

RALPH ROSE IN JAIL

Healdsburg Giant Found in Loaded Freight-Car.

IN COMPANY WITH HOBOS

Former College Man Says He Lost His Money in a Poker Game and Was Tramping for Experience.

MODESTO, Cal., Dec. 9.—(Special.)—Ralph W. Rose, the Healdsburg giant and winner of the world's record in putting the 16-pound shot 51 feet 7 inches, at the St. Louis Fair, is in jail in this city, pending examination of a loaded freight car by the Southern Pacific Company. Rose and three hobos were arrested at Newman, in this county, yesterday, by Constable Newcome.

The men entered a loaded freight car with the intention of beating their way out of town. They were seen by a brakeman, who entered the car with an officer and arrested the four men. They were taken before a Justice of the Peace, and the three hobos were sentenced to serve 30 days in the County Jail for vagrancy. Rose demanded a jury trial, stating that he had never seen the hobos before, and that nothing was taken from the car. The Justice ordered that Rose be held in jail pending an investigation, and fixed the trial 30 days hence. Rose's bail was fixed at \$50 cash, and remains unpaid. When seen in jail this morning by your correspondent, Rose said:

"I tell no newspaper man anything about it. I did not do anything, and they can't hold me here. I don't want anything to get into print about this, as it will be copied in the East, and will hurt my chances of going back to the athletic field for any college or university."

When pressed, however, Rose told the following story: "My father owns a farm near Modesto, and I was coming down from the north to work on it. I took the train for Newman and paid my way there and got off. As I was walking down the track between the train I got off and a freight train, an officer nabbed me. I told him I had paid my fare. He took me before a Magistrate, who told me to get out of town right away, and told me to get on a freight train and go."

"I climbed on a loaded car and found three hobos there. Shortly after the trainman came with an officer and pulled all of us. We took nothing from the car, and I am only here waiting for the railroad to send me before a Magistrate. I can't keep me here without a trial much longer."

When asked by a reporter why he did not pay his fare to Modesto, Rose said he had started with money, but lost it in a poker game. Later, he said that he was tramping for experience, and wanted to get matter for magazine articles regarding hobo life. Asked about his experience in Seattle, where the giant cleaned out a dozen of the men in a saloon fight, Rose was reticent, and refused to speak. He says he is going out on his father's farm to work when he gets on his feet.

J. W. Hawkins, an attorney of this city, and a chum of Rose at the University of Michigan, says that, if Rose's trial has been postponed 30 days, he will take legal measures to have the athlete liberated. Rose is dependent on his arrest, and begged that nothing be published for fear of injuring his chances in the East. The Healdsburg boy says he is sick, and has lost 30 pounds in a few weeks. He says he is going to retire from athletics until his reputation becomes more savory, and will then return to some Eastern college, which one he cannot yet tell.

ONLY HOUSE AUTHORIZED.

Idaho Senate Did Not Concur in Appointment of Smelling Committee.

BOISE, Idaho, Dec. 9.—(Special.)—In response to the request of the members of the legislative committee named last Winter to investigate the condition of the different National land grants in Idaho, Attorney-General Guthrie today handed down a written opinion giving his reasons for his decision that the committee had no legal existence after the adjournment of the Legislature. He stated that appropriation of \$500 for the expenses of their investigation was not available. He points out that the House was the only body authorized to investigate, and that the committee had no authority to proceed in any investigation.

REWARD FOR MAN WHO CAUGHT ADAMS.

OREGONIAN NEWS BUREAU, Washington, Dec. 9.—President Roosevelt will bring to Washington, as chief Special Service agent at the White House, "Steve" Connell, who was prominently featured with the detection of Cashier Adams' robbery of the Seattle Assay Office. Mr. Connell will be here at the end of December, and will act as bodyguard of the President.

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STATION CHANGE.

