

The Corvallis Gazette.

VOL. XXXII.

CORVALLIS, BENTON COUNTY, OREGON, THURSDAY, OCTOBER 3, 1895.

NO. 29.

TRANSPORTATION.

East and South

VIA THE SHASTA ROUTE OF THE Southern Pacific R'y Co.

EXPRESS TRAINS RUN DAILY.

10:50 P.M. Leave Portland Arrive 8:30 A.M.
2:10 P.M. Leave Albany Arrive 4:50 A.M.
10:45 A.M. Arrive St. Francisco Leave 6:00 P.M.

Above trains stop at East Portland, Oregon City, Woodburn, Salem, Turner, Marion, Jefferson, Albany, Albany Junction, Tangent, Seaside, Halsey, H. H. H. Junction, Irving, Eugene, Creswell, Dunes, and all stations from Roseburg to Astoria, inclusive.

ROSEBURG MAIL—DAILY.

8:30 A.M. Leave Portland Arrive 4:40 P.M.
12:45 P.M. Leave Albany Arrive 1:15 P.M.
5:20 P.M. Arrive Roseburg Leave 6:00 A.M.

Pullman B. first sleepers and second-class sleeping cars attached to all through trains.

SALEM PASSENGER DAILY.

4:00 P.M. Leave Portland Arrive 1:15 A.M.
6:15 P.M. Arrive Salem Leave 8:40 A.M.

WEST SIDE DIVISION.

Between Portland and Corvallis. Mail train daily (except Sunday).

7:30 A.M. Leave Portland Arrive 6:20 P.M.
12:15 P.M. Arrive Corvallis Leave 1:30 P.M.

At Albany and Corvallis connect with trains of the Oregon Central & Eastern Ry.

EXPRESS TRAINS DAILY (Except Sunday).

1:45 P.M. Leave Portland Arrive 8:25 A.M.
7:2 P.M. Arrive McMinnville Leave 1:50 A.M.

Through tickets to all points in the Eastern States, Canada and Europe can be obtained at low rates from A. K. Miller, agent, Corvallis.

R. KOEHLER, Manager.
E. P. ROGERS, A. G. F. & P. A., Portland, Or.

O. R. & N.

RECEIVER.

TO THE EAST

GIVES THE CHOICE OF

TWO TRANSCONTINENTAL ROUTES

VIA VIA

GREAT UNION

NORTHERN RY. PACIFIC RY.

SPOKANE DENVER

MINNEAPOLIS OMAHA

AND AND

ST. PAUL KANSAS CITY

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OCEAN STEAMERS

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YAQUINA BAY ROUTE

Connecting at Yaquina Bay with the

San Francisco & Yaquina Bay STEAMSHIP COMPANY.

Steamship "Farallon"

A land first-class in every respect. Sails from Yaquina for San Francisco about every eight days. Passenger accommodations unsurpassed. Shortest route between the Willamette valley and California.

Fare From Albany or Points West to San Francisco:

Cabin.....\$12. Storage.....\$ 8

Cabin—Round trip, good for 60 days..... 18

For sailing dates apply to

W. A. CUMMINGS, Agent

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EDWIN STARK, Manager, Corvallis, Oregon.

CHAR. CLARK, Sup't, Corvallis, Oregon.

THE NEW WAY EAST

GREAT NORTHERN RAILWAY and O. R. & N. CO.'S LINES—The Short Route

To points in WASHINGTON, IDAHO, MONTANA, DAKOTAS, MINNESOTA, and the East.

Through tickets on sale to and from CHICAGO, ST. LOUIS, WASHINGTON, PHILADELPHIA, NEW YORK, BOSTON, and ALL POINTS in the United States, Canada and Europe.

The Great Northern Railway is a new transcontinental line. Runs buffet-library observation cars, palace sleeping and dining cars, family tourist sleepers and first and second class coaches.

Having a rock-ballast track the Great Northern Railway is free from dust, one of the chief annoyances of transcontinental travel.

Round trip tickets with stop-over privileges and choice of return routes.

For further information call upon or write,

O. S. SMITH, Occidental Hotel, Corvallis, Oregon, or

C. C. DONAVAN, Gen' Ag't, 122 Third Street, Portland, Oregon.

WILD WITH ECZEMA

Hands and Limbs Covered with Blisters, and Great Red Blotches.

COULD NOT SLEEP

Lay Awake Night after Night Scratching Until almost Wild.

