

FAIRBANKS MAY VISIT ON BAY

Vice President Writes Letter Expressing Desire To Spend Few Days Here

ACTION IS TAKEN

L. J. Simpson Has Been Telegraphed to Personally Extend Invitation to Distinguished Man.

It seems reasonably assured that Coos Bay will enjoy the honor of entertaining Vice-President Fairbanks.

L. J. Simpson, of North Bend, is, however, in Portland at the present time, and the Coos Bay Chamber of Commerce wired him last night to meet Mr. Fairbanks and seek to prevail upon him to extend his coast visit to Coos Bay.

The Vice-President's Chamber, Washington.

Indianapolis, June 18, 1907.

My Dear Mr. Schlbrede:

Your very kind note of the 7th is received. I thank you for your invitation to make you a visit.

Mrs. Fairbanks' health, I am sorry to say, is not such that she can make the trip to the coast with me.

Very sincerely yours, CHARLES W. FAIRBANKS.

MAKE ORCHARD LIAR

HAYWOOD'S COUNSEL OUTLINES PLEA AND DEFENSE.

Will Endeavor to Show That Orchard Murdered Steunenberg For Spite.

Boise, June 24.—In an address that occupied two sessions of the court today, Clarence Barrow, of Chicago, outlined to the jury a detailed plea and defense of Haywood to the charge that he murdered Steunenberg.

COOS RIVER NEWS

Mrs. E. S. Bessey of South Coos River, who has been suffering from an attack of sciatic rheumatism is improving, and it is hoped she will be well again soon.

Mr. Norris V. Morgan, a son of W. H. Morgan, of Daniel's Creek, arrived home a few days ago from Philomat's College, where he is a student.

Dorothy and Theodore, the two small children of E. T. Coffelt, are quite sick with whooping cough.

Miss Luella Hodson has been visiting for the past week on South Coos River at the homes of her uncles, W. F. and E. R. Hodson.

DEATH WINS LONG RACE

After Four Thousand Mile Journey Against Time Children Will Find Father Corpse

TWO OTHER DEATHS

Cleve Jennings Buried Sunday—James Fielder's Funeral To-Day.

After a four thousand-mile life and death race across the American continent, the daughter and son-in-law of the late Thomas Besanti will, on reaching Coos Bay by stage today, learn that grim Death is the victor.

At 2 o'clock Sunday afternoon the body of the late Cleve Jennings, who was shot aboard the steamer Alliance at Astoria about ten days ago, was buried from the Lewis Undertaking Parlors, Rev. D. W. Thurston officiating.

Coroner Dr. E. Mings held an inquest yesterday afternoon at the Lewis Undertaking Parlors over the body of the late James Fielder, who came to his death Saturday afternoon by accidentally falling in front of a moving train on the Coos Bay-Roseburg and Eastern Railway.

The funeral will be held from the chapel this afternoon at 2 o'clock, W. R. F. Browne officiating at the chapel while the Redmen will have charge at the cemetery, the Eagles also being in attendance in a body.

TOM RICHARDSON WILL RESIGN

Oregon's Star Publicity Agent To Embark In Private Business First of Year

Portland, June 24.—The most startling announcement made at the session of the Oregon Development League by Tom Richardson, secretary and treasurer of the league, and publicity manager of the Portland Commercial Club, that it is his intention to retire from public exploitation work on the first of the year and devote the rest of his time to private business pursuits.

The third annual convention of the Oregon Development League opened this morning, with a good representative attendance of enthusiastic boosters from all parts of the state.

TUG ROBERTS DUE.

The tug Roberts is due at this port to receive a cargo of general merchandise.

SCHOONER RUBY ARRIVES.

The schooner Ruby arrived at the Prosper Mill, Coquille river, Saturday, where she is loading lumber for shipment south.

POCAHONTAS AND POWHATAN.



—New Orleans Times-Democrat.

LET CONTRACTS FOR GIANT SHIPS

"Dreadnoughts" of U. S. Navy to be Constructed at Cost \$10,000,000 Each.

