

MANY ARTILLERYMEN ARE KILLED WHEN BREACH OF BIG GUN BLOWS OUT

Washington, July 21.—Unofficial reports received at the war department state that Sergeant Hess and ten men were killed by an explosion in one of the batteries at Fortress Monroe at artillery practice today.

Fortress Monroe, July 21.—Eight artillerymen are known to have been killed and ten are missing as the result of the blowing out of a gun breech in battery DeRussey this morning.

The bodies of the artillerymen were terribly mangled. The disaster was witnessed by a number of prominent army and navy officers, and by the wives and children of several of the men killed.

The latest information is that eleven are dead and a number of others, including two officers, are seriously wounded. Following is an additional list of the dead:

Corporal Charles O. Adkins, Privates Adey, Chadwick, Smith, Eogan, Turner.

23 SAWMILLS IN VICINITY OF GROVE

Cottage Grove, Or., July 21.—The sawmills of the Cottage Grove territory, which have a capacity of 240,000,000 feet, have greatly depleted stock piles for this season of the year.

The manufacturers of this district as a whole have pressed to meet the demands made upon them early in the year, especially as regards railroad ties and bridge timbers, but have now caught up and in some instances are saving for future business.

Two mills, each having a capacity of 20,000 feet per day, are under construction, while plans for a third with 100,000 capacity are making. This latter mill will be situated in the forest reserve, where the government recently contracted for the sale of 175,000,000 feet of standing timber to the Fir Lumber company of this city.

A railroad three miles in length is being built into the reserve from the terminus of the Oregon & Seaside, this being the first step necessary to getting machinery on the ground.

The mills now sawing, together with their daily cuts, are: Brown Lumber company, Cottage Grove, 40,000; Chambers Lumber company, 40,000; Dorena, 40,000; Booth-Kelly Lumber company, Seaside, 40,000; Leona Mills Lumber company, Leona, 40,000; Curtin Spar Lumber company, Curtin, 35,000; Roy River Lumber company, Star, 30,000; Stewart & De Launay, Curtin, 30,000; W. C. Shortridge, London, 35,000; J. H. Chambers, Cottage Grove, 25,000; Briggs Lumber company, Walker, 20,000; Star Lumber company, Star, 15,000; Owens & Son, Cottage Grove, 15,000; F. M. Chapman, Divide, 15,000; McKibben Bros., Cottage Grove, 10,000; Critch & Gawley, Doilittle, 15,000; William Skidmore, Comstock, 10,000; Bed Rock Lumber company, Bed Rock, 15,000; Anlauf Bros., Anlauf, 20,000; Taylor & Son, Divide, 15,000; Munroe Bros., Cottage Grove, 10,000; John Overholser, Cottage Grove, 10,000.

Besides the lumber industry of this section, there is considerable activity in cedar poles and shingle bolts. The Postal Telegraph company has placed an order with John Wicks for 25,000 split telegraph poles. These are being taken out along the line of the Oregon & Southeastern, and shipped south and east for use in the construction of a new line from San Francisco eastward. This means a total of 250 cars of poles. They have commenced going forward at the rate of three cars per week, though this will be increased as rapidly as possible.

The contractor has 65 men engaged in the camps in getting out the poles, and expects to finish his contract within three months.

