

NO ACTION BY S. P. COMPANY

Colonel Roessler Wires That Railroad Has Made No Effort For Permission to Bridge

SUBSTANTIATES STORY

It Seems Apparent That Line Will Parallel the East Side of the Bay.

Portland, Ore., June 25, 1907. Editor Coos Bay Times, Marshfield, Oregon. Plans for bridge across Coos Bay originally submitted by Oregon Western Railway Co. have not received favorable consideration by this office. It has been suggested to company that it submit revised plans overruling certain criticisms of original plans. Such revised plans have not yet been received and no action is contemplated until such plans have been submitted. Roessler, Engineers.

Because of the continued deep interest evinced in the bridging of Coos Bay The Times yesterday telegraphed Colonel S. W. Roessler, commanding United States Engineering Corps at Portland, as to how the matter stood. The telegram printed above is self-explanatory. Although the authority on which the article regarding the paralleling of the east side is absolutely authentic, The Times wished to give conclusive evidence, and for that reason wired Colonel Roessler. It will be remembered that some months ago the Southern Pacific, or Oregon Western Railroad Company made application to bridge Coos Bay. The specifications were submitted to the commercial bodies on Coos Bay and were by them rejected; also by Colonel Roessler. The situation is now that the railroad company has submitted no plans and there is nothing to the bridging of Coos Bay before either Colonel Roessler or the War Department. That the railroad company is making no effort to bridge the bay only substantiates the story printed in The Times of recent date that the Southern Pacific Railroad will parallel the east side of the bay in order to tap the coal mines owned on Isthmus Slough.

MORE GRAFT RESULTS

SEVENTY-THREE ARE INDICTED BY GRAND JURY—PROMINENT MEN IN SIX STATES. Denver, June 25.—Ten citizens of Colorado were arrested today on indictments charging conspiracy to defraud the government of coal and timber lands. Of seventy-three persons indicted fifty-five individuals were charged with conspiracy to defraud the government under the coal and timber laws. The parties are residents of six states. No warrants have thus far been issued for residents of Colorado.

AGAINST TROOPS IN SAN FRANCISCO

Fourth of July Committee Writes Funston To That Effect and Arouses Ire

San Francisco, June 25.—The Bulletin today prints a statement from General Funston in reference to correspondence between himself and the Fourth of July committee regarding arming troops on the Fourth, in which Funston is quoted as saying: "I understand there was much discussion in the Fourth of July committee in regard to my letter. There are many estimable men in the organization, but for blatherskites I don't care a whoop in H—". Funston says he meant no attack on the labor unions, and he believes in them, as he thinks with the great moneyed interests banded together the workingmen must organize for their protection. It would not be from this class, he says, trouble would come, but as sure as soldiers were to appear on the street they would be insulted. Funston says in all the time he has been stationed in San Francisco he had no difficulty, but within the past two months he has received about twenty anonymous communications threatening death. Such communications, he concludes, could not but help affect his attitude.

KILBURN WILL CHANGE RUN

Telegram From Manager of Boat States That Portland Will Be Eliminated

CHANGE IS SUDDEN

Was Billed to Sail For Columbia Next Saturday—New Run Not Known.

Sig. Hanson, local agent for the steamer F. A. Kilburn, which makes regular runs between San Francisco and Portland, calling at both Coos Bay and Eureka, yesterday afternoon received a telegram from F. W. Voogt, of San Francisco, who has charge of the steamer, that the Portland run of that boat would be discontinued.

It was not known here last evening whether the boat was to be taken off the run entirely or not, and the future plans of the company could not be learned at this place, although Mr. Voogt was telegraphed regarding future plans. It is thought the boat will continue to run between Coos Bay and San Francisco, calling at Eureka.

Mr. Hanson has the boat billed to sail for Portland Saturday, which of course she will not do, according to the message received. She will arrive here Saturday from San Francisco and probably sail the same day for the south.

This change will give the residents of Coos county better service between here and San Francisco, as both the M. F. Plant and the Kilburn will make weekly trips, while the service to Portland will be equally as good, the Breakwater and the Alliance running on a weekly schedule to that port.

