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CRIME LIST
DAILY GROWS

Checkered With Criminal Acts Both Great and Small Orchard's Life History Unfolds

IMMUNE FROM MILITIA

DONATED TO
\$10,000 FUND

Proprietors of Alleged Victimized Restaurants Give Damaging Testimony Against Defense

WILL PROVE GRAFT

Carried On His Lawless Work Unmolested During Colorado Labor War—Defense Discredits.

Boise, June 7.—The counsel for Haywood continued their attack on the testimony of Harry Orchard at both sessions of the trial today, and centered the strongest assault on the events beginning with the explosion of the Vindicator mine and ending with the earlier meetings between the witness and leaders of the Federation at Denver, to the extent that traffic with the "other side" in the war of labor and capital in Colorado was discreditable, and succeeded in discrediting the witness. Taking up the admission of Orchard made in his direct examination, that he had been treacherous to his comrades at Cripple Creek, by tipping off a train wrecking plot they developed the fact that Orchard entered the employ of D. C. Scott, who had charge of the railway detectives. Orchard said that with Scott he had met K. C. Sterling, a detective in the employ of the Mine Owners Association, and that Scott, accompanied him to Denver on the trip when he first met Moyer and Haywood. He said he had agreed to report to Scott, but that he was lying to him, never intending to make any reports to him and never making any genuine reports to him. The defense also tried to show that because he stood in with the other side that Orchard was never molested by the militia in Cripple Creek during the strike. Orchard admitted that Scott had told him if the militia interfered with him he was to send for him, that the militia never did interfere with him or search his house. Orchard said he went to Scott because he was not paid for the work at the Vindicator mine, and that he was jealous because he was given hard work like the Vindicator job, while other men got the simple task of train wrecking by displacing a rail.

More crimes, great and small, were added to Orchard's record today. The Cripple Creek woman with whom he committed bigamy had three sons; Orchard stole some high grade ore from a messmate; he stole two cases of powder from the Vindicator mine. He stole powder to make one of the bombs thrown into the Vindicator coal pile and he told lie. The defense endeavored in various ways to throw a shadow of doubt and improbability around the whole Vindicator story and the alleged connection. Davis and William Easterly, who are acquainted with the affair and circumstances under which Orchard testified he met Moyer and Haywood and was paid for the commission of the crime, discredit Orchard's story that he was sent back to Cripple Creek with unlimited credit and orders to commit any act of violence he cared to.

They confronted Orchard with Easterly and Barnes, and paved the way for a contradiction by them of the story told by Orchard and several times paved the way for controversion of his testimony on material points. Orchard stood the strain and test very well and held tenaciously to his story told during direct examination. Suddenly toward the close of the day the defense took up the trip of Orchard to southern Colorado with Moyer in the early part of 1904 and showed Moyer feared to go south unguarded because the "mine owners' official 'hugs'" had beaten up innocent union men and had sent for Orchard to aid in protecting him. It was agreed that they carry cut-off shot guns and sit in the center of the railway car, so if attacked they could defend themselves. Attorney Richardson in questioning the witness made it very clear that this had been a perfectly straight proposition, "free from any fake."

WAS ORCHARD'S WIFE

Woman On Her Way to Boise Will Testify For the Defense.

Cripple Creek, Colo., June 7.—Mrs. Ida Toney, the woman whom Orchard married here, is on the way to Boise as a witness for the defense. According to an intimate friend, Mrs. Toney will swear that at the time she married Orchard he claimed to be a Pinkerton detective. She will also testify that Orchard's home was never searched by the militia, although he was considered to be a strike leader. All the surrounding houses were searched.

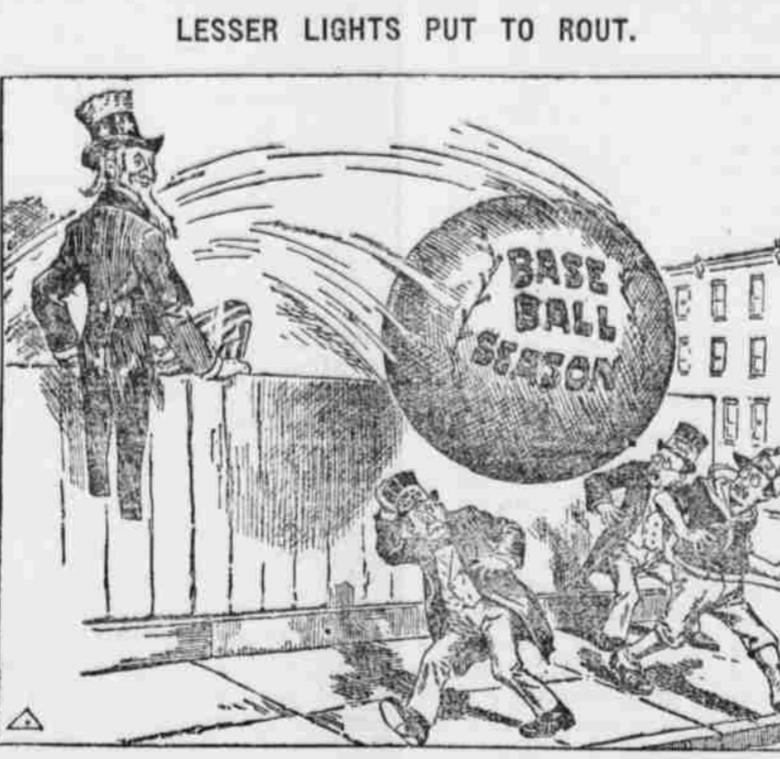
STATE CONTROL.

