

# The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, AUGUST 29, 1903.

R. F. IRVINE  
Editor and Proprietor.

## Many Men And Boys Can now Save Money

By inspecting our  
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Clothing,  
Shoes :::  
And Hats.

Reduction on the above makes it  
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to as high a standard as our desire would promote  
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the house that keeps the high-  
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ies that is the  
place to  
BUY

Fresh Fruits, Fresh Vegetables,

fresh everything to be had in the market. We  
run our delivery wagon and our aim is  
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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  
see me. I shall take pleasure in giving you all  
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10 to 12 a. m., 2 to 4 p. m.

## WON SECOND RACE

SHAMROCK LOSES BY ONE  
MINUTE, NINETEEN  
SECONDS.

Skipper Makes a Bad Bungle—  
Wind Light at First but Stead-  
ily Increases—Great Ex-  
cursion Fleet—Jocky-  
ing for the Start.

New York, Aug. 25.—In a glorious  
wholesale breeze over a triang-  
ular course, ten miles to a leg, the  
fleet-footed cup defender Reliance,  
again showed her heels to Sir  
Thomas Lipton's challenger, taking  
the second race of the cup series of  
1903 by the narrow margin of one  
minute and 19 seconds. It was as  
pretty and hard-fought contest as  
has ever been sailed off Sandy  
Hook, and had the wind not fallen  
during the last ten minutes, the re-  
cord for the course, three hours 12  
minutes and 15 seconds, made by  
the Columbia two years ago, in her  
memorable race against the Sham-  
rock II, would have been beaten. As  
it was, the Reliance sailed the 30  
miles within two minutes and 39  
seconds of the record, which speaks  
wonderfully of her speed in the  
wind that was blowing.

The Reliance's victory, narrow  
as it was, would have been small-  
er had not Captain Wringe, the  
skipper of the British ship, bungled  
at the start, sending his craft  
over the line 19 seconds after the  
last gun, and handicapping her to  
that extent.

At every point of sailing, the de-  
fender's superiority was demon-  
strated. She gained one minute 55  
seconds in windward work, 40 sec-  
onds on the run to the second mark  
and 45 seconds on the close reach  
for home. Based on the magnifi-  
cent showing she has made in the  
two races already sailed, it is the  
belief of many experts that the cup  
is safe, and it will take something  
better than Fife's latest creation to  
budge it.

An assemblage of excursion ves-  
sels almost as large as that of last  
Saturday poured down through the  
narrows and out into the broad At-  
lantic today to witness the vanis-  
hing glory of the challenger. The  
early morning had held out little  
hope of a race. A smoky haze hung  
over the sea, and the wind was very  
light from the south. But as the  
day wore on, the curtain lifted  
slightly, the wind blew strong and  
clean out of the south and the dan-  
cing swell sparkled under the radi-  
ance of an August sun.

The excursion fleet, like a float-  
ing city built on the floor of the  
ocean, lined up rail to rail in a  
great semi-circle to witness the  
start. The course was a beat due  
south into the wind for ten miles,  
then a broad reach or run, as the  
case might be, off toward the Cho-  
tera banks and thence home again  
to the old red hulled lightship.

The spectators watched the jock-  
eying for the start with eager inter-  
est. It was hair raising to see what  
close company the giant single  
stickers kept. It seemed momen-  
tarily as if the spars and hulls  
would clash, but they wheeled and  
circled like gulls, tacking, gybing  
and putting about, across the line,  
close-hauled for the thresh to wind-  
ward. It was seen that the Amer-  
ican skipper, by his extremely clever  
work, had again outgeneraled his  
rival and secured the weather  
gauge.

Not only was the challenger's  
captain defeated in his effort to se-  
cure the windward berth, but he ac-  
tually failed to cross in time to save  
a handicap, an almost unpardon-  
able offense in a cup contest. Barr  
never relinquished his advantage  
after the start, holding the challeng-  
er under his lee all the way to the  
first mark.

As the clean-limbed racers got  
farther out, the weight of the wind  
steadily increased and the waves  
began to spill froth from their  
green crests. Both boats, with ev-  
ery stitch of canvas set, smashed  
into the seas, heading down in the  
puffs under the press of thousands  
of yards of light canvas until their  
lee rails were awash in the foaming  
brine. Their crews, piled up to  
weather, were repeatedly deluged  
with the showers of the spray sent  
aloft by their shark-like bows.

Slowly, but surely, the thousands  
aboard the observation fleet saw  
that the Reliance was gaining, op-

ening a wider stretch of water be-  
tween her and the challenger. The  
excursion fleet does not go to this  
mark, in obedience to the regula-  
tions laid down to govern its move-  
ments. As soon as the Reliance  
rounded, the patrol flotilla blew  
their whistles and clanging bells in  
the engine rooms sent the whole  
fleet at full speed to leeward of the  
last leg of the course.

