

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY

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CORVALLIS, OREGON, JULY 23, 1904.

R. F. INGRAM,
Editor and Proprietor.

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KILLED IN A CRASH

TWENTY-FOUR PICNICKERS THE VICTIMS IN A RAIL- ROAD DISASTER NEAR CHICAGO.

Fifty Persons Were Also Injured—
Train Dashes Head-On Into a
Heavy Coal Train on Their
Return from a Church
Outing.

Chicago, July 15.—An excursion train on the Chicago and Eastern Illinois Railroad, which was hurrying back to the city with one thousand and one hundred and thirty-five persons on board, crashed into a freight train between Chicago Heights and Glenwood at 7 o'clock tonight. Twenty-four persons were killed and fifty injured. Among the dead are many women and children.

The Sunday-school children and their children assembled at the chapel this morning. A special train on the Chicago and Eastern Illinois, consisting of ten coaches and a baggage car, had been chartered. Under the direction of Supt. Booth, of the Sunday school, they boarded the train at Thirty-first street and in three hours were on the banks of the Kankakee river, at Momence, Ill. It was 4:30 when the first travelers returned to the coaches and the trip back to the city began.

All went well until Chicago Heights, twenty-five miles south of the city, was reached. There the conductor received orders to switch the train to the west track, which is the regular south-bound track. The orders read that the track would be clear to Glenwood, three miles north. In a few minutes the train was under full speed on the northward journey.

Scarcely two miles had been covered when, rounding a curve, the rear half of a coal and freight train was encountered. The freight was attempting to put off the track on a siding, but had broken in two. Before the train men could get the rear cars off the track the excursion struck them. The engine ploughed through the coaches and left the freight cars.

The baggage car was lifted high in the air and tossed on top of the first coach. This coach was shattered and demolished. The second and third coaches were telescoped and shattered.

Then ensued a scene of panic and injury. Women and children, injured and dying, screamed in terror. Many were pinioned beneath wreckage in the first two coaches. Fire was communicated from the engine to the wreck of the baggage car, but it was fortunately extinguished by the passengers before it reached the dead and dying. Nearly all those in the six rear coaches were thrown from their seats, and many were cut by shattered glass. Beyond this but few were injured in these coaches.

The men on the train began the work of rescue led by the trainmen. The freight engine was sent to Glenwood, where all was summoned, from Chicago and Chicago Heights. With the aid of axes and iron bars the dead and injured were released and placed on the grass beside the track.

Darkness had by this time spread over the scene and bonfires were made beside the wrecked coaches, for the purpose of illumination. Fully 600 women and children, weeping hysterically, surrounded the rescuers. In half an hour the physicians from Chicago Heights were on the ground, and a special relief train from Chicago was on the way. Nearly all the dead were under the first coach. The majority of the injured were in the second.

The work of rescue was not completed until the men of the relief train had put into two hours of hard work. Twenty-four dead bodies were beside the track, and ten of the injured are said to have received mortal hurts. It was midnight when the relief train, with the living and dead, steamed into the Englewood station.

There twenty of the injured were transferred to hospitals. At Thirty-first street the hysterical and panic-stricken women and children who escaped with their lives got off. A crowd of 5,000 friends received

them with open arms. All the dead were sent to a downtown morgue. Dr. A. R. Brubage said: "The scene at the wreck was the most heart-rending I ever witnessed. Five hundred children and half as many women were running around the cars screaming with fright. Now and then some of the children would recognize the body of one of their companions as it was carried from the wreckage of the first passenger coach and run up and caress it. Mothers gathered their little ones and ran off into the fields to escape the sights."

Many women were parted from their children in the confusion and impeded the work of rescue. Hundreds fainted and were cared for by their companions. Whole families were wiped out in the disaster. Charles Stewart, his wife and child, were among the first victims taken from the wreck. They were recognized almost immediately and identified by their neighbors.

Edward Ecklund, his wife and two children composed another family that were wiped in the wreck. They, as well as the Stewarts, were passengers in the first coach of the wrecked train, and were killed almost instantly. It is said that the track would have been clear had the freight train not broken at the critical moment when it was leaving the track.