BURNED LIKE FIRE

Speedily Cured by CUTICURA REMEDIES

I was a sufferer for eight years from that most distressing of all diseases, Eczema, but can now say truly that I am entirely cured. I tried some of the best physicians in the country, but they did me little good. The palms of my hands were covered, and would become inflamed; little white blisters as first would appear, then they would peel off, leaving a red, smooth surface which would burn like fire and itch; well, there is no name for it. On the inside of the upper part of both my limbs, great red blotches not unlike worms would appear, and as soon as I became warm, the burning and itching would begin. Night after night I would lie awake all night and scratch, and almost go wild. I heard of CUTICURA remedies, got a box of CUTICURA (ointment), a bottle of CUTICURA RESOLVENT (blood purifier), and gave them a thorough trial, and after a few applications I noticed the redness and inflammation disappear; before I had used one box there was not a sign of Eczema left. I can truthfully assert that \$2.00 worth of CUTICURA REMEDIES cured me. Any one I meet who has Eczema, I do not hesitate a moment in recommending your remedies.

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SWIFT CURE TREATMENT. Warm baths with CUTICURA SOAP, gentle applications of CUTICURA (ointment), and mild doses of CUTICURA RESOLVENT (blood purifier).

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Attorney-at-Law. Corvallis, Oregon. Does a general practice in all the courts. Also agent for all the first-class insurance companies.

E. E. WILSON

Attorney-at-Law. Office in Zeifoff building, opposite postoffice.

M. O. WILKINS

Stenographer and Notary Public. Court reporting and referee sittings made specialties, as well as typing, writing and other reporting. Office opposite postoffice, Corvallis, Or.

HOLGATE & SON

Attorneys-at-Law. Corvallis, Oregon. J. R. BYSTON, W. E. YATES, J. FARR YATES

Bryson, Yates & Yates

LAWYERS. CORVALLIS OREGON

G. R. FARRA, M. D.

Office in Farrs & Allen's Brick, on the corner of Second and Adams. Residence on Third street in front of courthouse. Office hours 8 to 9 A. M., and 1 to 2 and 7 to 8 P. M. All calls attended promptly.

WILSON & WILSON

Attorneys-at-Law. Office over First National Bank, Corvallis, Or. Will practice in all the state and federal courts. Abstracts, collections. Notary public. Conveyancing.

BENTON COUNTY

ABSTRACT: COMPANY. Complete Set of Abstracts of Benton County.

Conveyancing and Perfecting

Titles a Specialty. Money to Loan on Improved City and Country Property.

J. R. MARKLEY & CO., Proprietors

Main Street, Corvallis.

IN ONE MIGHTY VOICE

Chicago Asked Recognition of Cubans as Belligerents.

TWO IMMENSE MEETINGS HELD

Seldom Has More Enthusiasm Been Shown and Never Were Speakers More Seriously in Earnest.

ALMOST COMPLETED.

Finishing Up the Work on the Great Columbia River Jetty.

Astoria, Or., Oct. 2.—The great jetty at the mouth of the Columbia is nearing completion. Major Post, United States engineers, who has charge of that work, states that October 15 the shipping of rock to the jetty will be discontinued, and the work closed down and he does not expect that it will be resumed again.

Very rapid progress has been made on the work during the past season, some 206,000 tons of rock having been put on the jetty since June last, and about 216,000 tons since October 15, 1894. This means a very large amount of construction within the year, which can hardly be looked upon as permanently finished. Mr. Hegart, the superintendent, who has been in charge seven years will remain at Fort Stevens during the winter in charge. The tramway will be kept in order as far as possible, and next spring, if any necessity exists, caused by the storms of winter, more rock will be put on the lately completed portion of the jetty, and a survey of the channel will be made to see what change has taken place during the winter. The tramway will never be taken up, as it is not worth the trouble.

The jetty is one of the most successful works of the kind ever constructed, and the cost has been far within the estimates. It was begun ten years ago, when there were only from eighteen to twenty feet of water on the bar at the mouth of the river, and even that could not be relied upon, as the sand was constantly shifting. The jetty is four and one-half miles long. The estimated cost was \$3,700,000, and the actual cost will be \$1,900,000. It has completely done away with the once dreaded "bar of the Columbia," and has created a wide, straight-out channel thirty feet in depth, and for about half the width, thirty-one feet in depth.

The amount of stone used in building the jetty will amount to about 940,000 tons, and so well has the work been arranged and managed that this rock has been placed on the jetty at an average cost of \$2.30 per ton. This includes the first cost of the rock, cost of towing plant, superintendence and everything.

THE PACIFIC BANK.

Action Commenced to Gain Control of the Outstanding Stocks.

