

# The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, AUGUST 26, 1903.

R. F. IRVINE  
Editor and Proprietor.

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to as high a standard as our desire would promote  
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Fresh Fruits, Fresh Vegetables,

fresh everything to be had in the market. We  
run our delivery wagon and our aim is  
to keep what you want and to  
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IF YOU ARE LOOKING FOR SOME REAL  
good bargains in stock, grain, fruit and poultry  
Ranches, write for my special list, or come and  
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Office, Room 14, First National Bank  
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10 to 12 a. m., 2 to 4 p. m.

## WON FIRST RACE

SHAMROCK BADLY BEATEN  
BY CUP DEFENDER  
RELIANCE.

American Yacht Has Seven Min-  
utes and Three Seconds to Spare  
—Contest for the First  
Hour Is Close—Test Re-  
garded as Conclu-  
sive.

New York, Aug. 22.—In a splen-  
did 12 to 15 knot breeze, over a  
windward and leeward course of 30  
miles, the gallop sloop Reliance to-  
day beat Shamrock III in command-  
ing style, by exactly nine minutes  
actual time, or seven minutes and  
three seconds, after deducting the  
one minute 57 seconds, which the  
defender concedes to Sir Thomas  
Lipton's third challenger on account  
of Reliance's largest sailing plan as  
at present measured.

It was a royal water fight for the  
ancient trophy, which carries with  
it the yachting supremacy of the  
world, and by a strange coincidence  
the first victory in the cup series of  
1903 occurred on the 52d anniversary  
of the day on which the old  
-chooner America captured it in  
her famous race around the Isle of  
Wight. The Reliance beat the British  
boat three minutes 24 seconds in  
the thrush to windward, and five  
minutes 36 seconds in the run down  
the wind.

The nautical sharps who had al-  
ready made up their minds on  
Thursday that the Reliance could  
take the measure of the challenger  
in any kind of weather regard to-  
day's test as conclusive, although  
they hardly anticipated so over-  
whelming a victory. The race even-  
ing dampened the ardor of Sir Thom-  
as, who insisted after Thursday's  
fluke that his confidence in the  
beautiful craft designed by Fife was  
greater than ever. Still like a true  
sportsman, he does not acknowledge  
defeat and hopes for better luck  
next time.

The single criticism he and his  
friends make of today's race is that  
the only shift of the wind which  
occurred was to the advantage of  
the defender. As this shift of the wind  
occurred on the windward beat, even  
granting that it accounted for the  
Reliance lead at the turn, the  
time the defender gained on the  
home run was more than ample to  
give her the race.

It must be conceded, however,  
that the Shamrock showed herself a  
wonderful boat in beating to the  
windward, perhaps the ablest craft  
in this respect ever sent across the  
Western ocean on a cup-hunting  
expedition. For twelve miles the  
great single-stickers raced like a  
team of horses and during that por-  
tion of the duel the patriots made  
no attempt to conceal their nerv-  
ousness.

The size of the enormous excur-  
sion fleet and the number of sight-  
seers aboard, in the estimation of  
those who have witnessed many  
contests, made a record for an in-  
ternational cup race. The concourse  
of palatial steam yachts was the  
largest ever seen off Sandy Hook.

The honors of the start as on  
Thursday, were captured by the  
American skipper, Captain Wringe  
timed his approach to the line with  
the Shamrock badly, and in an ef-  
fort to keep off until the gun boom-  
ed, he almost lost his bowsprit as  
he luffed up to cross. Barr, as usual,  
went over in the windward  
berth, four seconds behind his rival.  
Both were close-hauled on the  
starboard tack. It was a magnifi-  
cent sight as they plunged seaward  
in the 12-knot breeze, pounding  
fountains of spray from their bows  
and leaning to it until the water  
swirled and bubbled under the lee  
rails. The crews were piled up  
along the weather side to hold the  
great racing machines up.