Portland, July 18.—Oregon Journal: Sheriff P. McClelland of Roseburg is in the city today and reports the capture yesterday at Roseburg of J. R. Williams, who is the supposed murderer of a woman at Grants Pass last week. The woman was found in her home, with her head broken to jelly. The description of Williams was sent out and when Sheriff McClelland yesterday met Williams on the street of Roseburg he noted a flaw in the man's right eye that answered to one of the two main points in the description. The other point was two front teeth filled with gold. McClelland stepped up to the stranger and took hold of his chin with the remark: "Let me see your teeth." Williams reached for his revolver, but the sheriff had the "drop" on him, and with the assistance of two bystanders arrested him. The sheriff of Josephine county was notified by wire and came to Roseburg on the first train. He identified Williams as the suspect. A little girl who was carrying milk to the house of the murdered woman at the time the crime was committed is the most important witness in the case.

Tokio, July 20.—The Vladivostok squadron has overhauled a Japanese steamer eastward of Tsugaru Straits. The name of the vessel captured and her fate has not yet been learned.

The Vladivostok squadron, unaccompanied by torpedo boats, entered the Pacific Ocean today at 7 o'clock. Its destination is unknown, but it is suggested it possibly plans to raid the east coast of Japan and then either return to Vladivostok, escaping to the southward, or attempting to form a junction with the Port Arthur fleet. The squadron was discovered in the Straits of Tsugaru at 3 o'clock this morning, steaming rapidly eastward.

At 3 a. m. it was reported off Tappi Cape, and at 7 a. m. observers at Hakkodate discovered and reported to Tokio that it was then steaming east.

Warnings have gone out to the shipping along the eastern coast of Japan and merchantmen are hurriedly seeking cover. It is expected that most of the shipping will be warned before the Russian ships can do much damage, if a raid is intended.

Ordinarily, a lack of coal would prevent an extended cruise, but it is possible that the Russians possess a collier at a rendezvous in the Pacific Ocean.

London, July 20.—The Daily Chronicle this morning publishes a dispatch from its Yinkaw correspondent under date of July 19, saying that the reinforcements for which General Oku has been waiting are now being disembarked under the protection of seven Japanese cruisers.

A fresh landing of troops, the dispatch says, is also being effected to the north of Port Arthur, and important events may be looked for this week.

Wall paper at Blackledge's store.

STRIKE IS OFF

PACKERS AND UNION AGREE TO ARBITRATION.

Strikers Resume Work at Once—
All Are to Be Re-Employed in
Forty-Five Days—Board
Will Be Composed of

Only Three Men—
Other News.

Chicago, July 20.—The strike of the packing-house employes begun nine days ago, and which has demoralized the packing industry through the country, was settled here tonight at a conference between representatives of the packers, officials of the Meatcutters' Union and representatives of all the allied trades employed at the stockyards. The whole controversy will be submitted to a board of arbitration, both sides agreeing to abide by whatever decision this board may reach.

Pending the decision of the arbitration board, the men will be taken back to work as rapidly as possible by the packers, and it is agreed by the packers that all the old employes are to be re-instated within 45 days from the date work is resumed. If any of the former employes are still unemployed at the expiration of that time, such persons are to have the privilege of submitting their cases to the arbitration board for settlement.

The strikers will return to work as soon as they can be notified of the peaceable adjustment of the trouble, and it is expected that by Friday morning everything will be in normal shape at all the plants in the different cities where the employes were on strike.

Half an hour after the decision had been reached tonight to arbitrate, M. J. Donnelly, the strike leader, had got into communication by long-distance telephone with the leaders of the strikers in outside cities, and had notified them that a satisfactory settlement had been reached and directed the strikers to return to work as soon as possible.

The settlement of the difficulty by arbitration was brought by the allied craft of the stockyards, who would have become involved in the controversy had it continued much longer. The representatives of these unions which represent about 14,000 men, got together yesterday and sent a final appeal to the packers asking for a three-sided conference today between the packers, the strikers and themselves, in a final effort to arrange some sort of agreement which would prevent the strike spreading to the affiliated unions. The appeal of the allied trades unions received a favorable response from the packers, and today's conference was the result.

