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OUTLAWS REAPPEAR

HOW THE OUTLAWS GOT THEIR WEAPONS.

Strong Evidence that Harry Wright an Ex-Convict, Procured Guns for Tracy and Merrill—What a Letter Written with Sympathetic Ink Discloses.

Vancouver, June 19.—According to reports brought here at 11 o'clock today by Ruben Targerson, a young man who lives with his parents two miles southeast of Pioneer, and three miles from La Center, two men, answering the description of Tracy and Merrill, came to Targerson's house at 9 o'clock this morning and asked for food.

The boy immediately started to Vancouver on a wheel, and on arriving here notified Sheriff Marsh and City Marshal Nerton.

The officers, after putting the boy through a searching ordeal of cross questioning, were convinced that he was telling the truth, and immediately telephoned Deputy Warden Carson and Private Secretary Lyon, at Woodland, to meet them at the Targerson place as soon as possible. A posse, composed of Sheriff Marsh, City Marshal Nerton and half a dozen trusty men then left at once for the point where the convicts were reported to have been seen. They expect to meet Carson and the dogs there by the middle of the afternoon.

Young Targerson says the convicts came to him in a field near his father's house. One, he said, wore a pair of jeans trousers, a blue woolen shirt and a knit cap. The other wore striped trousers, a blue coat and a light campaign hat. Both carried rifles and revolvers. Both men also had about two weeks' growth of beard, and their hair was short. The boy said he recognized the outlaws at once from their photographs in The Telegram. They asked Targerson if they could let them have some bacon and flour.

The boy called to his father and mother at the house, who told the visitors they had no bacon or flour to spare, but were just on the point of sending to Vancouver for a supply. Targerson, Sr., asked the men where they were bound for, and one replied they were out looking for the escaped convicts. They then asked the distance to Vancouver and left the place, going into the brush into the direction whence they came.

Excitement here over the man hunt, which had been on the wane for the past few days, was renewed on receipt of this fresh clew.

Portland Telegram: Strong evidence has been obtained pointing to Harry Wright, an ex-convict, as the man who smuggled into the penitentiary the guns with which Tracy and Merrill killed three guards, wounded Convict Ingram, and kept other guards at bay while they effected their escape. Wright was discharged from the penitentiary May 20 last.

So thoroughly convinced are the officers that Wright was concerned in the plot to liberate Tracy and Merrill that a reward of \$500 for his arrest has been offered, and telegrams to hold any one answering Wrights description have been sent to the police departments in all the principal cities of the Pacific coast.

The police are also looking for Charles Monte, another ex-convict whom they say was in Salem a few days before the break inquiring of one of the prison attendants if Tracy and Merrill were still working in the foundry.

That the escape was carefully and dexterously planned is apparent from some sensational disclosures that have just been made.

More than a year before the escape Merrill wrote a letter to his half-sister in this city. There was nothing unusual in the wording of the epistle so far as the prison officials could see, and they allowed it to go to its destination.

However, it turns out that what was to the naked eye a blank half page of paper was in reality a sheet written with sympathetic ink. Merrill had used an invisible chemical which only required a little heating to bring the words out sharp and clear. The letter requested Miss Mary Robinson, Merrill's half-sister, to be prepared to receive one

Harry Wright, then an inmate of the prison, who was to be discharged on or about May 20, 1902.

The young woman was directed to furnish Wright with sufficient money to enable him to purchase rifles and ammunition, which Wright would see were delivered where they would be most useful to the writer (Merrill) and his pal, Tracy. In case she did not have the funds she was asked to get Wright a gun somewhere.

At the time of Merrill's conviction his half brother appeared against him, and his evidence is said to have carried considerable weight in bringing about Merrill's incarceration. At any rate the prisoner is said to have made the threat that if he ever got free, the first thing he would would be to find the brother and kill him.

Fearful lest he should carry out this threat, Miss Robinson turned the letter over to the brother, who in turn, gave it to Attorney R. R. Giltner, of this city, who still has the letter in his possession. Mr. Giltner made a copy of the epistle and sent it to the superintendent of the state prison, but whether the letter was received before or after the escape of the prisoners is not known.

