

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 indicted for bribery. President Calhoun, General Manager Mulhally, Chief Counsel Tiley L. Ford, Assistant Counsel Abbott, of United Railroads; Vice-President Glass, of Pacific States Telephone & Telegraph Company, and Mayor Schmitz, 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 Merced, 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 30 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.

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.

TO ASK AID OF UNCLE SAM

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

MACKAY TELEGRAPHS ACTION IS TAKEN

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. President Small asserts when the intervention is made by the President and Cabinet officials it will be learned that the striking telegraphers are in no wise to blame for 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. We shall take a firm stand in dealing with the situation, and we are determined to win regardless of the cost. With this in view I hereby approve and confirm the instructions given you by the general manager, in addition thereto you are authorized to say to your loyal men who stand by us in our difficulty: 'All operators will be paid their regular salary as bonus and their services will be computed as extra on the basis of seven hours per day or night.'"

"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. Small said today he wanted his men to be prepared for a three weeks' strike if necessary, although there is strong feeling that the strike will not last over a week, as operators are so scarce.

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. This announcement came as a surprise, for but very few of Mr. Richardson's close personal friends were aware of his intention to resign his position in the publicity propaganda of Oregon.

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. The opening session was marked with the earnestness of those who eloquently urged efforts looking to the building of a great and grander state in population, wealth and commerce.

FLOOD IN MONTANA.

Butte, June 26.—Minor advances throughout the State tell of considerable loss of life as a result of high water and swollen streams. A boy was drowned near Forsyth; an unknown woman and 70 head of horses at Miles City and a woman and three children at Great Falls.

D. L. Rood to Bennett Trust Co., lot 20, block 24, Railroad Addition to Marshfield; \$1,600.

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, who is a personal friend of the Vice-President, extended the latter a letter of invitation to Coos Bay on hearing that he was booked to visit Portland. The letter printed below was received in answer.

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 following letter from the Vice-President is printed through the courtesy of Judge Sehlbrede:

The Vice-President's Chamber, Washington.

Indianapolis, June 18, 1907.

My Dear Mr. Sehlbrede:

Your very kind note of the 7th is received. I thank you for your invitation to make you a visit. I certainly would be most happy to do so if it were reasonably possible. I can not tell just exactly what disposition I shall be able to make of my time, but if I find I can visit Coos Bay, of which I have heard so much, I will be very glad to do so, and will so advise you at the earliest opportunity. I am not at all optimistic as to my ability to make the visit. I only indulge the hope that I can.

Mrs. Fairbanks' health, I am sorry to say, is not such that she can make the trip to the coast with me. She joins me in sending very kindest regards to Mrs. Sehlbrede and yourself.

Very sincerely yours,
CHARLES W. FAIRBANKS.
Mr. C. A. Sehlbrede,
Marshfield, Oregon.

TRAIN KILLS MAN

James Fielder, Foreman On Coos Bay, Roseburg and Eastern, Almost Instantly Killed.

James Fielder, section foreman on the Coos Bay-Roseburg and Eastern Railroad, was accidentally killed yesterday afternoon about 2:30 by being hit by a moving train. Mr. Fielder had stepped to one side of the track to allow No. 2 to pass and his men stepped on the opposite side. When the train was but a short distance from him he attempted to cross over and tripped, falling over the track. The engine and three flat cars passed over his body before the train was stopped. He died before the section men could carry him to Beaver Hill.

The train was running at a twelve mile speed at the time of the accident.

The deceased was about 40 years old and leaves a widow and two children, who live at Colesado. He had been in the employ of the Coos Bay-Roseburg and Eastern Railway Company for about three years.

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 Darrow, of Chicago, outlined to the jury a detailed plea and defense of Haywood to the charge that he murdered Steunenberg. In a broad description it is to be a denial of every material count in the testimony of Orchard, with a showing that Orchard killed Steunenberg because of a private grudge born of the loss of a rich share in the great Hercules mine and explanations of the independent circumstances that tend to connect the three co-defendants with Orchard's life and operations. The defense will call the first witness tomorrow morning and promises unless the cross-examination is exceptionally long to make all its proof in seven or eight court days.

The undisputed facts are when the new list was certified in January the Oliver grand jury was in the midst of a bribery graft investigation, and was not discharged. Instead it was continued in existence under the belief that, having been selected in the fall of 1906, it could legally exist for twelve months, or until the fall of 1907. Lawlor in commenting on the merits of the contention stated if the grand jury has no existence its arguments are invalid.

A. J. Wilson to Maggie Neadeau, 22 acres in lot 4, section 2, township 28, range 18; \$1,100.

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. Thomas Besanti was taken to the Mercy Hospital some time ago and last week his condition became so serious that the two children were telegraphed for. They left for Coos Bay June 15 expecting to see their father before he passed away. He died last Saturday and the body is being held at the Lewis Undertaking Parlor until the arrival of the travelers.

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 Parlor, Rev. B. W. Thurston officiating. A great many friends of the deceased were present at the burial which was held in the Marshfield cemetery.

