

TALK TO TELL HIS POLICIES

Secretary's Columbus Speech Will Be Opening of the Campaign.

ANSWERTO FORAKER READY

Will Talk of Tariff, Railroads and Other Matters of National Interest.

Washington, Aug. 11.—Secretary Taft will be back here next week, the first of the cabinet officials to return from his vacation. On the way from his retreat in Canada the Secretary of War will stop at Oyster Bay for a long and final talk with President Roosevelt before leaving on his trip to the Philippines and around the world, which will begin in September. The conference with the President possibly will be more significant politically than otherwise.

Some facts have leaked out within a day or two regarding the character of talk which Secretary Taft will deliver to the people when he opens his campaign in earnest. First and foremost in many particulars will be his address at Columbus. Considerable data has been supplied relative to the railroad situation in all its phases, the deduction therefrom being that the Secretary will declare at the start the furtherance of Roosevelt principles, which will be prosecuted at his hands if he is nominated and elected Chief Executive.

It is stated that the speeches will be general in character, covering all topics that have been brought to the front of late with respect to the national issues. This means that definite ideas with regard to the tariff will be advanced; that the railroad question will be treated exhaustively; that the Brownsville affair and other issues raised by the very talkative Senator Foraker will be met fairly and squarely, and that, in short, a full personal platform will be outlined for the benefit of the Republican voters who are now studying men and measures with reference to the coming campaign.

An important subject to which Secretary Taft is likely to devote considerable attention is that pertaining to various phases of the labor question. The enemies of the Taft movement have assiduously sought to cultivate prejudice against his prospective candidacy by insinuating and openly declaring that he would not be strong in labor circles.

Formal announcement by Representative Theodore Burton of Ohio that he will retire from the chairmanship of the House Committee on Rivers and Harbors when the new Congress meets may have more political significance than appears on the surface. In the opinion of many observers, Burton is to become the recognized floor champion of the Administration in the Lower House. Politics of as strenuous a character as ever has been undertaken will be played every minute of the time from the first Monday in December until the end of the session. A vigorous leader of the Burton type will find plenty to keep him busy on the floor while the game is in progress.

PREBLE IN SAN FRANCISCO

Torpedo Boat Destroyer Drops Down Unexpectedly From Mare Island And Gives Surprise.

The visit of the Preble to Coos Bay and the consequent wonder was an echo of a similar incident in San Francisco. The Chronicle, of August 8th described the occasion as follows:

"If the watchers on the wharves of the water front were not mistaken in their interpretation of what they witnessed on the calm waters of Mission bay last night there was a naval war in the making, where the war ships of two nations strained at their moorings in the darkness.

"Within sight of the passing ferry-boats the steamer President, lately revamped with machinery of war and fitted to play the role of a toy battleship in the altercations of Salvador with her belligerent southern neighbors, lay at anchor with steam up, ready to slip outside the Heads and shape her course southward, hot on the trail of rebellion, and armed for the occasion with eight rapid-fire machine guns. Her crew was on board, and delight was in store for the republic of Salvador when the natives should hear the shriek of eight terrible engines of war which had been carefully screwed down on the decks of the President by the carpenters.

"Then an untoward event dampened the fighting ardor of the Salva-

doran crew. They saw a black cloud of smoke to the north, and out of the cloud of smoke glided the American torpedo boat destroyer Preble.

"To the guns," shouted the captain. And the crew took themselves forthwith to the 'tweendecks. So all was quite as the Preble dropped her anchor and swung around a few hundred feet from the bow of the President, and directly in her contemplated course of exit to the Heads and the deep sea beyond.

"Over the rail of the cruiser the valiant crew of the President, one after another, poked a cautious fraction of their heads and glared at the Preble. It isn't pleasant to have a torpedo-boat destroyer anchored in one's path when one is bent on a belligerent cruise, that may possibly involve a fracture of the amenities as prescribed by the rules of Hague tribunals and international law. The crew of the President were disconcerted, and their fighting spirit oozed out at their sea boots.