San Francisco, Oct. 2.—P. F. Dundon began an action in the superior court today against all the stockholders and directors of the Pacific bank, and particularly against J. M. McDonald, to obtain control of about \$150,000 in claims said to have been acquired by J. M. McDonald while president of the bank, but as a private speculation. It is a co-ordinating suit with that of Dundon now being heard by Judge Hebbard, against the directors to have them removed. Before Judge Hebbard, in the hearing of the suit Dundon has brought to remove the present directors of the bank, Patrick Kilbourn, bank commissioner, testified today that President J. M. McDonald's attorney, Sawyer, had admitted that Captain McDonald was buying up claims, but said it was merely to facilitate the liquidation of the bank, and that the captain would not profit by the purchases. Sawyer had agreed to get a guarantee from McDonald that he would not profit personally from buying up the claims of depositors.

THE FAIR ESTATE.

Another Step by the Son's Attorneys Against the Trustees.

San Francisco, Oct. 2.—Charles L. Fair's attorneys will take another step Thursday, in his suit against the trustees of his father's estate, in his contest of the will creating the trust. Knight & Haggerty gave notice today that, Thursday, they will move for a judgment for Charles L. Fair on the pleadings in the action, on the ground that the trustees' answer to the suit does not join issue. The trustees' reply to the original complaint was to submit a copy of the will under which they hold title. The motion to be made by Charles L. Fair's attorneys will be based on their contention that the will does not set forth a defense to the suit or show title to rest in the trustees, because the trust created by the will is void under the law of California, as unduly suspending the absolute power of alienation of property beyond a live person's existence.

Dr. Mary Walker's Last Scheme.

Oswego, N. Y., Oct. 2.—Dr. Mary Walker, who forty years ago preached the gospel of dress reform to the women of this country, and who has been arrested in many cities for dressing and appearing on the public streets in male attire, is the apostle of a scheme for the bloomer girls. Through Lawyer H. C. Benedict, of this city, Dr. Mary has bought a farm containing 135 acres of land, seven miles west of this city, and proposes to form a colony in which man shall have no part. Only females who will bind themselves to a life of celibacy while members of the community and to wear bloomers for life are to be eligible. They will work the farm in all its details, plant and harvest crops, dispose of them in market and take care of the stock. The site selected for the colony is in the heart of the finest fruit country in New York.

Women to Be Admitted as Delegates.

Elgin, Ill., Oct. 2.—Woman scored another victory among the Methodists today. The Rock River conference, by a vote of 147 to 27, decided in favor of the admission of women as delegates to the general conference. Every prominent minister in the conference voted for the women.

LEOPOLD'S CHARMER

A Paris Model Who Raised a Sensation.

HINTS AT THEIR RELATIONS

She Was Queen of a Students' Ball and Is Now a Popular Actress at the Folies-Bergere.

Brussels, Oct. 1.—Quite a sensation has been caused here this evening by a paper pointedly remarking on the relations said to exist between King Leopold and Emillene D'Alencon, favorite danseuse at the Folies-Bergere in Paris, whose acquaintance the king is said to have made in that city.

Emillene D'Alencon, as she styles herself, first came under the public eye in Paris two winters ago. She was then an artist model, well known in the Latin quarter, where she posed for the ensemble. A students' ball was organized in the Boulevard de Clichy under the title of Le Bal des Quartre Arts. Emillene, on account of her plastic perfections, was selected as the queen.

Her appearance created a sensation, even at a Paris students' ball. She was carried in triumph procession around the hall attired only in a gauze scarf. Members of the Social Purity League, suspecting from the flourish of trumpets with which the ball was heralded, that there might be ground for their interference, were present and the result was that Emillene and one or two other models were prosecuted for outraging public decency.

The question whether the presence, lightly clad, at a gathering of students, of a model accustomed to pose before them for the "altogether," could be termed an outrage upon public decency was warmly discussed, both in court and in the press. It was proved, however, that many persons who were in no way connected with art had paid for admission.

Emillene was fined and sentenced to two or three days' imprisonment, but escaped the latter by virtue of the Berenger act relative to first offenders. She was immediately engaged by the management of the Folies-Bergere to star in the ballet entitled "Le Bal des Quartre Arts," and drew crowded houses throughout the season. Since then she has abandoned the studio for the variety stage, and during the past summer has been the chief attraction at the Casino at Trouville, the most fashionable seaside resort in France.

WASHINGTON'S THEATER.

Built on the Site of the Historic Old Seward Mansion.

Washington, Oct. 1.—The new Lafayette-square opera-house, built on the site of the old Seward mansion, where Wilkes Booth's co-conspirator attempted the life of Secretary Seward, and where James G. Blaine died, opens tomorrow with Lillian Russell in "Trigane."

