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CORVALLIS, OREGON, JANUARY 13, 1904.

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Editor and Proprietor.

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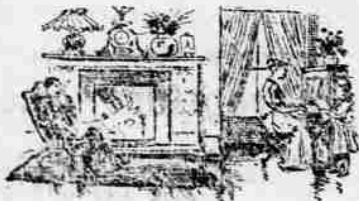
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A VESSEL GOES DOWN

FIFTY-FOUR LIVES ARE SACRIFICED IN THE WRECK.

Seattle-Victoria Steamer Disabled in a Rough Sea—Every Woman and Child on the Vessel Lost—Life Boats Were Useless.

Seattle, Jan. 9.—The Seattle-Victoria steamer Clallam was lost early this morning midway between Smith Island and Dungeness Spit, at least 54 persons losing their lives in the disaster. Every person who put off in the life boats, lowered when it was apparent that the steamer could not live out the terrific gale that was blowing, drowned.

Only those who stayed by the vessel, fighting against the sea for possession, were saved. These persons were compelled to fight desperately for their lives, rushing forward when the vessel turned on her beam ends, clinging frantically to the rails and finally slipping off the sides of the vessel into the water or to a lifeboat that had been lowered. Subsequently they were picked up by the tugs Sea Lion and Holyoke.

It was not the fault of commanding officers nor the men in charge of the lifeboats that the passengers who took to the boats were lost. When the lifeboats were lowered land was in sight, yet the impotent Clallam was unable even to make headway against the gale. Prudence dictated that the passengers and such of the crew needed to navigate the boats by giving the opportunity of saving their lives by the lifeboats. That they failed to reach shore was due entirely to the fact that human strength was but a feeble protest against the fury of the elements.

Had all the passengers and crew remained on board, it is undoubtedly true that most of them would have been lost when the boat turned over and gave up the struggle. Others stronger and better able to care for themselves drowned with the relief tugs standing by waiting to take them aboard.

The Clallam was a staunch, new passenger boat. She left Port Townsend for Victoria yesterday noon, facing a terrific southeast gale. Within sight of her destination a huge sea overwhelmed the little steamer, smashing in her head lights, flooding her hold with water, extinguishing the fires beneath her boilers and placing her at the mercy of a howling gale.

All this happened yesterday afternoon. The culmination of the tragedy was postponed for several agonizing hours. Bravely officers and crew of the helpless hulk worked to save the vessel, and the 80 souls aboard of her, but in vain. Staunch as she was, the Clallam could not stand the terrific onslaught of the seas that raced mountain high from the ocean and just before darkness began to fall, it was resolved to make an attempt to save the passengers at least by the boats.

Two boats were launched and in these some of the passengers were entrusted to the angry waters. The first boat contained only women and children—three deck hands from the Clallam and Captain Lawrence, of Victoria, going off with her. The boat was overwhelmed 600 feet from the Clallam and its occupants shrieked in vain for aid from those aboard the steamer. Not a hand could be raised to aid them. The second boat rowed away into the darkness. On board the Clallam men were seen as the waves tore them from the boat, but later she was still afloat.

The third boat containing only men, swamped in launching.

From that time the members of the crew and the few passengers who had volunteered to remain aboard, devoted themselves to the task of trying to save the vessel. The pumps were impotent and three gangs of bailers were set to work. In spite of their efforts, the water gained on them and they were about to resign themselves to their fate when the Richard Holyoke, one of the six tugs which had been sent to the rescue of the Clallam from Port Townsend, hove in sight. A line was thrown aboard the tug and with her tow she started for Port Townsend. She made fair

progress, and it seemed for a time that the Clallam, with the remainder of her passengers and crew was to be saved. But the hungry seas were not to be cheated of their prey and still more lives were to be sacrificed to the god of the waters. The hull of the Clallam began to give way before the terrific assaults of the waves and the strain of the tow line completed the work the seas had begun.

The tug Sea Lion sighted the Holyoke and her tow about midnight and stood by to assist. At 12:30 the Clallam went on her beam end, began sinking rapidly. At 1:07 she settled and the tow lines were cut. A few minutes later she lurched and disappeared beneath the waves. Only her top works and floating wreckage remained to show that she had ever been. By heroic efforts, the crews of the two tugs saved the lives of nearly all who had remained aboard the Clallam. A few were swept away and perished in the blackness of the storm, with none to heed their shouts and cries.