There, the vast concourse of  
steam craft lay wallowing in the  
trough of the sea until the yachts,  
bowling along at a terrific pace,  
turned the second mark. The Re-  
liance sailed this leg of ten miles in  
56 minutes 20 seconds. Then the  
fleet started for the finish line,  
steaming a course parallel with that  
of the flying yachts. This last leg  
was covered at roaring speed, the  
Reliance still increasing her lead  
with her wake streaming alee, a  
path of dancing white on the deep  
blue bosom of the sea. Just before  
the finish the wind died down but  
the Reliance went across in ample  
time to win, having covered the ten  
miles in 57 minutes 40 seconds.

There followed the usual riot of  
whistles, mingled with the wail of  
sirens the clang of bells and the  
exultant shouts of patriots and the  
booming of cannon. The Sham-  
rock was about a mile astern and  
crossed 4 minutes and 40 seconds  
later, to a repetition of the noise,  
which had welcomed the Reliance's  
victory.

Though the Reliance had the  
lead of three minutes and fifteen  
seconds, she still lacked six seconds  
of making up the time allowance  
and the difference of one minute  
and twenty-four seconds at the  
start. Officially, the Shamrock III  
was still six seconds ahead of the  
slippery Yankee craft, but it was  
evident that the latter had won the  
race, barring accident.

In a breeze varying from ten to 12  
knots an hour, she had made good  
the time allowance in a ten-mile  
thrust to windward, and there was  
every reason to believe that, in  
reaching and running, which are  
her two strongest points of sailing,  
she would quickly overcome that  
official six seconds.

Both captains broke out balloon  
jib topsails when they squared for  
the second turn. The wind was so  
far aft that they quickly decided  
that, instead of being a broad reach  
as intended, the course to the turn  
was a run. Spinnaker booms were  
guyed out, and the great sails ad-  
ded to the tall reaches of canvas.  
Staysails were taken in and, with  
spinnaker booms guyed well for-  
ward the yachts ran away for turn.

Both were heading off their  
course a bit in order to make their  
spinnakers draw well, and they ran  
that way for half an hour, when the  
Reliance smothered her spinnaker  
and began to set her staysail. Dur-  
ing that time she did not appear to  
have gained an inch, but immedi-  
ately on laying her true course, she  
began to draw away. Ten minutes  
after the Reliance, the Shamrock  
III also took in her spinnaker, set  
her staysail, and headed for the  
mark. With the wind over their  
quarter, both yachts made fast time  
of it, but it was apparent that the  
Reliance was gaining.

The Reliance was leading by  
three minutes and 55 seconds; hav-  
ing gained 40 seconds in the run  
across from the first to the  
second mark. She had overcome  
the time allowance, made good the  
difference at the start, and estab-  
lished a margin to her credit of 34  
seconds.

The Reliance whirled about the  
mark, gybed over, trimmed in her  
sheets, and romped away on a close  
reach toward Sandy Hook lightship  
and the finish line. She was three-  
quarters of a mile away before the  
Shamrock III rounded the mark.  
Both yachts were heading before a  
12-knot wind from south by west  
and were sailing at least one mile  
an hour faster than the wind was  
blowing.

When the Reliance was a quar-  
ter of a mile from the finish line,  
the wind died away considerably,  
but the Shamrock III, came boom-  
ing along carrying a splendid  
breeze, and fast overhauling the  
leader. It looked as though the  
British boat was going to get with-  
in her time limit, but the finish line  
was too close, and the Reliance  
slipped across it with one minute  
and 19 seconds to spare. The Sham-  
rock III finished in a softening  
wind and both boats were taken in  
tow to Sandy Hook.

Wanted.

A good heavy work horse. Apply at  
Benton County lumber yard, Corvallis.

## CLOUDBURST IN IOWA

MANY FAMILIES RESCUED  
WITH GREAT DIFFI-  
CULTY.

Streets Become Torrents, and Stocks  
in Stores Are Damaged Thou-  
sands of Dollars—Vesuvius  
in Eruption—Throw-  
ing Out Hot Stones  
and Lava.

Council Bluffs, Ia., Aug. 26.—  
Two cloudbursts, one at 5:30 this  
afternoon and the other at 9:30 to-  
night, have destroyed hundreds of  
thousands of dollars' worth of prop-  
erty in this city. The storm at 5:  
30 turned the streets of the city in-  
to torrents, and hundreds of fami-  
lies in the lower districts were re-  
moved from their homes with diffi-  
culty. Many business houses were  
flooded by the first storm, and the  
damage to stocks will amount to  
thousands.

