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WILLIAMSON'S SECOND TRIAL IS NOW IN PROGRESS

List of the Jurors Drawn. The Defense Alleges Persecution. Both Sides Make a Second Statement

San Diego, Cal. July 21.—It is now known that 53 lives were snuffed out almost instantly, that in all probability this number will be increased by at least 30 when the interior of the ship can be more fully explored, and almost every man on board at the time was injured, many of them so badly that death is inevitable, many so painfully that screams of agony were forced from their lips, and others so severely that they will be confined to sick rooms for days or weeks.

Portland, July 21.—The re-trial of the Williamson-Van Gesner-Biggs land fraud case was taken up vigorously before Judge De Haven today, and by three o'clock p. m. the jury men had been secured.

About the Disagreement
Thursday's Portland Telegram says: After being cycled together for 46 hours and taking 42 ballots, in which the vote was ten for conviction and two for acquittal, the jury in the Williamson-Gesner-Biggs case reported to Judge De Haven in the United States Circuit Court at 1 o'clock that it could not agree. Judge De Haven asked each jury individually whether there was any hope of an agreement, to which each responded that there was not. The Court then ordered the clerk to enter an order of dismissal.

The jurors looked tired and worn after a vigil of two nights and a stretch of 46 hours of confinement in one small room. Many of them looked sleepy and cross. On entering the courtroom Judge De Haven asked the jury if it had arrived at a verdict. Foreman Hinkle said it had not, and that there appeared no prospects that one would be reached. Judge De Haven asked if the jury understood that it could find one defendant innocent, and the jury said it did.

W. O. Cook then addressed the court, saying that the jury had belated many times with the same result, that each man had taken a part in the discussion, and that it was evident that no verdict could be reached.

O. H. Flook, a farmer, of Olalia, Douglas County, and G. O. Walker, of Walker, Lane County, are two of the jurors who persistently refused to vote for the guilt of the defendants in the Williamson-Gesner-Biggs case, causing disagreement of the jury and retrial. It is said they offered to vote guilty against Gesner and Biggs if the other jurors would declare Congressman Williamson innocent, but this the majority would not do.

Congressman J. N. Williamson, his partner in the sheep business, Dr. Van

HITCHCOCK IS WORST OF ALL

Boise Evening News Makes Grave Charges Against the Secretary

The Boise Capital News of the 15th has a few words to say about Secretary Hitchcock, the article coming from its news bureau in Washington, D. C. It makes some very grave charges, which if they can be proved would make the President himself wash his hands of him. It says:

When congress convenes again several resolutions will be introduced in the house and senate calling for information from the secretary of the interior, Hon. Ethan Allen Hitchcock, with reference to a number of cases which have been acted upon by him during the last few years which, on their face, present an ugly condition of affairs. Many men in public life do not believe that Secretary Hitchcock is as fearless in the enforcement of the laws, particularly when his personal friends are concerned, as has been represented. Indeed, it is alleged by those who profess to know, that the secretary is himself today openly and notoriously violating the federal statutes. It is alleged that he is a stockholder and director in the Union Trust company of St. Louis. This company, it is alleged, holds the first mortgage bonds of the Choctaw Railway company, which is now a portion of the Rock Island system. During the last few years the Choctaw railroad has secured valuable timber and coal leases in eastern Indian Territory. It is alleged that this railroad company has obtained unusual courtesies from the department and that the relations existing between the secretary and the Union Trust company of St. Louis indirectly associate him with the transaction, which is an open and notorious violation of the federal statutes.

