

CHARGES ARE FIXED AGAINST SOLDIERS

Privates Cameron, Kertz, Tibbits and Johnson to Be Tried at Ft. Stevens.

SECRET COMPOUND STOLEN

Under 62d Article of War Will Army Men Be Put Under Court-Martial. Clandestine Affair at San Francisco Reported.

LOG ROAD WELL BUILT

BELIEF IS LINE IS SOUTHERN PACIFIC PROJECT.

So-Called Smith-Powers Construction Up South Fork of Coquille Is of Heavy Material.

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COQUILLE, Or., July 19.—(Special.)—There is reason to believe that the so-called Smith-Powers logging railroad from Myrtle Point 20 miles up the south fork of the Coquille River is intended to be a main line to the coast south to its California connections. It is surmised that the line from Marshfield to Myrtle Point, known as the Coos Bay, Roseburg & Eastern and owned by the Southern Pacific, is now being put on a connecting link between the Eugene & Coos Bay line, now under construction, and what is known as the Smith-Powers road.

Explosive Is Powerful.

This explosive is said to be the most powerful in use. Its peculiar advantage lies in the fact that it can be safely handled and fired out of a gun without danger of premature explosion taking place. It has an extremely penetrating odor and possesses the strongest kind of dyeing qualities. The hair of all soldiers required to use it in filling shells turns a brilliant golden yellow. The odor of the explosive does not disappear until the hair grows out and is cut off. Though it is generally believed that it is derived from some form of picric acid, it is said that but three officers in the United States service are familiar with the exact ingredients that are used in its composition.

It is further stated among Army people that the Japanese are the only people possessing anything remotely resembling it in destructive force. In fact, that the powder they use is an imperfect imitation of this far-famed substance.

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Mr. Vogel, the civilian tailor whom shades testified had attempted to bribe him, is now making a statement to the investigating witnesses. He had been served with a Government subpoena to appear as a witness for the prosecution, and the time limit for his appearance is now up. The failure of a witness to appear on such a summons carries with it six months imprisonment. All traces of Vogel have been completely lost. Vogel enjoyed the enviable reputation of being the leading factor in the local situation after Coffman was eliminated.

MOLALLA IS PROGRESSING

Many Buildings Being Built and Population Is Growing.

MOLALLA, Or., July 19.—(Special.)—Work on the Portland, Eugene & Astoria Railroad, being built from Canby to Molalla, is rapidly nearing completion and it is expected that it will be running by the middle of August. For the last two or three years Molalla has been connected with steam and electric lines by an auto stage to Oregon City, 16 miles distant. The new line will be electrified within a few months, but at first steam power will be used.

On August 15 the town will vote on the question of incorporating. A live commercial club has been organized and the population of the town is growing rapidly. A new bank, store buildings and numerous residences are under construction. A plant is also being built to supply the town and community with electricity. The town also has a band of 24 pieces.

NAME OF RIVER TO STAND

Snake Will Not Be Changed to Lewis, According to Geographer.

LEWISTON, Idaho, July 19.—(Special.)—There is little prospect of changing the name of the Snake River to Lewis River, as has been proposed by many associations and organizations throughout Idaho, Washington and Oregon, according to a letter received today by H. L. Talkington, chief of the department of history of the Lewiston State Normal, from Henry Garnett, chairman of the National Geographic Society.

Mr. Garnett says there is no question as to the desirability of a change, but believes that it would be impossible because the name "Snake" has been used in creating the territories in enabling acts and constitutions of the three Northwest states. He further thinks that it would be useless, owing to the long usage of the term.

PARENT TEACHERS GUESTS

Mrs. A. D. Chittier Entertains Women of Wilsonville and Carlin.

WILSONVILLE, Or., July 19.—(Special.)—Mrs. A. D. Chittier entertained the Parent Teachers' Associations of Wilsonville and Carlin Friday at her beautiful country home on the Oregon Electric line at Malloy. Among the guests were Miss Elizabeth Brobst, of Carlin; Miss Elsie Seimon, Miss Mae