The first few minutes of the  
thrush to windward were watched  
with intense interest. Both were  
footing like mad. They showed  
yards of their under-bodies and  
shipped a good deal of spray and  
some solid water forward. But after  
15 minutes of sailing their positions  
had not varied perceptibly,  
and there was alarm among the ex-  
perts. Those who had expected to  
see the Reliance walk away from  
her adversary as a result of last  
Thursday's showing were disap-

pointed. Shamrock hung on and  
in tack after tack she seemed to be  
holding her own.

For 13 miles the challenger and  
challenged fought out the magnifi-  
cent duel, sailing between two lines  
of excursion boats as free from in-  
terference as if they had been in  
the middle of the Atlantic. All  
the time the wind was increasing  
and the white caps were whitening  
the waves.

The critical point in the race  
came at 1:40 p. m. a little less than  
two hours after the start. The mark  
was less than two miles away and  
the relative positions of the boats  
were about the same. Both were  
on the starboard tack, the Reliance  
ahead but to leeward. Suddenly  
the wind dropped and hauled a trifle  
to the west. The shift enabled the  
yachts to head up for the mark  
with the Reliance in the lead by  
about 200 yards.

This was the only thing which  
marred and otherwise truly sailed  
race. But from that time on the  
Reliance steadily increased her lead  
in the windward work until she was  
three-quarters of a mile ahead. As  
she rounded the outer mark, the  
whistles, sirens, bands and the voices  
of the unnumbered thousands  
on the excursion fleet swelled into  
a vast chorus.

Turning for home her spinnaker  
boom poised along the mast like a  
lance, in rest, fell to port and the  
big sail burst out like a cloud, while  
at the same moment her enormous  
bali on jib topsail belied out for-  
ward. The smart work of the Yan-  
kee, capered the crowds, but a mo-  
ment afterward there was dismay  
when the guy that held the spinnaker  
pole parted or was carried away.  
The enormous sail soared and tumbled  
over the jib topsail stay collapsing  
like an empty mail sack. But the  
spar was at once hauled back into  
place and then, with her three bal-  
loon sails setting like plaster, the  
stately yacht sped homeward like a  
frightened deer.

The fleet remained to salute the  
Shamrock as she rounded and then  
with a jingle of bells in the engine-  
rooms, scampered away for the fin-  
ish line to be in at the finish.

In setting her balloon jib Sham-  
rock encountered another piece of  
bad luck. One of the stops would  
not break out, and the sail held for  
some minutes like a limp rag on  
the stay. When both had been  
squared away for home, it was seen  
that Reliance was making a run-  
away race of it. With her crew aft  
to keep her head up, she skimmed  
along the surface of the water like  
a gull with putstretched wings,  
leaving Shamrock far astern. The  
pace was so fast that many of the  
tugs and not a few of the steamers  
were left behind.

The scene at the finish was soul-  
stirring. Under her towering cloud  
of canvas, rolling rhythmically in  
the swell, Reliance bounded across  
the viewless finish line like a queen.  
The excursion boats gathered there  
fairly awakened the echoes with  
the terrific din which they let loose.

Then the immense concourse of  
boats waited until Shamrock, ma-  
jestic even in defeat, swept by be-  
tween the stakeboats. The recep-  
tion she received was, if anything,  
more hearty than that extended to  
the victor.

Urbana, Ill., Aug. 21.—Mattie  
Demlow, who was abducted by  
gypsies ten years ago, returned to  
her home in this city today. She  
had been led to believe that her  
parents were dead, and her father  
and mother, Mr. and Mrs. Fred T.  
Demlow, had long given up ever  
seeing their daughter again. When  
she arrived at her home, 310 Tre-  
mont street, today she had difficul-  
ty in convincing her parents of her  
identity. She had been kidnaped  
when a child of less than ten years  
old, and since that time she had  
traveled over the greater part of the  
country with her captors. Last  
week while in Alabama she eluded  
the gypsies and, selling a cow that  
had been given her, returned to this  
city on the proceeds.

