

# CORVALLIS GAZETTE

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No. 19

## FOUNDRY NO MORE.

Machinery to be Taken Away—  
Building and Lots to  
be Sold.

W. H. Franklin, of Mt. Vernon, Wash., was here a greater part of last week. Mr. Franklin was a resident of Corvallis for several years before going to Mt. Vernon, and while in this city was one of the proprietors of what is known as the Franklin Foundry.

Mr. Franklin has been making arrangements to move the machinery of the foundry to Anacortes, where a portion of the machinery will be placed in the electric light plant. Charles Franklin, a brother of W. H. Franklin, is at Anacortes and has an interest in the light plant. The foundry building and the lots on which it is located are to be sold and the owner has been trying to dispose of them, so that he may close out all of his interests in Corvallis.

According to Mr. Franklin, he has prospered since going to Mt. Vernon. This is a town of about 2,500 inhabitants and is situated on the Skagit river about nine miles from its mouth. Mt. Vernon is about 65 miles north of Seattle and the Great Northern railway passes through the place. River steamers ply the stream and do considerable business. The old Elwood, well known in Corvallis as she used to be operated on the Willamette, was destroyed on the Skagit river not far from Mt. Vernon during the past season.

The erstwhile Corvallisite says that the lumbering interests of that section are of great magnitude. Vast cedar forests are almost in the lap of Mt. Vernon on one side, while in another direction is to be seen a most fertile valley extending along the river. Sawmills are everywhere and their output is a great factor in the general prosperity of that region. A peculiar thing is noticeable there in regard to the cedar forests; there seems to have been a very heavy growth of trees centuries ago and these giants of the forest must have been leveled to earth by some sort of violence. The ground is covered in places with monster cedars and from the tops of these fallen trees others have taken root and now the forest of the present in a large degree stands rooted to the trunks of trees of a by-gone age. The cedars of the younger generation are several feet in diameter. Some of the trees that were razed to earth centuries ago are being logged, but it might better be said that they are being mined, as they have to be partially dug from the ground. Part of the timber country is very rough and broken.

The valley lying along the river is about fifteen miles wide to thirty miles long, and it is exceedingly fertile. Immense crops of timothy hay are produced and pay well. Oats, too, are raised in large quantities—in some instances 200 bushels are reported from an acre. The larger crops are reported from the low lands, but the uplands are also good for oat crops; the latter lands produce about 75 per cent as much as is produced in the bottom, but the oat is of a finer quality and not so stinky. Some of the bottom lands have to be diked and for the accomplishment of this a tax of \$1.25 per acre is levied.

The weather, Mr. Franklin says, is not very severe. During the recent cold snap the thermometer was down to zero for a short period. Ice formed to a thickness of about an inch and a-half and skating was good for a short time. The roads were frozen so stiff that a fairly well loaded wagon would not break through the crust. It is said to be a hard country in which to build roads. It does not rain so

much there as in the Willamette Valley.

From what Mr. Franklin says, things are on the move up there and much money is in circulation. The country is developing rapidly and its future looks bright.

## Something Will Be Done.

Of late there has been considerable complaint about the condition of cross-walks near the A. D. Lembrocker corner. This is almost on a line between the two railroad depots and is crossed a great deal by the city draymen and others. The walk became badly cut in time and on the south side a great deep hole was made, and to shun this teamsters began crossing the walk in various places and at unheard-of angles.

This was certainly a sad state of affairs, but the authorities were loath to take action in the matter as it was supposed to be on the property of the Southern Pacific Co. This company has a number of blocks adjacent the depot building and it is generally understood that no streets traverse them. This being the prevailing opinion, the street committee and others were loath to take any steps toward improvements.

We are reliably informed that a number of Southern Pacific officials were to arrive yesterday by special car on the West Side in order to get in touch with affairs along the line. According to our informant, while these officials are here there will be a meeting between them and the city authorities and the matter of whose property is crossed by the walk and whose duty it is to make the necessary improvements will be discussed.

This is very gratifying and it is putting it mildly to insinuate that the time is now ripe for action. In conclusion, it may be stated that as the matter has stood heretofore no blame could be attached to anybody, distressing as the condition has been. Soon it will be different and this bad place fixed up in good shape.

## Will it be Rainy?

Damp weather seems to be a traditional feature of our presidential inaugurations—a feature that seems to be so much a part of our presidential inaugurations that it has passed into tradition, says Everybody's Magazine for March. Ever since inaugurations have been held out-of-doors the elements have seemed to conspire to rob the ceremonies of a part of their impressiveness. The early part of March is inevitably a rainy season in Washington, and the majority of the Presidents have looked out over a waving sea of umbrellas as they delivered their inaugural addresses. There have been many movements to change the date of this ceremony to a more clement season, as an appalling list of deaths is invariably consequent upon the enforced or voluntary exposure, but it is doubtful if the time-honored arrangement will ever be altered.

