

# The Corvallis Times.

WEEKLY AND SEMI-WEEKLY.

Vol. XX.-No. 2

CORVALLIS, OREGON, TUESDAY EVENING, FEBRUARY 26, 1907.

E. F. IRVING Editor and Proprietor

Our Store will offer a whole lot of articles DURING FEBRUARY At a price that will make them move.

A big lot of odds and ends remnants at bargain prices Overcoats for men and boys at cost Ladies jackets at one-half price.

We are receiving by every freight some new goods and will be prepared for the early buyers this month. Don't forget that we handle Sewing Machines, Carpets, Rugs, Lineolums, Etc.

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OUR STOCK includes all the requisites of every game and sport. We can fit you out with all the latest things whether you want to row, play base ball, tennis, fish, hunt or go bicycling. We also sell Olds Gas Engines, Oliver Typewriters, Victor Talking Machines and Sewing Machines.

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COME IN ONCE

And you will sure come again after seeing our Fine New Line of Base Ball Goods Just in

Base Ball Bats Masks Mitts Gloves Etc.

Tennis Sets Balls Boxing Gloves Striking Gloves Indian Clubs Etc.

GUN HODES

## A VESSEL LOST

SCORES LOSE LIVES IN THE RAGING SEA OFF THE HOOK OF HOLLAND.

Rotterdam Mail Steamer Berlin With 141 Passengers and Crew Is Wrecked in Terrific Gale While Close to Land, and Victims Go to Death.

London, Feb. 21.—The Rotterdam mail steamer Berlin, from England, with 141 passengers and crew was wrecked off the Hook of Holland, at the entrance of the River Maas, leading to Rotterdam, shortly before 6 o'clock this morning, and with few exceptions all on board perished. A terrific south-west gale was blowing inshore, and drove the steamer on a sandbank close to the northern jetty as she was trying to enter the new waterway. Heavy seas quickly pounded the vessel to pieces. She broke in two, her fore part sinking immediately, while the doomed passengers and crew clustered upon the after-part.

The after part of the wrecked steamer seems to be firmly imbedded in the sand bank. There are still a few persons on board, clinging to the wreckage, and it is hoped to effect their rescue at low tide. During high water, at the height of the storm, the waves shut off all view of the wreck, which led to the belief that no trace of the Berlin had been left. The receding tide, however, revealed the remains of her stern, with a handful of survivors.

The only person who thus far has succeeded in reaching shore is Captain Parkston, of Belfast, Ireland.

Tugs and lifeboats, when the alarm was first sounded, promptly put out to the assistance of the Berlin, but the violence of the gale and heavy seas made it impossible to approach the wreck, and the helpless lifeavers saw the steamer break up and the crew and passengers washed away without being able to render the slightest assistance. One man, an Englishman was saved. He was unconscious when taken out of the water, and had not regained consciousness when he was carried to a hotel in the neighborhood.

By 7 o'clock this morning 27 had already been washed ashore.

Among those who were drowned are 19 members of a German opera company, who had just concluded their season at Covent Garden.

Arthur Herbert, one of the Kings messengers, who was journeying to the Continent, also was lost.

The Berlin left Harwich at 1 o'clock last night upon the arrival of the London train with the greater number of passengers who subsequently lost their lives.

A great gale was blowing from the North Sea when the Berlin started. As the Berlin was entering the waterway at the entrance of the River Maas, however, she apparently became unmanageable on account of the wind and was driven ashore.

The steamer apparently struck about amidship as her forepart broke off and sank immediately, while her afterpart could be seen for a considerable time afterward. The waterway in which the disaster occurred is a new one, upon the side of which is the pier and railroad station. The steamer must have been within a few yards of tying up after her rough passage when she was overtaken by the disaster. Land was but a few yards away, and except in the roughest weather those on board the Berlin could have been rescued without difficulty especially as the waterway is navigable at all tides.

The Berlin was a steel steamer, only 12 years old, and popular with travelers to the north of Europe. In summer she was usually crowded with passengers, but at this time of the year her average was about as it was last night, the number equally divided between first and second class. One of the inspectors of the railroad who saw the steamer off at the Liverpool station said last night that there were more first-class than second-class passengers, most of them being commercial men or else inhabitants of the Continent returning home from business trips to Great

Britain.

Hook of Holland, Feb. 22.—After more than thirty hours of almost incessant efforts and splendid work the Dutch lifeboat men were rewarded by reaching the wreck of the British steamer Berlin, which went ashore here yesterday morning, and ten survivors from the after part of the vessel were saved. Buffeted and driven back time after time, the sturdy Dutchmen never relaxed their attentions in behalf of the handful of shipwrecked people, and through yesterday, last night and this morning they launched their boat repeatedly, only to be foiled by the mountainous seas. In the early afternoon the lifeboat went out again. The receding tide and some improvement in the weather gave better hope of success, and after a hard tussle the few persons still living were safely taken off at 3:30 P. M.

The straggling little village of Hook Holland is filled with anxious relatives of the passengers and crew of the Berlin, and pathetic scenes were witnessed at the improvised mortuary, where 30 of the bodies which already have been washed ashore are located. Most of these are battered beyond recognition and some are without hands and others without arms or legs.

