

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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CORVALLIS, OREGON, JULY 26, 1905.

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All appeal to the thrifty housewife who wants the very best groceries for the least money.

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TERRIBLE EXPLOSION

ON GUNBOAT BENNINGTON WHOSE BOILERS EXPLODE IN SAN DIEGO HARBOR.

Thirty-Nine Killed, Twice as Many Wounded—Bodies Flung High In Air—Many Bodies Are Wedged in Wreckage—Other News.

San Diego, Cal., July 21.—Broken and blackened, with her flag flying at half-mast, her hold filled with 15 feet of water, the United States ship Bennington lies beached on the shores of San Diego harbor. Thirty-nine of her crew lie dead at city morgues, the fate of a dozen more is as yet undetermined, and three score are stretched upon beds of pain in various hospitals. This is the result of the explosion which wrecked the trim little naval craft and wrought such terrible havoc among the crew at half-past 10 o'clock this morning.

Twenty-one dead bodies lie ranged with gruesome precision at Davis & Anderson's morgue. The st'g forms were outlined in immaculate winding sheets, the terrible results of scalding steam upon the faces fully hidden beneath the folds. Thirteen victims were stretched upon improvised biers at Johnson & Connell's morgue, while five others were to be seen at Woolman & Bradley's. At the two latter places the work of the explosion was terribly in evidence. The face of every victim is scarred and scalded, in many cases almost beyond recognition.

At Agnew's hospital tonight are many injured, suffering in almost every instance from scalded bodies. Several are expected to succumb to their injuries before the night is over.

On board the Bennington the unharmed members of the crew are working under great difficulties to reach the boiler room and coal bunkers, where, it is believed, a dozen bodies are lying wedged in the wreckage or submerged in the water which fills that part of the vessel.

The cause of the explosion has not yet been determined. There is much talk among the crew, especially the irresponsible members, of weakened and leaking boilers, but until a thorough inspection of the wrecked boilers can be made no official statement is obtainable.

The Bennington at the time of the accident was lying in the stream just off the Commercial wharf at the foot of H street. The warship had received orders from the navy department at Washington to sail this morning for Port Harford, where she was to meet the monitor Wyoming and convey the vessel to Mare Island navy-yard. Steam was up and everything was in readiness for sailing, when suddenly and without any warning whatever the starboard forward boiler exploded with a deafening roar. The explosion was terrific. People standing on the shore saw a huge cloud of white steam rise above the Bennington. Columns of water were hurled into the air and for a distance of nearly twice the height of the spars of the vessel.

It was immediately apparent that an awful disaster of some kind had happened. The ferryboat Ramona was coming across the bay at the time of the accident. Captain Bertelsen, of the Ramona, immediately gave orders to change the course of the boat and, instead of continuing his trip to the San Diego side of the bay, hurried to the aid of the stricken warship. The tug Santa Fe, the launch McKinley, the government launch General DeRussey and a large number of other launches and water craft which were near the scene at the time also rushed to the assistance of the Bennington and endeavored to lend every assistance possible.

By the time the Ramona had arrived, many of the sailors of the Bennington, who had jumped into the bay to escape the scalding steam had been rescued, and the removal of the wounded, which had already commenced, was being conducted in perfect order.

On board the Bennington were presented terrible scenes. The force of the explosion had torn a great hole in the starboard side of the ship and the vessel was already commencing to list. A section of

the upper deck was carried away from stem to stern. Blood and wreckage were distributed over the entire ship, the after cabin and the vicinity of the ship adjacent to the exploded boiler resembling a charnel house. Over it all hung the great cloud of white smoke, which drifted slowly toward the Coronado shore.

The news of the explosion spread over the city like wild fire. Every physician who could be reached by telephone was called to the water front. Within a comparatively short time nearly a dozen physicians were on the scene and attending the wounded.

A dozen or 15 were blown overboard by the force of the terrific explosion. Captain Wentworth, who was looking at the Bennington when the disaster occurred, says he saw human bodies hurled over a hundred feet upward. The air was black with smoke, which enveloped the ship. When it cleared away only a few men could be seen on the decks, while a number were floundering in the water. A boat was lowered from the vessel's side and most of them were picked up and taken on board.

Tokio, July 21. A special telegram from Otrru says that the Russians defeated at Daline were about 500 strong, with six field and three machine guns, and taking the fullest advantage of the topographical character of the district, offered the most desperate resistance. The Russian position were hidden among a thick forest, and it was impossible for the Japanese gunners to make a correct observation. The cannonade, however, was opened by the Japanese at 6 o'clock in the morning and kept up until dusk. The Japanese infantry, gradually gaining ground, closed in on the enemy's line of defense, and awaited an opportunity for the final charge.

