



THE CONWELL LECTURE.

The Noted Philadelphia Preacher
Delights a Newberg
Audience.

The second number of the Star Lyceum course was given at the Friends church on Tuesday evening when a splendid audience greeted that veteran of the lecture platform, Rev. Russell H. Conwell of Philadelphia, who for almost half a century has delighted the best intelligence of America and Europe.

It would be useless to attempt to give such a synopsis of his great lecture as would give anyone who has not heard the speaker, any adequate idea of its scope and meaning. His "Acres of Diamonds" meant opportunities for acquiring riches for the purpose of doing good to mankind, for being truly great, and he made it plain that golden opportunities lie before men and women if they will only grasp them while they may. These should be prized as gems of the first water and treated as such.

Conwell though sixty-six is young in years, and though this lecture, "Acres of Diamonds," has been belivered year after year, he so surprised his hearers with his knowledge of conditions right here at Newberg they could scarcely believe anything but that the lecture had been prepared especially for the occasion. Toward the close when he said he had spoken two hours, many glances were turned in the direction of the clock on the wall by those who felt that no more than thirty minutes had been spent in the delivery of the masterpiece, and one boy of fifteen, who was not anxious to attend, remarked that the time seemed no more than fifteen minutes to him.

When the speaker stepped down from the rostrum Grandma Hash hurried forward and grasped him by the hand to tell him she heard him when a young man just out of the army, and cordial greetings followed. Many others went forward to meet the noted philanthropist and it was nearly a half hour before he left the church.

In the evening close to the hour for the arrival of the speaker, and while preparations were being made for the evenings entertainment, there came over the wires a message to the writer that was calculated to produce nervous prostration. Conwell had missed the train at Jefferson street station in Portland. There must be something doing at once. Had it been summer time when the roads were good an auto would have solved the problem easily, but not so at this season of the year. But soon a second message came saying a special train had been hired and Conwell would be on time, and so he was, thanks to the resolute will of the great man that he is, and the Newberg audience was not disappointed. The mistake in reaching the train was chargeable to the Portland Hotel for sending him to the Union depot instead of to Jefferson street. The special cost \$55 and the college student to whom the proceeds of the evenings lecture were to go will fall short just that much, so Conwell said, he giving two hundred and ten nights in the year in lectures as a means of helping deserving students.

It is worthy of note that when Conwell stepped from the special train on its arrival at 7:30, he politely thanked the conductor for his kindness, and then he went forward and called the engineer and fireman and thanked them. The boys said as he walked away "there is a man."

Marching Through Georgia.

If Mr. Taft issues any statement from his winter capital regarding the way that Georgia is treating him it will be eloquent in praise of the people of that region. Augusta, where he has been residing for the past few weeks, is giving its visitor distinguished honors. So is Atlanta. No native of that state has ever been treated more cordially by its citizens than has this Northern man and Republican chief. He has the freedom of the town wherever he goes.

Roosevelt in 1904 carried ten of Georgia's 137 counties. Taft carried all of those ten counties in 1908, and sixteen others, although Bryan was more popular in the South as well as in the North than Parker was. Roosevelt's percentage of Georgia's vote was 18.47. Taft's was 31.57. A large majority of the business men of that state voted the Republican ticket in the recent election. Taft was particularly strong in many white counties. It was said at the time that the Brownsville incident sent many negroes in Georgia and elsewhere over to the Democrats. Perhaps this was true. Whether it was true or not, the Republican gains in many of the Southern States in 1908 over 1904 are significant. They show that in Dixie Taft is among friends.

It was said during the campaign that Taft would exchange the electoral vote of any of the old Confederate States for twice as many votes of states in the North or West. The recent election shows that some of the members of the Confederacy are likely to come over to the Republicans within the next few years. The political South is getting tired of holding aloof from the industrial South. The old taunt by Calhoun, Hammond, Barksdale, Jefferson Davis and other Southern chiefs of half or two-thirds of a century ago that their section was a hewer of wood and a drawer of water for the North is no longer applicable. Mining and manufacturing are increasing with great rapidity all over the region below the Potomac and the Ohio. The influences which have given the Republican party its sway throughout the North are working in the same direction in the other section. They are overcoming prejudice and tradition. Georgia, North Carolina and Tennessee may be placed in the doubtful list in 1912.—Globe Democrat.

