

The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

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

H. F. IRVING Editor and Proprietor

J. H. Harris

For the Early Spring
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Of the very latest spring wash fabrics are to be seen at our store. This spring brings the prettiest and most attractive cotton fabrics and the loveliest wool and silk dress goods of any previous years. Our store is filling up on these things. Come and get acquainted with what the spring and summer has to offer. Prices are the lowest

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Corvallis,

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RAILROAD WRECK

THIRTY-FIVE ARE CREMATED
AND BURNED TO ASHES.

Fault of Sleepy Operator—Huge
Engines Meet Full-Speed and
Lock Together—Only One
Body Is Identified.—
Other News.

Pueblo, Colo., March 16.—A wreck accompanied with horrors exceeded only by the Eden disaster, which occurred August 7, 1904, on the line of the same railroad, resulted from a head-on collision of two passenger trains on the Denver & Rio Grande railroad four miles east of Florence, Colo., at an early hour this morning. The trains were the Utah-California Express No. 3, west-bound from Denver, and the Colorado-New Mexico Express No. 16, east-bound from Leadville and Grand Junction. They met on a sharp curve and were less than 200 yards apart when the engineers discovered that a collision was imminent.

It is known that the engineer of the west-bound train put forth every possible effort to bring his train to a standstill, but his efforts were fruitless and, although he succeeded in checking the speed of his train, the crash that followed was beyond his power to prevent and he went to his death with his hand on the throttle, faithful to his charge. This much is vouched for by his fireman, who, seeing the uselessness of remaining in the face of a sure death, jumped and saved his life. Of the conduct of the engine crew of the east-bound train, it can only be stated that they died at their post, for no one lives to tell the story of their heroism.

The disaster was made more horrible by the manner of the death of many of the passengers, the number estimated at 35. Fire swept over the wreck, engulfing the victims in a cauldron of flame and leaving only charred and blackened bodies to tell the tale of slaughter.

A list of injured given out by officials of the railroad company comprises 22 names. None of the injured are seriously hurt and it is believed all will recover quickly. In a blinding storm which made it almost impossible for the train men to see ahead the two trains collided head-on at a point midway between Portland and Adobe, 25 miles west of Pueblo, at 2:20 o'clock this morning. Immediately following the collision several of the wrecked cars burst into flames and were consumed, a number of passengers being burned to death. Over 30 others were injured. The wreck is attributed to the failure of an employe of the road to deliver an order which changed the meeting place of the two trains.

The Utah & California Express No. 3, westbound, left Pueblo over an hour and a half late, and was given orders to meet the Colorado & New Mexico Express No. 16, eastbound, at Florence. This order was changed, and the westbound train was cited to pass the eastbound train at Beaver, about 12 miles east of Florence. The order should have been delivered to the train crew at Swallow, but for some reason still unexplained the operator neglected to do so. In the meantime the eastbound train had received its orders and expected to meet the westbound train at Beaver.

Both trains were running at the usual speed, the deep snow and the high wind making it necessary to exercise exceptional care. Suddenly both headlights flashed out from the darkness, and it was realized for the first time that something was wrong. According to the story of J. H. Smith, of the westbound train, Engineer Walter Coslett opened the emergency brakes and the train was checked for an instant, but the slippery rails and the momentum of the heavy train carried it on.

From the stories told by several of the trainmen who survived and were in the forward part of the train, the impact was scarcely noticeable, but the crushing, grinding noise that followed warned them that something had been struck. The helper engine on No. 3 evidently acted as a sort of cushion, minimizing the force and weight of the heavy mountain engines that haul the trains where the grade

does not require assistance. This helper was crushed together like so much paper, and the monster machines ran through, locking themselves together as if in a death struggle. The baggage car of No. 3 broke in two, and the three coaches squeezed together. The baggage and mail car and coach of No. 16 buckled, but none of the cars were telescoped, as was first reported.

Hardly had the trainmen and passengers reached a realization that all was not right when to their horror a sheet of fire ran through the cars on both sides of the engines, and in a twinkling the crackling sound of breaking timbers started them to action. In the forward coach of the westbound train every seat was occupied by passengers, most of whom were homeseekers on their way to the Northwest. A number of foreigners were among them, and in their terror they gave up life without making any attempt to reach safety outside the burning car. Paralyzed with fear and with prayers upon their lips, they sank to the floor of the car and were roasted alive.

The cooler ones of the car seeing their danger, rushed for the windows and doors and, with the aid of the passengers in the rear of the train and those members of the train crew who were unhurt, managed to reach the open air. Many of them were injured more or less seriously by the rough handling they received or from flying glass and timbers.

Although many were willing to undertake the risk, efforts to rescue those who remained in the burning cars would have been suicidal, as the heat was unbearable. When the occupants of the two standard and two tourist sleepers of the westbound train saw that nothing could be done to check the flames, they aided the trainmen in pushing back the sleepers and these cars were not damaged in the least. The sleepers on the eastbound train were also pushed back, and soon after they were placed out of the reach of the leaping flames. The wrecked cars were soon reduced to a mass of smoldering ruins.

Communication was opened with the Pueblo officers of the railroad from Portland, a mile or so away, and a relief train with physicians was dispatched to the wreck at once. As quickly as possible the injured were placed in the sleepers and the engine of the relief train started back to Pueblo with them, also the passengers of the eastbound train who had been saved.