It was nearly two hours past midnight when the enemy's first line of defense, strengthened by barricades and trenches was taken. This success was vigorously followed up, but it was not until 9 o'clock on the morning of July 3 that the enemy was driven out of the second line of his defense and victory secured, with trophies of four field and one machine gun. The features of the ground exposed the Japanese assailants to a great disadvantage and risks.

It was believed that owing to the short supplies of ammunition and provisions the Russians at Sakhalin could not hold out much longer.

Washington, July 23.—Officials of the bureau of navigation were at the navy department throughout today to receive telegrams from San Diego regarding the Bennington disaster. Acting Secretary Darling sent to the president copies of all telegrams received from the naval officials at San Diego, and a full account of all that the department has done.

Rear-Admiral Goodrich, commander-in-chief of the Pacific station, who is expected to reach San Diego Thursday, is clothed by the regulations with full authority to order such investigation as he may deem necessary, either by a board of officers, or by a board of inquiry, which will determine what further action may be necessary.

With his flag-ship, the Chicago, and the Iris at San Diego, Admiral Goodrich will have a sufficient number of officers from which to appoint an investigating board.

In telegrams coming to the department over night from Captain Drake, that officer announced that he expected eventually to float the Bennington.

Racine, Wis., July 23.—With a roar that was heard five miles, a tornado struck the northern part of Racine county today, killing two men and damaging property and crops to the extent of \$100,000.

The storm came from the southwest, and its first dip struck the large barn of Adolph Meisner, which was torn to pieces. Trees were uprooted and fences blown away. For miles trees can be seen uprooted and fences down.

At a farm in Thompsonville, a workman whose name is not known was struck and killed. Near Union Grove, Adam Hunter, an old farmer, was picked up by the storm and his neck broken. At the Haumerson brickyard lightning struck a shed and six men were stunned.

OIL TANKS ON FIRE

LIGHTNING BOLT SETS OIL ON FIRE IN A TEXAS TOWN.

One Hundred Teams Are Cremated—Much Property Is Destroyed and Fifty Men Not Accounted For.

Humble, Tex., July 23.—Fire started today in a tank belonging to the Texas Oil company, caused by lightning striking the oil. The fire was held under control all the afternoon, but began to spread tonight. At 12:30 o'clock tonight 11 of the 12 great tanks were ablaze and over 1,000,000 barrels of oil consumed. Fifty men are surrounded by the flames and their fate is unknown. One hundred teams are known to be cremated, and a number of families have been burned out of house and home.

At 1:20 the fire is still beyond control, all the tanks of the Texas company having caught. Loss of life among the men handling the tanks is reported, but cannot be verified before morning. There will be considerable loss of property besides that of the oil, which in itself may run up to 3,000,000 or 4,000,000 barrels, worth \$250,000 per million barrels.

2 A. M.—There is still no confirmation of any loss in the fire. The 12 tanks of the Texas company at 2 o'clock this morning are all ablaze, and the entire lot will be consumed. Little rivulets of burning oil are running toward the oil field proper, but a heavy rain has been falling, and an electric storm raging, the water serving to keep the derricks from burning. The workmen have all fled from the field. The town itself is filled with refugees.

Humble, Tex., July 4.—Covering an area three-quarters of a mile square, with a great canopy of smoke covering two square miles, the oil tanks of the Texas company continue to boil and bubble under the great heat of the burning oil, the fire having burned all night. When it can be extinguished, no one guesses. Certainly not until it has burned all the oil in the 12 big tanks, which held 2,500,000 barrels, when lightning struck them Sunday afternoon.

It is now known that five of the negro workmen perished, and rumors place the number of dead as high as 50, although this cannot be confirmed. There are hundreds of homeless people, many of them only awaiting a train to go to Houston for shelter. They were living in tents and shacks in the field, and fled for their lives to the town, away from danger.

They left all their belongings and they have been destroyed by fire which runs out toward the oil fields though it has not yet been communicated to any of the derricks and wells.

During the whole of the night there was a heavy downpour of rain, and this covered the ground with a sheet of water, coating which is a thick film of oil. If this waste oil catches fire, then it is probable that the tanks of the Guffey company, the Sun company, and the smaller owners may go. These tanks hold 4,500,000 barrels of oil. Shortly after the big tank began to blaze, 200 workmen with 75 mules were hurried to the place to throw up earthen embankments to confine the fire to the tank where it originated. Suddenly the oil gave an upheaval, bubbled and lifted a great mass of the burning fluid bodily out of the tank, and the fire was communicated to three other tanks.

