



SEEING THE SIGHTS.

In Neighboring State—Thinks Benton Beats It.

A letter from S. H. Horton of Corvallis, now in Washington on an observation trip, contains many interesting bits of information and is here given in full. Dated at Spokane, it reads as follows:

We have been here over a week seeing sights and taking notes. I think real estate is high here, when farming land sells for \$100 per acre, twelve miles from Spokane, that is not as good as land that can be bought in Benton for \$15 per acre. It is all boom. It is lively here, money plentiful, but wages for common labor are about the same as in Benton county.

Myself and wife went on an excursion the 29th of July. Left Spokane on traction cars and arrived at Coeur d'Alene, distance 30 miles, then by boat up Coeur d'Alene Lake 30 miles, then up St. Joe river to St. Marys, thence up the river to St. Joe, at the head of navigation. The river is very narrow and apparently has but little current. In some places it is so narrow that boats cannot pass each other. We had a nice rain going up the river, so you see it rains in Idaho when it doesn't rain in Washington and Oregon.

It has been very warm weather all the time up here, more so than in the valley. At Spokane and in Idaho grain, vegetables and fruit are about three or four weeks later than in Benton county.

I met an old army comrade here who was driving an ambulance at the battle of Nashville, and who took me from the battlefield after I was wounded, taking me to the hospital. Saw several old comrades from my old regiment and we were glad to meet and greet each other after so long a time.

I was here fifteen years ago and the hotel I then stopped at now looks like an infant in comparison with other buildings that have been built since that time. Spokane City is a nice place; they have 80,000 inhabitants, but I don't think I would like to live here. I will stop up here two or three weeks longer, then will go home to old Corvallis and while away the time. Very truly,
S. H. HORTON.

A Delightful Affair.

During the dull summertime in Corvallis, when almost everyone is in the mountains, at the springs, or by the sea waves, social events are few and far between and the society reporter sighs for the season of gaiety and "affairs," that the columns of the local sheet may be filled with interesting bits of social gossip so dear to the average feminine reader. But, like an oasis in the desert, comes a dinner and a launching party, given by two charming young hostesses, Misses Iva and Bertha Barclay. The affair happened Sunday evening, and after a delicious dinner, to which all paid due attention, a launching trip down the river was enjoyed, the evening being delightfully cool, with a full harvest moon shedding a mellow glow on all below.

The ladies were voted royal entertained by their guests, who were: Misses Lillian and Belle Ranney and Bertha Thrasher, and Messrs. Ralph Pruett, Sam Hartsock, Millard Long, Harry Auld and Charles Porter.

Closed Friday.

After a very successful five weeks' term, Prof. Tartar's summer school came to a close out at the college, Friday, and beginning tomorrow those who took the work will stand a rigid examination to demonstrate whether or not the summer's coaching has been of benefit to them. The

examination will last three days, closing Friday afternoon.

Prof. Tartar is one of the best educators in this line, in this section of Oregon, and there is no doubt that his pupils will make an excellent showing in the examinations this week.

Those who have attended the summer school are: E. L. Keezel and Miss Merrick of Philomath; Misses Maud and Mina Harper, Myrtle Harrington, Myrtle Langley, Essie Adams, Elsie Rice, Lena Tartar, Walter DuMoulin, Alice Hill, Minnie Phillips, Mabel Price, Belle Mattley, Minnie Price, Kings Valley; Clara Pimm, Miss Sparkman and Edna Thompson.

Accidents on C. & E.

Things were lively on the upper end of the C. & E. railroad, near the front, a few days ago, according to a story told here Saturday.

As the regular train was nearing Detroit the engine was thrown off the track by the spreading of the rails, and a message was sent back to Albany for assistance.

With engine number 6, Master Mechanic Walsh put out for the scene of disaster, but ill fortune seemed to hover over the C. & E. that day, for as the special reached a point between Berry and Halstead a huge log was seen lying across the track. The fireman and Mr. Walsh jumped and escaped uninjured, but the engine was thrown from the track and completely turned over.