The theater faces Lafayette square, directly opposite the White House. The structure is built of polished green granite, and the architecture is of the classic Grecian order. It has a frontage of seventy-six feet and is 146 feet deep. The building is pronounced absolutely fireproof. The main entrance is thirty-six feet wide, opening directly from the sidewalk. The lobby is finished in mahogany and floored in mosaics, while broad marble staircases on either side lead to the upper floors. The main floor, rising in five tiers, is constructed on the cantilever plan, so that there are only two supporting columns, on the main floor and the third balcony.

All of the auditorium is divided into stalls, named after the president of the United States. There are sixteen promenades and balconies are ornamented with wrought style. The interior is finished in the style of the Italian renaissance. The stage, which is equipped with all the latest fireproof rigging, has an opening of thirty-six feet. There is an asbestos curtain, lowered by machinery, on which is painted a copy of Corman's famous painting, "Les Vainqueurs de Salamine." The roof is so constructed that it can be used as a roof garden if desired.

The theater was built and will be managed by J. W. Albaugh, for many years proprietor of Albaugh's grand opera-house in this city. This is the theater over the construction of which Senator Cameron and others made such resistance.

Room for Improvement.

London, Oct. 1.—Responding to a toast to the house of lords at a banquet given at Ripon tonight, the Marquis of Londonderry said that he thought the house of lords could be improved in many ways, and he hoped the unionists would grapple with the question. The house of lords might hereafter have to oppose the house of commons in measures not so unpopular as the home rule measure; therefore he wished it to be so strong that no stone could be cast at its action.

French Spies in Germany.

Leipzig, Oct. 1.—The Gerichts Zeitung says that as a result of the arrest of a Frenchman and a German woman at Cologne, four Germans have been arrested at Essen, Magdeburg and Berlin, all connected with an extensive system of espionage promoted by the French with the object of obtaining drawings of the defense work.

French Prisoners Released.

New York, Sept. 30.—The Herald's correspondent in Rio Janeiro telegraphs that France will release the Brazilians captured in the recent fight in the Amapa territory and now in prison in Cayenne, French Guiana.

WRECK OF THE HUMBOLDT.

She Struck a Perfect Nest of Rocks, Sunken and Projecting.

Eureka, Cal., Oct. 1.—The latest news from the wreck of the Humboldt was received this evening, when the tug Ranger returned from the scene, bringing Chief Engineer Foord, of the steamer.

The steamer is two miles south of Point Gorda, and the locality is a perfect nest of rocks, sunken and projecting. A lifeboat was sent to the wreck, and finding all hands safely on shore, took off the mail sacks. Chief Foord, in his account of the disaster, is loud in praises of the stanchness of the vessel. Had it not been for the strength of the steamer, it is probable some, if not all, those aboard would have been lost.

The vessel went on the rocks at 3:45 Saturday morning, and, although continually pounding and grinding on the rocks, pumps were able to keep the water under control until 11:15 A. M. By that time the passengers had all been put ashore, and only the crew remained. The water put out the fires. The crew then made preparations to leave the vessel.

A surprising thing about the wreck was the absence of all panic. When she struck the passengers were awakened and told to dress, lifeboats were cleared away, and a man stationed at each to prevent any premature attempts to leave the ship. This precaution, however, seemed unnecessary, and, instead of excited men and screaming women, the passengers acted as though being wrecked was an every-day occurrence.

At 8 o'clock breakfast was served in the saloon, as usual, and most of the passengers ate heartily, after which preparations were made to leave the ship. One boat at a time was sent off, women first, but all succeeded in landing safely, and, barring the wetting, suffered no inconvenience. By this time a nasty sea had commenced to come up, and when the crew commenced to go ashore, trouble began. Of four boats in use, two were smashed on the rocks, but the occupants succeeded in scrambling ashore. Finally only the captain and three men were left aboard. These took the last lifeboat, but were compelled to pull out to sea, where they remained some time, getting ashore during a smooth spell.

Chief Foord professes to know nothing of the cause of the wreck, but supposes it was due to the fog and current. Richard Swainsey, managing owner, who returned from the scene of the wreck on the tug, said that he had given up the steamer as a total loss. The vessel was insured for \$20,000.

MOB OF ANGRY DEPOSITORS.

They Are After a Bank President, Who Will Be Lynched if Caught.

