

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, DECEMBER 31, 1902.

R. F. IRVINE
Editor and Proprietor.

During January Our
Entire Stock of . . .

**Dry Goods, Clothing,
Hats and Shoes,**
WILL BE SOLD AT
A Big Reduction.

New Goods Arriving Daily.

Save Money by Making
Your Purchases this Month.

J. H. HARRIS.

HOME-SEEKERS!

IF YOU ARE LOOKING FOR SOME REAL good bargains in stock, grain, fruit and poultry Ranches, write for my special list, or come and see me. I shall take pleasure in giving you all the reliable information you wish, also showing you over the country.

HENRY AMBLER,
Real Estate, Loan, and Insurance.
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HAVING the only facilities in the city for First-Class Engraving, when so desired, all Christmas goods sold by us will be engraved absolutely FREE OF CHARGE.

PRATT,
The Jeweler and Optician.

NEW YEAR'S TABLE DELICACIES

When supplied by P. M. Zierolf, insure the utmost satisfaction to guests and host. If you intend to entertain, leave your order with us and you will certainly be pleased, both with the quality of our food products and our moderate prices.

P. M. ZIEROLF



STILL QUAKING.

FIFTEEN THOUSAND HOUSES DESTROYED BY RUSSIAN EARTH QUAKE.

Solved Flying Machine Problem—Honolulu Cable Laid—Tariff Fight in Congress—Guarding McKinley's Tomb—Other News

Ashkabad, Russia Turkestan, Dec. 26.—The oscillations of the earth at Andijan continue. The people there are using railroad cars to live in, so they are not leaving the town on account of their business interests. Committees have been appointed to prepare list of the losses of lives and property.

In the Andijan district 15,000 houses were destroyed. Until the shocks cease guards will be kept on the railroad between Andijan and Fedohenks to watch for fissures along the line. The railroad station at Andijan threatens to collapse.

Barracks to be used as dwellings are being raised, and will soon be ready for occupancy.

Washington, Dec. 26.—Dr. Alexander Graham Bell, who has just returned to Washington from his summer home in Cape Breton Island, tonight made the following statement in regard to the reports that have appeared in the public prints that he has invented a flying machine;

"The newspapers have been premature in announcing that I have been at work on a flying machine. I have not any flying machine at all, and have not been trying to make one. I am, of course interested in the problem, and have come to the conclusion that a properly constructed flying machine should be capable of being flown as a kite if anchored to the ground, and that, conversely a properly constructed kite should be capable of use as a flying machine if provided with proper means of propulsion.

"My experiments have had as their effect the building of a kite of solid construction capable of carrying up in a moderate breeze a weight equivalent to that of a man and engine, and so formed that it is believed to be suitable for use as the body of a flying machine, and with supporting surfaces so arranged that, when the kite is out loose, it will come down gently and steadily and land uninjured.

"I have successfully accomplished this, but don't care at the present to make public the details of construction.

San Francisco, Dec. 26.—The following cablegram has been received from the cable-ship Silverton, timed at 4 a m today:

"About to buoy the cable off the Island at Oahu, in about 450 fathoms of water. Up to this time 2238 nautical miles of cable have been paid out."

The shore end of the cable which is of much heavier type than the sea cable, will be spliced to the sea cable some miles off Diamond Head which is to be the landing place of the San Francisco-Honolulu cable. Until the splice is completed no further work will be received from the cable ship. It may take a day or two to complete the work. The dispatch with which the work is finished and Honolulu placed in cable communication with San Francisco and the rest of the world depends largely on the weather conditions.

Washington, Dec. 27.—The bill to reduce the duty on Philippine products promises to precipitate a battle with the beet-sugar interests in the Senate.

The beet-sugar Senators claim that as an inducement to vote for ratification of the peace treaty with Spain, the Government promised that no such reduction of duties on the annexed island should be made as would endanger home industry.

They are stirring up the tobacco interests, to pin them in the fight on both the Philippine tariff and the Cuban reciprocity treaty.

They also seek an alliance with the interests which are opened to French and Newfoundland and other reciprocity treaties.

Cincinnati, Dec. 26.—Lieutenants Reice and Ingerhart, with two Sergeants, four Corporals and 30 privates of Company M Third United States Infantry, left Fort Thomas, Ky., today for Canton, O. where they will serve as the special guard around McKinley's tomb. They receive a detachment of the Fourteenth Infantry.

Indianapolis, Ind., Dec. 29.—It is probable at the coming convention of the United Mineworkers of America a movement will be set afoot to increase the salaries of President Mitchell and Secretary Wilson. At present Mr Mitchell receives \$1800 a year, while Mr Wilson's compensation is \$1500. The miners are looking forward to securing an increase in pay for themselves, and they want their executive officials to share the profits.

