

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, JANUARY 20, 1904.

R. F. IRVING
Editor and Proprietor.

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A BIG ENTERPRISE.

GREAT TRACT SECURED IN SOUTH FOR FEEDING CATTLE.

Swift and Armour in it—Chicago Packers Propose to Rid Themselves of the Expense of Shipping—The Corvallis Products Trust Will Be Hit.

Chicago, Jan. 15.—The Swifts, the Armour, Nelson Morris and Schwarzschild & Salzberger, "the stockyard family," have purchased 1,000,000 acres of land in Southern Alabama and Northern Florida. The news of the purchase has startled the stockyards, LaSalle street and the railway world. These interests see behind the purchase a move intended to revolutionize the meat industry of America.

The great tract, it is declared, was purchased from the Louisville & Nashville Railway at an average price of \$7.75 an acre, making the total money consideration \$3,750,000. It is declared that the great Chicago packers intend to establish on the reclaimed swamp land and the pine lands of Georgia and Florida, the greatest cattle-feeding ground in the world, and to escape from rates and double hauls, "the local" rates, between Montana and Chicago and Chicago and New York, in short, to rid themselves of the great expense of shipping, and to fatten cattle on *cas-ava*.

It is said, before the purchase was consummated, an agreement was reached by the agents of the packers with the Alabama agricultural commission in regard to lands which were held by the Louisville & Nashville railway on government grants. The industrial commission, it is said, saw in the move the opening of a new era for the South, the acquisition of a great part of the cattle raising industry of the West. The secret of the whole deal lies in one word—*cas-ava*. The word *cas-ava* in connection with the deal has startled the LaSalle street men and shocked the corn-products trust. *Cas-ava* is a shrubby plant. It has a flesh root which produces a digestible starch. It is also called manioc.

It was upon this plant that the deal hinged, and it is upon this plant, so the authorities declare, that the future of the South now rests. The plant has been found to flourish in the regions of Southern Alabama. It is declared to be the greatest fattening agent for cattle yet discovered.

The Chicago packers have agreed with the Alabama agricultural commission, it is asserted, to plant the 1,000,000 acres in *cas-ava*, and to feed cattle on it.

The corn-products trust is interested, because it is said the packers intend, in connection with their feeding ground, to establish great starch factories, and to manufacture starch and other products of the *cas-ava* root and put them in the field in competition with the corn products of the trust.

New York, Jan. 15.—Another suit has been by formal service of papers, added to the list of actions resulting from the collapse of the United States Shipbuilding company. The latest is one brought by the Commonwealth Trust Company of the republic, to determine its liability to some of its holders of interim stock certificates distributed, it is alleged, by John W. Young who promised the underwriting in Paris. Some of the certificate holders allege that the trust company of the republic promised to exchange their certificates for stocks and bonds, but the Trust Company's successor, it has been asserted, repudiated the alleged promise, and desires the matter to be settled by the supreme court in a blanket action.

Vienna, Jan. 15.—The *Allgemeine Zeitung* says that Duke Philip of Orleans is seeking a divorce, and that he has petitioned the curia for a dispensation to enable him to marry the daughter of a great American noble. The *Allgemeine Zeitung* asserts the duke consulted the leading members of the royalist party last summer, and informed them of his intention, giving as a reason that his present union was

childless, and he desired to continue the royal line.

The royalists, headed by Emperor Francis Joseph, endeavored to dissuade the duke from taking the action he proposed, and pointed out to him that his divorce and remarriage would scandalize Catholic circles in France, the chief supporters of the royalist cause.

It at first appeared that the duke acquiesced in the wishes of his followers, but he now renews his request to the curia, urging the nullification of his marriage on the ground that he was forced into the union.

The noble woman whom the duke desires to marry is said to be Princess Clementine, daughter of Pauline, Princess de Metternich-Sandor. She is described as a brilliant violinist, and one of the most fascinating figures in Vienna society.

The report has caused a sensation in court circles, and the course attributed to the duke is severely condemned. It is said the strong devotion of the Archduchess to duty is displeasing to the duke. The Archduchess has repeatedly tried to induce the duke to live as a more consistent claim to the throne of France.

It is said the development of the case will depend upon the decision of the curia.