L. Fitzwater, of Portland; Mrs. Joe J. Thornton, Mrs. John Thornton, Mrs. C. T. Wagner and daughters, Etta and Vera, Mrs. E. C. McKinney and daughters, Isabel and Dorothy, Miss Cora Brobst, Mrs. G. Adams, Mrs. J. R. Peters, Miss Kate Wolbert, Mrs. Emil K. Brown, Mrs. T. T. Seely, Mrs. G. I. Stern, Mrs. Sarah Seely, Mrs. H. P. Aden, Mrs. Cora Haselebrink, Mrs. N. M. Young, Mrs. M. C. Young, Mrs. J. L. Larson, Mrs. D. L. Rutherford, Mrs. Frank Brobst, Mrs. E. Brobst, of Wilsonville; Mrs. A. D. Chittier, Mrs. S. C. Chittier, Mrs. Otto Peters, Mrs. J. H. Shull, Mrs. Clara Day, Misses Anna and Ida Kauffmann, Mrs. C. M. Stiles, of Malloy, and about 75 little folk.

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PIONEER IS CALLED

Lewis A. Loomis, of Loomis Station, Dies, Aged 83.

ARRIVAL DATE IS 1852

As Member of Transportation Companies Active Part Is Taken in Shipbuilding and Promoting Railway Line.

LOOMIS STATION, North Beach, Wash., July 19.—L. A. Loomis, aged 83, died at his home here at 3:30 P. M. today. He was taken critically ill on July 5. There were present at the hour of death Lewis E. Mrs. H. T. Rankin, of Portland; Eugene, Mrs. Perry Graham and Chester A., three sons and two daughters, and other immediate relatives.

Lewis Alfred Loomis was born on a farm in Tompkins County, New York, October 9, 1830. He left the parental roof in 1852 and took passage by the Panama route for California, where he landed at San Francisco on May 23 of the same year. He started at once for the mines, where he followed mining and other employment for three years. In 1855 he came to Washington Territory and located, with a brother, Edwin G., at Pacific City. At the Dalles Mr. Loomis enlisted in Colonel J. W. Nesmith's volunteers, and he served in the Indian campaigns for 210 days, and was engaged for four days in the battle of Walla Walla, in which he was captured and held prisoner for 18 days. He was then sent to Mox Mox (Yellow Bird), was killed.

Family Call Heard. In 1857 the death of immediate members of the family caused Mr. Loomis to return to his home in New York State and care for his widowed mother, where he remained until 1864. Then he went to the South and took charge of a construction company, building and repairing railroads for 40 years. He was with General Sherman on his celebrated march to the sea. At the close of the Civil War he returned to Michigan, where he lived until 1872. In the Spring of that year he returned to Washington, took up his residence at Oyster Bay and bought the farm on which he made his home for 40 years. Here he went into the business of raising sheep in partnership with his brother, Edwin G., in which they both prospered. The difficulty in getting his wool properly handled, on account of inadequate wharfage, led Mr. Loomis to build the first wharf at Ilwaco.

Transportation Work Attracted. From 1874, the date of the incorporation of the Ilwaco Wharf Company, Mr. Loomis began his career as a builder of transportation lines, steamboats, stage routes and railroad construction on the Lower Columbia. In 1875 he was elected president of the Ilwaco Navigation Company. Then followed, in 1881, the organization of the Shoalwater Bay Transportation Company.

Close commerce expanded and travel increased, a general demand was made for a railroad to connect the Columbia River with Shoalwater Bay and incidentally developed North Beach as a Summer resort. To satisfy this demand Mr. Loomis reorganized the Ilwaco Steam Navigation Company, and this company immediately began the construction of a railroad along the beach from Ilwaco, and in 1885 five miles were built and in active operation.

In 1874 Mr. Loomis was elected County Commissioner, and that was the only office he would accept at the solicitation of his friends.

On February 1, 1877, Miss Louisa J. Glover, daughter of Philip Glover, of Salem, Or., became the wife of Mr. Loomis. The result of this union was five children—three sons and two daughters, all of whom are living. Mrs. Loomis died in Portland after a lingering illness, on April 21, 1911.

BALTIMORE

Implies purity of food and cleanliness.

Watson's Five Baltimore Dairy Lunch Rooms are the popular places for busy men and for ladies, not only at the noon hour, but at all times. All the food used in Watson's Baltimore Dairy Lunch Rooms are prepared in his own bakery, where only the latest appliances for the preparation of pure, healthy foods are used.

BULL RUN PARK.

Sunday round trip rates 75c. Wild blackberries in great abundance. Fast open-car trains leave First and Alder streets, 7:50, 8:50, 11:50 A. M., 1:50, 3:50 and 5:55 P. M. Leave Bull Run Park for return 8:40, 11:40 A. M., 1:40, 3:40 and 5:40 P. M. Purchase tickets before boarding trains in order to obtain low Sunday round trip rate.