The burning oil caught the men and mules and hemmed them in. There was a wild scramble for safety, men deserting the scrapers and running and fleeing. Some of them mounted mules and rode out, but at least 40 of the mules balked and were cremated.

Five negroes were seen to go down, and it is not believed possible that they could have escaped. While all of the men have not been accounted for, these five are all that are certainly known to have perished.

At 4 o'clock this morning fire broke out in the steel tanks of the Texas company at the pumping station, a mile from the original

fire. What damage is being done cannot be ascertained yet, because it is impossible to reach that part of the field.

Tokio, July 21.—Four hundred and sixty-one prisoners have been taken on the Island of Sakhalin by the Japanese to this point. Colonel Arshisevsky, commander of the Korsakovsk garrison, surrendered with 200 men. In the assault on Korsakovsk the Japanese had 70 killed, including Major Nishikubo; the Russians had four officers, 12 commissioned officers and more than 100 privates killed.

In North Vladimirovka, the Russians are unable to offer effective resistance, and surrenders take place every day. The forces there largely consist of volunteers.

The island is in the grip of the rainy season. Fogs are frequent and the rivers are swelled. The temperature morning and evening is 50 degrees. Thick forests obstruct scouting. Mauka is reported to be occupied by the Japanese.

Reports from North Korea say that the number of Russian soldiers there is increasing.

All the Tokio papers are busy discussing the renewal and extension of the Anglo-Japanese alliance.

Buy It Now.

Now is the time to buy Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is certain to be needed sooner or later and when that time comes you will need it badly—you will need it quickly. Buy it now. It may save life. For sale by Graham & Wortham.

Copenhagen, July 21.—A dispatch from St. Petersburg to the Godziadan says that private advices received at the Russian capital says that Japanese warships have been sighted near Nikolaevsk, at the mouth of the Amur river. Many of the inhabitants of Nikolaevsk and Vladivostok, it is added, have fled to Khabarovsk.

Pendleton, Or., July 21.—Arthur Renn, who was on board the United States gunboat Bennington, which blew up today in San Diego harbor, escaped uninjured. Renn's father, Councilman B. F. Renn, this evening received a telegram which stated that he had escaped without a scratch. Young Renn has been with the Bennington over three years and was serving as second yeoman.

Notice.

We are here to do all kinds of machine work, casting, repairing and building engines, etc; on short notice, and at reasonable prices. Work guaranteed. Franklin Iron Works Co.

EXCURSION Newport Sunday

Albany Bread.
This bread is guaranteed to free from alum. For sale by Small Bakery.

Corvallis & Eastern Railroad Time Card Number 28.

For Yaquina:	
Train leaves Albany.....	12:45 p. m.
" Corvallis.....	1:45 p. m.
" arrives Yaquina.....	5:40 p. m.
Returning:	
Leaves Yaquina.....	7:15 a. m.
Leaves Corvallis.....	11:30 a. m.
Arrives Albany.....	12:15 p. m.
For Detroit:	
Leaves Corvallis.....	6:00 a. m.
Leaves Albany.....	7:30 a. m.
Arrives Detroit.....	12:02 p. m.
from Detroit:	
Leaves Detroit.....	12:35 p. m.
Arrives Albany.....	5:15 p. m.
Arrives Corvallis.....	7:55 p. m.

Train No. 2 connects with the S P train at Corvallis and Albany giving direct service to Newport and adjacent beaches. Train No. 1 arrives in Albany in time to connect with S P south bound train, as well as giving two or three hours in Albany before departure of S P north bound train.

For further information apply to
T. H. CURTIS,
Acting Manager.

H. H. Cronise, Agent Corvallis.
Thos. Cockrell, Agent Albany.

One Dollar Saved Represents Ten Dollars Earned.

The average man does not save to exceed ten per cent. of his earnings. He must spend nine dollars in living expenses for every dollar saved. That being the case he cannot be too careful about unnecessary expenses. Very often a few cents properly invested, like buying seeds for his garden, will save several dollars outlay later on. It is the same in buying Chamberlain's Colic, Cholera and Diarrhoea Remedy. It costs but a few cents, and a bottle of it in the home often saves a doctor's bill of several dollars. For sale by Graham & Wortham.