Duke Louis Phillip Robert, head of the Bourbon-Orleans house, married in 1896 Archduchess Marie Dorothea of Austria.

Whatcom, Wash., Jan. 16.—While drying some new powder of his own invention in the building which he uses as a postoffice, at Geneva, last evening, Postmaster G. W. Slater, set it near the stove. When the explosion came, it blew the postmaster and Mrs. Frank Hatt, who were in the building, through a window, took the rear of the building out, and so badly burned Mrs Slater that she started for a nearby lake with the intention of throwing herself into the water, but was caught by people rushing to the scene and forcibly prevented.

Salem, Or., Jan. 16.—The supreme court at 2 o'clock this afternoon denied a petition for the writ of probable cause in the case of the state of Oregon vs. Pleasant Armstrong. The only course the defense now has to pursue is to take the case to the Federal court by a writ of habeas corpus.

Albany, N. Y., Jan. 16.—Attorney General Cullen has received a communication from a man in Michigan, who inquires whether electrocution is an effective punishment for the crime of murder. The attorney-general in reply stated that so far as he is aware no man who has suffered that punishment ever again committed murder or any other crime.

Chicago, Jan. 16.—A dispatch to the Record-Herald from Winnemucca, Nev., says: Workmen engaged in digging gravel here have uncovered, at a depth of about 12 feet, a number of bones that once were parts of the skeleton of a gigantic human being. Dr. Samuels pronounced them the bones of a man who must have been nearly 11 feet in height.

Salem, Or., Jan. 13.—State Printer Whitney has just completed the task of setting up and running off 1500 copies of the general laws, as enacted by the special session of the legislature. The book is composed of only 50 pages.

He is now ready to go to work on the special laws, which will make about 200 pages. The journals of the two branches of the session will not be ready for the printer for about two months.

The 43d volume of the Oregon Supreme Court Reports is now in the hands of the state printer, and is well under way. For the first time in several years the supreme court reports are being set up by hand composition, they having heretofore been set up by machine. The hand composition is the more expensive by about \$250 or \$350 per volume, but more satisfactory.

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W. W. Holgate,

KENNEDY NOT GUILTY, JURY BRINGS IN VERDICT OF ACQUITTAL.

Decision Rendered in Early Morning—Engineers Report Against Further Improvement of Yaquina Bay.

Hillsboro, Or., Jan. 17.—Rev. Richard H. Kennedy, the Congregational minister, has been acquitted of the charge of having entered the house of E. H. Warren, a slight distance east of Hillsboro, on the early morning of September 1, and committing a burglary. The jury was out until about 4:30 this morning, when they agreed and signed a sealed verdict.

Just as soon as it was known that an agreement had been effected Mr. Kennedy was apprised of the fact. It had come to light that the verdict was acquittal, and the minister was greatly affected.

Court convened this morning and the verdict was read in the presence of the defendant and the attorneys for the state and defense. The street report has it that the first ballot stood seven for acquittal and five for conviction.

Washington, D. C., Jan. 16.—Copies of the report of the special board of army engineers, recommending against further appropriations for extending the jetties at the entrance to Yaquina Bay, have just been received from the printer. It was the report of this board that was approved by the engineer board of review and by the chief of engineers, and the unanimous recommendation will, no doubt, prevent any further appropriation for jetties at Yaquina, at least so far as the present congress is concerned.

The board, which consisted of Lieutenant-Colonel W. H. Heuer, Major John Millis and Major W. C. Langfit, reviewed the history of the Yaquina improvement, showing that from the commencement of the work in 1880 up to 1894, \$685,000 was made available for improving this waterway.

Two converging jetties were built of rubblestone, the north being 2,800 feet long and the south 374 feet long. The outer ends were kept at a distance of 1000 feet. The project contemplated a resulting depth of 17 feet at high water, a gain of 7 feet over previous existing depths. This increase was obtained in 1892, and has since been practically maintained. At times this depth is for very short periods. Decreased a foot or two through severe storm action, afterward to be again recovered. At the time of the visit of the board the least depth on the bar was somewhat over 17 feet at mean high water. The crest of this bar is found about 2500 feet beyond the end of the jetties. At about 2000 feet inside the line joining these ends is found an inner bar with about sixteen feet depth at mean low water, and farther up the bay there are other shoals separating areas of deeper water. In other words, should much increase in depth of water be obtained on the outer bar improvement of these inner bars or shoals would also be necessary, adding a very considerable item of expense.