"Just why the Preble came is a matter of conjecture.

"What is the mission of the Preble?" was asked last night at the Mare Island Navy Yard.

"The Preble?" replied the apparently surprised Admiral. "Oh, yes, the Preble just left on her way to the Bremerton Navy Yard."

"But the Preble is anchored in Mission bay," it was insisted.

"Quite so," answered the Admiral. "Torpedo-boat destroyers on their way to the Bremerton Navy Yard always spend the night in Mission bay."

"But the savvy of the explanation did not calm the fears of the crew of the President, who spent a sleepless night and did not sail over the little black boat in their path to bloodshed and glory.

"While Salvador is not actually at war with Nicaragua, a feeling of decided unpleasantness is said to exist between the two, which would cause Salvador to be pleased to adopt the President into her navy. Whether it would be a break in international etiquette to allow the steamer to fit herself out in this port under the circumstances is a question for the savants of international law. If she were to engage in a filibustering expedition it might make trouble for Uncle Sam.

"In any event, the Preble, on her way to the Bremerton Navy Yard, was the Jackie on the spot last night, and the President did not put to sea, where it is rumored another vessel is hovering in the offing ready to transfer to the President the remainder of her armament and the full complement of her fighting men."

DIES WHILE STEAMER PASSES OVER BAR

Astoria, Ore., Aug. 12.—William B. Heddington, who came to Astoria in the early '70s, and for a number of years was the leading contractor of the city, died on board the steamer Breakwater on Thursday morning, as she was crossing out over the Coos Bay bar. When he went aboard he was suffering from heart disease, and was unable to lie down. While sitting in a chair in his stateroom he died, with no one present. Upon the arrival of the boat here the body was turned over to Coroner Pohl, with a statement of the circumstances of his death, signed by the officers. The deceased was born in Illinois and never married. During his early experience in Astoria he accumulated some property, but this he lost by ill-advised investments. For a number of years his sister, Mrs. Levings, and her children lived with him, but they are now residents of California. He was more than 70 years of age.

MATERIAL ASSEMBLING AT DRAIN FOR WORK

(Drain Nonpareil.) Charley Henderer this week sold to the S. P. railroad gang here 100 tons of excellent oat hay. Since the railroad force here is buying all the hay they can get, it begins to look like work on the new road will be continued through the wet season.

A NEW ROOF BEING LAID ON EAGLE'S HALL

The owners of the building occupied by the Fraternal Order of Eagles are having a new roof laid on the building.

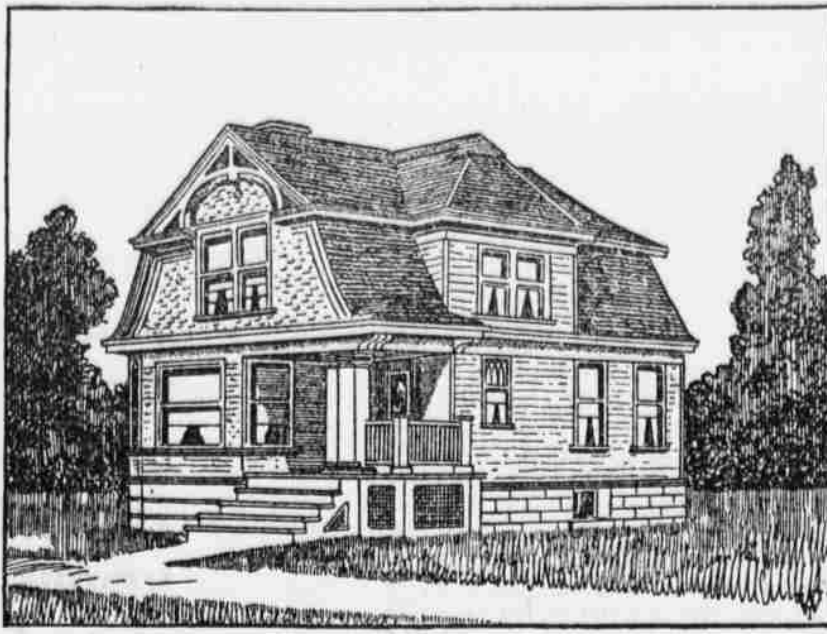
Breakwater Hits a Dolphin.