Washington, D. C.—The Newport News Shipbuilding Company, with one bid at \$3,987,000, and the Four River Shipbuilding Company of Quincy, Mass., with a bid of \$4,377,000, were the successful bidders today for building the big 20,000-ton battleships.

The bidding brought together the largest company of shipbuilders and others interested in naval construction that had been seen in the Navy Department for many months.

The Newport News Company alone submitted no less than seven plans, and they were generally the lowest at all points and with all combinations.

Bids were also open for supplying the armor needed for the two big battleships. For the armor, which is divided into four classes, upon the basis of the difficulty of the shapes required, the Midvale Steel Company appeared to be the lowest bidder for the largest class, namely, 7956 tons of class A, at \$410 per ton.

"Dreadnoughts," or what are officially known as battleships Nos. 23 and 29, are each to be of approximately 20,000 tons displacement. The cost of each is not to exceed \$6,000,000, exclusive of armor and armament.

Responsive to the actions of the Navy Department and in accordance with the instructions to the Naval Board on Construction, there were submitted various designs and sketches for the proposed vessels from shipbuilders and naval constructors.

This board gave an opinion that a vessel constructed on this design would carry as heavy armor and as powerful armament as any known vessel of this class; would have a speed believed to be the highest practicable for a vessel of this type and class and have the highest practicable readiness of action, with a total coal bunker capacity of about 2300 tons, a speed on trial of 21 knots, a length on the load water line of about 510 feet and an extreme breadth of about 85 feet 2 1/2 inches.

The armament is to be composed as follows: Main battery, ten 12-inch rifles; second battery, fourteen

WANT RAILROAD TO THE SIUSLAW

Cottage Grove People Would Have Connection With Pacific Ocean.

The Cottage Grove Western Oregon in a four-column article in its last issue urges upon the people of Lane county the importance of uniting for construction of a railroad to Siuslaw harbor, and among other things says:

"The crying need of the fair state of Oregon at this time is that of additional transportation facilities. It would be hard to find a man in the State, even among railroad men, who would not acquiesce in this statement.

"The route to the Siuslaw out of Cottage Grove is a most logical one. It would be with little difficulty that west of this city and into the Siuslaw country. From that point it would be a down grade proposition.

"It has been conservatively estimated by engineers of repute that the cost of construction on this route will be no greater than that of other roads in Oregon and not so great as many. A more fertile country cannot be found. A greater future producer of manufacturing products cannot be found in the West.

5-inch rapid fire guns, four 3-pound saluting guns, four 1-pounder semi-automatic guns, two 3-inch field pieces, two machine guns, caliber 30; two submerged torpedo tubes.

The hulls of the vessels are to be protected by a water-line belt of armor eight feet in width, whose maximum thickness is eleven inches, and whose cross-section is uniform throughout the length of the belt. This belt armor gives effective protection to the boilers, machinery and magazine spaces, and most important of all for vessels of this type, whose centers of gravity are necessarily very high, affords in connection with the casemate armor, extensive compartmental subdivision, a reasonable assurance of the maintenance of the stability of the vessel under battle conditions.

The arrangement of the main battery guns is to be such as to permit a broadside fire of 25 per cent greater than that of the broadside fire of any known battleship built. The average elevation of the axis of these guns is expected to be greater than that of any battleship built, thus affording a distinct advantage in long-weather.

The arrangement of the interior will be such as to give the maximum degree of protection to all vital portions of the ship by means of unusually effective compartmental subdivisions.

The actual total weight of hull and armor in the proposed designs for the ships is approximately 3000 tons greater than the largest battleship so far built. The design contemplates an arrangement for the installation of reciprocating or turbine machinery.

TO ASK AID OF UNCLE SAM

President of Telegraphers' Union Will Appeal on Grounds That National Business Suffers

MACKAY TELEGRAPHS

Condemns Action of Employees—Says Company Will Stand Out Regardless of Cost.

Oakland, Cal., June 24.—President Small, of the Telegraphers' Union, announced this afternoon that he would ask aid of the United States Government for a settlement of the strike. He said he would appeal to President Roosevelt and members of the Cabinet to intercede on account of the transaction of business of national importance being interfered with because of the strike.

