

PORTLAND, OREGON, TUESDAY, AUGUST 1, 1911.

PRICE FIVE CENTS.

Gregontan.



sdiate construction of a railroad any through J. P. O'Brien, vice-presi- not know of it until today. ent and general manager in this city. Preliminary surveys already have een made and six engineering parties re in the field locating the permanent

Although the definite course through hich the new road will be constructed as not yet been selected, Mr. O'Brien aid that the general route will be ong the Siuslaw River, through the oast Range to the coast, thence south Marshfield, where it will connect eith the Coos Bay, Roseburg & Eastrn Railroad, now operating a line two les long from Marshfield to Myrtle sint. This road also is owned by the athern Pacific Company.

Drain Project Dropped.

onstruction of the road from Eu ene to Coos Bay means the abandon-ent by the Southern Pacific of its ject to build to Coos Bay from min, 28 miles south of Eugene, at ich place several million dollars was at in preliminary construction work mediately previous to the financial pression four years ago. Part of the vement need on the Drain line, it believed, can be utilized on the new

The Willamette Pacific Railroad pany, incorporated under the laws d Oregon, June 14, 1911, will build the The officers of this con re G. X. Wendling, of San Francisco enident; S. O. Johnson, of San Franco, vice-president; R. M. Cross, of nd, vice-president; S. R. Bodine, Portland, secretary; C. H. Barrell, Los Angeles, treasurer; C. R. Breck, Eugene, chief engineer; tes and J. D. Miller, of Portland, itional directors.

\$1,000,000 Its Capital.

fr. Wendling is a wealthy timber erator and has extensive holdings ent to the Southern Pacific prop ty in this state. Most of the other floers are identified in various ways th the Southern Pacific, Mr. Breck ig assistant engineer in the em y of that company.

he Willamette Pacific Company empitalized at \$1,000,000, divided shares of \$1000 each, all of which held by the Southern Pacific inter-

soon as the engineers now in the can return sufficient data to proplans for construction work, bids be called for and contracts will

r. O'Brien said yesterday that he ts the road will be completed pproximately two years. Trains will be in operation over the Bange to Coos Bay by January 1, at the latest.

ding of the line will be pushed has the work can be done in (Concluded on Page 14.)

ding secret was to get Adelbert E. Case. cashier in the County Auditor's office om Eugene to Marshfield, at a cost to go to his "shop" at 5:30 in the afterimated at \$8,600.000, was authorized noon, after the office had closed, to issue esterday by the Southern Pacific Com- a license so that the newspapers would

Dr. Ghent's scheme to keep his wed-

eight years.

TEXT BOOK GRAFT BOBS UP California's State Printer Facing

Charges of Mismanagement.

SAN FRANCISCO, July 31. - Seriou charges of mismanagement in the office of W. W. Shannon. State Frinter, are made in a report presented to Governor Johnson by the State Board of Control. As the result of the findings the Board asks the Governor to refuse to approve bills, exceeding \$75,000 in amount, prereasonable to predict that building activity will continue with the same sented by the Zellerbach Paper Com-pany, the H. S. Crocker Company and the B. J. Shattuck Company and George

It is charged that these firms have been enabled to maintain a monopoly in supplying text-book paper, binding and ink, furnished at exorbitant prices. Figures are submitted aimed to show that the books are now sold at nearly twice their normal cost to the public school children. Besides the claims which the Governor is asked to hold up, there are others cited which the report states would "mulct" the state out of \$90,850.

EDDY PAPERS INSPECTED Son of Christian Science Founder

CONCORD, N. H., July 31.—The at-torneys for George W. Glover, of Lead, S. D., in the litigation directed against Henry M. Baker, executor of the estate Henry M. Baker, executor of the estate of the late Mary Baker G. Eddy, founder of the Christian Science de-nomination, and mother with plaintif in the case, have concluded their ex-amination of the reserved case drawn by Chief Justice Wallace for trans-mission to the Supreme Court and have filed with the Chief Justice a motion for hearing the demurar to the plain. for hearing the demurrar to the plain-tiff's bill filed by the defense, and for a trial of facts before the case is transferred.

The reserved case is now in the hands of the defense for examination.

BILL PROVIDES PENSIONS Socialist Representative Would Pay

Aged Americans \$4 a Week

WASHINGTON, July 11.—A pension of 54 a week for every man and woman more than 60 years of age is provided for in a bill by Representative Victor L. Berger, introduced today. He in-cluded in his bill a clause that none of the courts of the country, not even the Supreme Court of the United States should pass upon its validity. "The old workingmen and woman are entitled to a living outside of the poor-houses and without aid of private char-tity." said Berger in discussing his bill.

ity." said Berger in discussing his bill. "If political parties and the Supreme Court do not realize that fact they will be wiped out of existence, with the eld constitution."

the railroad, a superior bridge to the present one could be constructed granted for half a dozen houses costof \$15,000 ing on an average much lower cost company dence construction for the month alone | for all concerned. amounted to nearly \$\$00,000. Thes total values in permits rea \$1.373,815 as against \$908,080 for July. TWO STEAMERS SUSPECTED 1910. This is a gain of \$465,735 or ap proximately 50 per cent, making it the Boats From Cholera and Yellov largest increase that has been re-Fever Districts Held at Baltime corded in many years. The number of permits granted was also much larger, 597 being the record for the month 597 being the record for the month just closed compared with 522 for July of inst year. Banner Year May Pale. With seven months of the present year clapsed, there is an excess of nearly \$1.500,000 over the total for the corresponding period in 1810. It seems

(Concluded on Page 3.)

