord and fir from \$2.50 to \$3.50 per cord.

We don't want to hurry you!

But you must come early if you wish to secure these bargains at our great summer reduction sale.

WASH GOODS and SUMMER DRESS GOODS AT COST.

10 per cent reduction on table linen and napkins.
10 per cent reduction on lace curtains and serias.
10 per cent reduction on calicos, percales and gingham.
10 per cent reduction on all 50c mixed-wash dress goods.
10 per cent reduction on cretons, silkings and draperies.
10 per cent reduction on towels and towels.
Bargains in odds and ends ribbons and lace.
20 per cent reduction on embroideries and dress trimmings.
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Small orders next day by 8 o'clock

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