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CORVALLIS, OREGON, TUESDAY EVENING, FEBRUARY 20, 1906.

B. F. IRVINE Editor and Proprietor.

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COOS COUNTY

MAY HAVE THREE LINES OF RAILROADS IN THE NEAR FUTURE.

Southern Pacific, Oregon Coast and Eastern and Spreckles' Line Expected—Thirty Miles of Rails Unloaded at Drain.

Portland, Feb. 18.—The Journal says indications in Coos county are that there will be two or three new transportation lines under construction this year giving connection with Portland. Business men are confident that not only will the Southern Pacific build from Drain to Marshfield and down the coast, and the Oregon Coast & Eastern will construct its projected line from Portland to Humboldt bay, but that the Spreckles line will be extended through Coos county to Roseburg.

J. N. Bennett of Marshfield, who was a Portland arrival on the steamer Kilburn last evening, reports that the prospects for development of Coos county never were better. He said:

"The Southern Pacific has its preliminary survey run from Drain to some point in Northern California. I do not know just where it ends. The line has been permanently located from Drain to a point near Reedsville, on the Umpqua, and the right of way has been bought and paid for from Drain to Elkton, a distance of 16 miles, with the exception of two places, where condemnation proceedings are necessary. Thirty miles of rails have been unloaded at Drain for this line and it is understood that as soon as weather permits construction, will be commenced and pushed as rapidly as possible."

Mr. Bennett said that just before he left home a party of half a dozen right of way men for the Oregon Coast & Eastern arrived at Marshfield and began work. They came down from Tillamook and will work through Coos and Curry county.

"This road will get a right of way through Coos county. The people will give most of the right of way and the remainder the company will have to buy," he said. "The people want these railroads. Everything justifies the prediction that Coos county will soon be connected with the outside world by rail lines, and some people are so sanguine as to assert that there will be three independent lines of rail transportation through Coos county. There is some activity in real estate, but as the roads are bad leading from Roseburg into Coos county it is not expected that any extensive operations will begin until the highways are in better condition."

The railroad alluded to by Mr. Bennett is a proposed extension of the line already in operation between Myrtle Point and Marshfield. It is said this line, in the Coquille country, will be extended to Roseburg and thence easterly. It is now operating 27 miles of track owned by John D. Spreckles & Bros. of San Francisco, who also own the valuable Beaver Hill coal mines tapped by the road.

The western terminus is of Marshfield. The road has proved a profitable investment, under management of W. C. Chandler. Rich timber and coal lands along the route of the talked-of extension are strong inducements for building to Roseburg, and it is said that if the Spreckles people do not make the extension, a connecting line will be built by other interests.

Portland, Feb. 15.—The Oregonian says editorially: As was expected, the senate has passed the ship-subsidy bill. The effect will be to draw the money from the treasury, paid in by all the people, and turn it over to a group of subsidy-seekers, already rich, for their further enrichment; and to build up in the country another great and oppressive trust, auxiliary to the steel trust, or part of it. Should the subsidy lead to the ship construction in American shipyards, it would be under present circumstances, virtually a further bonus paid to the steel trust. For hitherto the cost of constructing merchant ships in American yards has been made unduly high by combinations supported by protective tariff, which compel the payment for structural steel and ship plates of a much higher price than is demanded by these same producers of foreign shipbuilders when they purchase similar commodities. Haven't we trusts enough? Hasn't the steel trust, with which the subsidy-ship trust will ally itself, money enough, or making profits enough, but a little while ago it published its report, showing that the earnings for the past year were, approximately, \$120,000,000; yet it had unfilled orders to the amount of over 7,000,000 tons. Its high-handed looting is now to be increased by a new demand forced, by subsidy for ships, at the expense of the general business and labor of the country. That is, if the bill should become a law. But if it may not, it has yet to get the approval of the House and the president.

Ship freights are now very low; so low that foreign shipowners are getting only meager returns. The bill will not lower the rates; but will increase them; for the intention of it is to get higher rates for American ships, through bounties paid from the treasury, than now are paid to foreign ships, which carry the greater part of our ocean commerce. If it is true that foreigners can do this work at rates ruinously cheap, why not allow them?

The senate is the entrenched camp of such schemes as this. It is not possible that this measure of colossal graft can or will obtain the approval of the people of the United States. Let it become an issue in a general election and we shall see.

Helena, Feb. 17.—Upon a contract calling for the payment of \$1,000 a day from the time he left Chicago until his return, Dr. Seppy, professor of the practice of medicine at Rush College, has come to Helena to make a diagnosis of the illness of Peter Larson of this city, reputed to be the wealthiest man in the northwest with the exception perhaps, of United States Senator W. A. Clark.

Thirty-five years ago Larson landed in New York penniless. He is largely interested in mines, banks, railroads, lumbering mills, flourmills, and other western industries. Recently he and his partner sold two mines to the Federal company for \$3,000,000. He is suffering from cirrhosis of the liver and recently went east for an operation but it was not performed. Dr. Seppy's diagnosis is understood to have been the same as that of the hospital doctors in Rochester, Minnesota, that the case was hopeless, but not necessarily immediately fatal.

Albany, Or., Feb. 17.—A large piece of silver bullion washed up on the coast at Newport, Or., has set agog the imagination of the denizens of that storm-swept neighborhood, and the days of Spanish galleons laden with wealth and the ocean piracies of primitive America are recalled. J. G. Crawford, the Albany photographer and scientist, is the discoverer of the wealth disgorged by the ocean.

While searching for rare specimens of animal and mineral life that are to be found on the Oregon Coast during the winter months, Mr. Crawford ran across a large piece of mixed silver and gold, symmetrically shaped as if the two metals had been melted and run together of some kind. Speculation as to the source of the rare find was immediately rife, but that it came from the depth of the ocean is the only certain information obtainable.