Last week permits were

the city.

BALTIMORE, July 31 .- Two steam

is the Italian steamer Archbank from Felton. Cuba. One of the crew of the Archbank is said to have died and been buried at sea and two others are laris. No sickness was reported on the Monviso, and health officer Bosley said neither vessel had cholera or yel-low fever on board. corresponding period in 1910. It seems

. TY LOSE Los Angeles Streetcar Doors May Be THOSE BELOW Promotion Begins at Explorer's Retirement, Not After Discovery. WASHINGTON, July 31 .-- The Judge-Advocate-General of the Navy has de-cided against civil engineers who were

In that event it is probable that it

are familiar with the country and hid-

ing places in the mountains.

them as they

gang

of the cars from lengthwise to crosswise, thus making more sitting room and less standing room

It is understood that after this is done, he company will be required to prowide bars across the car entrances and to permit no one to enter unless there is a vacant seat. This has proved a solution in Europe, but no such radical plan has ever been adopted in this country.

much

RAILWAY VETERAIL RETIRES

uation of steam and street railways on

Barred if Benches Are Full.

LOS ANGELES, July 31 -(Special)-So

crowded streetcars' and straphanging

passengers that the Board of Public

Utilities is striving to overcome the

problem, and may take arbitrary meas-

ures. Engineer Comstock, secretary of

the board, says that the first step will

be to change all seats in closed sections

difficulty is experienced with

A. D. Barker Quits Southern Pacific After 41 Years at Albany.

ALBANY, Or., July 31 .- (Special.)-A. D. Barker, who has a record of longer continuous service than almost any employe of the Southern Pacific, retired tonight after working almost 41 years for the railroad company. His record is not only remarkable for length of service, but is more noteworthy as all this time he has been employed at the same station. The first train arrived in Albany December 8, 1870, and ever since that date Barker has been employed in some capacity in the Albany depot. most of the time as baggagemaster.

His long service has given him a wide acquaintance among railroad men and the traveling public, also. Barker is 67 years old.

CHEAPER NAVY PLAN SEEN Meyer May Buy Many Ship Goods

Now Made at Yards.

WASHINGTON, July 31.—In the in-terest of economy, Secretary Meyer is contemplating the adoption of a policy regarding the procurement of many articles required in the equipment of a ship which will further curtail the work done in Government Navy-yards. It has been found that many articles such as ship fittings, dead lights, hamsuch as ship fittings, dead lights, ham-mocks, flags, paints, small boats, suchor chains, rope and furniture can be purchased advantageously from pri-vate maßufacturers. A naval board is now looking into the subject. Another formidable protest from Navy-yard workers who are thus threatened with loss of their places is expected to follow if an affirmative de-

cted to follow if an affirmative de-

a system quite different from that used by any of the other states. The chances are that Miss saw what purported to be the "Dick-to-Dick" letter, but she did not see it NO SEAT, NO RIDE, PLAN when she was going through the files of the Controller Bay case at the Interior Department.

interested in injuring President Taft.

Graham Prevents Inquiry.

In view of the fact that Chairman Graham, of the committee that undertook to "investigate" the Controller Bay affair, does not want to establish the facts with regard to this letter: does not desire to place Miss Abbott on the witness stand, and has no inclination whatever to bring out the facts with reference to this mysterious document, this crime may never be fastened upon the shoulders of the guilty person or persons, unless some other means can be devised for probing into the highly important facts in regard to this forgery.

In view of the refusal of Chairman Graham to proceed with his investigation, it is hardly probable that any other Congressional investigation will be authorized, at this time at least, to inquire into this circumstance, and if the inquiry is put off too long, the subject may be dropped. But while the "Dick-to-Dick" letter is fresh in the public mind, attention should be called to several highly important facts in connection with that paper.

Forgery First Printed in West,

To begin with, Miss Abbott was not the first muckraker to print the "Dick-to-Dick" letter. That interesting but forged document first made its appearance in the Portland Journal on Sunday, July 2, appearing as a part of a special dispatch from Washington, dated July 1. Miss Abbott's article containing the letter was printed in the Philadelphia North American Friday, July 7. Copies of the Portland Journal of July 2 reached Washington at noon on Thursday, July 6, and reached other Eastern cities, Philadelphia, New York and Baltimore, at approximately the same time.

Miss Abbott, according to a prepared interview which she gave the Washington Times, following the publication of her story in Philadelphia, as-serted herself to have been the discoverer of the "Dick-to-Dick" letter; she said she regarded it as most sensational; she said she found it while going through the records of the Controller Bay case at the Interior Department, after Ashman Brown, Secretary Fisher's private secretary, had reluctantly handed her the record. She remembered seeing this letter, because Mr. Brown, in explaining the case to her, prior to nanding her the papers, "skipped over two pages at a time," and aroused her suspicion, and it was only when she went through the papers, one at a time, that she found this interesting and most important document (she herself having declared it most important).

Bear in mind that Miss Abbott did not see the Controller Bay papers prior

(Concluded on Page 2.)



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Asks Trial of Facts.