The closing scene in this, the most terrible tragedy ever known in these waters, was eight miles north of Protection Island, only a short distance north of Port Townsend and approximately 30 miles from Victoria. The Holyoke picked the Clallam up off Smith's Island. The survivors of the wreck were brought to Seattle at 5 o'clock tonight on the steamer Dirigo.

Seattle, Jan. 9.—A Times special from Victoria, B. C., says:

When the steamer Clallam broke down she was within half an hour or less of her wharf here. The hacks and hotel buses were there awaiting her, and then the news came that she had been seen to stop steaming off the point with Victoria in plain view. She had broken down and became unmanageable. None knew what had happened. At 3:20 P. M. she was seen to slow around, and drifted away toward Discovery Island, broadside to the wind. She was wallowing heavily, rolling from beam to beam in a big sea.

Telephone messages were sent to her agent, E. E. Blackwood, who made great efforts to secure a tug to assist her. Failing, owing to the absence of available tugs and the fact that all steamers in port were unable to get up steam in less than five hours, he wired to Port Townsend and the Holyoke and Sea Lion were dispatched.

The steamer Iroquois went from Sidney and searched for hours without seeing anything of her, and in the dark none knew what had befallen the steamer. Then came the news of the disaster, and Victoria is sorrow-stricken. Flags are at half mast, and crowds are thronging newspaper and telegraph offices.

Many Victorians are among the lost. N. P. Shaw is a son-in-law of C. H. Lugin, well known in Seattle. He owned the steamer Ventura, and was head of a big meat business in British Columbia and Dawson.

Captain Livingstone Thompson was Lloyd's surveyor and a prominent Victorian. He was an old military man.

Captain Tom Lawrence was formerly in the Canadian Pacific steamship service, and last year in command of the Yukon steamer Scotia.

Mrs. Galletly and Miss Galletly were wife and daughter of the manager of the bank of Montreal.

Miss Annie Murray was a sister of E. Burns, agent of the Northern Pacific in Seattle, whom she had been visiting.

Miss Diprose was a sister-in-law of W. L. Challoner, the well-known jeweler. She was a Tacoma nurse.

Mexico City, Jan. 8.—At the Les Laureles mines, west of Gaudalajara, a large number of boxes of dynamite which were stored in a powder house exploded, killing 20 men and injuring 40 others.

The detonation of the explosion, it is believed, was heard several leagues, and an American mine-owner working his mines a league away was struck by a rock and killed.

New York World: The quick-step music ordered by Roosevelt to hasten the march of negro veterans at his reception was not, oddly enough, the classic ditty, "All Coons Look Alike to Me."

A MURDER COLLEGE

HOW AND WHERE TO STRIKE VICTIM WITH KNIFE IS TAUGHT PUPILS.

Machine at Last That Is Sure to Fly—Will Go a Mile a Minute in Light Wind—Other News.

Rome, Jan. 2.—As an instance of the way secret societies like the Mafia are organized in Southern Italy, it is worth reporting that the Italian police recently arrested seventy-one persons, all members of a secret organization called the "Malavita," in the city of Foggia.

It was discovered that this society was organized in order to commit all sorts of crimes, from highway robbery to kidnaping. Two schools were founded, one to teach the way to use the knife and the other for pickpockets. An admission fee of a few francs was charged and the members were divided into three classes and promoted from one to the other by a sort of supreme court, with headquarters at Barietta.

The distinctive uniforms of the members consisted of a red scarf to be worn as a belt and a long eurl hanging down the forehead, or a green scarf for those of a lower degree in the society. If any one of the members was arrested, other members volunteered to give perjured testimony in his behalf, while a few more took charge of the witnesses for the prosecution whom they scared by threats into refusing to testify. A special recruiting department was also a feature of the society.

Kalamazoo, Mich., Jan. 3.—Work has been begun here on a large airship designed after the model of the airship invented by James Douglass a farmer of Texas township, near Kalamazoo, and which proved entirely successful on its initial trip in this city a few days ago. The machine will be completed within three months, and it is the intention of the inventor to sail it from Kalamazoo to St. Louis to compete in the airship contest at the Exposition.