Several years ago application was made to the secretary of the interior to have a patent issued to one W. S. Montgomery, and embracing what is now known as the famous Hull City patent claims, in the Leadville, district, Colorado, cancelled on the ground that the patent had been obtained by fraud. This is probably the most notorious case that has ever been before the department. The parties who obtained the patent were virtually convicted of perjury but escaped conviction in the federal courts by reason of a defect in the indictment and the operation of the statute of limitations. This property is valued at several millions of dollars and the strongest efforts were made to induce the secretary to prosecute the case. The evidence, it is said, was conclusive. But for some unknown reason Secretary Hitchcock contented himself with a mere recommendation to the department of justice that suit be instituted to cancel the patent. In his letter to the attorney general he said: "On the whole, I believe that such a showing has been made of fraud and misrepresentation instituted and vigorously prosecuted to vacate said patent." But about this time prominent attorneys were employed in the case, among them being ex-Secretary John W. Noble of St. Louis, who succeeded in preventing the suit being instituted to vacate the patent.

In doing this, it is alleged, the records of the department showing it to be a fact, papers on file in the department were abstracted by the attorney and although repeated efforts were made to cause the return of the papers, to the files of the department, they were never returned. This is probably the most flagrant and notorious violation of the law that has occurred in recent years, and yet Secretary Hitchcock deliberately permitted the statute of limitations to run against the prosecution of the guilty parties and it is now too late to institute a suit to vacate the patent. This was a case where millions of dollars were involved, and where there was no question about the fraud, and yet no effort was made to prosecute the culprits.

It is alleged that the secretary has indulged in the grossest favoritism in Indian matters. Several years ago William V. Springer, ex-congressman from Illinois obtained a contract from the government for an amount aggregating \$5,000,000. In order to validate the contract it was necessary to secure the approval of the secretary of the interior. Secretary Hitchcock not only refused to approve the contract but directed Chief Buffington of the Cherokee nation, to cancel the contract with Mr. Springer.

Later on a similar contract was entered into between the Cherokee Indians and Charles Nable, a brother-in-law of Secretary Hitchcock and a resident of St. Louis, and a Mr. Smith of Vinita, I. T. When this contract came before the department for approval Secretary Hitchcock sent it to Judge Willis J. Vandevanter, then assistant attorney general for the interior department and now a judge of the Eighth circuit bench. Judge Vandevanter declined to recommend the approval of the contract, assigning as his reason that when he came into the office Secretary Hitchcock instructed him to recommend the approval of no contracts of that nature, no matter how near the political pressure nor how meritorious the contract. But notwithstanding Judge Vandevanter's adverse recommendation, Secretary Hitchcock approved the contract and the attorneys are now endeavoring to collect the claim under it.

It is said that these matters will be thoroughly investigated when congress reconvenes. There is no denying the fact that in the Hull City case, which is one of the most notorious cases that has ever come before the department, the secretary never made an honest effort to prosecute the culprits.