The greater amount of freight comes from the north, but large shipments of perishable goods come from San Francisco, and can be shipped every three or four days with the service given by the two steamers running to that port.

S. P. CHANGE JULY 1

W. S. CHANDLER'S SUCCESSOR TAKES CHARGE THAT DATE.

New Manager Will Have Supervision of Portland-Coos Bay Steamship Line.

Portland, June 25.—C. J. Millis, live stock agent of the O. R. & N. Company, has been made general manager of the Southern Pacific interests on Coos Bay. The appointment goes in effect July 1. Mr. Millis will go to Marshfield as vice-president and general manager of the Coos Bay, Roseburg and Eastern Railroad and Navigation Company and the Portland and Coos Bay Steamship Company. W. S. Chandler has been placed in charge of the development of the coal properties for the company. He expects to get out from 1,000 to 1,500 tons of coal a day with the completion of the spur of the railroad.

The above special to The Times is practically the same as the story printed in the columns of this paper recently relative to the Southern Pacific Company choosing Coos Bay as its coast, marine and railroad coaling station. The item stated that the Southern Pacific would reopen the Henryville and South Port mines; also that the payroll of the company when the operations were completed would total \$70,000 a month and employment be given to about 500 men. By the special it will be noted that an additional office devolves on W. S. Chandler's successor, in the shape of the management of the Portland-Coos Bay Steamship Company.

SEIZE SMUGGLED GOODS.

Find Several Hundred Dollars' Worth of Contraband Merchandise. San Francisco, June 25.—Charles J. Benninger, a customs inspector, yesterday seized on the Hong Kong Maru, 1,263 silk handkerchiefs, worth several hundred dollars. They were sewed into a bed quilt in the Japanese steerage quarters of the boat, the quilt being the property of Rijo Kaha, a Japanese steerage passenger. On the same boat, in the Chinese quarters, inspectors L. H. Sackett, P. O. Huffaker and Joseph Head found and seized 2,060 decks of Chinese playing cards.

TREATY SIGNED.

Oyster Bay, June 25.—President Roosevelt today signed the treaty for the regulation of the Santo Domingo's customs matters.

IN THE DAYS OF 1600

Providence In "Little Rhodney" In Commemoration of the Colonist Days Will Have Home Coming Week

The idea of an old Home Week originated, it is said, in a New Hampshire village. The young people had gone away and were scattered in a dozen different states; the soil was deteriorating; civic consciousness was at its lowest ebb. It was decided to exert an heroic effort to induce the prosperous prodigals to return to the paternal mansion. Not only the rejuvenating effect of their presence was desired, but material assistance was necessary to redeem from threatening abandonment a district rich in history, beautiful to view and pleasant beyond compare as a place for summer habitation.

The children came—they saw and they were conquered. The forgotten landmarks appealed to them anew. The abandoned farms were bought up and transformed into comfortable summer homes, public buildings were restored, public utilities were instituted and the village took a new lease of life. Thus was the cause and effect of the first Old Home Week.

But it has remained for Providence to develop the Old Home Week ideal to its fullest flower. She has chosen the time of her greatest prosperity as the date for the homecoming. Not only does she want her visitors to renew acquaintance with the old familiar places, but she desires, also, to show them many new ones.

And when the first greetings are over, when the old familiar places have been visited and college, social and family ties are all renewed, the city will take a hand in the entertainment of its guests. To this end it has arranged a three days' Colonial Carnival, whose program with its parades, entertainments, receptions and numerous sports, is sufficiently varied in character to satisfy either the freshest or the most jaded palate. It has been scheduled for Wednesday Thursday and Friday of the Old Home Week and opens with a floral parade of automobiles at ten o'clock on Wednesday morning. From then until Friday night the program is crowded with interesting events—a water fete on Narragansett Bay, with yacht and motor boat races, twelve-oared barge racing between the naval reserves, long distance swimming matches, dingy races, tugs-of-war between whale boats, diving machines, and exhibition of the Volunteer Life Saving Corps, a regatta on Seekonk River, automobile and motor-cycle racing with hill climbing contests, tennis, golf and polo tournaments, a picturesque revival of old games, a grand military parade, composed of regulars from Newport, Volunteers, the G. A. R., and Spanish war veterans, headed by General Tanner and his staff, to be reviewed by Governor Higgins and other governors or New England states, a decorated canoe parade, band concerts and special illuminations in the evening, the whole to culminate on Friday evening with a Historic Parade of illuminated floats embodying the history and progress of Rhode Island from Roger Williams' time to the present day. This will be accompanied by a Tattered-Mallon Cavalcade and the Carnival will close with a special program in the Civic Centre, where concert and dancing pavilions are to be erected for the occasion.