The small model tested here last week proved so successful in its operations that the inventor has the greatest confidence in the new machine he is having built and has interested a number of local capitalists to finance the project.

Mr. Douglass's airship is in reality a flying machine, as it depends entirely upon its wings for raising it from the ground and propelling it. No gas is used.

The airship now being built here is thirty-six feet in length and will be constructed entirely of thin sheet steel. The body of the machine is shaped something like a cigar, the deck or upper side being flat, and is about eighteen inches in diameter and five feet wide in the widest part. All the mechanism is placed on the deck. The machine will be operated by two small but powerful turbine engines, using oil for fuel. The engines also are an invention of Mr. Douglass.

In designing his airship the inventor has followed the principle of a bird in its flight. It is equipped with four sets of double wings, which operate in the same manner as those of a bird when flying. When a wing of one set is taking the downward stroke, the other wing takes what is termed a "dead stroke" and revolves into place to take the downward stroke again when the first wing starts on the "dead stroke." Consequently one wing in each set is constantly catching the air and propelling the ship. The wings also revolve rapidly enough to hold the machine in the air. The wings are connected with a central shaft which is revolved by the engines. All connections are bevel-gear.

The steering apparatus is a large sheet-steel fan, composed of several sections, and acts like the tail of a bird. When the machine is ready to alight the tail is set at an angle which causes the ship to circle around in the air, and the slowing of the action of the wings will allow it to gently circle to the ground where it will rest on four pairs of strong steel springs, thus preventing jar.

Judging from the speed made by his smaller model, Mr. Douglass

believes that his new machine will be able to make a mile a minute in a light wind, and that it will carry 500 pounds in addition to its own weight.

The invention of Mr. Douglass is the fruit of thirty years of faithful study of the problems of aerial navigation.

Every detail of the new machine has been carefully considered, and it is quite possible that the honor of being first to make navigation of the air practicable may be secured by a Michigan man. Mr. Douglass's idea has met with the approval of many of the leading authorities on aerial navigation.

Philadelphia, Jan. 8.—The Record tomorrow will say:

The Japanese government has secured an option on the new Turkish cruiser Medjidie, now being hurried to completion at Cramp's shipyards. Both the Russian and Japanese governments have been negotiating with the sultan for the cruiser for a month past, through the Ottoman Bank, an English corporation in Turkey. The latter transacts nearly all the financial business in Turkey, and has practically the control of all the government's cash.

Representatives of Russia and Japan have been working through the bank, bidding higher and higher, as the war fever increased, until it is alleged the Japanese offered \$500,000 more than the cruiser cost, after which the Russian representative withdrew.

The Medjidie cost about \$2,000,000, and the Cramps are under contract to deliver her in Constantinople, when the balance due will be paid. Should the sale be made the cruiser will be turned over immediately to Japanese officers, who are at Seattle awaiting orders from home to proceed to Philadelphia.

The Medjidie on her trial trip developed a speed of 22.24 knots. The guns for her have been made in England, and if the sale is made will be shipped to Japan via the Suez Canal, and mounted in the navy yard at Yokohama. When in commission she will be manned by 400 men and will have a battery of 14 guns.

New York, Jan. 8.—New York World: There was plenty of comedy in the life of 1903 which cropped out in the news.

Miss Francis Pettit, of Galway, N. Y., recovered \$3,000 at law for 1,236 kisses administered during fourteen years by the village blacksmith. Mr. Pugsley, of Mount Vernon, N. Y., had his wife arrested for making him sleep in the chicken coop. Legislators of Stockholm, as a famine measure, proposed an avoirdupois tax on all persons weighing over 125 pounds. Seventy poets in Germany formed a union and demanded at least 10 cents per line for their verses. William W. Black, head critic of the normal school, was tried by the trustees for the alleged inability to smile. At Oberlin college a scholarship student was expelled for kissing a pretty "co ed." A Berlin wife got her divorce on the complaint that her husband wore a wig and that she did not know it before marriage.

In Omaha a woman tenant in a flat-house was enjoined by the court, on the landlord's application, from talking to her neighbors. General Miles found in a Boston bank, with increment, the dollar he deposited and forgot in 1860. Counsel in a Western divorce case invited the jury to feel the wife's muscles for evidence that she could not have thrown furniture about as alleged.

There are more things in the news than are dreamed off in the big-headline philosophy.

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