The regular train was righted and is on the run as usual, but the relief engine is still beside the track, upside down. It is said that the log rolled about three-quarters of a mile down the mountain side, before landing on the track.

Real Estate Transfers.

Alfred McClure and wife to S A McClure, q c d of 20 acres near Monroe; \$300.

Alfred McClure and wife to S A McClure, deed to 20 acres near Monroe; \$450.

Chas H Everett to Maud Hemphill, lot 5, block 4, Dickson's Addition to Corvallis; \$1150.

Wallace Frantz and wife to W L Bush, undivided half interest in 320 acres in Kings Valley; \$400.

E E Overman and wife to Chas M Staahl, undivided half interest of 279 acres southwest of Philomath; \$600.

Elizabeth Elliot, et al, to Joseph Cragg, lots 7, 8 and 9, block 4, in the County Addition of Corvallis; \$375.

Chas McHenry and wife to A W Darby, deed to lots 5 and 6, block 18, Wilkin's Addition to Corvallis; \$1.00

Bellefontain Briefs.

Mr. and Mrs. L. F. Belknap of Forest Grove are guests of relatives here, among others, Mrs. Robert Kyle and W. C. and E. H. Belknap.

M. G. Gragg, while working with his mower, Friday, had the misfortune to almost cut off the little finger on his left hand.

A number of Bellefontain young people have gone to work in the harvest fields. Among them are Gale Herron, Miss Bradley and Belle Edwards, who have gone to Linn county, and Earl, Carl and Bertha Edwards who are in Lane county.

Miss Rena Waltz of San Francisco is visiting relatives here. X.

Miss Effie Smith underwent a surgical operation for appendicitis, Friday, at her home across the river in Linn county. The operation was done by local physicians and the young lady is getting along nicely.

AS TO FOOTBALL.

The Prospect at U. of O. According to The Guard.

Although the University of Oregon football schedule for the coming season has not been completed, Manager Guy Mount has announced the following games:

October 27—Oregon vs. Idaho at Moscow.

November 3—Oregon vs. Willamette, at Eugene.

November 10—Oregon vs. Corvallis at Corvallis.

November 29 (Thanksgiving Day)—Oregon vs. Multnomah, at Portland.

Two dates, October 20 and November 24, are still open, but it is unlikely that any game will be scheduled on the latter date, as Manager Mount wishes his men to have a good rest before the big Thanksgiving game with Multnomah. Efforts are being made to secure a game for October 20, and it is reasonably certain that some good team will meet the varsity on Kincaid field that date. The schedule is limited to six games. For the past three years Oregon has played eight games, but there is a general demand, especially among football men, for a shorter schedule.

College will open on September 25 and Captain Chandler expects to begin football practice immediately thereafter. Coach Hugo Bezdek will be on hand before college opens and Trainer "Bill" Hayward is already here. With the famous Bezdek as coach and "Bill" Hayward as trainer the Oregon football men will be as well coached as any team in the west this year. The season will begin with the following old players on hand: W. G. Chandler, captain and right end; Gordon C. Moores, left end; Henry McKinney, right tackle; Olin Arnsperger, left tackle; Fred C. Moulton, left guard; Geo. W. Hug center; John R. Latourette, quarterback; Walter McIntyre, substitute guard; W. R. Ray, substitute guard; Bob Hammond, substitute end. Besides these, most of the second team men of last year will be in college, and there will be a fine lot of material in the freshmen class.

Money In Cherries.

As a cherry story, the following is hard to beat. It also shows what diversified farming would mean to Oregon farmers in general. The item is from the Eugene Guard:

M. S. Barker went over to M. H. Harlow's farm, just across the river, this morning to take a photograph of his two-acre Royal Ann cherry orchard to be used in the advertisement to be carried in the Pacific Monthly by the Eugene commercial bodies. This orchard yielded a bumper crop this year. Off of the two acres Mr. Harlow secured 23,700 pounds or eleven tons and 1700 pounds cherries compared with 19,000 pounds or 9 1/2 tons last year. At 4 cents a pound the cherries brought him \$948 or \$474 an acre. The cost of picking and marketing them was \$236, leaving a net profit of \$712 or \$356 an acre. Mr. Harlow says if it had not been for the cold rains in May and June he would have had at least 20 per cent more cherries than he did.