## Notice to Creditors.

In the Matter of the Estate of  
John Mitchell, deceased,  
Notice is hereby given to all persons con-  
cerned that the undersigned has been duly ap-  
pointed executor of the last will and testa-  
ment of said John Mitchell, deceased, by the  
county court of Benton county, state of Oregon.  
All persons having claims against said estate  
of John Mitchell, deceased, are hereby re-  
quired to present the same with the proper  
vouchers duly verified as by law required,  
within six months from the date hereof to the  
undersigned at her residence at Invalde post-  
office, Benton county, Oregon, or at the law  
office of E. E. Wilson, in Corvallis, Oregon,  
dated this Aug. 22, 1903.  
Mary Mitchell,  
Executrix of the last will and testament of  
John Mitchell, deceased.

## A RAILROAD DISASTER

THREE WERE KILLED AND  
OVER SIXTY HURT

Accident Near Chehallis and Caus-  
ed by a Spreading Rail—Train  
Ditched and Boiler Explod-  
ed Demolishing Two  
Cars—Injured Tak-  
en to Chehallis.

Chehallis, Wash., 22.—A terrible  
accident is reported two miles south  
of here, which occurred at about 11  
o'clock this morning, on the special  
train bearing the Portland Elks on  
their way to the clambake at Olympia.

The accident occurred between  
this town and Napavine by the en-  
gine striking a spreading rail, de-  
railing it and throwing five of the  
seven cars into a deep gulch at this  
point.

After the wreck the horror was  
increased by the boiler exploding,  
which demolished two forward cars  
which had giled upon it.

At the time of the catastrophe the  
train was running at a high rate of  
speed and the nearly 300 members  
of the Elks' fraternal body that left  
here at 7 o'clock this morning were  
enjoying themselves in social in-  
tercourse with each other and their  
wives and friends that accompanied  
them.

The first report received at the  
local ticket office of the Northern  
Pacific this morning was that two  
coaches were derailed and several  
persons injured.

Chehallis, Aug. 22.—The special  
train of seven cars from Portland,  
carrying about 300 members of the  
Benefvolent and protective order of  
Elks to the big clambake at Olym-  
pia, was wrecked about 11 o'clock  
this morning between Napavine  
and this city. Particulars are so  
far meager, but enough has come  
over the crippled wires to show that  
the wreck was a terrible one. The  
distance to the wreck is about four  
miles.

From three to eleven persons  
were killed, several fatally hurt,  
and altogether 60 injured.

Fireman Dossky is missing. He  
is thought to have been blown to  
atoms or is buried out of sight un-  
der the locomotive.

The more fortunate excursionists  
did everything possible for the com-  
fort of their fellow Elks. Messen-  
gers hurried to the nearest telegraph  
point and back to Napavine and ap-  
pealed for assistance. Doctors and  
nurses were hurried to the scene of  
the horror as rapidly as possible  
from Chehallis, Centralia, Napavine,  
Olympia and other points, and the  
injured Elks and guests were hur-  
ried to Chehallis and Centralia on a  
train of flat cars hastily made up  
from the only rolling stock quickly  
available.

There was a scene of terrible ex-  
citement and commotion after the  
cars rolled over and locomotive ex-  
ploded. Several Elks in the forward  
car were scalded by the hot water  
which was thrown out by the ex-  
plosion. Screams of women and  
the agonized cries of the injured  
could be heard the length of the  
gulch.

A special train is now en route  
here from Tacoma, bearing physi-  
cians, nurses and newspaper men.  
It is running at a high rate of speed  
and has the right of way, the track  
being kept clear of it for 30 min-  
utes ahead.

Charles Farleman who had the  
honor of being the oldest Elk in  
Portland, had, until last night, de-  
cided not to attend the outing this  
year, but owing to his prominence,  
was induced to accompany the mer-  
ry-makers. Mr. Farleman that he  
he could not afford the outlay that  
would entail upon the occasion.

His hundreds of friends among  
the fraternal order finally prevailed  
upon the veteran to undertake the  
trip, and agreed to defray all ex-  
penses, even going further, and a  
few of them gave Mr. Farleman \$25  
for his promise of good fellowship.

This morning he was at the de-  
pot, shaking hands with those  
whom he believed would not be  
among the excursionists. He was  
instantly killed when the first crash  
came, as the train tumbled into the  
gulch.