## Deserve Encouragement.

The Village Improvement Society at their meeting, Friday evening, discussed many things of interest and importance to our citizens. There was unusual warmth shown by some of those present in the advocacy of a general movement toward cleaning and beautifying the town. Something is going to happen if no heed is paid to the matter of straightening up affairs generally. We are informed that certain members of the society expect to confer with the city council at its next meeting and see what steps that body is disposed to take in furthering the desires of the society and others who may sympathize with a crusade against

all things unsightly and unclean.

One of the most important improvements the society has on hand is beautifying the grounds at the C. & E. depot. The officials of this road are heartily in sympathy with the aims of the society and it is expected that some time this week the company will bring a number of car-loads of suitable earth, sand, or gravel, for use of the society in the improvements contemplated. When this arrives the Village Improvement Society will do the rest. It is hoped to have everything in readiness to plant shrubs, etc., by April 1st.

The society members are doing good work, and doing it gratis. They deserve every encouragement at the hands of the people; assistance that is not merely good will and purely sentimental, but something material.

## Successful Institute.

The local teachers' institute and parents' meeting arranged by Supt. Denman last Saturday brought a goodly number of teachers and parents together. The program began with a 5-minute singing exercise by all present, with Miss Edna Finley as accompanist. Prof. I. E. Richardson, of Corvallis Business College, took up the subject "Methods in Arithmetic." He believed in insisting on a complete statement being made and a full process. He said work slightly done had better never be done. If the child is thoroughly taught to give a complete analysis, it will save review work. If, after a class has gone over a given subject, and cannot pass the necessary examination for promotion, it is the fault of the method used.

Prof. S. W. Holmes gave an interesting talk on "School Organization; How, What?" He said: In graded schools the first thing on beginning is to have a meeting with the Board. A teacher should always go to the school house a day or so before school begins to arrange things for work; lay out plans so as to put children to work at once; examine records so a proper classification can be made; insist on having orders obeyed the first day; adapt conditions to course of study and program.

"Defective English Instruction in the Grades" was presented in an effective manner by Prof. T. A. Hayes, City Supt. of Albany. He said the aim today is to learn rules and staff pupils so that the examinations can be passed. Text books should be followed. Pupils should do the work and not the teachers. Use stories for language work. If the outlines in text books do not fit conditions change so it will.

Prof. A. N. Fulkerson, of Philomath gave a practical talk on "School Punishments." He said punishments should have a definite end. Always reach the mental attitude of child. The tendency today is not to whip. The teacher laying down such a rule is in danger of losing control.

Prof. I. E. Richardson interested all in his "Rapid Calculations." He gave examples and rules whereby short work could be done.

One of the most interesting talks of the day was given by Rev. E. F. Green. His subject was "Literature in the Home." It was replete in valuable suggestions. It is regretted that more of our parents could not have heard it.

The Corvallis public school pupils furnished some excellent recitations.

Mr. Whitney, agent for Edison phonographs, records and supplies, in Corvallis, entertained all with a number of selections.

The next parents meeting will be held in Philomath on the third or fourth Saturday in March.

## Faith.

All efforts have failed to find a better remedy for coughs, colds and lung trouble than Foleys Honey and Tar. It stops the cough, heals the lungs and prevents serious results from a cold. J. N. Patterson, Nashua, Iowa, writes: "Last winter I had a bad cold on my lungs and tried at least half a dozen advertised cough medicines and had treatment from two physicians without getting any benefit. A friend recommended Foley's Honey and Tar and two-thirds of a bottle cured me. I consider it the greatest cough and lung medicine in the world. For sale by Graham & Wortham."

## Poisons in Food.

Perhaps you don't realize that many pain poisons originate in your food, but some day you may feel a twinge of dyspepsia that will convince you, Dr. King's New Life Pills are guaranteed to cure all sickness due to poisons of undigested food or money back. 25 cents at Allen & Woodward drug store. Try them.

## GOOD ROADS.

A Comprehensive Bulletin on the  
Subject of Public Highways.

"Tendencies in Recent American Road Legislation" is the title of the new bulletin prepared by the Department of Economics and Sociology of the State University. The author shows that satisfactory progress in the building and maintenance of good roads requires first of all an appreciation of what good roads mean for the welfare of the people and then the development of such an organization of their resources as will furnish road improvement money and brains. People must realize what they have at stake in the difference between good roads and bad roads and then get such a system of laws as will induce the largest measure of effective effort in building good roads.

Professor Young points out the conditions that led to the most remarkable awakening of the people of this county during the past fifteen years to the interests they have at stake in their public roads. A great national movement has been organized. The support of the general government in its office of Public Road Inquiries has been enlisted. This agency under Hon. Martin Dodge is rapidly extending its work. It is disseminating most helpful literature on road construction and road laws, it is testing free of charge road material, and has built sample object lesson roads in nearly every state. The very effective National Good Roads Association is supported by about half a dozen kindred national organizations. Every state probably and many sections of counties are organized to promote the cause of good roads.