Moving The Lighthouse.

General Superintendent Sumner I. Kimball and Assistant Superintendent C. H. McCullum of the United States life saving service, both with headquarters in Washington, D. C., were at Newport the past few days to inspect the life saving station at that point and to complete the details for the removal of the station from the present quarters on the south beach to the old lighthouse in Newport, where the station will hereafter be lo-

ated. The present location of the station is two miles from Newport on the low beach while the new location will place the life savers on the high promontory between the north jetty and the Nye Creek beach, adjoining Newport and in a commanding position, where the sea and harbor can be overlooked at all times.

The old lighthouse at Newport, vacant and out of use for many years will be repaired and will be made to do service as part of the station hereafter. Here the life savers will be placed in far more comfortable quarters than they have had heretofore and their life will not be as lonely as it has been in the past. The change is one that has long been desired and recommendations in favor of it have been made for years. At the new station the men will be at the nearest point they could be located to the bar where, if at all, their services would be required.—Albany Herald.

Excursion, Regatta, Clambake.

The rapidly-swelling crowds at Newport will probably reach the highest notch in point of numbers the middle of this month, when the big clambake and regatta will be held on the beach. The Elks of Albany, Salem and Eugene have been invited to take charge of the excursion and make it their annual reunion and clambake, and have signified a willingness to do so. This means that all previous excursions will be eclipsed. Accommodations for 2,000 people will be provided on August 12, when the clambake occurs, and the trains will probably be taxed to their utmost at that. Trains will be run from points on the west side, from Salem, Albany, Eugene and Detroit. This means the biggest excursion the Corvallis & Eastern and Southern Pacific railroads have ever run to Newport. The bay beach, which is protected from the north wind, will be utilized for the clambake, and, in full view of the crowds on the beach, the aquatic contests will be pulled off on the smooth waters of the bay. Oarsmen from Portland will compete and numerous contests of an interesting nature are arranged for by the committee.


Died Suddenly.

Andrew Hart expired suddenly Sunday evening at his home in Job's Addition. Mr. Hart came to this city about three years ago from Bloomington, Kansas, where he had several sons. Deceased had the appearance of being a most upright man and a worthy citizen. Heart failure is supposed to have been the cause of his death.

Mr. Hart was about 70 years of age. He was a Mason and will likely be buried by that order on the arrival of a son from Kansas some time during the latter part of the week.

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THAT COAST ROAD.

Much Interest Manifested in It by Alsea People.

Over in Alsea, where for years the people have been practically shut in from the rest of the world during the winter months, because of the almost impassable condition of the road that crosses the mountain to the nearest market, Corvallis, 28 miles away, they have a hope now that within a few years an outlet to the valley will be obtained in the shape of the new coast railroad.

A representative of the proposed road was in Alsea Valley last week, and to the residents of that locality he talked railroad. So interested have the people become in the project that it is stated that between \$5,000 and \$6,000 have been subscribed by leading citizens of the valley. These amounts are pledged in the shape of personal notes, to fall due in 1910 in case the road is completed in that time. If the company fails to have the work done by that time, one year more is to be granted; but if at the close of 1911 the road is still incomplete, the notes given become null and void.

It is stated nearly every resident of Alsea is intensely interested in the measure, although strange to say, the railroad will not be nearer than 20 miles to the valley, if it is built as proposed. But to escape the mountain road and to have a market that can be reached on the level during the winter season is an incentive that is causing the Alsea people to give all the encouragement at their

command to the promotion of the new enterprise.

The survey work on the proposed coast road is being prosecuted with great vigor in all directions, according to the reports obtainable. The man who secured the subscription in Alsea last week had also made a tour of the Five Rivers country, and it is said he encountered the same enthusiasm there among the citizens.

Among those in Alsea valley who are said to have given pledges are Hayden Bros., Wade Malone, Dave Tom, Warfield Bros., the Rycafts, Mr. Longbottom, W. D. Risley and many other prominent citizens.



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