

THE DAILY GAZETTE-TIMES

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N. R. MOORE Editor
CHAS. L. SPRINGER, Business Mgr.

SHOULD MAKE HASTE SLOWLY

The Ladies Auxiliary, as represented by one of the vice-presidents, suggests that the enterprising people putting in curbs at this time will do themselves and the city a great service by not planting trees or shubbery in their parkings until such a time as a definite plan for street decoration has been decided upon. The statement is made that a city tree warden will be appointed soon and then a general scheme will be worked out. The ladies hope to gain the co-operation of all interested in civic improvement, and by public meetings or in some other acceptable way determine what property owners prefer in the matter of trees. It is deemed desirable that the property owners of each street select a certain kind tree and then use this exclusively in the decoration of that street. Only in this way can an acceptable uniformity be secured. This is the reason why it might not be well for property owners to begin planting trees at this time; by waiting a short time there will be no danger of conflicting with the accepted plan. It is not unreasonable to expect that even the most aggressive and energetic improvers will heed the suggestion.

E. H. HARRIMAN

Goodwin's Weekly—"The great Harriman has passed away. No career, even in this country of wonders, compares with his. A dozen years ago he was known only to a few personal friends. When he bought the old Union and Southern Pacific roads, the question was asked: "Who is this new-comer in the railroad field?" When he bought those roads they were nearly wrecks. They had been worked by the old companies until both track and equipment were worn out. They were little more than a streak of rusty steel and a right of way. But this new man at once began their restoration. He began to cut off curves and reduce grades, to replace light, worn-out rails with the heaviest obtainable; to expend incredible sums on the roads and their equipment—the Union Pacific soon became as solid as the New York Central, the Lucin cut-off grew into place on the Southern Pacific, the Oregon Short Line was perfected in roadbed and rolling stock, and all the time business increased, all the time new purchases of other properties kept people wondering, and but once was there any default in payments, or reduction in plans. He saw what was needed and provided for it; he knew the character of men needed to prosecute the work and selected them; he seemed to have a poet's imagination; the institution of a

seer, and the most comprehensive business grasp of mind ever exhibited by any railroad man. His death is a most profound loss. We know of one who can pick up his mantle and successfully wear it. He often turned from great continental schemes to smaller ones. If he liked a farm or summer resort he purchased it; to this city he has been a mighty benefactor, and a mighty factor in its progress. All in all, among the great industrial captains of the age he has no peer, and of late it has grown more and more apparent, that beyond his personal and corporate holdings, the thought has been at the same time to make his country greater by making its people more prosperous. It is with deep sorrow that we publish the news of his death.

It is popularly thought that when a man borrows money, whether to build a house or buy a gold mine, he is going into debt. But a bright writer in the Philadelphia Ledger puts a new face on it when the money is used to buy a home. He cleverly says: "The building society mortgage is by no means a debt in the full meaning of that uncomfortable word. Without a home of his own, a man is forever in debt for his rent, present and future." This makes it clear that by refusing to borrow to build a home, a man does not escape the necessity of paying out money every month. That obligation he can not escape, unless he lives in his own home fully paid for. It is necessary that he live somewhere, if he lives at all, and the sooner he turns his rent payments into a common fund which makes him more his own landlord every time he pays, the better off he will be. To build a home for himself is not, therefore, to assume extra obligations; but, instead, to start out on the only practicable scheme for escaping an increasingly onerous obligation to pay tribute to the landlord.

JUST BOOSTS For The Outsider.

Twenty-five blocks of cement sidewalk, with twelve or sixteen foot curbing isn't so bad for a starter. This is the first year this little city has done any paving.

Beautiful roses and in great quantity, and houses painted. That's a good boost for any city.

No saloons, and no drug stores making a practice of doing a saloon business on the sly. Corvallis is glad to advertise these facts—after two years' trial.

Apples in small quantity as fine as any grown anywhere, and hundreds of acres being planted at this time.

Acres within two miles of Corvallis bought for \$100 an acre last year, for which \$200 an acre has been refused this year.

Two banks with heavy deposits—that's what indicates prosperity.

A fine stone or cement railroad station promised for this winter or next spring. Increasing traffic makes this a necessity, and officials have shown the plans.

Sunday Excursions to Newport

The C. & E. Railroad will run regular excursions to Newport every Sunday until further notice, leaving Corvallis at the same time as heretofore. Fare for round trip, \$1.50.
R. C. LINVILLE, Agent.