The Southern Pacific station, heretofore located at Fourth and Yamhill streets, will be moved, December 15, to the Chamber of Commerce building, Fourth and Stark streets.

PROPOSED COMMON SEAT REMOVAL.

ABERDEEN, Wash., Dec. 9.—(Special.)—At a special meeting of the Chamber of Commerce last night to consider the proposed removal of the common seat from Montezuma to a site between Aberdeen and Hoquiam, committees were appointed to confer with commercial bodies of Hoquiam and Cosmopolis, relative to definite action in regard to money to buy grounds and pay for a portion of the proposed new building.

SENTENCED FOR ASSAULT ON DOMESTIC.

BELLINGHAM, Wash., Dec. 9.—D. A. Griffin, a prominent hotel man and pioneer politician of Deming, was this afternoon sentenced by Judge Neizer, of the Superior Court, to 14 years in the penitentiary for criminal assault on Winnie Johnson, a 15-year-old domestic in his household. Notice of appeal was given immediately. The assault occurred on September 29 and caused a tremendous sensation.

CONSPIRED TO STEAL GOLD.

OSCAR CORDER CONFESSES AT COTTAGE GROVE. Fellow-Worker and Day-Shift Foreman of Oregon Securities Company Are Implicated.

COTTAGE GROVE, Or., Dec. 9.—(Special.)—Oscar Corder, who was arrested a few days ago on a charge of stealing rich ore from the Oregon Securities Company, waived examination and confessed to the crime as charged. In his confession he implicated two other men—Frank Haley, a co-worker, and Charles Lynch, the day-shift foreman. They had a preliminary hearing today before Justice Vaughn, who bound them over to appear before the next term of Circuit Court under bonds of \$500 each.

Corder, in his confession implicating Lynch and Haley swore that the three had gone into a conspiracy to steal ore from that company in which they were employed, one in the mine, one in the mill, and one in the office. The ore would be refined at Roseburg, and the other two would receive the gold. Corder was brought to an abrupt ending, however, when Sheriff took possession of the five sacks of the rich gold ore.

NORTHWEST DEAD.

A. H. Miller.

OREGON CITY, Or., Dec. 9.—(Special.)—A. H. Miller, aged 54 years and a veteran of the Civil War, died last night at the home of his son, J. O. Miller, in Oregon City. The deceased came to Oregon from Kansas with his son, who, with two daughters, one residing in Kansas and the other in Chicago, survive him.

JONES ASKS QUICK ACTION.

Wants Immediate Allotment for Traction and Sunnyside Projects. OREGONIAN NEWS BUREAU, Washington, Dec. 9.—Representative Jones today sent a letter to Secretary Hitchcock strongly urging him immediately to approve the traction and Sunnyside irrigation projects. He says he believes that if these projects are approved and the money set aside for their construction, it will require but a short time to clear up the conflicting water rights and bring about the formation of satisfactory water-users' associations.

Mr. Hitchcock is inclined to hold back until these water rights are adjusted, but Mr. Jones holds that prompt approval of both projects will do more to simplify the situation than anything else.

OPEN TO PRIVATE ENTERPRISE.

Government Will Release Some Tracts in Big Bend. OREGONIAN NEWS BUREAU, Washington, Dec. 9.—The Chief Engineer of the Reclamation Service has ordered a careful reconnaissance to be made of the area previously withdrawn under the Big Bend project in Washington to determine the tracts which should be permanently reserved for future development by irrigation projects to be undertaken by the Government. Engineer Anderson has been recalled to make this investigation at the earliest possible moment and to submit a list of areas which in his judgment should be released.

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ECHO OF DAMAGE.

Eugene R. Day, Idaho Millionaire, Sued for Divorce.

MARRIED LAST JANUARY

Pretty Schoolteacher Was the Recipient of the Most Devoted Attention Before She Became a Bride.