(Oregonian.) The steamship Breakwater, Captain Macgenn, arrived in yesterday afternoon from Coos Bay. While docking at Astoria the Breakwater collided with a dolphin at the end of the dock and damaged the upper woodwork on the starboard side, slightly. The watchman was at the wheel and on the command of Captain Macgenn to "starboard," he put the wheel the wrong way. The damage sustained by the Breakwater is slight. The woodwork was caved in and one of the stanchions broken, but the plates were not damaged.

Modern Colonial Cottage.

Artistically and Conveniently Arranged Inside and Out—Cost \$2,000.

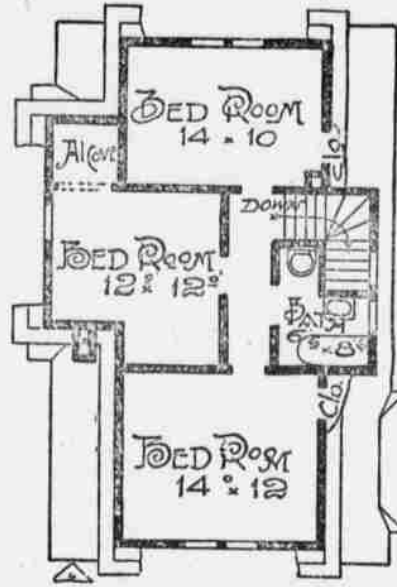
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PERSPECTIVE VIEW.



FIRST FLOOR PLAN.



SECOND FLOOR PLAN.

This pretty colonial cottage, with all its ground floor rooms opening into a large reception hall, makes an unusually good design for a village or country home. It has three large bedrooms in the second story, with a bathroom easily accessible to all. Its many artistic features deserve careful scrutiny. The bay window effect of the dining room, the pretty parlor with its open fireplace, the sheltered front porch, are all good points. The bedrooms have lots of closet room. Estimated cost, \$2,500.

J. H. DAVERMAN & SON.

LOOKS LIKE CORVALLIS AND EASTERN EXTENSION

Surveyors Busy Running Line From Valley Over Mountain to Eastern Oregon

Portland, Aug. 11.—Surveyors have taken the field to retrace the Corvallis & Eastern survey across Eastern Oregon from Detroit to Ontario. A crew of 15 men, equipped for several months, left Portland this week to accomplish this work.

This may mean that the Harriman interests which now own the Corvallis & Eastern will extend that road across the state instead of building on the Oregon Eastern survey, which was completed last winter. It is said the grades to be obtained on the Oregon Eastern survey are not so advantageous as those of the Corvallis & Eastern survey. It is to determine the relative merits of the two routes that the party has been sent out to remark the old survey.

The Corvallis & Eastern survey was originally made 10 or 15 years ago and many changes in the line then made are necessary now, for the science of railroad construction has taken many forward steps in that time. Curves and grades thought entirely feasible in those days for the comparatively light equipment then in use would be tabooed altogether by modern engineers, who are intent on hauling the big loads with a minimum of motive power.

The survey to be retraced undoubtedly offers the shortest direct route across Oregon, for it is practically a straight line across the state to Ontario, while the Oregon Eastern route from Natron to Vale follows a somewhat roundabout course and traverses country which is less desirable than that further north. If the C. & E. survey is followed, the line will afford easy access to the irrigation districts of Eastern Oregon and will also offer an outlet to the proposed O. R. & N. road up the Deschutes from its mouth.

- ***** DRAIN STAGE SCHEDULE. ***** The Drain stage boat leaves Marshfield, August 12, at 4 a. m.; returning, arrives at Marshfield at 12 m. *****

WOMAN HUNTER FATALLY SHOT

Bride of a Few Weeks Falls and Her Rifle Inflicts Mortal Wound.