Perry, O. T., Oct. 1.—A messenger from Perry, twenty-five miles east of here, says that President and Cashier Berry, of the Farmers' & Citizens' bank, of that town, is being pursued by a mob of angry depositors, and will be lynched if caught. It leaked out that the bank would not open its doors Saturday, and a bill for a receiver was being prepared. The depositors immediately ran an attachment on the bank building and assets to the amount of \$30,000. C. L. Berry, the president and cashier of the bank, was found, and tried to explain the failure, but the people would not hear him, and had it not been for the officers, he would have been mobbed on the spot. Berry left, and the crowd became more furious, and when the sheriff opened the safe and found only \$20 or \$30 in cash the mob got beyond the control of the officers and broke for Berry's house. He had been notified, however, and had made his escape. A number of men, the messenger says, mounted horses and took after him. If Berry is caught he will be lynched.

Harrison in Literature.

Philadelphia, Oct. 1.—Ex-President Harrison has, as previously stated, entered the literary field. He is now engaged at his Indianapolis home on a series of articles to be called "This Country of Ours," the publication of which will soon begin in the Ladies' Home Journal, of this city. It is General Harrison's purpose to explain to women what the United States government means, viewed from its inner workings. He will explain the origin and meaning of the constitution upon which the national laws are based; what the different executive and judiciary departments mean, and how they are divided; the power of the president and of representatives and senators, and will outline how congress legislates, what our relations with foreign nations signify, and what the jury system is. Political opinion will not enter these records.

Indians Ready for the Warpath.

Hennepin, I. T., Oct. 1.—A report has reached here that the Cheyenne and Arapahoe Indians, on the reservation west of here, have become ugly and are holding war dances and disregarding the agent's orders to keep on the reservation. Runners from Anadarko are in communication with them, and it is said that Kiowas are ready for the warpath. The cattlemen in western Oklahoma are thought to be partly the cause of the trouble, as well as dissatisfaction with the agent, who is very strict.

Mora Claim Money.

Washington, Oct. 1.—Secretary Olney received information today that the Mora debt, for almost \$1,600,000, had been paid in London today by the Spanish financial agent. The money was paid in gold and will probably be transferred to this country by cable drafts and placed to Secretary Olney's credit in the New York treasury.

PACIFIC NORTHWEST.

Condensed Telegraphic Reports of Late Events.

BRIEF SPARKS FROM THE WIRES

Happenings of Interest in the Towns and Cities of Oregon, Washington and Idaho.

Six schooners were loading lumber on Coquille, Or., last week.

Edwin Eels has been agent for the Puyallup Indians for nearly twenty-four years.

The Herrick cannery at The Dalles, Or., has put up about 5,000 cases of salmon so far.

Governor McGraw and the military board favor, for military reasons, giving Spokane the new artillery company.

Fair catches of salmon are being still made on Coos river, Or., although the run of fish is slackening up somewhat.

The Burns, Or., town council has contracted for the purchase of a fire-engine to cost \$1,275, delivered at Huntington, or Ontario.

A row among the gamblers in Palouse, Wash., led the city council to conclude that gambling should be broken up. It will act upon the conclusion.

Spokane has organized a new infantry company and elected these officers: Captain, Emery P. Gilbert; first lieutenant, Joseph M. Moore; second lieutenant, R. A. Koontz.

The contract of the city of New Whatcom, Wash., with the Bellingham Bay Improvement Company for lighting the city for one year at the rate of \$100 a month has been ratified by the council.

Dog fennel dust interfered with the harvesters about the machines in Sherman county, Or., this season. The clothes of the workers would become filled with it, and the wrist, neck and body were badly blistered.

The debt of Curry county, Or., is about \$40,000, and draws 8 per cent interest. The debt was incurred in building a good road from one end of the county to the other. The rate of taxation is \$2.50 on \$100 of the assessed valuation.

A sawing plant has been fitted up in Tacoma for cutting lumber into blocks to be used in paving Pacific avenue. The block-cutting machine can cut seven blocks at a stroke, 5,000 an hour, 50,000 a day, or enough to lay 400 linear feet of paving on one side of the avenue.

The other day fully 100 people witnessed an exhibition of Cunningham & Harter's horseshoeing machine, in Heppner, Or. The machine is made to hold the wildest cayuse without injury to him or those shoeing the horse. The trial was fully satisfactory to all, says the Heppner Gazette.

Settlers in the Lake country, Or., are anxiously awaiting the survey of that country, which will be made this fall. Work in that section may then be looked for, as people are adverse to putting substantial improvements on unsurveyed land. A townsite will be laid off at the Narrows in the near future.

The Astoria News says that it may be authoritatively stated that the firm of Dickson & Co. has been awarded the contract for building the drawbridge pier and trestlework from Young's bay to Astoria, and that Corey Bros. & Co., will do the first ten miles of grading and tunneling work east of Tongue point.