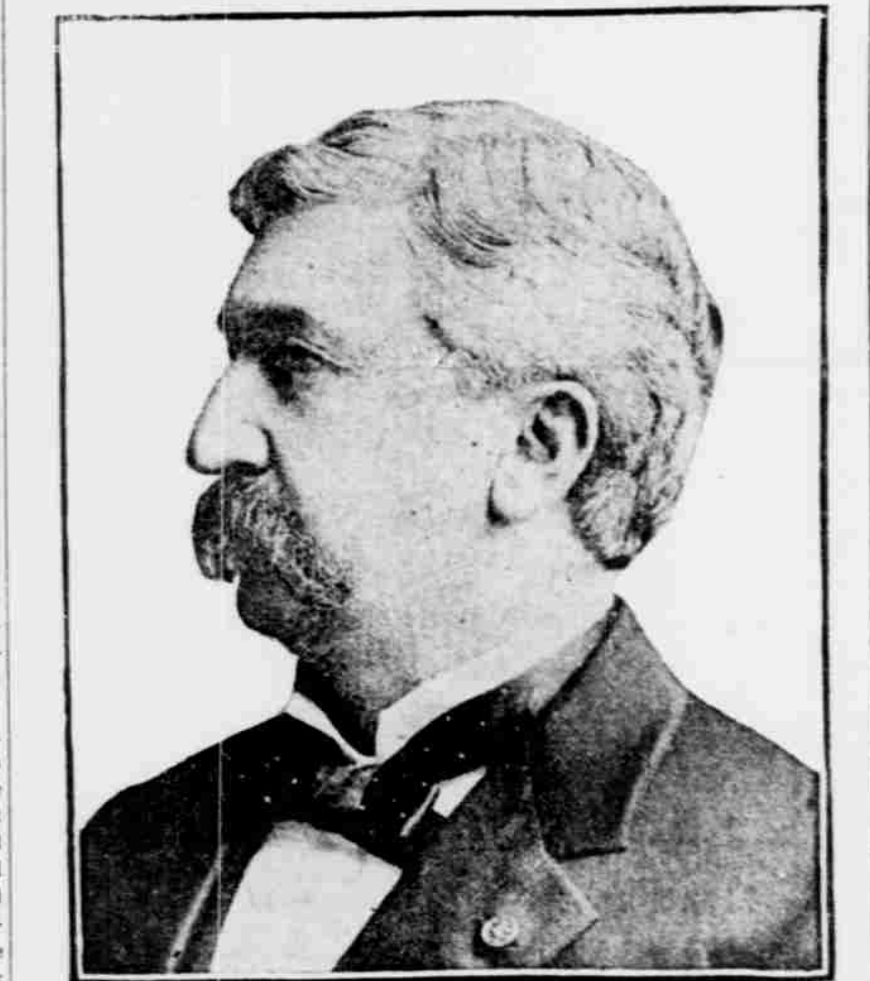
NEARLY A HUNDRED KILLED IN A BOILER EXPLOSION

Awful Disaster on Board of the Gunboat Bennington in San Diego, California, Harbor. Cause is Unknown.

JURORS SELECTED.
Jurors for the second trial of Congressman J. N. Williamson, his partner, Dr. Van Gesner, and former United States Commissioner Marion R. Biggs, have been accepted as follows:

- James Green, farmer, Douglas County.
- L. A. Rose, farmer, Jackson County.
- R. D. Collins, farmer, Washington County.
- W. W. Scott, clerk, Creswell, Lane County.
- R. W. Porter, blacksmith, Oregon City.
- John Mock, farmer, Multnomah County.
- S. A. Thorp, farmer, Benton County.
- Henry Keene, farmer, Marion County.
- J. B. Lewis, merchant, Cottage Grove.
- W. P. Blakely, farmer, Benton County.
- George Kirk, farmer, Lane County.
- M. S. Adams, carpenter, Dayton, Yamhill County.

San Diego, Cal., July 21.—The most frightful disaster in the peace history of the American navy, excepting the sinking of the Maine in Havana harbor, occurred in San Diego Bay shortly after 10:30 a. m. today on board the United States gunboat Bennington. At a moment when the warship, lying at anchor and with her officers and crew quietly attending to their duties on board, was the object of interest to hundreds of people observing her from piers, pleasure boats and passing ferries, a cloud of steam suddenly burst from a



VESPASIAN WARNER AND THE PENSION COMMISSIONERSHIP.

It seems that a man cannot become pension commissioner without inviting rumors to the effect that he is about to resign. General Vespasian Warner, who was appointed but a few months ago, declares, despite rumors of his resignation, that he will hold on until he gets tired of the position, and that when he is ready to get out the announcement will come from him.

point just forward of the smokestack, out of which the spectators were horrified to see bodies and human fragments buried high in the air and scattered over the surrounding water.

The outburst was accompanied by a roar as of thunder and a shock which rocked vessels near by. In an instant the air was filled with shrieks of pain from the wounded, which could be heard ashore, and with flying fragments of human beings and pieces of the ship's superstructure.

The next moment crippled, bleeding sailors were fighting in the water against death in only a less sudden form than that from which they had escaped, while rowboats, sailboats, launches and tugs were being driven to the rescue as fast as arms, wind and steam could carry them.