Cazadero, Aug. 11.—Mrs. M. L. Brown, a bride of a few weeks, accidentally shot herself with a rifle here late Tuesday afternoon. Mr. and Mrs. Brown, who reside at Stockton, were spending their vacation here and both are enthusiastic hunters. Mrs. Brown, with others, was returning from a hunt and in passing through a narrow trail tripped over the root of a tree. She fell to the ground, and the rifle she was carrying dropped from her hands and exploded. The bullet lodged in the woman's stomach from the left side, cutting the intestines badly.

Mrs. Mathews, who was with Mrs. Brown at the time of the accident, ran hurriedly to the camp and got assistance and a doctor was summoned from Jenner but could not reach the injured woman until many hours had elapsed. It was decided that if Mrs. Brown's life could be saved it would be necessary to remove her to a hospital in the metropolis and she was accordingly hurried there. The wound is one that is almost necessarily fatal.

—Remember! Hot chicken pte today at Day's & Davis' Bakery.



the Kodak on your outing trip; a full line with supplies at the Red Cross

FLORIDA GROWERS MAKE COMPLAINT

Claim Railroad Rate From California Is Discrimination Against Florida Fruit.

New York, Aug. 12.—Florida fruit growers have raised the question of the "distance factor" in railroad rates by complaining to the Interstate Commerce Commission that they are charged almost as much for carriage to New York as California growers pay. One of the instances cited is a rate of 94 cents per hundred on certain fruits from Florida to New York, a distance of 1200 miles, as compared to a rate of \$1.15 that the Southern Pacific and its connections charge from Los Angeles to New York, a haul of 3260 miles. This, the Florida growers claim, shows injustice; which the Commission is asked to correct.

No question of discrimination is involved, for the rates are made by different roads. The real issue, if it reaches a hearing, may result in rehabilitating in popular esteem the misleading phrase, "All the traffic will bear." The factor determining the California rate is the competition which the producer of that state meets in the principal markets from his Florida competitor. If the transcontinental lines charged considerably more than they do charge for the 3260 mile haul from California, it would be equitable on a distance basis, as against the charge for the 1200 mile haul from Florida; but the traffic would not "move" at such a rate, and the California growers would be ruined.

Nobody has claimed that the Florida growers are ruined because by means of a low rate California is given access to the eastern markets. Florida's nearness to the best market is an advantage she does not lose through the fact that by "charging no more than the traffic will bear" the railroads put California in a position to compete.

The Interstate Commerce Commission if it follows precedent will doubtless decide that distance is only one, and not a controlling factor in rate making, and that no one community is entitled to a monopoly of a market because it is nearer than some other community.

HUNTING PARTY OFF FOR CURRY COUNTY

Will Hit the Trail at Port Orford and Penetrate to the Interior.

The Yellow Dog Mining Company, an organization consisting of Jack Flanagan, Frank Lambertson, Bert Dinnick and R. P. Smith, started out yesterday for the Sixes country where they expect to find a mine. It is not a certainty that they will spend any great amount of time in searching for a mine, but they organized before leaving in order to be prepared to float stock should they run across something good in the way of ore or gold-bearing gravel. The party is in reality on a hunting trip and will beat the bushes in the neighborhood of Port Orford. They drove through by team, and will take the trail and go about twenty miles into the interior from the coast. Dr. Hayden, who saw their outfit, says they have enough plunder to supply a regiment of soldiers with food for three months.

WILL INTRODUCE FRUIT HERE FROM HAWAII

Experimenter Brings Fruit From Islands in First Class Condition—Government Employee.

San Francisco, Aug. 11.—J. E. Higgins, a horticulturist attached to the government experiment station at Hawaii, who recently arrived on the steamer Alameda from the islands with a large consignment of tropical fruit, raised and shipped to the station to demonstrate its success, is still in the city, and while here expects to have a conference with Secretary of Agriculture James Wilson, who was to arrive here last night from Portland.