LIST OF CLAIMS ALLOWED BY CO. COMMISSIONERS

Passed at the July Session of the County Court

Table with columns for Name, Amount, and Remarks. Includes entries like Ira L. Harding, road work, \$ 4.37; Samuel Hughs, hauling gravel, 3.50; E. J. Horton, lumber, 3.74; Geo. Watson, road work, 6.75; I. N. Dresser, road work, 10.50; S. W. Niles, road work, 7.50; Ole Nickelson, road work, 47.80; Thomas Gates, road work, 14.00; Wm. Pearson, road work, 27.00; Ray Bower, road work, 17.50; G. L. Day, road work, 9.00; Hans Jensen, road work, 11.25; Chas. Marshall, road work, 6.50; W. E. Wood, gravel, 26.55; Wm. Bowler, road work, 5.90; C. E. Woods, road work, 17.40; Giles Hoodley, road work, 4.35; H. N. Veach, hauling gravel, 9.35; Leonard Mathews, road work, 38.50; Harry Zunwadt, road work, 39.45; Ed Miller, rebate of road poll tax, 3.00; E. A. Bond, road work, 18.00; Jesse Eddy, road work, 62.50; Sid Pittman, road work, 41.25; Chas. Hebert, road work, 37.50; H. S. Prindle, bridge work, 11.50; I. M. Hebert, road work, 65.00; Jim Sutherland, road work, 28.00; Horace Sutherland, road work, 14.00; Jas. Stowell, gravel, 15.00; Roy Stevens, road work, 3.50; C. A. Swaggart, road work, 4.38; C. A. Stephens, road work, 12.23; Vern Sly, gravel, 167.00; C. M. Dunning, road work, 40.00; R. M. Holt, road work, 40.00.