The storm at 9:30 raised the wa-  
ter higher than the one earlier in  
the evening and many stocks that  
were not touched by the first flood  
have been badly damaged, so that  
the loss in this city alone is now es-  
timated at half a million dollars.

The rainfall here for the 24 hours  
ending at midnight will amount to  
six inches.

Onawa reported 4.75 inches at  
noon, with all streams out of their  
banks and rain still falling.

The Northwestern Railroad is  
not running a train in or out of the  
city, and reports washouts between  
Ida Grove and Battle Creek, Ia.,  
and between Mapleton and Casta-  
la. The Rock Island and Milwau-  
kee are both tied up and not run-  
ning trains in or out of this city.  
Both roads have had washouts at  
short distance east of this city.

Reports from 25 Southwestern  
Iowa points show that the fall of  
rain has been the heaviest ever  
known over so large an area, and  
that the damage to the corn crop  
cannot be estimated.

Street-car traffic between Council  
Bluffs and Omaha has been sus-  
pended for six hours.

Naples, Aug. 26.—The people of  
Naples and the environs witnessed a  
remarkable spectacle at noon today.  
One thousand feet below the central  
cone of Vesuvius, the volcano opened  
like a huge mouth, out of which  
belched a fiery stream of lava,  
which ran down the side of the  
mountain, and at first seemed to  
menace the observatory. This  
building, however, is protected in  
the direction of the stream by a  
mound of lava 20 feet high, which  
was thrown out during the erup-  
tions of 1895 and 1900.

The eruption occurred without  
any warning whatever of the earth-  
quake, detonation or rain of ashes.  
There was nothing but a clear  
stream of lava and red hot stones,  
which were thrown to a height of  
700 feet, producing an extremely  
beautiful effect seen from Naples.

The stream of lava which is 15  
feet broad, at 11 o'clock had covered  
a distance of 2700 feet. It deviat-  
ed later from the direction of the  
observatory, which is no longer  
menaced. The only danger is for  
the new electric tramway near the  
volcano, which, however, has not  
thus far been touched. The erup-  
tion already seems to be decreasing  
and it is hoped that no damage will  
result from it.

The spectators far enough away  
not to be frightened stood entranced  
at the spectacle, but those nearer to  
the volcano were seized by panic  
when the eruption began and rush-  
ed down from the sides of the  
mountain and from the adjacent  
country to the villages of Portici  
and Resina, which are built over  
the ruins of Herculaneum. The  
alarm in these villages was some-  
what quieted by the mayor affixing  
notices declaring that there was no  
danger.

The chief of police of Naples has  
gone personally to make a tour of  
the villages under Vesuvius, in  
order to reassure the peasants and  
superintend any measures of pro-  
tection which may be deemed nec-  
essary. The superstitious lower  
classes are agitating for the expul-  
sion of Professor Krull, of Munich,  
who predicted the eruption, declar-  
ing that he has the "evil eye."

Boston, Aug. 26.—Lord Brassey,  
eminent authority and president  
of the London Chamber of Com-  
merce, who is here looking over the  
business and shipping interests,  
has expressed the belief that the  
United States with her tremendous  
resources, is undoubtedly destined  
to be a naval power. He predicts  
owing to present conditions, at  
least a partial disarmament on the  
Continent, in France, Germany  
and Russia. "It is only a question  
of time," he said "when the fleets  
of the United States will be raised  
to the first rank. Potentially the  
United States is comparatively the  
greatest naval power in the world.  
She has the greatest resources, and  
it is only a question of policy with  
her."

Columbus, O., Aug. 26.—The  
Democratic convention in session  
to-day endorsed the Kansas City  
platform. The unanimous will of  
the delegates declares for the selec-  
tion of United States senators by  
popular vote. Tom Johnson con-  
trolled the body by a majority  
for governor. This insured the de-  
legation from Ohio to the next  
national convention that will sup-  
port Johnson for President. Unusu-  
al interest was taken in the proceed-  
ings all day, and the support that  
Mayor Johnson secured was even  
surprising to his friends. The leader  
made a speech of some length  
in which he called upon all to re-  
new their industry and bring such  
force to bear that will secure victory  
at the next national election. Mr.  
Johnson was nominated as candi-  
date for governor of Ohio by accla-  
mation.

## 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 Yachina Bay,  
latter tickets good for return until Oc-  
tober 10th.

Three day tickets to Yachina 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 Yachina  
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 Yachina  
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.

## 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: Inavale 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.

## THE OLD RELIABLE

ROYAL  
BAKING  
POWDER  
Absolutely Pure  
THERE IS NO SUBSTITUTE