



EDITOR MANNING'S ADDRESS.

County Roads a Feeder for Common Carrier's Routes.

Following is a portion of a splendid address to have been delivered yesterday by Isaac Manning, editor of the Statesman, before the State Good Roads Association now in session in Corvallis—we regret that lack of space prevented us from giving the address entire:

In a discussion of the question embodied in my subject it is necessary to consider the county road as an independent branch of the general common carrier's 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 the 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 road to the railroad or navigable waterway. We speak of railroads and waterways 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 forebears 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, do any 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? Yet 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 many 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 unit of value in transportation was the prime cause of this, and the relegation of the country road system to the service of feeders to 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 the 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 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 lead their product, their grain, hops or wool, stock or even wood or lumber, in the field where produced, or even 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 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 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 extends 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 himself.

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 wear and tear on the country branch lines. That they will refuse to do their share of the service unless the owners of those 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 construct-

PROPOSED FRANCHISE.

The Articles Drafted for Presentation to the Council.

The City of Corvallis does ordain as follows:

Sec. 1. That authority be and the same is hereby given, granted and vested by the Common Council of the City of Corvallis, in Benton County, Oregon, in A. Welch, his heirs, executors, administrators and assigns the right, privilege and franchise to erect, lay, equip, maintain, construct and operate in the City of Corvallis, in Benton County, Oregon, including all streets, alleys, avenues, boulevards, and thoroughfares thereof, posts, poles, towers, wires and other conductors for transmission of electricity for electric power, electric lights and all other purposes for which electricity may be or is used and to sell or otherwise dispose of electric power, electric lights and electricity to all persons or corporations whatsoever within the limits of said City of Corvallis, and to construct, erect and maintain in said city all such buildings and machinery as may be necessary or convenient for such purposes.

Sec. 2. For the purpose of aforesaid and for the practical enjoyment of the said rights and franchises the said A. Welch, his heirs, executors, administrators and assigns are hereby authorized to string such wires or other conductors upon poles or other fixtures above ground, or lay the same under ground in pipes or conduits, or otherwise protected, and to use such other apparatus as may be necessary or proper to maintain and operate the same.

Sec. 3. Such posts, poles, towers or other supports shall be placed at such points in the streets, alleys, avenues, boulevards and thoroughfares of said city, and the wires or other conductors thereon strung at such height as least to interfere with travel and use thereof, and the placing of such posts, poles, towers or other supports and the laying of such wires or conduits shall be subject to the control of the Common Council of said city as the public interests may require. No poles or other supports above the ground shall be hereafter placed upon Second Street in said city between Adams Street and Van Buren Street and from and after the 28th day of November, 1913, all wires maintained under the authority of this franchise as well as the posts, poles, towers or other supports therefor shall be removed from such portion of Second Street.

The City reserves and shall have the right from and after the

ion and maintenance of a good public 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 par se is a drag on the farmer to the extent of the difference between his earning power and his cost to 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 fifteen cents per ton per mile, while the maximum in the 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 surface and the hauling capacity of that team is increased wonderfully. That this will decrease the cost of marketing the product cannot be doubted and the only question is whether the decreased cost will pay the shipper's quota of the cost of improvement. Will it mean that the investment will pay a dividend to the stockholders? Students of the good roads question declare that every evidence based on experience is that the dividend will be surprisingly large to every producer and every user of the country road.

28th day of November, 1913, to require that all poles or other supports above the ground maintained in said city under the authority of this franchise within the district bounded by First Street, Washington Street, Ninth Street, and Taylor Street, or within one hundred feet of the boundaries of such district, shall be painted from time to time as shall be necessary to keep such poles in a reasonable slightly condition.

Sec. 4. It shall be lawful for the said A. Welch, his heirs, executors, administrators or assigns to make all needful and convenient excavations in any of the streets, alleys, boulevards and thoroughfares of said City of Corvallis for the purpose of erecting and maintaining the posts, poles, towers or other supports for the said wires or for the purpose of laying, maintaining and operating wires and other conductors under ground for the purpose aforesaid or to repair and improve such electric power or light system and to extend the same as growth of said city or the needs of the inhabitants thereof may require, provided, that when said A. Welch, his heirs, executors, administrators or assigns, or any other person or corporation under the authority of this franchise, shall disturb any of the said streets, alleys, avenues, boulevards or thoroughfares for the purpose aforesaid, he, it, or they, shall restore the same to good order and condition as soon practicable and without unnecessary delay, and failing so to do after ten day's notice from the street Commissioner or Street Committee of the Common Council of said city the said Street Commissioner or Street Committee may place the said street, alley, avenue, boulevard or thoroughfare in such good condition and recover from the person or corporation enjoying this franchise double the amount of the cost thereof.

Sec. 5. None of the operations, works, erections, or excavations of the person or corporation enjoying this franchise shall at any time be allowed to interfere with the sewerage, grading, paving, planking, repairing, or altering of any of the streets or alleys of said city or with any work of like character undertaken for or on behalf of said city in any such streets or alleys.

Sec. 6. Whenever any person or corporation on having obtained permission from the Street Committee of the Common Council of said City shall desire to remove any building or other structure through any street of said city with which moving the wires or other conductors of the person or corporation enjoying this franchise shall in any manner interfere the person or corporation enjoying this franchise shall upon twenty-four hours' notice from the said Street Committee or some member thereof raise such wires

(Continued on second page)

EXTRA INDUCEMENTS For the Holiday Trade

We are now comfortably located in our new and large quarters on north Main street in the Fischer building. Our stock is new in every line and very complete. During the next thirty days there will be special inducements for the public to trade here. Unmatchable bargains in every department. Come.

Groceries, Shoes, Ladies' Dress Goods, Men's and Children's Clothing, Dishes, Fancy Lamps, Cutlery, Crockery, Etc.

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Silverware Free with cash purchases. Goods delivered to all parts of the city at all hours of the day.

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Dancing School at Fisher's Hall

Full term \$5.00. All lessons private; positively no spectators; classes every night, 7:30 to 10; lessons every afternoon, 2 till 5. A complete term consists of the following named dances: Waltz, Two-Step, Schottische, Three-Step and Five-Step. The latest dances taught all dancers at the rate of 50 cents a lesson. The hall and every facility may be had for all parties of a social and private nature. Orchestra music furnished for all occasions. For further information inquire at the Hall of

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