And to demonstrate beyond cavil that Providence is not only "up to date," but up to the day after tomorrow, she is negotiating for a feature that will be national and international in its importance. It is to be the first balloon race ever held in America and it will go down to aeronautic history as the "Providence cup."

The man under whose direction the program of sports will be carried out, is thoroughly qualified for the work in hand, and he has surrounded himself with a group of chairmen each of whom is an enthusiastic in his special line. They are individually and collectively working up more than a local interest in nearly all of these events and the offering of appropriate prizes will be an incentive both in and outside of Providence as well, as for large entry lists.

Of the water sports those that will take place in the harbor of Narragansett Bay will probably be the more important as they are the more numerous. They will include nearly everything in the nature of yacht racing that is possible to that body of water. Four or five classes of yachts will compete, each class having already a large number of entries. There will also be sloop racing, a competition by diageys, and for those who enjoy something of a thrilling nature there will be a rescue of an overthrown yacht by the Volunteer Life Saving Corps and several other rescues of overthrown barges, whale

boats and the like. A particularly interesting feature will be an exhibition of speed under water by the newest and swiftest known of motor boats, the Hydroplane, of which only one other exhibition and test has as yet been given. There will also be motor boat racing, long distance swimming contest, tug-of-war and racing between the Newport Naval Reserve troops in twelve-oared barges. At night the bay will present a beautiful spectacle, as every ship and craft in the harbor will be brilliantly illuminated and electric lights and colored flags will be used at all the boat clubs and the decoration of private residences.

In connection with these yachting features it may be mentioned that the R. I. Yacht Club has turned over its club house to the Committee on Sports for use during the Old Home Week, thus making an attractive and convenient meeting place for visiting yachtsmen.

Sunday. Roger Williams Day—Ringing of bells, hymns by church chiming, appropriate services in all churches, dedicatory services in old places of worship, evening concerts in churches by Sunday School children.

Monday. Historical Day—Historical pilgrimages to various points of interest, visits to Brown University, visits to Historical Society Building, reunion of old school boys, reception by Historical Society, exhibition of historical relics, formal dedication of historical relics to city, children's outing.

Tuesday. Municipal Day—Visit to State Capitol and City Hall, visits to public institutions such as hospitals, school of design, etc., visits to famous machine shops, woolen mills and jewelers; monster free clambake, clambakes at various points along the bay, children's calisthenics drill in Roger Williams Park.

Wednesday. First Carnival Day in Rhode Island Day—10 a. m., parade of floral decorated automobiles and motorcycles. Beginning of Golf Tournaments at Wannamoist Club. Beginning of Tennis Tournament at Agawam Hunt. 11 a. m., automobile race. 12 m., automobile hill climbing contest. 2 p. m., canoe racing in Roger Williams park. 8 p. m., band concert in Roger Williams park. 8:30 p. m., illuminated canoe parade in park. 9:30 p. m., fireworks in park.

Thursday. Second Carnival Day and Day of Sports—10 a. m., trades parade, second day of golf tournament, second day of tennis tournament. 11 a. m., motorcycle race and hill climbing contest. 12 m., motorcycle race at Hills Grove Park. 2 p. m., race of 30-foot yachts on Narragansett Bay. 2:30 p. m., race of 22-foot yachts. 3 p. m., race of 16-foot yachts. 3:30 p. m., race of dingies. 4 p. m., sloop rescue by U. S. Life Saving Corps. 4:30 p. m., tug of war contest between crews of whale boats. 5 p. m., 12-oared barge race between crews of Newport Naval Reserves. 8 p. m., concert by band on board barge anchored off R. I. Yacht Club. 9 p. m., illumination of all boats in harbor and to all club houses and cottages on shore. 9:30 p. m., fireworks from barges in harbor.