Higgins has been connected with the Department of Agriculture for a number of years, and all of that time has been spent in Hawaii, working with native fruits in an endeavor to adapt them to conditions which will permit of their transportation to this country in marketable shape. His experiments have been successful, and the consignment recently brought on the Alameda arrived here perfectly sound.

The subject has been one in which the Department of Agriculture has been much interested, and Higgins says he will be able to assure his chief of a bright future for the Hawaiian fruits in the markets of the United States.

The pineapple, it is said, will be most benefited by the work of the government experts. That fruit, al-

though raised extensively in the islands at present, is shipped only in small quantities, the bulk being canned. Now, it is said, the crop will eventually come here in its natural state, the pineapples will be far better and cheaper.

Another fruit which will come to the markets of the United States in large consignments is the alligator pear. It is now found only on the menu of the best hotels, as the cost of shipping it, and the small percentage which arrived in marketable shape, has made its price almost prohibitive. This will not be the case now, and Higgins says that this fruit which is used for salads, will soon find a place in the American markets as a staple.

The papaya, which is the breakfast of almost the entire population of the islands, will also be shipped in future. It resembles the muskmelon or cantaloupe, and is said to be a great delicacy. None of the fruits with which the government is experimenting will compete with those cultivated in this country.

Higgins is awaiting the return of the Alameda, which will bring a large consignment of the fruit, that will be taken to Chicago by him to demonstrate that it can be shipped to eastern cities without loss.

APPLES COOKED IN TREES

Great Damage Done About Salem by Extreme Heat—Apples Turning Black.

Salem, Ore., Aug. 11.—Fruit growers of this section of the valley, who have made close observations of conditions in their orchards, have made the discovery that great damage was done to the apple crop by the hot wave which swept over the state last week, but the full extent of the damage is not yet known, nor is it likely to be for some weeks.

On the north side of the trees, where the fruit was exposed to the hot blasts of wind, the meat is scorched to the very core and is beginning to turn black. On the south side of the trees, the fruit is badly sunburnt, and both conditions will render it practically unfit for the market.

Reports of this character have only been received from one or two districts of this section, but it is thought the apple crop, and possibly pears, will be seriously damaged and greatly reduced from the effects of the heat of that one day.

TEN MILE CAMPERS HOLD SOCIAL DANCE

Engineer Carroll and Captain Tyler, of the Arago, and M. Poyntz, spent Sunday at Ten Mile, and caught a good supply of trout. The fish are biting better now than they have this season, according to people returning from that country. The campers and residents about the creamery held a social dance Saturday night which was attended by fourteen couples, and there was an excellent time enjoyed.

PARTY GOES TO BIG CREEK FOR OUTING

George Flanagan took a party of congenial spirits over the bar to Big Creek yesterday in the Peggy. The guests are C. W. Dorian, Charles Howard and Claude Flanders. They will be absent three days.

MARSHFIELD MEN CATCH 140 TROUT

Frank Hague and Dr. Richardson walked over from Coos River Sunday to the North Fork of the Coquille and spent a part of the day in angling. They had excellent success and took 140 mountain trout from the stream.

For Bridge Construction.

Material for a dozen or more steel bridges for the new road to Coos Bay is now piled in South Drain. Concrete piers are being built for these bridges at several crossings between here and Elkton.

Dead from Toadstools.

Deep Valley, W. Va., Aug. 11.—Dr. C. P. Dinsmore is dead and four others are dying as the result of a family mistaking toadstools for mushrooms.

Schooner Sunk in Sound.

New York, Aug. 12.—Three-masted schooner Myrone, Rockland, Me., for New York with a cargo of granite sunk in the middle of Long Island Sound in a collision with the steamer Tennessee.

NOTICE.

F. G. McGann & Sons give notice that they will not be responsible for any bills contracted in their names without written order.

F. S. McGANN. E. M. McGANN. J. W. McGANN.