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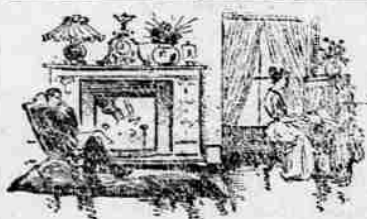
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ON THE VERGE OF WAR

JAPAN READY TO LAND SOLDIERS IN COREA.

Russia Orders Regiments Forward—Reserves Are Being Moved—Japan Will Send an Army of Thirty-five Thousand Troops to Korea—Japan's Strong Army.

Paris, Jan. 6.—The Chefoo correspondent of the Paris edition of the New York Herald cables as follows:

"Eight thousand Japanese troops are about to land at Masampo, and their landing will probably mean war."

"A regiment of Cossacks is expected at Port Arthur. Reserves are being removed from Blagoveshensk, the capital of the Amur province in Eastern Siberia to Tschichar, in Manchuria."

"The position of the troops in Manchuria is being rearranged, but their location is kept secret."

London, Jan. 5.—The Daily Telegraph's Tokyo correspondent says: "The outlook is very warlike. The people are commenting on the absence of Baron De Rosen, the Russian minister to Japan, from public functions for the last few days."

Continuing the correspondent intimates that preparations are being made "for the removal of the seat of government and the headquarters of the army and navy to Hiroshima in the event of hostilities, as occurred during the war with China."

The Daily Mail's Tokyo correspondent reports the suspension of the steamer service from Kobe to Korea, owing to the apprehension that hostilities will soon break out. The correspondent says the rumor that Russia has landed troops at Mokpo proves to be incorrect. The Shanghai correspondent of the Daily Mail learns that General Yuan Shi Kai, the commander-in-chief of the Chinese army and navy, has ordered the cruisers now in the Woussing river to be prepared for war.

The Chefoo correspondent of the Morning post says that in the event of war Wei Hai Wei will be abandoned as useless, as it is not fortified. The correspondent hears that great precautions are being taken by vessels entering Port Arthur, and it is feared that some attempt may be made to sink them and so block the channel.

Paris, Jan. 5.—A dispatch to the Havas agency from Tokio today, says:

"The preparations for the embarkation of two divisions of Japanese troops are continuing actively. The most significant feature of a dispatch from Tokio is the statement that Japan is hastening final preparations for a far more extensive dispatch of troops to Korea than at first contemplated. The government has now decided to send an army of 35,000 men, organized as two divisions, to Korea. This is more than double the strength of the expedition first contemplated, and requires a large fleet of transports and extensive arrangements, which are proceeding rapidly towards completion. The destination of this army is expected to be Southern Korea, particularly Fusan and Masampo."

Ever since Japan scented trouble with Russia, Japan had taken considerable pains not to let that nation know its military strength. At the present moment none outside the war department knows the actual strength of the Mikado's forces. This much is certain, that it is considerable more than it was three years ago; moreover, the organization and general equipment will bear favorable comparison with Great Britain or the United States, indeed, with any nation in the world.

The active force of the standing army at the time the last figures were published was 124,000 men and 4951 officers. This made a total of 128,955. It is safe to assume that it is nearer 200,000 than 100,000 now. This force is divided into 12 divisions, and is the principal fighting power of the active army. Other sections of what is called the

active army are the Imperial Guard of 14,110 officers and men, the Formosan garrison, of 16,387 officers and men, and the gendarmie, 2,664 officers and men. Students and other branches brought the full complement of the active army up to 8,046 officers and 158,214 men, making a total complement of 167,260. With the reserve forces the total strength of the Japanese army three years ago was 632,200 officers and men; it is more now.

Conscription obtains in Japan, all male subjects between the ages of 17 and 40 being liable to military service. There are special exceptions from conscription, but they only apply to rare cases, so the whole nation knows the game of war. And it is anxious to fight.

—Vancouver, B. C., Jan. 5.—"We will fight Japan and China together." According to the latest advices from the Far East this was the declaration in Port Arthur by the Russians who had been ordered to fall back on that port from the interior. Formerly it was only war with Japan they talked of, now it is both countries the Russians aim at defeating, and so secure the supreme power across the Pacific.