Table with columns for Name and Amount. Includes entries like C. F. Goodman, road work, 6.00; Arley Thom, unloading, etc., 7.00; Geo. Boqua, road work, 7.85; Emery Taylor, road work, 56.00; A. I. Tyler, hauling gravel, 46.50; C. V. Larimer, road work, 12.00; Pierce Wagant, road work, 17.00; John Schrimpf, road work, 29.75; Linan Wagant, road work, 31.50; M. D. Ewers, road work, 3.50; Lewis West, road work, 24.50; Sam Schrimpf, road work, 29.75; Robert R. Liles, road work, 1.75; Cum Ross, road work, 23.60; George West, road work, 14.00; Elmer Case, road work, 15.00; Henry Danewood, road work, 18.00; Geo. West, labor on road, 48.00; Clarence Webb, labor on road, 5.25; R. O. Yearous, road work, 4.00; Jessie McBride, road work, 22.75; Tom Cox, road work, 28.00; Peter P. Colgaard, supplies, 17.65; Arthur Hartman, road work, 5.25; R. C. Edwards, road work, 15.75; A. H. Woodley, road work, 2.15; J. W. Doster, road work, 17.50; Geo. Miller, road work, 2.15; Alvin Lewis, road work, 4.40; Asa Hooker, road work, 14.00; D. P. DeMoss, road work, 74.00; Booth-Kelly Lumber Co., powder, 74.00; Corney Potter, road work, 21.00; L. B. Martin, road work, 12.50; Ira Harrington, road work, 12.25; Junction City Hdw. Co., sups, 19.05; A. P. Walker, road work, 4.60; Warden & Burnett, lumber, 8.40; John R. Davis, road work, 3.50; Luther Steinhaver, road work, 3.60; Harvey Prindle, road work, 10.00; Fred Tracer, road work, 14.00; Theodore Swanson, road work, 6.00; C. K. Hale, road work, 14.00; L. H. Brooks, road work, 3.60; Ernest Surcamp, road work, 16.00; J. W. Rust, road work, 40.00; Walter Lyons, road work, 27.00; Warren Surcamp, road work, 29.50; Chas. Fowler, road work, 36.00; J. T. Lamb, road work, 1.75; Blanchard Tullock, road work, 16.15; Clayton Pope, road work, 26.00; Jim Keffer, road work, 3.50; Earl Bryan, road work, 1.75; Fred E. Bangs, road work, 7.00; K. E. Porter, road work, 15.75; R. F. Scott, road work, 15.50; Fred Surcamp, road work, 12.00; John Hise, road work, 45.00; Leo Mounts, road work, 33.00; Bryant Bros., powder, etc., 15.65; Zool Frasier, road work, 8.75; E. Harpole, road work, 17.50; Roy Truman, road work, 31.00; William Erhart, road work, 8.00; A. O. Funke, powder, etc., 22.75; V. F. Hebert, road work, 237.50; F. W. Taylor, hauling gravel, 42.00; George Hicks, hauling gravel, 5.25; Coyote Lumber Co., bridge lumber, 18.70; Henry West, hauling gravel, 39.00; C. A. Reet, road work, 39.00; Junction City Hdw. Co., hardware, 43.75; Chester Harpole, road work, 9.00; Geo. Renfro, blacksmithing, 3.10; Smith & Barr, hardware, 7.50; Henry Taylor, bridge lumber, 266.15; C. E. Wallace, road work, 16.00; J. T. Aubrey, bridgework, 16.00; B. P. Lyons, bridgework, 11.00; Lem Drury, bridgework, 8.00; Joe Sylvester, bridgework, 5.00; E. S. Baker, road work, 6.00; W. R. Wallace, road work, 11.00; H. W. Wallace, bridgework, 61.83; M. Smith, road work, 63.00; Frank Powell, road work, 13.12; Harry Ensign, road work, 37.00; Ernest Mabe, road work, 37.00; F. M. Smith, road work, 17.50; Linnus Miller, road work, 26.25; Moses Mabe, road work, 7.00; William Denney, hauling gravel, 7.50; W. A. McBea, road work, 22.75; C. E. Hayes, road work, 17.00; E. D. Bundy, road work, 34.50; J. D. Pirtle, shoveling gravel, 12.75; G. A. Kenwell, road work, 19.00; D. B. Weddle, shoveling gravel, 9.00; S. W. Prindle, lumber, 11.50; A. P. Walker, repairs, 1.15; Grover Francis, road work, 8.75; John Warthen, road work, 57.50; W. W. Sailor, road work, 50.00; Geo. Saunders, road work, 9.00; B. B. Carter, road work, 14.00; F. K. Humphrey, road work, 8.00; E. W. Westberg, road work, 10.50; Wilson Taylor, road work, 17.75; Sam Spores, hauling gravel, 27.00; J. H. Brabbam, road work, 35.00; J. W. Quakenbush & Son, supplies, 39.20; F. A. McClellan, road work, 36.00; Jacob Crum, road work, \$6.12; Earl Johnson, road work, 6.12; Earl Johnson, road work, 13.12; Fred Surcamp, road work, 28.00; I. H. Bingham, gravel, 9.42; J. D. Humphrey, road work, 29.00; Joe Heitzman, road work, 27.00; G. A. Sapp, road work, 7.00; Jesse Harper, bridge work, 4.00; P. Dorsey, road work, 17.50; F. W. Thom, blowing, etc., 14.00; Lewis Bros., bridge lumber, 49.19; George Johnson, road work, 5.25; James A. Austin, road work, 99.75; Clarence Anderson, road work, 12.25; Dee B. Harmon, road work, 8.75; Elmore Buss, road work, 4.00; C. O. Beers, road work, 4.00; C. C. Poe, road work, claimed \$7.87; allowed, 7.87; Danne Hiles, road work, 10.50; Saml. Hasbrouck, road work, 15.75; A. A. Miner, scouring bridge lumber, 4.00; J. Fagett, blacksmithing, 4.50; George Bess, road work, 13.27; allowed, 13.27; William Erhart, road work, 10.00; George Lloyd, road work, claimed \$9.62; allowed, 9.62; W. Hammond, road work, 6.00; Fred Lajoie, road work, 11.37; Walter Peterson, bridge work, 7.00; W. S. Sutherland, road work, 16.25; Grover Huston, bridge lum, 23.33; F. M. Dick, road work, 76.50; Billmie Bros., drayage, 9.06; Geo. Canaday, road work, 10.50; Wayne E. Jenkins, road work, 20.60; William F. Jenkins, road work, 20.65; J. B. Oldham, road work, 3.00; W. S. Sutherland, road work, 38.00; F. M. Husb, hauling gravel, 10.50; L. R. Parks, gravel, 26.75; Chas. Deming, road work, 4.00; R. H. Parsons, supplies, 13.00; Oscar Dunlap, road work, 21.00; A. F. Davis & Son, road work, 14.50.