The Johnson Road Bill.

Below will be found the main features of the Johnson Road Bill which has been introduced in the legislature.

1. Appointment, by the Governor, Secretary of State and Treasurer, of a State Highway Commission, consisting of three members, one of whom shall be appointed from the State at large, who shall be a civil engineer and a practical road builder and shall be chairman of the Commission; the other two shall be appointed one each from the two Congressional Districts.

2. The resident owners of real estate within one mile from the end of it may petition the County Court for its improvement. That court shall then look into the matter and if in its opinion such road is one of general travel, one of the main highways of the county, it shall recommend the matter to the State Highway Commission. If this commission agrees that this road should be built it so directs and then the expense of said improvement is

ascertained, and if satisfactory to the property owners in said district and the County Court the road is then constructed, either by contract, or, if satisfactory contracts cannot be made, then by direct employment. The work of construction is done under direction of the County Court with supervisory control by the State Road Engineer and according to plans and specifications prepared by him.

3. Three-eighths of the expense is to be paid by the State, three-eighths by the County, and two-eighths by the owners of property within the district petitioning for the road. In the first instance the County pays both the three-eighths to be paid by it and also the two-eighths to be paid by the property-owners, and then the property-owners pay their part to the County in six equal annual payments, with interest thereon at six per cent per annum, but all or any of these payments, may be made at any time before they become due.

4. After it has been determined by the County Court and the State Highway Commission that the road is a main highway and the contract has been let for building the same, appraisers appointed by the County Court shall proceed to determine how one-fourth of the cost of said improvement shall be apportioned among the property-owners of the district, taking into consideration the benefits accruing to each tract, and if no remonstrance is made to said apportionment by the interested property-owners the County Court shall approve the report and findings of the appraisers and the costs shall be apportioned in accordance therewith.

5. The County Court upon a proper showing that, by reason of rivers, streams, canyons, proximity to other improved roads or any other good and reasonable cause it would be unjust and inequitable to maintain the two-mile limit for a road district, may diminish the size of same; also upon a showing that it would be best to increase the size of district it may add to the two-mile limit.

6. The County Court may, if it so desires, without any petition, select a definite part of any principal road or main highway for improvement and present the matter to the Highway Commission, and the improvement may be made the same as if it had been petitioned for as mentioned in subdivision two above, and in that case the County shall pay five-eighths and the State three-eighths of the expense.

7. When it is shown that the benefit of said improvement to

the adjacent property does not warrant the payment of one-fourth of the costs of same, but it does appear that said improvement is of great benefit to the County at large, the County Court may, in its discretion, proceed with said improvement, paying in addition to its three-eighths of costs the whole or any part of the one-fourth of said costs required to be paid by property-owners of road district.

8. The amount to be expended by the State in any one year is limited to one-half of one mill upon the assessed value of the property of the State.

9. Applications for improvement of roads under this law shall be taken up by the Highway Commission in the order in which they are made, but no County shall be entitled to receive more than twenty-thousand dollars from the State in any one year until every other County shall have had a fair opportunity to make application for and receive its portion of said State aid.

This is, of course, but a brief summary of the main features of this bill, but it contains all the essential elements and shows the scope and purpose of the measure. It is to be noted that the County Court shall determine what road shall be improved. The Highway Commission cannot designate the road, though it may, for good and sufficient reasons, refuse to sanction the improvement asked for. The bill provides that it is the intention that roads leading to the principal market places in the County shall first be improved and leaves the selection of the particular roads to the County Court.

Why Working Women Do Not Marry.

In an article entitled "A Substitute for Matrimony" in the February Woman's Home Companion, Anna Steese Richardson proves conclusively that the majority of business girls of to-day do not marry because the men they might marry do not earn as much money as they do. Mrs. Richardson speaks with authority—she has a greater experience than perhaps any other woman in America. She concludes her article thus:

"The business woman of to-day is achieving financial success at the sacrifice of domestic content and maternal instinct. Is it worth while?"

The Meanest Man.

Some examples of human depravity in its meanest and most contemptible form were noted when a number of persons went out in the vicinity of Independence during the snow storm and slaughtered wholesale, quails and pheasants, which were starving and half frozen and which certain public spirited persons were endeavoring to save from destruction by scattering food for them that had been secured by means of public subscriptions.—Observer.

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