Details have also been received here of the Russian attack on Hsin-min-tou, the terminus of the North China railway. They took possession of the sub prefectural city after sharp fighting with the Chinese mounted troops. The latter had to retire on account of the superior number of the enemy. It is stated that the Russian force was at first defeated and driven with a loss to a considerable distance. They fell into an ambush set by the Chinese. Next day the Russians, having been reinforced, returned. They avoided another ambush and compelled the Chinese defenders of the city to retreat precipitately. It is declared that the czar's troops plundered the town and outraged the inhabitants.

London, Jan. 7.—Some of the papers, apparently doubting, from the record of the present government, its ability to deal with such a difficult situation, urge that a plain indication of Great Britain's intention would be most effective in avoiding war.

The Morning Post asks: "What has the government done by way of preparation for a war on a great scale in 1904?"

The Daily Mail wants Russia notified that "under no circumstances will Great Britain permit the Russian Black Sea fleet to pass the Dardanelles and urges the admiralty to see that the navy is quite ready for emergency."

Orders have been issued to the officials of the Siberian railway that freight trains shall carry only coal for Port Arthur. A strong squadron is moored in the harbor of Port Arthur.

Topeka, Kan., Jan. 6.—Rock Island passenger train No. 4 collided with a freight train two miles west of Topeka about 1 o'clock this morning. Engineers and firemen were killed. Over a dozen passengers were fatally hurt.

All the passenger coaches except the last two Pullmans were piled up in a heap. The two trains met squarely in a head-on collision.

Wrecking crews have been sent to the scene of the wreck from Herington and Horton.

Assistant General Superintendent Sutherland said to the Associated press:

"We have no positive information at this hour about the wreck other than that both engineers and both firemen are killed. There are also some passengers killed and injured but we do not know how many."

"The last report we got from Willard was that many people were under the wreckage and that all the cars were wrecked but two."

Philadelphia, Jan. 5.—Acting on the preliminary report of the commission of experts appointed to inspect the theatres in the city, Mayor Weaver today ordered the Lyceum Theatre, a vaudeville playhouse closed. The mayor also ordered the balcony and gallery of the Kensington Theatre, and the balcony of the Grand Opera house closed on account of inadequacy of the exits. The mayor has signified his intention to take immediate action upon the suggestion of the commission with regard to other theatres.

Lost
About Christmas, from Winegar's stable a dark colored shorttailed shepherd dog. Suitable reward. L. N. Edwards. Ballfountain.

SEVERE COLD WEATHER

EASTERN STATES EXPERIENCE A HARD FREEZE-UP.

New York Reports 20 to 30 Below Zero—Massachusetts Sees Thermometers Break When Fifty Degrees Below Is Reached.

New York, Jan. 5.—Dispatches from every section of the state tell of record-breaking cold weather. At a number of points within 12 miles of this city the thermometers marked from 20 to 30 degrees below zero at dawn today. The coldest weather in many years was reported throughout the Adirondack region last night. At Saranac Lake it was 40 below, and Lake Placid 44 below. For the past four nights the thermometer has registered not less than 12 below anywhere and as low as 44 below at some points in Northern New York. An average temperature of 30 below zero prevailed throughout the central and western part of the state.

At several points north of Utica last night the mercury went to 50 below.

The intense cold interfered with all outdoor occupations, and delayed all regular and suburban trains from a few minutes to several hours. The effects of the heavy snow had been overcome, but it was difficult to keep up steam, and many local trains had to be abandoned on account of disabled engines.

Traffic on land and water was in serious trouble. Trans-Atlantic liners arrived looking like spectre ships. Both the East and North rivers were barely navigable, while the Harlem river, for the first time in eight years, was impassable above Macomb's Dam bridge. Ferry boats and tugs were swept out of their course by the drift ice, and every ounce of power in them was required to reach their slips. The boats which land at the Battery had to turn battering rams to part the ice in their slips.

Mails from the West and East were from six to ten hours late. Snow was not to blame for this, so much as the inability of the locomotives to keep up steam under the great outside cold pressure.

The severe weather, too, was the cause of an unusual number of fires. Between 2:30 and 8:30 A. M. 13 alarms were sent in. All were small fires.

Boston, Jan. 5.—Reports from all over New England indicated intense cold today. At Salem, Mass., the harbor was frozen over for the first time in 15 years. From New Hampshire, Keene reported 22 degrees below zero, the lowest in 15 years, while at other places the mercury fell to 45 below. Woods River Junction reported 40 below.