Grass Valley, Aug. 23.—Excite-  
ment prevails in the neighborhood

of Shebley's sawmill on Greenhorn  
creek over the appearance of a band  
of men at that place, supposed to  
be the Folsom escapees.

Just at dusk a stranger came out  
of the brush to the camp cook house  
and asked for food. The Chinese  
cook gave him a quantity, and the  
fellow left. The man was very quiet  
in his demeanor, but was rough-  
ly dressed and apparently very tired.  
Two men at the mill, who saw the  
fellow, state he wore a false reddish  
beard. He carried no arms. An  
employee of the mill followed him  
down the tramway a quarter of a  
mile, where he joined four others,  
all of whom were heavily armed.  
The mill hand became alarmed and  
traced his steps in a hurry.

The men disappeared down the  
tramway towards Kitts old station,  
and evidently went out of the coun-  
ty by the way of Colfax.

The same gang was reported as  
being seen near You Bet before ap-  
pearing at the mill. This leads to  
the belief that the men are the same  
that appeared at Glen Alton last  
week, and are now doubling their  
trail, as the route they take leads  
from that direction through a spar-  
sely settled and heavily wooded coun-  
try. Shebley's mill is an isolated  
district.

New York, Aug. 21.—While carry-  
ing 250 tons of ammunition from  
the government stores at Ionia Is-  
land to the United States cruiser  
Chicago off Tompkinsville, the na-  
vy yard tug Pontiac caught fire to-  
day in her forehold and narrowly  
escaped total destruction. The Pon-  
tiac's signals for assistance were an-  
swered by Captain Walker of the  
revenue cutter fleet, who ordered  
boats with men from the Gresham,  
Seminole, Algonquin and Dexter to  
fight the fire. Harbor tugs also  
poured water on the flames, which  
were extinguished after an hour's  
work. They did not reach the  
ammunition.

Salt Lake, Aug. 23.—A special  
to the Tribune from Ogden says  
that during a heavy thunder storm  
a remarkable phenomenon occurred  
a few miles northwest of that city.  
People driving to town after the  
storm encountered an army of  
small loads. There were millions  
of them, and the wagon wheels  
crushed them by the thousands all  
along the roads.

Where they came from is a mys-  
tery.

## Working Night And Day.

The busiest and mightiest little  
thing that ever was made is Dr.  
King's New Life Pills. These pills  
change weakness into strength, list-  
lessness into energy, brain-fog in-  
to mental power. They're wonder-  
ful in building up the health. On-  
ly 25c per box. Sold by Allen's  
Pharmacy.

## Reduced Excursion Rates.

The Southern Pacific Company has  
placed on sale at very low rates round-  
trip tickets to the various resorts along  
its lines, and also, in connection with  
the Corvallis & Eastern Railroad, to De-  
troit and the seaside at Yaquina Bay,  
latter tickets good for return until Octo-  
ber 10th.

Three day tickets to Yaquina Bay good  
going Saturdays Mondays are now on  
sale at greatly reduced rates from all  
points Eugene and north on both East  
and Westside lines, enabling people to  
spend Sunday at the seaside. Very  
low round trip rates are also made be-  
tween Portland and the same points on  
the Southern Pacific, good going  
Saturdays, returning Sunday or Monday  
allowing Portland people to spend Sun-  
day in the country, and the out of town  
people to have the day in Portland.

Tickets from Portland to Yaquina  
Bay, good for return via Albany and  
Eastside, or Corvallis and Westside, at  
option of passenger. Baggage checked  
through to Newport. A new feature at  
Newport this year will be an up-to-  
date kindergarten in charge on an ex-  
perienced Chicago teacher.

A beautifully illustrated booklet de-  
scribing the seaside resorts on Yaquina  
Bay has been published by the South-  
ern Pacific and Corvallis & Eastern and  
can be secured from their agents, or by  
addressing W. E. Coman, G. P. A., S.  
P. Co. Portland, or Edwin Stone, Man-  
ager C. & E. R. R. Co. Albany, Or.

## Poland China Hogs.

Young sows and young boars of the  
best breeding will now be sold to make  
room for fall pigs. All young stuff, no  
old sows now. Come and see them or  
write to Peter Whitaker.