Baltimore, Md., Feb. 21.—By appointment John L. Sullivan was received by Cardinal Gibbons this afternoon and for half an hour the head of the Roman Catholic church in America and the former fistyuff champion of the world entertained each other with stories and anecdotes.

"I'm glad to meet you," was the cardinal's greeting. "You're a gentleman I've heard a lot about."

The redoubtable took up the conversational end of the meeting and told the cardinal some of his monologue stories which, he said, were about his audience in the theatre last night. The cardinal, however, caught on and was much amused and then brought in Father Gaven to look at the giant.

"What broad shoulders you have Mr. Sullivan," exclaimed the Cardinal, in uncooled admiration.

"Oh, yes; but not so much," said the ex-champion, who then let his eminence feel of his muscles.

"By the way," said the cardinal, "there used to be a man of some fame around here—Jake Killrain; did you know him?"

Mr. Sullivan smiled and said: "Yes, I met him and licked him."

As the party passed out, the cardinal shook hands again with the ex-champion and said:

"Well, good-bye and God bless you."

"Same to you," thundered John L.

Chicago, Feb. 21.—President Cornelius P. Shea, of the International Brotherhood of Teamsters, and his fellow defendants, who have been on trial on a charge of conspiracy committed in the course of the teamsters' strike against the department stores in Chicago two years ago, were found not guilty by a jury in the criminal court tonight.

Middleboro, Ky., Feb. 21.—Mrs. Zabrowski, wife of a Polish miner at Fork Ridge, gave birth to five children, three girls and two boys. All of the children are doing well.

Trieste, Australia, Feb. 23.—The Austrian Lloyd steamer Imperatrix while bound from Trieste to Bombay, ran onto a rock last evening near Cape Elaphonisi, upon the Island of Crete, and sank soon afterward.

It is known that the disaster was accompanied by loss of life, but in the absence of definite news the number of drowned is unknown. The passengers and crew numbered about 150.

A telegram has been received from the company's agent at Canoa which says:

"The following has been received from the lieutenant of the Imperatrix:

"Twelve persons and myself have been saved; the others are on board the steamer, the position of which is extremely dangerous."

PIANO TUNING up to May 1st. at special prices. Also music taught in all grades of difficulty. Frank A. White, phone. 405. Corvallis, Ore.

BEST BREAD and pastry can be obtained at Starr's Bakery.

## SOLONS PAY

FOR FIRST TIME RAILROAD PASSES ARE NO GOOD.

A Wise Member Finds Rate of \$1.65 Can Be Beaten 11 Cents by Purchasing Ticket in Two Sections—Beating Tail End of Fare—Only a Joke.

Portland, Or., Feb. 24.—Sunday Oregonian: It can no longer be said by the Oregon solons that there is nothing new under the sun, for when the lawmakers folded their desks and took the trains for their respective homes, the new thing struck them—they had to pay into the coffers of the railroad company their carfare. Talk of the new sessions, there is no comparison with the shocks the legislators felt when the conductor of the Southern Pacific train scornfully waved their proffered bits of pasteboard aside.

Deep set in the hearts of all the home-scurrying solons was a determination to make the last use of their free transportation. But the ticket-taker on the train had been "wised-up." Special order No. 23-4-11-44 had been carefully scanned by the conductor. He had been warned that upon a certain Saturday evening, numerous persons having the suspicious appearance of having been guilty of voting for a railroad commission bill, would board his train at or near Salem. The order read to wink the other eye when passes were offered and to give the retort scornful. "Come on,

Go south and dig deep into the nether tic and let me see the color of the coin paid by the state of Oregon."

Did Senator Dan J. Malarkey pay \$1.65 for his train fare to Portland? Not so any one could notice it. Did Representative Willard H. Chapin, father of the bill that laid the free passes as cold and dead as Hamlet's ghost, pay \$1.65? No. Neither did Representative John B. Coffey, Representative L. H. Adams, Senator Sig. Sichel and the rest of the Multnomah delegation and the rest of the homegoing lawmakers pay \$1.65? Not on your life.

When the haughty conductor came round, when the passes were offered and were waved aside as so much contaminated pasteboard, some thrifty member of the Multnomah delegation suddenly had a happy thought. It was 55 miles to Portland and it was only 43 miles to Oregon City. At the rate of three cents a mile it was \$1.65 to Portland. Forty-three miles to Oregon City. With paper and pencil, both bearing suspicious marks of having been once in the august hall of either the senate or house, this wise legislator began making queer marks and crosses on paper. Suddenly he yelled with delight. The 3 cents a mile did not operate between Oregon City and home. Electric cars and boats made it a flat rate of 25 cents. Great joy. The man had worked out the knotty problem. "Pay your fare only to Oregon City," he cried, and the day was saved. The marks and crosses showed "the man" that it would only cost \$1.29 to Oregon City, another 25 cents to Portland. See the answer? Just eleven cents saved. And now it was up to the con-

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AVOID The INTERNAL WRONGS of ALUM

Alum in food causes stomach disorders—Its continued use means permanent injury to health.

Following the advice of medical scientists, England and France have passed laws prohibiting its use in bread making.

American housewives should protect their households against Alum's wrongs by always buying pure Grape Cream of Tartar Baking Powder.

Pure Grape Cream of Tartar Powder is to be had for the asking—

Buy by name—

Royal

Say plainly ROYAL BAKING POWDER