THREE MEN BURN TO DEATH IN FOREST FIRE

A special dispatch from Albany, Or., to the Oregonian tells of a fatal forest fire in the mountains east of there, as follows:

Three men were burned to death last night in a forest fire along the North Santiam river, opposite Hoover's sawmill, at the terminus of the Corvallis & Eastern railway, four miles east of Detroit. The bodies were not recovered until 2:30 o'clock this afternoon. The dead men are Philip Richmond, of Salem, Or.; Jay M. Brooks, of Crawfordville, Or.; and Frank McGooey, of Clearfield, Pa.

Acting against the advice of their foreman, the men went to death in an effort to get their tools. Fire had started from the sparks of a donkey engine at Hoover at 4 o'clock yesterday afternoon. The three men, with other workmen, had gone to the camp. An hour later, after a vain effort to save the camp outfit from the flames, the three men started to go to point 499 near a steep hillside to get their tools where they had left them when the fire started.

The wind was then blowing eastward, sending the fire that way, so the trip up the south hillside west of the fire was swift. The men had about reached their tools when the wind suddenly changed, sweeping the fire with wonderful rapidity directly up the timber-covered hill where the men were. In a few minutes the flames had swept the entire face of the hill, turning the forest into a furnace.

Rescue Party Finds Bodies. Falling burning trees made it impossible to ascend this hill until afternoon today. A rescue party then went up, hoping against belief that the men had reached the summit and had escaped the fire. All three bodies were found, however, and buried badly, but not beyond recognition. Two bodies were found together, one 100 yards further up the hill. The men had evidently tried to run ahead of the fire, but had no chance, in a race up an almost perpendicular hill, with a swift forest fire.

The fire destroyed the entire logging camp outfit, wrecking two donkey engines, and then swept into the timber. Hoover's mill, across the river, was endangered, but was saved.

Table with columns for Name and Amount. Includes entries like W. E. Quinn, road work, 44.00; H. Carson, road work, 22.50; Chambers Hardware Co., supplies, 31.26; C. E. Babcock, road work, 8.50; Ivan Mays, road work, 3.50; John Barrett, gravel, 47.00; John A. Mohler, road work, 18.90; D. O. Beers, road work, 4.50; W. S. Adams, road work, 18.10; G. C. Brown, labor on road, 18.00; O. H. Eichler, road work, 37.60; H. Williams, road work, 7.95; M. D. Bolln, plank, 11.52; Lawrence Barger, road work, 24.80; W. D. Worthington, road work, 34.95; Charles Baxter, road work, 61.00; C. S. Babcock, road work, 23.25; Wm. Boqua, road work, 12.00; David Stephens, road work, 20.00; E. A. Bond, road work, 30.00; R. Yergle, road work, 10.04; Everett Egbert, road work, 24.49; O. E. Eichler, road work, 18.35; F. E. Van, road work, 3.25; C. W. Nelson, road work, 35.25; Willis E. Sheldon, road work, 17.50; L. A. Winjun, sups, 12.90; Rupert Magee, road work, 7.50; Dennis Cooter, labor on road, 25.50; Roy Gates, road work, 23.00; Fred Brown, road work, 44.62; I. Slayter, powder, etc., 57.85; E. R. Butler, road work, 11.00; C. T. Hanners, shoveling gravel, 39.75; A. C. Jennings, viewer, 4.00; T. T. Donaldson, viewer, 4.00; Bridge Hosmer, road work, 1.50; John Gates, road work, 1.75; John Gates, road work, 3.50; Fred Heitzman, road work, 12.00; Lawrence Heitzman, road work, 17.00; Louis J. Heimbree, road work, 11.25; Clarence Harpole, bridge work, 7.90; Frank Hagen, road work, 2.75; Fred Hinson, grading and gravel, 12.25; Earl Humphrey, road work, 11.50; J. D. Humphrey, road work, 29.00; Joe Heitzman, road work, 27.00; F. P. Haslett, road work, 79.75; C. A. Reet, road work, 30.00; Bud Horn, road work, 30.00; Frank Horn, road work, 27.00; R. E. Haslett, road work, 40.75; Percy Haslett, road work, 50.00; Edd Holland, road work, 10.50; J. W. King, road work, 10.50; A. J. Kraal, road work, 4.00; A. A. Kelly, road work, 5.25; Dan Gates, road work, 27.00; W. H. Lydy, road work, 7.50; G. A. Luther & Sons, services, 14.00; Tracy Lyons, road work, 9.00; W. R. Lord, road work, 22.00; John Bogart, road work, 10.50; City of Coburg, services, 11.50; J. J. Calloway, road work, 12.00; Roy Corum, road work, 13.50; James Chappelle, hauling gravel, 2.30; Carl Carpenter, hauling gravel, 84.50; Sam Madaris, road work, 21.00; David Morton, road work, 53.00; J. W. Richards, road work, 7.00; P. Rano, shoveling gravel, 16.25; Dennis Cooter, road labor, 8.39; Dennis Cooter, labor on road, 27.00; Martin Mentoux, road work, 4.00; Alvin Price, road work, 34.00; E. Chesher, shoveling gravel, 83.00; J. W. Carse, hauling gravel, 4.50; Lute Dennis, road work, 21.00; Coyote Lbr. Co., lumber, 1.46; Ray Patten, road work, 24.50; L. R. Parks, gravel, 71.12; Chas. Deming, road work, 15.75; R. H. Parsons, supplies, 18.85; Oscar Dunlap, road work, 4.00; A. F. Davis & Son, road work, 14.50.