A telegram received from Clarence H. Mackay, president of the Postal Telegraph Company by General Superintendent Storer in San Francisco reads: "While deeply regretting the situation, I feel that our men in abandoning their positions were unmindful and heedless of their duty to the public and the company and are guilty of unwarranted action.

"Should you deem it wise to do so you may also furnish free meals and lodging until we return to our normal condition." It is almost a duplicate of what the Western Union has offered and been rejected.

"The time is now come when action should be taken by the people of Cottage Grove and Lane county to the end that the natural waterways may be opened to the convenience of interior Oregon's manufactured products.

"There are other routes to the Siuslaw. For instance, the route from Junction City, and, likewise, the direct route out from Eugene. In the matter of the Junction City route, no one will deny its importance to Lane county. This route extends west of Junction City, touching the Long Tom country, then to the Lake Creek country, then down that creek, a tributary to the Siuslaw, striking the Siuslaw river at a point some twenty miles above tidewater.

"The route directly out of Eugene is not a practical route, and should a starting point be made of Eugene, in all probability the survey would absorb either the Junction City route of the direct route from Cottage Grove.

ABE RUEF IS WEIGHTED DOWN

Eighty Indictments Loaded On the Shoulders of Former Boss of San Francisco

MORE BRIBE CHARGES

Officials Now Under Ban of Law Seek to Have Indictment Set Aside.

San Francisco, June 24.—Six of the corporation and city officials are under indictment for bribery. President Calhoun, General Manager Mullally, Chief Counsel Tiley L. Ford, Assistant Counsel Abbott, of United Railroads; Vice-President Glass, of Pacific States Telephone & Telegraph Company, and Mayor Schmits, through their attorneys, made determined efforts today to have Superior Judge Lawlor set aside the indictments against them on the grounds of technical errors.

After two sessions of the court had been consumed in a presentation of evidence in support of their contentions the hearing adjourned until tomorrow afternoon. Abraham Ruef, late in the afternoon was called to answer to twenty-eight of the eighty odd indictments charging him with the bribery of municipal officials; fourteen are in connection with the gas rate deal and fourteen are in connection with the issuance of the trolley franchise to the United Railroads. Ruef, through his attorney, moved to set aside the indictments on grounds similar to those urged by the other defendants. The motion was set for a hearing Thursday.

UNION PACIFIC TO BURN WEEDS

How to rid its right of way of weeds so tall, rank and troublesome as to interfere with operation of trains, has been solved on the Union Pacific railroad by the invention of a machine that does the work of 300 men a day. The new gasoline weed burner turned out by the Omaha shops of the Harriman road covers twenty-five miles in 12 hours, while heretofore it has required a gang of 16 men, working a full day, to cut the weeds from a single mile of track.

The weed burner is built entirely of steel, with regulation trucks. At one end is a gasoline engine, used for propelling the car and pumping the air which forces gasoline to the burners spreading out near the ground. When at work the weed burner runs three or four miles an hour, but can make a speed of from 12 to 15 miles, and is handled on the road under regular train orders.

MAMMOTH RESERVOIR AT SMITH MILL

Gives Establishment Effective Fire Protection--Holds 7,000,000 Gallons of Water

A Meehan, general superintendent of the C. A. Smith Mill, states that the large reservoir for furnishing fresh water for the boilers and fire fighting pumps at the mill will be finished about July 15. This reservoir will hold 7,000,000 gallons of water and the pumps connected with it for fire fighting purposes are each capable of throwing 1,000 gallons per minute. In addition, there are two pumps for feeding the boilers, each having a capacity of 900 gallons per minute. The latter are larger than any pumps ever used on Coos Bay.

One of the two large scows which have been under course of construction at the C. A. Smith Mill for the past month was launched yesterday. The scow measures 39 by 80 feet, and will carry 150,000 feet of lumber. It will be used principally in carrying lumber from the mill to the local retail yards. A twin scow will be completed in a short time.

C. A. Smith will probably arrive on next trip following the present one of the steamer M. F. Plant.