Another relief train came from Florence and the engine was coupled to the sleepers of No. 16, and as many of the bodies of the dead as could be removed from the wreckage at that time were placed aboard. This done, the searchers began picking up bones, pieces of burned clothing and personal property of the victims of the disaster, until several boxes had been filled. These remains were placed aboard the undamaged sleepers of No. 16 and taken to Portland, and subsequently brought to Pueblo.

It is reliably reported that but one body is sufficiently intact to make recognition possible, all the others having been incinerated.

In the front end of the ruins of the smoker of No. 3 were found the charred hands of a man, crossed and held together by a pair of handcuffs. That was all that was left to show that a convict who was being taken to prison was burned in the wreck. Near the ghastly hands were found two revolvers, the property of Deputy Sheriff E. E. Baird, of Denver, who was also killed. His prisoner was an actor known as Archibald Whitney, who had been sentenced to the penitentiary for forgery. In the bones of his fingers was held with the grasp of death the metal piece from the window casing. The prisoner had attempted to climb out of the burning car, and might have escaped a horrible death but for the handcuffs.

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.

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Pure quality, appearance grand,
So surely, White Crest brand.

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LABORING MEN

THEIR NEWSPAPER ORGAN
CHAMPIONS STATEMENT
No. 1.

The Corruption of the Senate Exposed—That Body Is the Enemy of the People Who Have no Standing in Its Proceedings—Other News.

Portland, March 16.—The Portland Labor Press, official newspaper of the Portland workingmen, says editorially: Organized Labor, the State Grange, Patrons of Husbandry and kindred organizations in Oregon have all passed resolutions to sustain the primary election laws, and especially to give full force and effect to Statement One in its relation to legislative candidates. The enforcement of this Statement upon candidates for legislative honors is designed to make effective the people's choice for United States senator, a choice that must be determined at the polls in June and not at the primary election in April. In the primary the people, who are the actual sovereign power in the matter, determine as between the candidates nominated by the parties.

The whole contest which is practically confined to the republican party, by reason of its great normal majority in Oregon, turns upon Statement One of the law. Those interests, particularly in Portland, and Wall street, that would have the senatorship sold at Salem because it is especially valuable to them and is easier, surer and cheaper game as a purchasable commodity, than it is a political victory won at the polls, are seeking to muddle the law.

THE SENATE EXPOSURE.

Along with the effort of the bosses to defeat a direct vote for senator, comes the exposure of methods and influences that control the United States senate, as fearlessly made by Lincoln Steffens, editor of McClure's magazine, whose articles are now running in each issue of the Sunday Oregonian. Among other things in his latest article, Mr. Steffens says:

The senate represents business. Established to represent all men of all states and of all vocations and classes, it represents those special businesses which, having corrupted cities and states, and having bought councils and legislatures for business purposes, have come into possession of seats in the United States senate; and having those seats in the United States Senate those businesses have sent here their presidents, their counsel, their agents or their friends to represent their business. Those businesses don't have to practice bribery here; this is on communcouncil. on But th net er-

sult is the same. The congress stands, like a common council for business. The congress represents honestly what the state legislatures represent corruptly—business.—Speaker Cannon is proud of it; Senator Aldrich admits it; nobody denies it.

"What else would you have us represent?" asked Mr. Aldrich.

I thought of the bought voters of Rhode Island and of the legislature there, which, like the United States senate, doesn't have to be bought. I thought of the legislators "retained" in Illinois; I thought of the bankers in Cincinnati silenced by deposits of public moneys and of the manufacturers made civic cowards by "protection" everywhere I thought of able captains of industry, like H. H. Rogers, and Thomas F. Ryan and Charles M. Schwab, made—Well, what they are? by "prosperity." But what was the use of talking about character on Capitol Hill? When I was interviewed by the speaker, I referred to such things, and his "Oh, well, human nature"—showed that such men have no sense of the effects of bribery and corruption and artificial prosperity on the character of a nation of men and women. So long as business is good all must be well.

So to Mr. Aldrich I meekly suggested that he might represent the shippers, the "little shippers" who can't get cars to ship their coal or rates on oil to enable them to compete with the trusts. And what do you think he answered? He answered that he was looking out for the little shippers at that very moment. It was on account of the shippers, not of the railroads, that he wanted to have put into the Hepburn rate bill an amendment providing for an appeal to the courts on the facts! (A bit of news, at last—for the shipper.)

If they represented business generally, it wouldn't be quite so bad, but they represent especially, those senators and congressmen, the kinds of business that want license and advantages and that corrupt government from boards of aldermen up to the United States senate, to get their license and to keep their advantage. The present tariff laws are preposterous, and both Senator Aldrich and Speaker Cannon admitted to me that the schedules should be revised. I asked them why they didn't revise them. The speaker gave the usual answer, the danger of re-opening the whole question and hurting business. Mr. Aldrich was more candid.

"It isn't for us here to do that," he said.

"Who, then, is to do it, and where?" When I asked him that, the senator shot me a keen glance and said he meant that public opinion must first demand it.

"But you call public opinion public clamor here in Washington," I said.

"Only when it is excited and unreasonable," he answered.

"Are you going to wait on tariff revision as you have on rate regulation till the people clamor for what

continued on page 4