The total area of harbor room over 18 feet in depth is only about one-third of a square mile, and much of this area is too narrow for anchorage room. Since the last work of jetty extension in 1894-5 there has been but little money available for maintenance, and such work was really not considered necessary. As a result, trestle, approaches, wharves, etc., through natural causes of decay, are now practically worthless for any future operations. The plant, being largely worn-out at cessation of operations, is nearly worthless and of antiquated patterns. The rubble mounds forming the jetties have so far maintained themselves in efficient condition, though the outer ends for some distance have been beaten down by the sea. This is, of course, unavoidable and to be expected.

Between the ends of the jetties and the crest of the bar and extending directly across the channel is found bed rock, the depth to which at mean low water is but 18 to 19 feet. To get a channel entrance of greater depth than this would re-

quire the removal of a very large area of this rock at a correspondingly great cost. Particularly, then, the presence of this rock limits the amount of improvement obtainable.

CORVALLIS MAN ABROAD.

W. A. Wells Writes Interestingly of Tucson, Arizona and His Visit There.

TO THE TIMES:—

On the 9th day of last December, I took the C. & E. train at Corvallis, with Tucson, Arizona, as my destination, the temporary change of location being for reasons of health. It was on Sunday morning, the 13th, that I arrived here, and went to Hotel St. Augustine, a building that was formerly a church of the same name, until I could secure permanent apartments in a more quiet quarter. I am now at 141 South Stone avenue, Tucson, Arizona.

Tucson is one of the oldest cities in the United States, and a place with a past rich in the adventures of the Spanish conquerors and of the American invaders who came to the South west after the Gadsden purchase. As early as 1649 the missionaries from Sonora penetrated Arizona as far north as the Gila river and established missions at Tubac and Xavier. The old Xavier mission was established by Jesuit priests in 1649. The old church is a very interesting structure with its decorations of the seventeenth century, its wall paintings, its fantastic facade, and half ruined towers. In the valley, nine miles north of this old church, or mission, the Spaniards built a post to protect their settlements from the Apache invasions, and the small village, which grew up around the soldiers' barracks was called Tucson, a name which the Indians applied to the watering place in the valley near the town. Tucson remained an outpost for almost two hundred years, peopled by the most venturesome Mexicans and Spaniards.

In 1853 came the Gadsden purchase, which added the territory in which Tucson is located to the United States. This was followed by an American invasion, and Tucson became a station for the overland mail and the largest and most important trading post in Arizona, a distinction which she has held down to this day. On many occasions after the American occupation the savage Apaches terrified the inhabitants of the town and were driven off by the troops stationed at Tucson and the forts in the valley. In 1884 the Southern Pacific railroad was completed, the soldiers marched away and the Americanizing and modernizing of Tucson began. Tucson, the social and commercial center of Southern Arizona, is situated on the main line of the S. P. railway, about midway across the territory. It is about 300 miles east of Los Angeles. It has direct connections with El Paso and New Orleans by the S. P. Railway, with St. Louis by the Iron Mountain and Texas and Pacific to El Paso. The city of Tucson nestles at the foot of the Tucson mountains, on the western edge of a broad and beautiful valley. It has an altitude of 2400 feet above sea level, and its atmosphere is always dry and pure, on the north and east, at a distance varying from ten to thirty miles, are mountains, reaching a height of more than 10,000 feet. On account of the clearness of the air these mountains seem marvelously close.

During the day there is a continued play of light and shade across them, and in the morning and evening they are bathed in a flood of mellow colors, whose varying shades one never tires of watching. Such a wealth of beautiful coloring is never seen except in high altitudes, with an atmosphere of remarkable purity, and is almost beyond the conception of one who has always lived in the prosaic East. Tucson is known far and wide for two quite distinct reasons: First, as a pleasure and health resort, and second, as the center of the extensive agricultural stock-raising and mining industries of Southern Arizona. It is claimed for the nine colder months of the year Tucson is an ideal city in which to live. The climate may be compared to that of Italy. There is but little frost. The sun shines nearly the whole time, and rainy days are extremely rare. Flowers bloom during the entire winter, and much of the shrubbery

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