The coming convention will break all records for labor conventions. Last year there were about 1000 delegates, representing a membership of nearly 350,000. It is expected that there will be over 1200 delegates at the coming convention.

Pittsburg, Kan., Dec. 25.—Montgomery Godley, a negro, was taken from the jail here today and lynched by a mob, because early this morning he shot and killed Minton Hinkle, a policeman, while the officer was trying to protect himself from a crowd of unruly negroes. The negro jerked the officer's pistol from its scabbard and shot the officer with it from behind. Two hours later a mob gathered and took the negro from the city jail, where he had been taken after he was caught, and hanged him to a telephone pole. As he was choking to death one of the members cut his throat and ended his suffering.

A large number of negro men and women from the various mining camps in this vicinity, among them Mont and Joe Godley, brothers, were drinking and carousing at a ball. Officer Hinkle requested them to be quiet. The Godley brothers answered him in an insulting and insolent manner, and he tried to arrest them. They resisted and officer Hinkle blew his whistle for help. Then he began to use his club in order to protect himself from the onslaught of the crowd. He was holding his own against three when "Mont" Godley grabbed the officer's revolver from its scabbard and, placing the muzzle behind the right ear of the officer, pulled the trigger. The ball passed through Hinkle's head and passed out over the left eye. He fell to the side walk. Other officers pursued the negroes, all of whom started to run when the officer fell.

The Godley brothers were both captured and locked up in the city jail. Hinkle was carried to the City Hall, where he died at 2 o'clock this morning.

The news of the murder spread, and soon a crowd was gathered about the jail. Leaders were not slow in coming forward and cries of "Hang him," "burn him," "get a rope," were heard on every side. A mob gathered in the corridors and about the jail doors. An attempt was first made to rob City Marshal Higgins of his keys to the jail door, but he convinced the mob they were not in his possession at the time. A crowbar and hammer were then procured and the jail doors battered and broken open.

Godley had courage and cursed the mob when its leaders entered the jail, but his courage left him when he began to realize that death was near. He began to supplicate and beg for the officers to protect him, but they were overpowered and taken care of by a portion of the mob. Godley was dragged from the jail into the yard and given a few moments to talk. He told so many conflicting stories about the affair that the mob became impatient and hurried him about three blocks away from the jail. Procuring a rope on the way, the men hanged him to step pins of a telegraph pole. The rope broke on the first effort and Godley fell to the ground. At this instant some one in the crowd cut his throat on the left side, severing the jugular vein. This brought a more merciful death than was intended by the mob. He was then hanged again.

Godley came here from Pierce City, Mo., at the time the citizens of that town drove the negroes out of the city, about two years ago. The mob left his body hanging

Concluded on Fourth Page.

MANY DEAD.

TWENTY EIGHT KILLED IN COLLISION ON CANADIAN RAILROAD

In Blinding Snow Storm, Locomotives met Head-on With Terrible Crash—Many Injured—Other News.

London, Ont., Dec. 27.—A frightful collision occurred a short distance from the little station of Wanstead, Ont., on the Sarnia branch of the Grand Trunk Railway, last night. The express was running nearly two hours late, and was making fast time. The freight was endeavoring to make a siding to get clear of the express, but failed by a minute or two.

There was a dreadful crash, the locomotives reared up and fell over in a ditch, the baggage car of the express telescoped the smoker, and in an instant the shrieks and cries of the wounded and dying filled the air. The loss of life is 28. The injured number many more, and many of these may die. Several of the dead were horribly mutilated. Heads were cut off, legs were wrenched from their bodies, and the level stretch of snow became crimson with the blood of the victims.

The responsibility for the accident has not been definitely fixed, but it is believed to have been due to a telegraph operator's error. The operator at one of the stations where the two trains stopped gave an order to the freight to pass No. 5, the Pacific express, at Wanstead. In the system of the Grand Trunk this order should have been duplicated, a copy being given to the conductor and engineer of the express. Instead of this the conductor of the express received a clearance order, telling him that he might run through. The freight train in the meantime had stopped at Wanstead to sidetrack, and was telescoped by the express. The blinding storm which was raging rendered objects invisible at the distance of a few feet.

The operator at Wanstead is not usually on duty at night, but last evening he happened to be in the office for a short time. He was going out of the door when he heard the telegraph instrument click and immediately call repeated the message "Stop No. 5," "Stop No. 5." Seizing a lantern, the operator dashed for the door, and as he closed it behind him he heard the crash of the collision up the track.