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CITY AND ROAD AGREE

GRANTS PASS OPENS STREET OVER SOUTHERN PACIFIC.

Right of Way Controversy, Started in Early Nineties, Ends Without Litigation.

GRANTS PASS, Or., July 19.—(Special.)—Fourth street was opened to traffic across the Southern Pacific tracks here this week thus ending an old controversy between Grants Pass and the railroad company.

In 1887 when the then sparsely settled village of Grants Pass, a mere lumber camp in the heart of the hills, decided to incorporate itself into a city the right of way of the Southern Pacific passed between the group of one-story shanty stores, rough shack saloons and primitive boarding houses. The original townsite mapped out by ex-Senator Jonathan Bourne, C. J. Smith and others provided for but one open thoroughfare across the railroad right of way, its sponsors little dreaming that the miniature city would ever need more than one thoroughfare to bear the burden of its commerce across the iron tracks.

Ten years passed and two separate business districts developed on either side of the tracks. One street was compelled to bear the connecting burden of traffic which even then was considerable, while pedestrians and the drivers of pleasure vehicles were continually harassed by long waits for passing freight trains to clear the city yards. Then was filed the first of a series of humble petitions in which the Southern Pacific Company was asked to open another street or more across its tracks. The railroad company refused. Two years ago another demand was made for the opening of two streets parallel to the one already open. Again the railway refused. The city administration filed suit against the company to condemn the right of way for extensions of Fourth and Fifth streets. But the railway company had stolen the first march by dumping loads of gravel, concrete and

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Take Your Profit Now Profit by Buying the World's Renowned Hart Schaffner & Marx Clothes and Men's High-Grade Furnishings at Clearance Sale Prices

Table with 2 columns: Suit type and price. \$20.00 Suits now \$14.95, \$30.00 Suits now \$22.50, \$25.00 Suits now \$18.75, \$35.00 Suits now \$26.25

ALL BLUE AND BLACK SUITS 15 PER CENT DISCOUNT

Table with 2 columns: Sweater type and price. RUFF-NECK SWEATERS: \$3.50 Sweaters now \$2.75, \$5.00 Sweaters now \$3.75, \$6.50 and \$7 Sweaters now \$4.95, \$8.50 Sweaters now \$6.75. MUNSING UNION SUITS: \$1.50 Union Suits now .95c, \$2.50 and \$2.00 Union Suits \$1.50, E. & W. AND ARROW SHIRTS: \$1.50 grade now \$1.15, \$2.50 and \$2.00 grade now \$1.35

Sam'l Rosenblatt & Co. The Men's Shop for Quality and Service. NORTHWEST CORNER THIRD AND MORRISON. All Straw Hats 1/2 Price

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BIG PAYROLL IN SIGHT

HOQUIAM HAS MANY NEW INDUSTRIES IN PROSPECT.

Extensive Development in Lumber Industry Will Mean Employment of 600 More Men.

HOQUIAM, Wash., July 19.—(Special.)—Within the last six weeks industrial development has occurred which ultimately will mean the addition of 600 men to the Hoquiam payroll. This includes the announcement of a new mill in this city and the purchase of a site on deep water for it, the opening of a logging camp and building of a shingle and hemlock mill west of Hoquiam, preparations for the establishment of a new sash and door factory, and improvements at another mill which will make it one of the largest in the Northwest.

The most important was the announcement of the Carlisle-Pennell Company that it would log and manufacture shingles and hemlock timbers in Hoquiam with frontage on the main channel of the Harbor. A mill of at least 100,000 feet capacity is to be built on this. The company already has a big force of men at work in the work of building a shingle mill with 10 upright machines and a hemlock mill is well under way.

Preparations are under way by the National Lumber & Box Company to install the machinery and engage in the manufacture of sash and doors. The plant will have a capacity of between 600 and 700 doors a day.

Until the completion of the new plant of the Hoquiam Ice & Cold Storage Company this city's ice supply came from outside.

SMALL FARM PAYS OWNER

Willamette Valley Man Shows What Can Be Done on 21 Acres.

INDEPENDENCE, Or., July 19.—(Special.)—R. H. McCarter, who lives a few miles south of this city, is demonstrating what may be done with a small farm in the Willamette Valley. He has