WALLACE, Idaho, Dec. 9.—(Special.)—In the suit for divorce of Mrs. Agnes Quinlan, Day, from her husband, Eugene R. Day, one of the wealthiest and most influential mining men of Northern Idaho, the fabric of a pretty romance has been shattered. Mr. and Mrs. Day were married at Kullala in January of this year and have resided in Wallace since.

Before the marriage Mr. Day was famous for his devotion to the pretty and attractive school teacher. His affection became his wife. Her slightest wish was gratified, and it was predicted by all that their married life would be one of happiness and bliss. Mrs. Day created a sensation just before they were married by sending a special train from Spokane to take her to Wallace.

The plaintiff alleges cruel, inhuman and indecent treatment, which began at Portland while they were on their bridal tour. Mr. Day, she alleges, was violent and tyrannical, and says he is guilty of indecent assault.

She alleges that he is worth nearly \$1,000,000, which includes a three-quarters interest in the Hercules mine, and that he has an annual income of \$100,000. She wants \$10,000 to meet the expenses transacted through her suit in divorce, a division of the property, half of the defendant's income, and a temporary allowance. She asks that the court appoint a guardian for her minor child, Miss Agnes L. Quinlan, be restored to her.

PROUD DAY FOR IDAHO.

(Continued From Page 1.)

belief of naval officers that the vital of a warship should be protected with very heavy armor. Accordingly a belt of nickel-plated steel 12 inches thick was placed on either side of that ship to protect her engines, magazines and other vital parts from the shots from an enemy's main battery guns. The armor demonstrated that less armor is ample for all practical purposes, and today a nine-inch belt is considered adequate protection.

Well Shielded With Armor.

The hull of the Idaho will be protected at the water-line by a complete belt of armor nine inches thick, and will be of a uniform thickness of nine inches for about 24 feet amidships. Toward either end of the vessel the belt is reduced in width and the thickness is gradually decreased to four inches at the stem and stern. Triangular anti-aircraft armor in the wake of the water-line belt is seven inches thick.

Above the main belt of armor is what is known as the casement armor, seven inches in thickness, which protects the seven-inch guns mounted along the main deck. The three-inch guns are protected by two-inch shields of nickel steel.

The two turrets, in which the 12-inch guns are mounted, will have a front plate of 12-inch armor plate, and will be protected in the rear and on either side by eight inches of steel. The top of the turrets will be two and one-half inches thick. The 12-inch barbets will be protected by two and one-half inches of armor plate in front and seven and one-half inches in the rear. The eight-inch barbets will be six inches thick in front and four inches in the rear.

The turret containing eight-inch armor plate will have six and one-half inches of armor plate in front and rear plates of six inches. The three-inch guns will be protected by a nine-inch belt of armor. Her torpedo stations will be protected by two and one-half inches of armor throughout.

There is a complete protective deck extending from stem to stern, built of 20-pound plating. The magazines and shell-rooms are so arranged that about one-half the total supply of ammunition will be carried at each end of the ship. All spaces are provided between the magazines and shell-rooms to remove the danger of explosions from combustion.

The shells of the large rifles of the Idaho and the charges of powder are too heavy to be handled by hand. Electricity is called into play, and will be employed in lifting shells and ammunition from the magazines to the turrets, where it will be hoisted by the hoists. The hoists can elevate seven pieces a minute, which is much faster than the guns can be discharged. It will be necessary to install trolleys for the ammunition. The rooms for handling the seven-, eight- and twelve-inch shells and carrying them from storage to the hoists.

Speed Greater Than Oregon's.

To the popular mind, the armament of a battleship is its most important feature. In the families of Americans, electricity is quite as important. Its propelling machinery is called as useless as a useless in a fight as a ship without armor. Care has been taken to equip the Idaho with machinery which will make her requirement, and develop a speed of 17 knots an hour, which is greater speed than was developed by the Oregon on her trial.