The fact that Merrill's brother is said to be living in Silver Lake, Wash., toward which place the convicts are now rapidly approaching, is taken by some to indicate that Merrill intends to make good his threat to kill him. The brother is said to be living with relatives.

Boston, June 12.—Harry Elkes, in winning the Brassard race at the Charles River Park bicycle track tonight, broke all world records in a distance motor-paced race from one mile to forty-one. In making 41 miles 250 yards for the hour he broke the record of 40 miles 330 yards, made by William Stinson, at Brocton, last year.

Elkes, "Bobby" Walthour, "Nat" Butler and Charles McConnell were contestants. Only Walthour figured in the running, he being eight and one-half laps behind at the finish. Elkes's times follow:

For five miles, 7:16 1-5; for 10 miles, 14:24; for 15 miles, 21:24 3-5, beating Stinson's record by 58 seconds; for 20 miles, 28:40 3/4; for 25 miles, 35:56 4-5; for 30 miles, 43:16 4-5; for 35 miles, 50:36 3-5.

Just before the finish Elkes lost his pace through the crowd running on the track. His fastest mile, the eleventh, was made in 1:23 1-5. Elkes pedaled at the rate of 57 5-9 feet a second.

Saved From an Awful Fate.

"Everybody said I had consumption," writes Mrs. A. M. Shields, of Chambersburg, Pa. "I was so low after six months of severe sickness, caused by Hay Fever and Asthma, that I thought I could get well, but I learned of the marvelous merit of Dr. King's New Discovery for Consumption, used it, and was completely cured." For desperate Throat and Lung diseases it is the safest Cure in the world, and is infallible for Coughs, Colds and Bronchial Affections. Guaranteed bottles 50c and \$1.00.

Grants Pass, June 17.—A party of men who have just returned from the Cascade mountains investigating timber lands report that they believe Crater Lake, which occupies the extinct crater of Mount Mazama, is boiling. They say that they could not get close enough to see the water of the lake owing to the snow, but they were close enough to see the clouds of steam arise and could hear low and deep rumblings as though coming from the depth of the mountain.

Crater Lake, like the former tops of the volcanoes of the Martinique and St. Vincent, is a body of water filling the crater of an extinct volcano. As so many volcanoes have lately become active again after centuries of silence, the recent report regarding crater lake is not at all unlikely. An investigation is being made, results of which are being awaited with great interest.

Burns, June 17.—Robert Toney was shot in the right breast and killed by Jerry Dales, yesterday afternoon. Both were employees at the Bona Vista ranch of the French Guano Livestock Company, 59 miles from Burns. Dales came to town, and is now in jail awaiting examination. He claims self-defense. Officers have gone to the scene, and a request will be made for Toney's wife and two children.

ROBBING THE STATE

HOW THE RAILROADS WAX RICH BY CARRYING MAILS.

Pay More in a Year for the Rental of a Mail Car Than It Costs Then Pay Fancy Prices For Hauling It.

(SAN FRANCISCO EXAMINER)

The government refuses to increase the pay of letter carriers, postal clerks and other government employees.

Mr. Loud and others in charge of postoffice affairs raise the cry of extravagance as an excuse for overworking and underpaying men employed in the United States government.

We should like very much to know what Mr. Loud and other postoffice authorities have to say about the steady robbing of the government by the railroads. Who gets the money paid out by the railroad lobby, that its robbing of the government may go on? It would be interesting to know why it is that no man in public office combines the ability and honesty necessary to shut out the rail road thieves.

Read some figures; bear them in mind when government ownership of railroads is discussed.

Senator Vilas, of Wisconsin, in a speech in the senate, February 13, 1895, supplied the following figures among others:

The cost of building of one of the railway postoffice cars averages \$3,500.

The railroads charge the government a certain rental for the use of these cars, in addition to making the government pay for the hauling of the cars.