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Interesting Facts About Pheasants

(Continued from page one)

is lent this statement when it is remembered that it is reliably estimated that in one year 30,000 were killed in one county in this state alone, and the same year 1,200 dozen were shipped to the San Francisco market. There could be no better testimonial of the adaptability of the Chinese pheasant as a bird for restocking a state with game than this last statement, which comes from no less an authority than Judge Denny, the man who introduced the pheasant into Oregon. For some time Judge Denny had been United States Consul General at Shanghai and it was from there that he sent the birds to Oregon. The rapidity with which the birds increased in this state is made more marvelous when it is remembered that they were not introduced until 1882, and then only fifty birds were liberated. They were protected absolutely for seven years, and thereafter an open season of six weeks was provided, which was later enlarged to two months, but reduced again in 1909 to thirty days on males only. If the laws were observed the number of pheasants in Oregon would continue to increase with each year. The rapidity of their increase is doubtless due to the large egg production. It is held by those most familiar with the birds that under ordinary conditions the hen will raise two broods, and in favorable seasons she will care for three broods, in which duty she is assisted by the cock.

Lots of Eggs.

In captivity a single China pheasant hen has been known to lay 104 eggs in one season, extending from April 1st to September 1st, but sixty eggs is perhaps a far average. In the wild state, the pheasant seldom roosts in a tree, and then only in one that is open, so it is in confinement. While they may stay in the shedded part of their pen in the daytime, just at dusk they select a place with an open sky above them in which to pass the night, and this, too, regardless of the inclemency of the weather. They seem to be indifferent to snow and rain and after a night out in the rain, appear none the worse for the drenching. They commonly roost on the ground with feathers drawn down tight to the body.

Beautiful Coloring.

The young pheasants all have the same plumage until about two months old, that of a grayish brown. When a month old it will be noted that the feathers on the back of the neck near the body on some of the young birds will show slightly lighter in color with a salmon colored cast. These are the hens, the corresponding feathers on the cocks remaining darker and near the color of the remainder of the plumage. When two months old, splotches of chestnut red will begin to appear

on the breasts of the cocks. The hens undergo small changes in plumage, and while of a general fawn color, some of the tints shown on her neck are very beautiful, and possessed with remarkable protective coloration.

The cocks continue to change color rapidly until at five months they will be in full plumage. Their wealth of color, surpassing the rainbow in variety, gorgeous but delicately blended, beggars description. The artist's brush has never reproduced it, much less can the pen portray an idea of its beauty. Graceful in form, with his splendid robes, the cock Chinese pheasant is one of the most beautiful birds in existence. The eye never tires of admiring his plumage. He is a source of continuous delight to the breeder.

SOME FOOTBALL DOPE

Writing of Northwest football prospects, Sportsman, writes in the Oregonian as follows: "Bob Forbes, as a player, was one of the greatest on the eastern gridiron, and will again guide the destinies of the varsity boys, and with his year of experience and most of the old material to work with, Eugene should be represented by a team that will be one of the best in the history of their athletics. The University of Washington has not suffered serious losses, and have a bunch of second string material that will easily fill the place of the few men who were lost by graduation. Oregon Agricultural College has been harder hit by loss of material than any of the northwest colleges. Several of their star men have played their four years, and will not be seen in the game this fall. This will give many of the second team who showed splendid football ability last fall the opportunity of taking the places of the gridiron gladiators who have endeared themselves to northwest followers of football.

It is often said that there never was a man so good but that another could be found to fill his place, and this seems to be true in football as in other activities of life. We deplore the loss of a great athlete, but fate seems to work favorably in these matters, and new men show up who often demonstrate all of the fighting qualities and the abilities of the heroes who have gone. It is with this hope that O. A. C. will start the football season, depending upon a few old men like Keck, Wallace, Evendon, Kelley, Enberg and Wolf to furnish the backbone and the new men who must be developed to fit into the machine that must carry the colors of the orange this year."

Mrs. Mentor Howard is still quite ill at her home, she not recovering as rapidly from a recent operation as her family and friends could wish.

Why We Are Stronger.

The old Greeks and Romans were great admirers of health and strength; their pictures and statuary made the muscles of the men stand out like cords.

As a matter of fact we have athletes and strong men—men fed on fine strength making food such as Quaker Oats—that would win in any contest with the old Roman or Greek champions.

It's a matter of food. The finest food for making strength of bone, muscle and nerve is fine oatmeal. Quaker Oats is the best because it is pure, no husks or stems or black specks. Farmers' wives are finding that by feeding the farm hands plentifully on Quaker Oats they get the best results in work and economy. If you are convenient to the store, buy the regular size packages; if not near the store buy the large size family package.

WHY WHITE PREFERS KANSAS

Emporia Editor, Back From Europe, Glad We Are "Unfinished."