The Idaho's engines will be of the vertical, twin-crank, three-cylinder, triple expansion type, of a combined horsepower of 24,000. The machinery will be located in a separate water-tight compartment, so that in case one is damaged the other can still furnish the necessary power to keep the vessel in motion.

It requires an immense amount of steam to supply the engines of a battleship. The Idaho will have eight water-tube boilers, placed in four water-tight compartments. It is given 200,000 pounds of coal to feed these boilers, for they will have nearly 300 square feet of grate surface, and over 30,000 square feet of water-heating surface. The working pressure will be 350 pounds.

Protruding above decks will be two immense funnels leading from the bowels of the ship. They are 100 feet in height, measured from their base.

All Manner of Machinery.

But the propelling machinery does not by any means complete the mechanical equipment of the Idaho. She is to have a steering engine, windmill engine, hoist engines for each gun, searchlight draftloppers for her boilers, a demer-alice plant capable of making three tons of ice a day, an evaporating plant with a capacity of 10,000 gallons of water a day. The vessel is to be heated with steam throughout. Like other modern warships, the Idaho will be lighted with electricity, having a generator, and electricity will enter into her steering and other apparatus.

It is a fact, overlooked by many, that every big warship carries on her decks a miniature fleet for various uses. It will be so with the Idaho. She will carry 15 small boats and four life rafts. The largest of them will be two 60-foot steam cutters. In addition there will be two 25-foot sailing launches, four 20-foot cutters, three 15-foot whaleboats, two 25-foot cutters, one 20-foot gig whaleboat, and two 20-foot dingies, together with the four life rafts.

The Government spares no pains in making adequate accommodation for the officers and men on the big battleships. Magnificent quarters will be provided for the Idaho's officers, accommodation being made for a commanding officer, 15 ward-room officers, nine junior officers, nine warrant officers, and a crew of 800 men, including 60 marines. Provision will be made for carrying not less than three months' allowance of provisions and six months' allowance of clothing and small stores.

The fact should not be overlooked that the Idaho will be equipped with wireless telegraphy, so that she may communicate with other ships, and with the Government, and also with the coast.

The battleship Idaho is in complete readiness to be launched. The extensive builders of warships, having turned out the battleships Alabama, Indiana, Iowa, Maine, Massachusetts and numerous cruisers and destroyers, are now turning their attention to the Idaho in advance of the Idaho in point of construction.

The launching takes place at a comparatively early date, because the Idaho is nearly completed, but her builders did not care to postpone the launching until Spring, and therefore fixed the date early in December. Because of the inclement weather it is deemed unwise to launch vessels during the Winter months, and by Spring it would be too late. That is why December 9 was decided upon.

When a battleship is named after a state, it is customary for the people of that state to present the ship with a silver service in honor of the occasion. Such service is paid for by popular subscription, and is presented after the ship goes into commission. The Idaho has been presented with a silver service in honor of the occasion. The service is a set of silver plates, and is presented after the ship goes into commission.

No steps will be taken toward the selection of officers and a crew for the Idaho until she is all ready for acceptance. Before that time she must go through a trial test, both by the builders and by the general seaworthiness. There has been very little question about the seaworthy qualities of an American battleship. They are all designed by naval officers, and the plans are approved by the Secretary of the Navy before construction. This plan has been brought into play the best knowledge of the naval experts of the United States, and our naval officers are second to none when it comes to designing and managing warships.

The Idaho as she stands today is far from a finished warship. In reality she is an immense hull, with no filling save some of her outside work. The hull is to be installed before her decks were put in place. She has every appearance of an unfinished craft; her decks are bare; her upper works are merely skeletons; above the water line nothing is finished. But the foundation for the finished ship is here; her frame is completed; part of the armor buildings on the mountain have been finished, all save the wooden flooring, but none of her interior work has been completed; none of her cabins finished; her galleys, her mess rooms, her magazines, and her armor are yet to be supplied, and it will require nearly a year and a half to convert the present unsightly hull into a finished, neat and attractive battleship.

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