Friday. Last Carnival Day and Military Day—10 a. m., military parade of all state militia companies, regulars from Newport, members of G. A. R., Veterans of Spanish War, Naval Reserves from Newport, all to be reviewed by Gov. Higgins, of Rhode Island, and other visiting governors. Third day of tennis tournament. 2:30 p. m., polo and jousting contest at Rumford Polo Club. 3 p. m., first balloon race of America, between seven of the largest airships in this country, race to be known as the Providence Cup, prize to winner. 8 p. m., concerts at different band stands in the city. 8:30 p. m., general illumination of the city, the civic centers and public squares. 9 p. m., grand historical parade of illuminated floats depicting the history of Rhode Island and Providence. 10 p. m., general fireworks.

Saturday. Merchants' Day—

"JAP" SUES CITY. Suit Entered by Restaurant Proprietor Against San Francisco.

Washington, June 25.—According to private advice received here the proprietor of a Japanese restaurant, attacked in the recent anti-Japanese riots, will tomorrow enter suits in the state courts of California to recover damages. District Attorney Devlin will represent the plaintiff.

HOQUIAM SHIPS RECORD CARGOES

Over 80,000,000 Feet of Lumber Leave That Port In Five Months

Hoquiam, Wash.—Hoquiam's reputation as one of the greatest lumber producing cities of the world is fast going abroad, and the total shipments by cargo of the five mills during the past five months is something beyond comprehension, over 80,000,000 feet of lumber being shipped.

The lumber market of the Pacific coast would have been one of the sunniest features of this vast portion of the country had it not been for the great demand of the California country. The destruction of San Francisco came at a time when the lumber manufacturers of the coast needed a market for their product. With no cars available in which to ship their lumber to Eastern markets, the mill men saw an indefinite close-down staring them in the face, but no sooner had this blow been considered serious when the rebuilding of stricken San Francisco came as a demand for their product.

Every conceivable craft which could be pressed into service to carry lumber from the northern mills was at once put in service, and the freight rate jumped from \$4.50 to \$10.50 per thousand in a very short time. Stock in a sailing vessel or steamer was considered a bonanza and the work of building many more steamers was at once started.

For five months of this year the mills have shipped to California points all the lumber they could ship out, and as a result, combined with recent labor disturbances, that market became glutted and the price fell in an amazing way.

As the price of lumber went down, so did the price of freight and now there is lying at anchor in Grays Harbor several large vessels awaiting cargoes. The price offered them is so low that managing owners claim it is cheaper to tie up their vessels than to operate them at such a price, as the loss would be very heavy.

Following are the cargo shipments from Hoquiam during the past five months:

Lumber.	
January	9,438,606
February	9,631,070
March	15,200,053
April	17,410,894
May	14,884,430
Total	65,747,430
Lath.	
January	7,904,050
February	4,511,000
March	3,288,900
April	2,629,450
May	4,269,150
Total	22,602,550
Shingles	
January	338,500
February	4,340,250
March	5,803,750
April	20,521,200
May	2,100,000
Total	33,102,700

This table does not include 20,000 boxes, 1850 linear feet of piling nor 201,012 railroad ties.

SCHMITZ ALLOWED TO VISIT FAMILY

Dethroned Mayor of San Francisco Permitted to Take Luncheon With Family

San Francisco, June 25.—Eugene E. Schmitz—his title is a matter of dispute—took luncheon with his family yesterday at his former residence, Pierce and Vallejo streets.

This privilege was granted in an order signed by Judge Lawlor. Attorney Frank Drew, in presenting the application to the judge, asked that the regular permission for Schmitz to visit his attorneys be amplified by allowing the "Mayor" to lunch at his home. Lawlor objected to doing this unless he had the consent of the District Attorney. Drew then went to Langdon's office, where he found that the District Attorney had not returned from Stockton, but one of the deputies telephoned to Francis J. Heney, who accorded his permission for the Mayor to take luncheon at home, and an endorsement of this permission was then placed upon the order, which was signed by Judge Lawlor.