The fact that the two metals are melted together as if they had been thrown into a brass kettle, or some such receptacle, would indicate that it is not from some of the wrecks of wealth-laden ships of recent days. Few miners of today would run their gold and silver together in a single vessel. An old miner estimated that the find is worth several hundred dollars. The bullion is quite heavy.

Common Colds are the Cause of Many Serious Diseases.

Physicians who have gained a national reputation as analysts of the cause of various diseases, claim that if catching cold could be avoided a long list of dangerous ailments would never be heard of. Everyone knows that pneumonia and consumption originate from a cold, and chronic catarrh, bronchitis, and all throat and lung trouble are aggravated and rendered more serious by each fresh attack. Do not risk your life or take chances when you have a cold. Chamberlain's Cough Remedy will cure it before these diseases develop. This remedy contains no opium, morphine or other harmful drug, and has thirty years of reputation back of it, gained by its cures under every condition. For sale by Graham & Wortham.

TABLES HAVE TURNED

A YEAR AGO THE PRESIDENTS OF BIG INSURANCE CONCERNS WERE IN PRIME OF LIFE.

Today the Once Great Magnates are Broken in Mind and Body and Are Physical Wrecks—Other News.

New York, Feb. 16.—A year ago the presidents of three big insurance companies were vigorous men in mind and body and respected and revered as pillars of the financial structure of the nation. Here is their condition today:

John A. McCall, former president of the New York Life, dying at Lakewood, New Jersey, broken in fortune as well as bodily strength. Has cirrhosis of the liver and heart disease.

James W. Alexander, former president of the Equitable, dying in a sanatorium at Deerfield, Massachusetts, having just suffered a stroke of paralysis.

Richard A. McCurdy, former president of the Mutual Life, in a mental condition which alarms his family, physicians and friends, and his reputation irretrievably shattered. His fortune is intact, but he is confronted with suits for restitution which may cost him a great sum.

The first attack upon any of the big insurance companies or their official heads was made by Thomas W. Lawson when he began the serial publication of his "Frenzied Finance" in Everybody's. He openly charged mismanagement of trust funds and alleged that the insurance concerns were all manipulated by Wall street gamblers. His charges were taken up by President McCall of the New York Life and ridiculed as ridiculous as ridiculous and Lawson was openly accused of falsehood.

Then came the quarrel between young James Hazen Hyde and President Alexander of the Equitable, and the sensational charges resulting in the Frick committee investigation, followed by the legislative investigation. In this all the insurance companies were shown to have been illegally conducted and their trust funds and a surplus used by schemers to float their various projects.

Among those whose reputations suffered from the inquiry were Geo. W. Perkins, vice-president of the New York Life, whose funds were made use of by the firm of J. Pierpont Morgan & Co.; Chauncey M. Depew, who as a director of the Equitable loaned himself the association's funds on worthless security; Benjamin O'dell, former governor, who has lost control of the republican machine in New York state through its connection with the insurance scandal; Senator Platt, who was also brought into the limelight as having collected campaign money from policy-holders' trust funds; E. H. Harriman, the railroad king, and Thomas F. Ryan, who quarrelled as to who should pluck the Equitable surplus.

Seattle, Wash., Feb. 16.—Once a

happy operator on Wall street, with a mansion on Fifth avenue and with a prospect of becoming as well known as a successful financier as his father had become noted as a pulpit orator, H. B. Beecher, son of the Rev. Henry Ward Beecher, is now holding a minor clerkship in the office of City Treasurer Rstburn. His salary is small. He is to receive less every month than, a score of years ago, he could squander on a dinner without causing himself to feel that he was extravagant.

Mr. Beecher has just been appointed to the clerkship through Treasurer Riplinger. He asked for it, not on his record or because he is the son of a famous man, but on his merits. Though acknowledging his identity, Beecher will not discuss his past. A brother, H. F. Beecher, was once collector of customs for Puget Sound.

Omaha, Feb. 16.—The jury in the trial of Pat Crowe, charged with the robbery of Edward A. Cudahy, the Omaha Packer, of \$25,000 in connection with the kidnaping of the latter's son five years ago, this afternoon, after 15 hours' deliberation, brought in a verdict of "not guilty."

The kidnaping of Eddy Cudahy December 19, 1900, and his release upon the payment by his father of \$25,000 ransom created a great sensation, and the search for the kidnapers was stimulated at the time by the offer of a reward of \$50,000 by Mr. Cudahy.

It was the belief of authorities that Crowe and James Callahan were the guilty parties, but no trace of them could be found until about a year ago, when Callahan was arrested. He was identified by young Cudahy as one of his captors, but was released on trial, as it could not be shown that he received any of the money, and there was at that time no law making the kidnaping of a person over 10 years of age a crime.

Last October Crowe was arrested in Butte, Mont., and was put on trial February 7. There was no evidence to positively identify Crowe as one of the kidnapers.

Crowe was recently indicted in Council Bluffs, with others, on a charge of holding up a street car.

Council Bluffs, Ia., Feb. 16.—Pat Crowe is now a prisoner in the Pottawotamie county jail here and will be arraigned tomorrow morning on the charge of street-car robbery. Crowe declares himself confident of acquittal.

The indictment charges that he and Arthur Livi held up two motor-car crews on the Council Bluffs side of the Missouri River bridge on July 2, 1905, and secured \$80 from them. Crowe's bond has been fixed at \$1500.

Levi was on trial today for a saloon hold-up committed a month subsequent to the street-car robbery.

Lakewood, N. J., Feb. 17.—John A. McCall, ex president of the New York Life Insurance company, suffered a severe collapse late tonight from his rally this evening. He is kept alive by the use of oxygen and the physicians believe he cannot live through the night.

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