According to the railroad figures supplied to Senator Vilas, the following expense accompanies the operating of the postal cars, for each car:

Light, \$276 a year. Heating, \$366 a year. Repairs, \$350 a year. Cleaning, \$365 a year. Total average cost of maintaining each car in use, \$1,356. It is needless to point out the extravagance of these estimates. But let them stand for the purpose of argument.

When Senator Vilas was speaking, it was proposed to appropriate \$3,205,000 to be paid by the government for renting postoffice cars during the ensuing year. That amount was to be paid for 790 postoffice cars—560 cars in use, 180 cars in reserve and 50 additional cars that might become necessary.

According to the railroads' own figures, the cost of maintaining and operating the cars would be \$890,160.

Take that amount from the appropriation of \$3,205,000 and you find that the railroads were paid by the government \$2,314,840 for the use of the cars for one year. To build those cars outright cost only \$2,705,000. So that after deducting a sufficient amount to renew the cars and keep them in order the railroads steal from the government in one year practically the total cost of building the cars. In addition the government pays an extravagantly high rate for hauling all these cars.

Things have been getting worse instead of better since Vilas made his speech. For the fiscal year ending June 30, 1901, the government paid to the railroad companies for the use of postoffice cars—rental, independent for the hauling of the cars—\$4,638,234.03. Seven hundred and sixty-five cars were used. Thus as rental for each car, the government paid an average of \$6,063.05.

To build a mail car cost \$3,500; the outside limit, as fixed by the railroads, of the cost of maintaining and operating the car in use is \$1,336—a total of \$4,836 for building a car and keeping it in order for a year.

Therefore the government paid the railroads for each car per year the total cost of building the car, the cost of maintaining it, and \$1,207.05 additional.

Every year the railroads get back from the government the entire cost of every car, the entire cost of maintaining and operating them, \$1,207.05 besides, and the regular scale for carrying the mails, as the law provides—an extravagantly high rate—over and above all the rest.

Individual railroads are better

than others. Take, for example, the New York Central Railroad, which owns one of New York's representatives in the United States Senate, Mr. Depew, and controls the other, Mr. Platt, through his express company. The New York Central carries the government mails on the route from New York to Buffalo. In 1901 the government paid the New York Central \$230,633.00 for the use of 22 cars. Therefore the government paid to the New York Central for one year \$10,456.07 for each car. That is to say, each year it pays the original cost of building the car, and the total cost of maintaining the car, twice over.

And at the end of the year the railroad still owns the car.

In addition, the railroad company received from the government \$1,228,080.41 for transporting the mails, under the regular weight schedule, between New York and Buffalo.

If you want to know how the railroads rob the government through the connivance of senators, congressmen and others influenced by the railroad lobby, study these figures, which compare the charges for transporting government mail matter and ordinary express matter to a New York Central station twenty miles from New York:

For carrying 200 pounds per day of mail matter, at \$50 per mile per annum, the railroad is authorized to charge in one year \$1,000. The express company carries a 200-pound package the same distance every day for \$365 a year.

In other words, the government pays \$1,000 for carrying 200 pounds of mail matter twenty miles every day for a year in addition to paying an enormous rental for the cars. Express matter travels the same distance at the same speed for \$365 a year, and the railroad company made a good profit on the transaction.

Poor's Manual gives the Pennsylvania Railroad Company's own statement for 1900 as to its earnings.

On passengers the railroad earns a small fraction over 2 cents per mile per passenger. On freight it earns a little less than a third of a cent per mile per ton.

The government, however, pays all the railroads, including the Pennsylvania, an average of 13 cents per mile.

These are dull figures, but when you talk government ownership, when you talk about the robbery of the public by corporations, it is well to have some facts at your disposal. Remember that the United States government pays every year to the railroads \$38,000,000 for carrying the mails and for the use of cars.

In France, where the government controls all the railroads, owns many of them, and will eventually own all the railroads carry the mails free, in return for their grants or right of way.