Coroner Dr. E. Mings held an inquest yesterday afternoon at the Lewis Undertaking Parlor 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 and Navigation Company tracks near the Beaver Hill coal mine. About ten witnesses of the accident were examined.

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. It is requested that the members of both lodges be present.

INDICTMENTS MAY BE NULL

Charge Made That San Francisco Grand Jury Which Indicted So Many, Nonexistent

COURT WILL DECIDE

If Contention Is Upheld Acts Representing Months of Work Will Be Invalid.

San Francisco, June 25.—All of the grounds urged by the defense in support of the motion to set aside the bribery indictments against Vice-President Glass of the Pacific States Telephone and Telegraph Company and other big corporations and officials were retied to comparative insignificance today by the appearance of a new contention presented and argued by Glass' attorneys. Briefly stated, the charge is that all the acts performed by the present grand jury since a date early in January of this year are invalid because the present grand jury ceased lawfully to exist when the new grand jury list for 1907 was certified by the county judges.

The undisputed facts are when the new list was certified in January the Oliver grand jury was in the midst of a bribery graft investigation, and was not discharged. Instead it was continued in existence under the belief that, having been selected in the fall of 1906, it could legally exist for twelve months, or until the fall of 1907. Lawlor in commenting on the merits of the contention stated if the grand jury has no existence its arguments are invalid.

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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 bidding was necessarily complex, the builders availing themselves of the department's permission to submit all sorts of combinations and alternative plans. These included straight bids upon the standard type with reciprocating engines, original builders' designs and combinations of the department's hull plans with turbine engine, some with and some without separate cruising turbines.

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 \$416 per ton. For 552 tons of armor in class B, the Carnegie and Bethlehem companies each bid \$409 per ton, while the Midvale bid was \$410. For 392 tons of class C, the Carnegie and Bethlehem companies each bid \$400 and the Midvale \$410. For 1706 tons of class D armor, Bethlehem bid \$400, Midvale \$410, and Carnegie submitted no bid.

"Dreadnoughts," or what are officially known as battleships Nos. 28 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. The total cost of each when completed is estimated to be \$10,000,000.

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. These were in turn submitted to a Naval Committee on Design, the head of which was Assistant Secretary Newberry, which board reported that the 510-foot design of the Bureau of Construction (with officers' quarters forward) was the most suitable.

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 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 side above the main belt armor is seven feet three inches wide and of a maximum thickness of ten inches. The armor is likewise of uniform cross-section throughout, and in length is only slightly less than that of the main water-line belt armor. Above the main casemate armor, amidships, the side is covered by armor five inches in thickness, which affords protection to the smoke pipes, the major portion of the secondary battery of five-inch guns and the hull structure.

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 known battleship built. The angle elevation of the axis of guns is expected to be greater than that of any battleship built, affording a distinct advantage in weather.

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The actual total weight of armor and armor in the proposed design for the ships is approximately 1000 tons greater than the largest ship so far built. The design templates an arrangement for installation of reciprocating and turbine machinery.

WANT RAILROAD TO THE SIUSLAW

Cottage Grove People Would Connection With Pacific Ocean.

The Cottage Grove Western in a four-column article in this issue urges upon the people of this county the importance of the construction of a railroad to the 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 this State, even big railroad men, who would not acquiesce in this statement.

"The route to the Siuslaw in Cottage Grove is a most logical. It would be with little difficulty 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 reputation that the cost of construction on this route will be no greater than that of roads in Oregon and not so great many. A more fertile country is not to be found. A greater future producer of manufacturing products cannot be found in the West.

"The time is now coming when attention should be taken by the people of Cottage Grove and Lane county the end that the natural waterways may be opened to the convenience of interior Oregon's manufacturing products. Every individual citizen of Lane county as home should be interested in this vital matter.

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"There are other routes to the Siuslaw. For instance, the route to Junction City, and, likewise, direct route out from Eugene, the matter of the Junction City route no one will deny its importance to Lane county. This route extends west of Junction City, touching Long Tom country, then to the Long Creek country, then down that to a tributary to the Siuslaw, and thence to the Siuslaw at a point twenty miles above tide water. Such a road goes out of Junction City would traverse a picturesque and fertile part of Lane county, but as the route is concerned it is not so practical as the one which mention has been made above. Neither would it tap a more productive country, while the survey would probably be considerably lengthened. The route directly out of Eugene is not a practical route, and should starting point be made of Eugene all probability the survey would absorb either the Junction City or of the direct route from Cottage Grove.

REVOLUTION GROWING

"REDEEMER" ALBERT ARRIVES TO LEAD THE PEOPLE.

Movement Against Government Continue Until Proper Laws Are In Operation.

Argeliers, France, June 24.—Marcellin Albert, the "Redeemer," arrived today cheered by twelve thousand persons. The winegrowers committee resolved unanimously to continue the movement against the government until full satisfaction is attained. The promises of Clemenceau are too vague to warrant a surrender pending an adjustment through the operation of its laws.