Thermometers in Orange, Mass., burst last night at 50 below zero. At Taunton, Mass., bulbs went down to 44 below. William Patterson was frozen to death in the snow at North Webster last night.

For the first time in ten years the eastern and western passages of Narragansett Bay are closed by ice. The ice has choked up the wharves along the water-front at Newport, R. I., and soldiers walked today from Fort Grable, on Dutch Island, to the west ferry over the ice.

Thermometers in different sections of Rutland, Vt., registered from 40 to 44 below zero today. The Rutland public schools were closed owing to the cold weather.

Topeka, Kan., Jan. 6.—In the Topeka train wreck fourteen passengers were killed and twenty people were seriously injured. None on board the train escaped injury.

A relief train has arrived here with 20 of the most seriously injured and two of the corpses. A second train is coming with the dead and other injured. Another report says that 20 were killed.

The passenger train was 40 minutes late and was running 40 miles an hour when it ran by Willard. The engineers and firemen of both trains jumped and are unhurt. The locomotives and first cars telescoped.

Of the 20 dead only eight have been identified. There are six unidentified children and six unidentified women.

The force of the collision was so great that the smoker jumped high

in the air and landed on the roof of the first chair car. The second chair car telescoped into this. The engines were completely driven into each other.

The single word "carelessness" will sum up the reasons for the tragedy. Instructed to meet a special freight train at Willard, the engineer and conductor of the ill-fated passenger, noting that a freight train stood on the sidetrack at Willard, rushed through, thinking the cars they had seen were the ones which they had been instructed to pass. Failure to scrutinize the number of the engine was directly responsible for the wreck. Had the engineer compared the number of the train at Willard with his orders the catastrophe would have been prevented.

Upon seeing at Willard a freight train on the siding, Engineer Benjamin threw open the throttle and under the impetus of full steam the passenger train leaped out into the darkness and crashed along at a rate which the passengers declare to have been fully 65 miles an hour. Not a note of warning of the fearful impending disaster ever made itself known to the sufferers.

General Superintendent Gruber, of the Rock Island, makes this statement to the Associated Press:

"The engineer of the passenger train had orders to wait at Willard for the special stock train. He passed on, mistaking a freight train on the siding at that station for the extra stock train. Nobody else is to blame, so far as our information goes."

Milwaukee Sentinel: It appears that the limit in the erection of high buildings has not been reached, and there is no telling when it will be. It is reported from New York that contracts will soon be let for the construction on lower Broadway of the "tallest building on earth," with five stories below the street level and 40 stories above ground, with a 60 foot tower surmounting the roof. The increasing value of ground space and the growing business of a congested population forces the projectors of modern structures to build in both directions. The office building of the future will be a combination of rearing tower and sunken shaft—one part a sky scraper, and the other resting somewhere near the brink of the infernal regions. When the limit both ways is reached it is possible the heat from the interior of the earth will be utilized to replace steam boilers in winter, while a hole in the roof will admit air from the frozen altitudes to cool the lower regions in summer.

The proposed new Broadway structure will tower 615 feet above the surface, making it 65 feet higher than the Washington monument which at one time was considered the eighth wonder of the world. The question naturally arises, how high can modern steel methods of construction be carried? When a tall building in New York was torn down a few years ago an examination was made for the purpose of determining the effect of corrosion and so afford a means of estimating the period of time steel constructed buildings could stand in safety. The building had been erected only a few years before, but the corroding process had been so slight as to convince architects there was little danger to be feared from that source. It would seem, therefore, that the problem simply is how high steel may be raised and the structure maintain its perpendicularity. That problem hasn't reached a solution yet, and it may require an awful accident to bring it about. In the mean time there is a chance to speculate as to whether if the people of remote centuries of the past, possessed the art of steel construction, there wouldn't have been another story to tell about the tower of Babel.

London, Jan. 6.—A dispatch to Reuters Telegram Company from Tokio says:

All of the Russian warships recently at Vladivostok are reported to have sailed, probably for Port Arthur. Russia's reply has not been received yet by Japan. There is a strong, widespread tendency to doubt the reports of the alleged conciliatory character of the reply.

New York, Jan. 6.—A report that actual hostilities had broken out between Russia and Japan was said on the stock exchange to have come over the Pacific cable from Manilla to San Francisco.