In Switzerland the railroads receive nothing for carrying the mails. The company that got permission to build a railroad had to carry mails free in exchange for the privilege—with this exception: If the railroad company actually earned less than 3-1-2 per cent a year the government paid a reasonable price for mail service. The Swiss, more wise than we, have now made all railroads government property.

In Germany, all railroads must carry one mail car free. If other cars are needed to transport the mails the government pays a small rate, which barely represents the cost of hauling the cars. Austria's rates are practically the same as those of Germany.

The British Parliament, like our own national congress, consists largely of men owned by the railroads. But they have some shame over there, and although the British mail service includes the parcels post and does the work of our express companies, the government pays to the railroads for all of its carrying, including this enormous parcel express business, only one-ninth of the amount which the United States government pays the railroads for the carrying of pure mail matter.

The public officials in Washington who connive at this kind of thievery talk about extravagance and waste when it is suggested that the hard-working men who sort the letters in the postoffice or carry the huge bundles on their backs should be paid fairly.

They can easily be persuaded to give away millions of government money to the New York Central Railroad, which has one of its lackeys and one of its puppets in the United States senate, but they can't treat fairly the actual workers who serve the people.

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CHASE GIVEN UP

SEARCH FOR CONVICTS IS ABANDONED.

Tracy and Merrill Cover Their Tracks Completely—Escapes Are Believed to Be Traveling on Horseback in Vicinity of La Center.

Vancouver, Wash., June 18.—Tired, chagrined, and covered with the dust of many miles of jungle, road and brush, Sheriff Marsh, several of his deputies, detectives and about a dozen members of Company C, Washington National Guard, returned here today from an unsuccessful chase after Tracy and Merrill, the escaped convicts. The chase will be resumed when a new clew presents itself. The bloodhounds are at Woodland with Guard Carson and Walter Lyons, private secretary to Governor Geer.

Tracy and Merrill are supposed to be having a gay time of it on horseback, somewhere in the wilds between Ridgefield, Pioneer and La Center, but their postoffice address is unknown. Through somebody's error of judgment yesterday afternoon, when an opportunity presented itself to follow trails leading to Lewisville, Ridgefield and La Center, posses were sent in pursuit of Tracy and Merrill to Ridgefield and La Center. The indications now are that when the posse divided, the outlaws were about one hour ahead of the man-hunters, and were riding toward Lewisville.

The first clew as to the outlaws presence around Pioneer came yesterday afternoon at 2 o'clock, when Miss Anderson saw two men on horseback riding from Pioneer to Lewisville. One horseman wore a hat, sat on a saddle, and the other, wearing a handkerchief around his head, rode bareback. Each man carried a rifle. In the meantime, the bounds had lost the scent, and the posse were hurrying to Ridgefield and La Center, only to find that the convicts had not been seen or heard of at those points. This was between 3 and 4 o'clock in the afternoon.

Twelve members of Company G were in the brush toward La Center yesterday trying to head off the convicts, should they venture that way. The militia boys were armed with Winchesters, Krags, Mausers and Springfield rifles.

This afternoon two horsemen were seen riding along a by-path in timberland, three-quarters of a mile west of La Center, and farmers dogs in the vicinity began to howl. Two guards who were patrolling the crossroads came running in time to see the two horsemen disappear in the gloom of a hill. This was the last alarm of the chase.

"Won't the morning light ever come?" said one tired member of the little band. All through the night vigilant guard was kept, and while one hunter slept others took their turns at watching and vice versa.

The bloodhounds bayed at the man in the moon. Bright and early this morning the chase was resumed, but all energy seemed gone. There was absolutely no clue, and one by one the man-hunters came home. Detectives Day and Weiner struck for Portland. The militia boys came home on bicycles and in carriages.

Sheriff Marsh, after leaving deputies to remain guarding approaches to the Lewis river, to prevent the convicts from crossing the stream, left for Vancouver and arrived here at 8 o'clock.

"I am too tired to talk. I am going back if I get another clew," he said to an Oregonian man. It was observed, however, that the sheriff was not too tired to answer a volley of questions as to the why and wherefore from a crowd of citizens in front of a cigar store.

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