A ferryboat which was passing near by turned and hastened to render assistance, her own deck crowded with frightened men and women, who had seen the havoc wrought in a twinkling.

A most horrible sight met those who approached. In the water with blackened faces men were struggling, handicapped by injuries; others on deck were covered with blood and grime, some dead, some wounded frightfully, others working to rescue comrades who were yet below either dead or dying. The smaller boats turned their attention to the wharves as fast as a few had been taken aboard the small craft.

At the wharves preparations were speedily made for taking care of the injured in what by this time was seen to be a disaster of awful proportions. Ambulances were telephoned for, every express wagon driver who could be reached by telephone was summoned, physicians were notified and hospitals informed. Within half an hour from the time of the explosion carriages, buglies, automobiles and street cars were bearing burdens of victims toward the hospitals.

The sight which met the eyes of hundreds along the streets was never to be forgotten. Wagon with a dozen wounded men were not rare. One had eight sitting or reclining against the sides, holding in their laps the heads of comrades near to death, all of them with faces black with smoke and grime and many clothed in smoking but trousers. Some of those whose bodies were here, not injured in vital parts but still lying in agonies of tort flesh, sat up with lacerated bodies exposed to the wind. One, whose arm was twisted and whose face and breast were covered with blood, looked at his own hanging flesh and

SENATOR HEYBURN ROASTS OREGONIAN

Vigorously Opposes the Government's Forest Reserve Policy

The following demonstrates the unfair and treacherous treatment prominent public men not in accord with the Daily Oregonian's views, receive at the hands of the unscrupulous publishers of that paper:

Wallace, Idaho, July 17.—(To the Oregonian)—In the Oregonian July 15, under the head of "Heyburn Stops His Fight," you have been misled into publishing several errors emanating from your news bureau at Washington, in which you say that I have written to Chief Forester Pinchot half apologizing for my violent opposition to the recent establishment of forest reserves in Idaho, and indicate that I will desert from my fight on the administration.

In the first place, I have not written to Chief Forester Pinchot half apologizing, or apologizing in any degree whatever, for my opposition to the recent establishment of forest reserves in Idaho, nor have I indicated to him or any other person that I will desert from such opposition in the future. I have so notified Mr. Pinchot.

It was also stated in the article that it is inferred that I will not carry my fight into the Senate next winter, etc. I shall carry this question into Congress, with the determination to continue my opposition to the policy of the Forestry Bureau, as indicated by its action in Idaho until these forest reserves are open to settlement for bona fide homesteaders.

The closing statements in the article that I now admit that much of my past opposition to the President was based upon an improper understanding of the facts is a gratuitous falsehood. I do not know from whence the information upon which this article is based comes to you, but I do know that it comes from an unreliable source, willing to be used for the purpose of creating a false and injurious impression in regard to the public actions of a public man on public matters.

I have seen no cause whatever to change my views as expressed and acted upon in regard to the creation of forest reserves in Idaho since I first expressed them. I shall continue to act, as I have heretofore indicated, so long as there is a tribunal before which the questions can be argued. This may be a new way of creating a false impression in the mind of the public in regard to my position, but I shall take every occasion to denounce the method as unfair and the persons responsible for it as cowardly and untruthful.

W. B. HEYBURN.

took charge of the sickening work at hand.

Main Starboard Boiler
The explosion occurred in the main starboard boiler forward of the smokestack. The force was terrific beyond conception.

Description of Bennington

San Francisco, July 21.—The Bennington is a sister ship of the Yorktown and the Concord, having the same dimensions, tonnage, speed and armament. She has a length of 230 feet; breadth, 36 feet; mean draft, 14 feet; displacement, 1710 tons; speed, 16.5 knots, derived from engines of 3436 indicated horsepower. She has a battery of six six-inch rifles and eight guns of smaller caliber. The Bennington takes rank among the efficient light cruisers designed for special duty in shallow water. The vessel's keel was laid in 1888 and she cost \$490,000. Her normal complement is 16 officers and 181 men.