The agreement reached at tonight's conference is practically the same as the proposition made last Saturday to the packers by Mr. Donnelly. The only difference is that in Saturday's communication, Mr. Donnelly insisted that the strikers be taken back to work within seven days. This the packers refused, although they accepted every other demand made by Mr. Donnelly. When the men return to work it will be under exactly the same conditions as prevailed before the strike was declared, with the exception that the question of a wage scale will be decided by arbitration. The old wage scale under which the union worked last year expired May 28. Since that time numerous conferences have been held between the packers and the union in an effort to settle upon a new schedule, but without advance. Nine days ago it was decided to call a strike bringing the employers to terms.

Truro, Cornwall, July 20.—Mrs. Maybrick is free. She left here at 11:43 today on her way to France. Mrs. Maybrick's imprisonment was not terminated with the clanging of doors at Aylesbury prison, where she spent more than fourteen years of her life. It closed before the doors of the white convent of the Sisterhood of the Epiphany in this little town, with the black-robed sisters softly uttering their blessings and good wishes for her future. With two companions, Mrs. Maybrick entered the carriage of Miss Dalrymple, secretary of the sisterhood, and was driven rapidly to

Staubel, a small station 14 miles away, where, after exchanging good-byes with her companions, she boarded a train and started on her journey to France. She will not go to America until her presence there is considered imperatively necessary.

St. Louis, Mo., July 13.—The Philippine courts would be a paradise for American newspapers, declares Judge T. Norris, of Capiz, Panay Island. He is judge of the district court established there under American occupation, and after an absence of five years is visiting his former home in this city.

"We have stories every day that would be sensations in our home courts," he continued. "I had a case only a short time ago where a man killed his wife, his daughters, his servants and his fighting-cooks with his bolo. He was brought before me and sentenced to death by the garrote, which strangles the victim and at the same time pierces the spinal column with a sharp steel, inducing death. I deem it more humane than hanging."

"Om Pong," a bandit, killed 13 women near Capiz in order that his daughter, who recently died, might have company on her heavenly journey. When I left the island the native constabulary were hunting for him.

"Our courts, I fear, would seem a little irregular to an American lawyer, yet we manage to dispense justice in a pretty fair way, and as was never known before in the island. The court is the whole thing. There is no jury, even in capital cases. I personally convicted and sentenced six prisoners to death. The proceedings of the courts are in Spanish, which requires two interpreters. A reporter and myself complete the court. The testimony generally is all in the native tongue. This is interpreted into Spanish, and then by another interpreter translated to me.

"The code of the Philippine courts is still the old Spanish code, which establishes the death penalty for many offenses. Offenses against charity are dismissed upon the forgiveness of the woman; the court having no discretion. The first case of that kind which I had was that of a brown-skin girl named Lolo against a young Filipino named Antonio. The first question asked by the defendant's counsel was 'Lolo, do you forgive Antonio?' The girl said 'Yes,' and they all got up and marched out of court. I did not understand the procedure and was going to have them brought back, until the interpreter explained the matter to me.

"Nearly all our attorneys are natives and are looked up to by the common people. They are shrewd and smart, but never object to any evidence presented or motions made, consequently the court is overloaded with motions, there being no way to shut them off. Admission to the bar is by examination before an American commissioner and two native lawyers appointed as examiners."

At Kings Valley.

The rain has been very beneficial to gardens and spring grains.

Wild black berries are ripe and a great many have been going up the Luckiamute camping until they get a supply.

Monday there was a crew of about a dozen men with camping outfit went up the Luckiamute. They have camped about three miles below Spaulding's logging camp. They are surveying for the Capitol Lumber Company and their object is to survey for a railroad to strike the timber on the Upper Luckiamute and then on to the Siletz basin.

Mrs. Ella Wells and daughter are visiting relatives in the valley.

Binding has begun in the valley and will be general next week.

The grain is not up to the average.

Mr. Logan, the new miller, has just received a large shipment of new machinery for the mill. He is going to put in the sifter process and make the mill first-class in every respect.

Howard Bush has been running his disc plow for several days plowing the land which he mowed for hay.

UNO.

Kitchen cabinets just received at Hollenberg and Cady's.

L. G. ALTMAN, M. D.

Homeopathist

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