Wisconsin Legislature Passes Favorably on Public Utilities Bill.

Madison, Wis., June 7.—The State Assembly today passed the public utilities bill by a vote of 77 to 10. It provides for the control by the State Railway Commission of all public service corporations except the telegraph and telephone companies. The Commission has power over the service and rates.

BASEBALL RESULTS.

Seattle, June 7.—Seattle, 3; Aberdeen, 5.
Portland, Ore., June 6.—Portland, 4; San Francisco, 1.
Seattle, June 6.—Seattle, 4; Aberdeen, 5.
Spokane, June 7.—Spokane, 7; Tacoma, 4.
Portland, June 7.—No game, rain.

ENTERTAIN AT
NORTH BEND

Commercial Club Members Sustain Reputation For Being Royal Entertainers

ALMOST 100 ATTEND REQUIRED MANY YEARS

Musical Program Conceded To Be One of the Best Ever Rendered on Coos Bay.

North Bend's Commercial Club again demonstrated its reputation as a royal entertainer when last evening it held open house to its many friends on Coos Bay. Thirty-nine people attended from Marshfield, and there were about sixty in attendance from North Bend. The evening was spent in an informal manner and every one had a thoroughly delightful time. Light refreshments were served the guests during the evening. The musical program rendered called forth much hearty applause and commendation. Following are the different numbers.

1. Piano duet—Mrs. Wm. Horsfall and Miss Susie Eickworth.
2. Mrs. J. W. Gardiner—"A Winter's Lullaby." Piano accompaniment, Miss Laura Vigars.
3. Miss Maud Painter—Vocal solo, vio. obligato by Mrs. W. B. Bell. Piano accompaniment, Mrs. Farmer.
4. Euphonium solo—"Felice Waltz," composed by Liberatti, Chas. Kiser. Piano accompaniment, Miss Susie Eickworth.
5. Chaminade Club—"Minnehaha," vocal chorus by entire club. Piano accompaniment, Mrs. J. W. Bennett.
6. Cornet Solo—"Elite Polka." W. B. Bell. Piano accompaniment, Mrs. Sarringer.
7. Vocal Solo—Mrs. L. E. Robinson. Piano accompaniment, Miss Laura Vivars.
8. Violin Solo—"Five Air Variations," Mrs. W. B. Bell. Piano accompaniment, Mrs. Farringer.
9. Chaminade Club Chorus, 10 female voices, "Plantation Melodies."
10. Piano Solo—Miss Clara Crawford, Beethoven's "Andante in F."
11. Vocal Solo—Miss Maude Painter. Accompaniment, Mrs. Farringer.
12. Euphonium Solo—"O Says Ihrdus Sie Liebē," Chas. Kiser. Piano accompaniment, Miss Susie Eickworth.
13. Cornet Solo—"Sleep, Little Baby of Mine," W. B. Bell. Piano accompaniment, Mrs. Farringer.
14. Chaminade Club vocal, by the entire chorus, "Annie Laurie." Piano accompaniment, Mrs. J. W. Bennett.

WEATHER FORECAST.

Western Oregon, Western Washington, fair and warmer except near coast. Eastern Oregon, Eastern Washington, Idaho, fair and warmer.

HEARING LOCAL RATES AT SALEM

C. B. R. and E. Admits Charges Made By Davis-Schultz Company—No profit On Freight

IS A LOGGING ROAD

Claims That Additional Cost In Local Transportation Comes By Transferring From Boats.

Salem, Ore., June 7.—Contending in substance that the inability of the Schultz-Davis Company, of Myrtle Point, to compete with Portland and San Francisco jobbers is due to the disadvantageous situation of its place of business and the freight charges it is thereby compelled to pay for transporting its shipments of goods in small quantities, not to the rates or charges placed upon the same by the Coos Bay, Roseburg & Eastern R. & N. Co., the latter corporation, by Receiver W. S. Chandler and Attorney John S. Coke, yesterday afternoon made answer to the complaint of T. Schultz-Davis Company to the Railroad Commission, in which charges of excessive and discriminatory rates are made.