There was not a house at hand to which the injured could be carried. Fortunately, however, the two Pullman cars on the train did not sustain any damage. They were warm and comfortable, and were converted into a temporary hospital. The injured were placed in the berths and everything possible done to ease their sufferings.

According to Master of Transportation Price, of this city, it was Andrew Carson, the agent and operator at Watford, the next station east of Wanstead, who failed to deliver to the train crew of No. 5 the orders to pass the freight train at Wanstead. Trainmaster Price says that in explanation of the mistake that brought such terrible results the operator says he understood the dispatcher to say to kill the orders for No. 5 to pass the freight at Wanstead, but it is denied in the dispatcher's office here that the order was killed.

The Pacific express, which was late and endeavoring to make up time, was made up of two Pullman cars, two first-class day coaches and two baggage cars. The engineer opened wide his throttle as he pulled out of Watford at 9:58 o'clock. A blizzard was raging, and the air was thick with swirling snow. The train was crowded with people returning from holiday trips. The express train was running at a speed of fully 50 miles an hour through the blizzard, when at the Wanstead siding the headlight of the freight engine loomed up through the snow.

The impact threw the two engines clear off the track on the right hand side. The two day coaches of the express were between the heavily loaded baggage cars and the heavy Pullmans. A terrific grinding crash and the rear baggage car was

driven into the coach for three-fourths of its length, killing a score of the occupants and pinning down two score more in the wreckage, crushed and mangled.

The horrors of fire were mercifully spared the suffering persons buried in the wreck. A little flame broke out, but the uninjured soon extinguished it with snow before it could gain headway. The occupants of the two Pullmans and the second-day coach swarmed out of their cars to the rescue. A perfect Bedlam of noises greeted them. The hiss of escaping steam from the wrecked engines did not drown the piteous cries of the unfortunates pinned in the ruins. The bitter cold added to their sufferings. Volunteer rescuing parties were immediately formed and did heroic work.

Meanwhile a brakeman had rushed through the storm to the telegraph office and notified both London and Sarnia officials of the collision. Relief trains with surgeons and wrecking cars were on their way to the scene from both ends of the division in the shortest possible time. While they were steaming at top speed the work of rescue was carried on by the uninjured passengers. They delved into the debris, and, guided by the moans and cries, found the sufferers and pried and chopped them out and carried them to the Pullman cars where they were given such attention as was possible before the surgeons arrived.

The surgeons on board the wrecking train was the first to reach the scene. They hastened to the wreck to the temporary hospital, and began making emergency dressings of the most seriously wounded. The men of the wrecking crew, with their appliances, were able to penetrate deeper into the tangle of the wood and steel and extricated several whom the passengers had been unable to remove. While they were at work the wrecking train arrived from London with more surgeons.

As soon as it was positively known that all of the injured had been found, an engine was coupled to the Pullman and the pitiful journey to London, 40 miles away, was begun. Opium was administered to lessen the agonies of the wounded, aggravated as they were by the unavoidable jarring and jerking of the car. As soon as the news of the wreck was received at London, the Grand Trunk officials began arrangements for caring for the wounded at Victoria hospital, on South street. The hospital car was switched on to the tracks of the Detroit & Lake Erie road and run to within a block and a half of the hospital. Twenty ambulances were in waiting. Strong arms carried the wounded and torn people tenderly out of the car and they were hurried to the hospital. It was 5:30 in the morning when they arrived, and it was noon before the surgeons had finished dressing all the wounds.

Washington, Dec. 27.—President Roosevelt has declined to act as arbitrator of the Venezuelan dispute, and the allies and Venezuela have agreed to refer it to the Hague tribunal.

The Cabinet reached this decision yesterday, having assurance that the appeal of the Hague would not bring the Monroe Doctrine into question.

The news is received in London with disappointment, except by the Liberal leaders, who find in it cause of triumph over the government.

The blockade is rigidly enforced. A ship loaded with British coal for the railroad was not allowed to land it. A vessel was sent to take the people of an island to the mainland, as the blockade applies to the island.

Vienna, Dec. 26.—It is reported here on good authority that Archduke Ferdinand and the Crown Princess of Saxony and their companions propose going to the United States, there being little probability of their finding congenial homes in Europe.

Wood for Sale

I have 500 acres of timber land to clear. Will sell wood in stump or give wood for clearing ground, have fir, oak cedar and ash. 5 miles west of Corvallis.

P. A. Kluge.

Feed Chopped

Screenings, wheat, oat, vetch or other kinds of grain ground at fivecents per sack at chopping mill on my farm.

I. L. Brooks.

Times Office for Job Printing.