Death List Growing

San Diego, Cal., July 22.—The Bennington horror, which cost the lives of an entire nation's fleet, is being recalled in all eyes, from all eyes, from all eyes, from all eyes. Even the atmosphere of the terrible results of the exploding boilers aboard the gunboat have not been exaggerated and, instead of lessening the extent of the catastrophe later and complete details have added to it.

Dead at morgues, 53; dead in the flooded fire room of the ill-fated warship 7; injured who may die, 10; missing, 15 Total, 81.

GREAT FERTILITY OF DOUGLAS COUNTY

Remarkable, conclusive and convincing evidence of the superior and wonderful fertility of Douglas County is found at the home of F. F. Patterson in Roseburg, where a rustic stand table persists in growing and has actually put forth green shoots and leaves in considerable numbers. A transient cabinet-maker manufacturer a number of these tables at this place recently from green willow, which was neatly painted and varnished and made into furniture, the tables presenting a very attractive appearance. However the timber was full of sap which persists in bursting through the bark, paint and varnish of the tables in the form of green shoots and leaves. Pat says the country is so fertile he cannot keep his furniture from growing.

Don't wait until it is too late. See the Ootepath now.

DRAIN SUFFERS A HEAVY LOSS FROM A NOONDAY FIRE

Two Hotels, Southern Pacific Railway Depot, Warehouse, and Several other Buildings Totally Destroyed.

Drain, the prosperous and enterprising little north Douglas town located on the Southern Pacific railroad about 35 miles north of Roseburg, suffered its first heavy loss from fire Saturday afternoon, from which, however severe, it will soon recover, and the great gap made vacant by the flames in the very heart of the little city will no doubt be filled with even more substantial structures than those destroyed by the fire, in due course of time.

The fire which started on the kitchen roof of the Commercial Hotel at Drain Saturday, resulted in a loss of about \$20,000 and left the town without railroad depot or hotel accommodations. The two hotels of the town, the Commercial Hotel and the Drain House, were both three-story wooden buildings, situated in the same block, and as a town is absolutely without fire protection and there was a strong south wind blowing, both were destroyed.

Several smaller structures were burned and sparks set fire to the Southern Pacific depot and roadmaster's office, and both were burned, with the Bledsoe warehouse and a quantity of lumber and wood along the sidetrack. Most of the contents of the buildings were saved, but a large part afterwards burned, as the fire spread more rapidly than they could be removed to a place of safety.

A well-organized fire company of 15 men, equipped with the latest equipment of the Southern Pacific Company was saved to open temporarily in the section-house. Postal and Western Union lines were on the scene promptly and had the telegraphic connections made about the burning depot before it was entirely destroyed.

A FINE NEW THRASHING OUTFIT

Arthur Cloak and sons last Friday received one of the most complete and up-to-date thrashing machine outfits to be found in Douglas county. It consists of a new improved 28-inch separator with stacker and automatic weighing attachments, while the motive power is supplied from a late improved Pitts 15-horse power traction engine. Messrs. Cloak took their new outfit out home Saturday morning, and on Saturday afternoon made a very satisfactory test run on the home place. They are now equipped to give the very best service to their farmer neighbors in thrashing and we understand they are already promised a good season's run.

DO YOU SHARE IN THE PROFITS OF THE GROCERIES YOU PURCHASE? IF NOT, WHY NOT?

Every shareholder in the ROSEBURG ROCHDALE COMPANY is purchasing groceries from himself cheaper and better than he could elsewhere, and at the end of the year takes home to himself the profits on these purchases. This is the Co-operative way.

BE A ROCHDALE

FARM IMPLEMENTS

THE CELEBRATED BAIN WAGON, MILWAUKEE AND OSBURN MOWERS AND BINDERS, VICTOR RAKES, FEED CUTTERS ROLLING DISC PLOWS AND HARROWS.

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President, Vice President
J. HENRY BOOTH, Cashier.

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