This case was first brought to the attention of the Commission informally by the Schultz-Davis Company's merchants at Myrtle Point, several weeks ago, in which it was complained that the Coos Bay, Roseburg & Eastern collected a rate of \$6 per ton upon merchandise for shipment over its line from Marshfield to Myrtle Point as against a through rate of \$4.50 per ton from Portland and San Francisco to Myrtle Point and common points. It alleged discrimination against plaintiff and in favor of the Portland-San Francisco jobbers.

In answering the complaint the C. B. R. & E. admits all the charges except the discriminatory and excessive rate charges, and explains that the corporation is primarily engaged in operating an industrial railroad for the transportation of coal, lumber and logs between Cedar Point and Marshfield, and that the transportation of merchandise and other commercial freight is undertaken by it only incidentally and more for the accommodation of residents and business men in the territory which it traverses than for financial profit. That the amount of such merchandise and freight offered to it is both absolutely and comparatively trivial and that there is a very small rate of profit made in handling same.

That the railroad receives all of its lumber, coal and logs for transportation at points between Cedar Point and Marshfield and that Myrtle Point is beyond Cedar Point; that the operation of that portion of the defendant's railroad is and for a long time has been unremunerative and unprofitable and that the rates charged are reasonable, moderate and low and the same as are usually charged by other and more favorably situated railroads, carrying much more freight for equal distances.

Further, that the through freight from Portland and San Francisco arrives by steamship, is not classified according to weight, as are all exclusively rail shipments, but, according to custom of shipments by water, according to bulk or cubic contents—40 cubic feet classified and charged for as a ton—and that only the heaviest freight will weigh enough to constitute a ton by measurement and that the average ton by measurement received by defendant from steamship companies will weigh only about 1,000 pounds. These rates, it is claimed, are governed by the steamship companies and can be handled cheaper by the railroad because the freight is loaded directly upon cars from the ship and is received in quantities of several carloads at a time.

That the through rate by water from San Francisco and Portland to Myrtle Point and Coquille is less than the rate complained of by plaintiff and charged by steamship companies for shipments from Portland to Marshfield and thence by railroad of defendant to destination, by reason of the water competition on the Coquille river between Bandon and

WHITE HOUSE CONFERENCE

That E. H. Harriman Is Immune From Prosecution Is Finding of Country's Officials

RAILROAD QUESTION

Principal Lines of United States Involved in Suit Soon To Be Started.

Washington, June 7.—That E. H. Harriman, the railroad magnate, is immune from criminal prosecution as a result of his testimony before the Interstate Commerce Commission in New York recently; that the question of the prosecution of bituminous coal carrying railroads should be left to the hands of the Attorney General and that the prosecution of anthracite coal roads will begin in Philadelphia probably next week, were the conclusions reached at a notable conference held in the White House tonight.

The Harriman case and the cases of the coal carrying roads were discussed for three hours by President Roosevelt, Secretary of State Root, Secretary of War Taft, Secretary of the Treasury Cortelyou, Secretary of the Interior Garfield, Attorney General Bonaparte, and Interstate Commerce Commissioners Knapp, Lane and Frank P. Kellogg. The Minnesota special counsel for the Government and Secretary Loeb were also present. Following the general conference Attorney General Bonaparte remained with the President to discuss the so-called harvester trust. It is thought not unlikely that the question of the prosecution of that organization will be left to the Attorney General's hands.

Roads involved include the Delaware, Susquehanna and Schuylkill; Philadelphia and Reading; Lehigh Valley, Delaware and Hudson; the New York, Susquehanna and Western; the Delaware, Lackawanna and Western, and the Central Railroad of New Jersey and Erie. Other roads may be involved as the suit progresses.

SURVEYS IN OREGON

Government Will Expend \$7,000 To Determine the Possibilities of Irrigation Here.

Washington, June 7.—The Secretary of the Interior has approved of the plans for topographic surveys in Oregon and the allotment of funds for carrying out the same. The work of the season contemplates the survey of the country surrounding the source of Portland's water supply in the Bull Run and Cascade forest reserves, including a part of Mount Hood. The survey will cover an area of 1,200 square miles. This entire country will be surveyed and mapped on a large scale, the entire work to cost \$7,000.

Another survey will be made of the Kerby country, west of Grant's Pass, lying in the Siskiyou forest reserve, in Southern Oregon. This survey will cover about 900 square miles and cost \$9,000.

A third topographic survey will cover a tract of the country on the south bank of the Columbia river along the Umatilla river and Butter creek, west of Pendleton. The National Government has allotted \$3,500 for this work, and the State will expend \$2,500 additional, under State Engineer J. H. Lewis. The purpose of this survey is to determine the irrigation possibilities of this particular region.

Coquille. And, finally, that in all the time the plaintiff has been in business, it has shipped less than two tons of merchandise over the defendant's railroad and that such shipments have been in small lots at different times.