In the afternoon Schmitz was at the office of his lawyers. What is discussed at these daily sessions which Schmitz hold with his counsel is a matter of uncertainty, as his attorneys say there is no legal action under contemplation, and that the whole matter must rest until the application for the habeas corpus writ is acted upon by the Court of Appeals.

ORCHARD'S HEART

TRAVELING MAN WAS MARKED AS VICTIM.

Life Spared Because He Had Done Renegade and Murderer a Kindness.

The Spokane Review publishes a special to Wallace as follows: Only last night J. H. Scott, the traveling jewelry salesman, learned what a narrow escape he had from death at the hands of Harry Orchard and his accomplice, Jack Simpkins. Mr. Scott is the man whose trunks Orchard and Simpkins tried to steal from the O. R. & N. depot in this city and he is at present making his regular business trip to Wallace.

Deputy Sheriff Angus Sutherland returned yesterday from Boise, where he had been subpoenaed as a witness in the trial of William D. Hayward, and while there he had several talks with Orchard. Among other things Orchard told Sutherland, was the following story, afterwards repeating it from the witness stand in the presence of the court.

On October, 1905, and just prior to the assassination of ex-Governor Steunenberg in Caldwell, Orchard became acquainted with Scott, in Wallace and later introduced him to Jack Simpkins, who was also here at that time. The three became very friendly and Orchard and Simpkins introduced Scott to a number of business friends and helped him to make a great many sales. Scott sells jewelry to individuals only and carried a valuable stock, often having over \$1,000 worth of goods on his person at a time.

In return for Orchard's aid in making sales Scott lent him money, helped him in every way and ultimately presented both him and Simpkins with watches. Orchard pawning his later in Spokane with John Kammerer, who used to be a business man of this place.

After they had been acquainted for a while, Simpkins proposed to Scott that he should help a woman friend of his in connection with a timber claim which she was trying to get a patent for. Simpkins represented to Scott that he would be conferring a personal favor on him, that he would be helping one of his best friends and at the same time he would be able to make a little money for himself. This woman lived at that time up Placer creek, in this city, and is also living there now. Scott agreed to go with Simpkins to her home and see what could be done and a time was set for the visit.

In the meantime Simpkins went to Harry Orchard, told him the arrangements that he had made and the two agreed that Simpkins was to keep Scott at the house as late as possible and that on their return to Wallace the two were to be met by Orchard, who would hold them both up and rob Scott, shooting him if necessary to the accomplishment of his design.

The whole plan was carried out as arranged. Scott was taken to the house on Placer creek, the timber claim business was discussed and on one pretext or another Scott was kept there in spite of his protests until it was very late. Orchard had in the meantime communicated his scheme to a man known to the public under the alias of Cunningham, but whose real name is known to the sheriff's office in this city, and as Scott and Simpkins came forward on the return journey:

"I stepped out in front of them," said Harry Orchard to Angus Sutherland, "but could not have the heart to kill Scott. I remembered that he had treated us white and my heart failed me. The four of us all walked back to Wallace together."

The whole details of the plot were laid before Scott here last night and he was able to verify every detail of the story, the trip up Placer creek, the discussion of the timber claim business, the late stay at night, the return to Wallace, the meeting of Orchard and Cunningham, who suddenly appeared in the dark and his surprise at the strange meeting.

GAS COMPANY BUYS MAMMOTH TANK

Specially Constructed--Will Have Capacity of 350,000 Gallons--Supply 25,000 Consumers

The Coos Bay Gas & Electric Company signed a contract yesterday with the Portland Shipbuilding Company for the erection of a 350,000-gallon crude oil tank for the new gas plant.

The oil will be brought from California by steamer. It is necessary to have an immense tank to secure low prices on the oil. The tank will supply a city of 25,000 people.

E. H. Hussey to John Marsden, lots 12, 13, 14, block 1, Spokane Addition to Coos Bay; \$10.