A smiling, stocky man left the Santa Fe's California limited train at the Union station in Kansas City, Mo., the other morning, and for a moment he was almost obscured from view by a mountain of baggage that tumbled off after him.

"As between Europe and Emporia," the man said as he emerged from among the suit cases, "I am strong for Emporia."

And William Allen White was back from Europe with his family.

Mr. White told of the things that had impressed him on the continent. He came back with a duke who lisped and believes that the stock of dukes needs "grading up." The courage of English politicians who wear "plug" hats incessantly astonished him greatly.

"I can tell you why things are more finished in Europe than in America," Mr. White said. "It's because labor is the greatest bargain in Europe. And that's a poor bargain in any country. But the cheap labor of Europe builds for them a finished country, which the idle rich enjoy. Thank heaven, we are not a finished country over here!"

"I saw no kings or queens or nobility of any sort except an accidental glimpse of Queen Wilhelmina in a carriage in the streets. I did not see anybody who had any kind of title that I know of. I was in crowds where I knew there must have been dukes and princes and where the papers said afterward there were all sorts of high nobility, but I couldn't pick them out from the ordinary run of folks. They wore the same kind of clothes and, so far as I could see, were like the ordinary run of two legged men and women.

"Can you imagine," Mr. White asked, "a self respecting Kansas farmer going around grabbing for his hat all the time to a man who has no other distinction except that he happens to have on a white shirt? No? Neither can I. That's one of the things that make a man proud of America—the fact that there is no peasant class here."

NATIONAL MARATHON.

Many Classy Entrants For Big Race at Lowell, Mass.

From recent indications the Marathon race that will be contested over the Merrimac valley motorcar circuit at Lowell, Mass., on Sept. 9 will have a field of prominent long distance runners. The event will be held in connection with the automobile speed carnival races at Lowell. The race will be known as the national Marathon, and a purse of \$250 will be given to the winner.

Included in the entries already received for the race are the names of men who have made Marathon history. Among them are Johnny Hayes of New York, who won the London Olympiad; Bill Davis, the Canadian Indian, and little Mike Spring of New York, who won the B. A. A. Marathon in 1904 and the Canadian Marathon in 1905 and who has been running professionally for a couple of years. Then there are Tom Morrissey of Yonkers, winner of the B. A. A. run in 1908; Al Paines, who earned an enviable reputation about New York, and Jimmy Lee, the ex-Somerville boy, who won additional laurels since taking up his residence in New York. John Goff of Cambridge, one of the best known of the local amateurs will probably be a contestant, and rumor has it that Charlie Muller, the Mohawk Athletic club great cross country runner, will be found among the professionals on Sept. 9. Pat Dineen of South Boston and Ted Crooks, the Fall River man, are also expected to be in line.

VIOLIN OF TOOTHPICKS.

Indiana Workman Values His Novel Instrument at \$3,374.

Three thousand three hundred and seventy-four dollars is the sum asked for a violin which is constructed of exactly that number of white birch-wood toothpicks. This unique musical instrument is the handiwork of Thomas Atkinson, genius and expert maker of freak articles. Mr. Atkinson lives in Greenfork, a small village near Hagerstown, Ind., where his home is stocked with many articles made by him from time to time.

The violin, which he was more than a year in completing, has been tested by musicians and pronounced high grade in every respect. Its quality of tone is seldom surpassed. Its lines are graceful and the finish perfect.

Before he started to work on this instrument he discovered that the glue which enters into the construction of violins has much to do with their sounding properties.

The Gypsies of the Gasoline Age.

Arrived in khaki, weather stained
And full of grease and oil;
Their faces tanned with sun and wind,
Their hands begrimed with toil,
With honk and hoot and siren shriek
They come from near and far
And travel in a cloud of smoke,
The gypsies of the car.

In limousine and touring car
And lively runabout,
They laugh at indigestion, nerves,
Insomnia and gout,
No dreams of dark and evil things
At night their slumbers mar.
They keep eternal holiday,
The gypsies of the car.

The wanderlust is in their blood.
They answer to the call
Of open road and azure skies,
Green fields and forests tall,
And leave a trail of gasoline
Around this earthly star,
Those happy cousins to the tramp,
The gypsies of the car.
—Mina Irving in New York Sun.

THE PACIFIC MONTHLY

The Pacific Monthly, of Portland, Oregon is a beautifully illustrated magazine. If you are interested in dairying, fruit raising, poultry raising, or want to know about irrigated lands, or free government land opened to homestead entry, The Pacific Monthly will give you full information. The price is \$1.50 a year.

If you will send 25 cents in stamps, three late issues will be sent you so that you may become acquainted with it. Read the following splendid offers:

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