It is clear that laws that emanate from a movement of such spirit and earnestness have significance and are valuable as models.

Having shown that the basis of our good road movement lies in the far-reaching importance to a people or their roads and pointed out the fact that in the long run good roads were not a whit harder on the pocketbook of the farmer than are bad roads, Prof. Young goes carefully into the laws that have been the outcome of this movement. He gives tabular digests showing the provisions in the laws of the different states and territories bearing upon characteristic features as they were in 1889 secondly, the changes

made in 1895; thirdly those made between that date and 1904.

Since the meeting of the first cost of permanent roads is the crucial part of the road problem, that system of road law is best which secures the most equitable distribution of the burden of the road improvement. State aid with state supervision has been adopted by nearly one third of the states as the solution of cost. Through this state aid very satisfactory results have been attained. New Jersey, Massachusetts, Connecticut and New York have given this policy thorough tests and are rapidly increasing their state appropriations. Among the other new features in road laws that the bulletin notes are more serviceable classifications of roads; provisions for skilled superintendence in the location, construction and continuous repair of roads; substitution of the money tax for the labor tax and the rapid increase of the rates of taxation for road purposes; work done under contracts publicly let; recourse to bond issues; utilization of convict labor in constructing roads and preparing road material; protection of roads through favoring use of wide tires; conversion of toll roads into public roads.

The phenomenally rapid development of the sentiment in favor of the national aid for road improvement is noted and the "toning up" effect on state systems that such aid would undoubtedly have.

## Wedded Yesterday.

Yesterday morning at 11 a. m., at the home of the groom in this city, occurred the wedding of James L. Osburn and Anna Beach. The ceremony was witnessed by only a few close friends of the contracting parties, and Rev. M. S. Bush, of the Presbyterian church, was the officiating clergyman.

After the ceremony the bride and groom, attended by their friends, partook of a wedding breakfast at Hotel Corvallis. They took the West Side train for Portland where they will pass a brief honeymoon. They will then return to this city and take up their residence in Mr. Osburn's home, one block north of the court house. The bride and groom are well-known residents of this city and a host of friends wish them every happiness.

A complete line of Bicycle sundries and Cutlery on hand all the time. D. & A.

## Reduction in Fare.

Commencing Nov. 7, rates between Corvallis and Portland, via C. & E., Albany, and S. P. will be reduced to \$2.60, same as West Side rate. Tickets on sale by C. & E. agent and all offices in Portland.

## NOTICE.

The sale of mens' and boys' suits and overcoats is still on at S. L. Kiene's. It will pay you to buy this month.

## Home Savings Bank.

The First National Bank of Corvallis, Oregon, has been in possession for the last ten years of the small home savings banks, the same as advertised throughout the Willamette Valley. The customers of this bank can obtain these banks, and take them home at any time, by calling for them.

When a system of savings is adopted satisfactory and successful to the customer, the officers of the First National Bank will be pleased to inform you how you can readily own your own home, and proceed along lines of financial prosperity, finally gaining a competency for the future.

15th.

## For Sale.

Thoroughbred Burred Plymouth Rock cockerels at \$1.00 each. Call on F. R. Barnes at Granger, South of Station or address Corvallis R. F. D. No. 1.

## Agonizing Burns.

are instantly relieved and perfectly healed by Bucklen's Arnica Salve. B. Rivensback, Norfolk, Va. writes: "I burnt my knee dreadfully; that it blistered all over. Bucklen's Arnica Salve stopped the pain and healed it without a scar." Also heals all wounds and sores. At Allen & Woodward.

## SIGNS OF FAILING VISION.

When your eyes tire in reading, when you frown or partly close the eyes when looking at an object, when things "swim" or become dim after being looked at for some time; when the eyes ache, smart, or water; or when you have pain in the eyeball, orbit, temples or forehead.

All the conditions are curable by proper glasses, such as we will furnish you after a scientific examination.

MATTHEWS, The Optician,

Room 12, over First National Bank.

## New Photograph Studio.

I am now ready to do photographic work for the public. My studio is up stairs in my new cement building. Call and see me, you will be welcome. 12-18\* B. B. THOMPSON.

Red and white clover, timothy, orchard and other grasses, at Zierolf's.

## If Curiosity Prompt You

to know who is doing one of the largest businesses in town, just take a peep at our store and see what WE are doing. There are whys and wherefores to everything. The people trade with us, first, because they like our way of doing business; second, because they admire our broad, liberal policy; and third, because they know we keep everything in the House-furnishing line—and at prices within reach of everyone.

Our new spring stock of Go-carts will arrive about Feb. 15th. To make room for them, we will sell those on hand at greatly reduced prices. Easy payments—ask for terms.

"1900," "Ocean Wave," and "Western" washers always on hand.

... Prompt Service and Courteous Treatment. ...

**HOLLENBERG & CADY.**  
THE STORE THAT SAVES YOU MONEY.