MASTER IN CHANCERY DECIDES LUMBER RATE CASE IN FAVOR OF RAILROADS

St. Paul, July 23.—The railroad win a substantial victory in the findings filed today by Frederick W. Dickson, master in chancery. These are the preliminary findings in the lumber rate suit instituted in 1908 against the interstate commerce commission by the Great Northern, Northern Pacific, Union Pacific and Chicago, Burlington & Quincy Railroad Companies. They were served on the attorneys for both sides.

The lumber rates established by the interstate commerce commission from the Pacific coast to all points west of the Pembina line, which is made up of the western boundaries of Minnesota, Iowa and Missouri, are sustained, but the rates from the coast to points east of that line are declared unreasonably low.

The railroads ask for a rate of 50 cents per hundredweight on lumber shipped from Portland, Oregon, to St. Paul, and sixty cents from Portland to Chicago.

The interstate commerce commission cut this rate to 45 cents from Portland to St. Paul, and 55 cents from Portland to Chicago.

Dickson upholds the contention of the railroads and recommends an injunction nullifying the order of the interstate commerce commission on these rates and on other lumber rates from coast points to the Pembina line.

PRESIDENT TAFT'S O. N. G. OFFICERS VACATION IS STRENUOUS WILL HAVE OWN MOUNTS

Bar Harbor, July 22.—President Taft's vacation cruise is becoming strenuous. He did not get back on board the Mayflower until well past midnight, but was ashore this morning at 8 o'clock playing a double round on the nine-hole course at Kebo valley. After a morning of golf came a speech at noon to the townspeople, followed by a coach ride to Mrs. Mark Hanna's home. The dinner engagement for the Taft party tonight is with Mrs. Charlemagne Tower, two miles east from Seal Harbor, whither the Mayflower, with Mrs. Taft and the other members of the party, sailed this morning.

Tomorrow the yacht will carry the president to Mount Desert Ferry, where a special train will be waiting to take him to Bangor. Hereafter the officers of the local militia companies when they go to camp will be able to select their own horses before they leave here, and the embarrassment of officers in the past who have been given wild horses that they were not used to on which to ride on dress parade will no longer be experienced. Before the coming encampment at American Lake, which is to begin Aug. 8, a car of horses will be shipped from here. These horses may either belong to the officers or will be rented before they leave, and there will be no dissatisfaction over their mounts. The rent of the horses and the cost of shipping them will be borne by the government. Nearly all the local officers are planning to take advantage of this new ruling and ride their own animals with comfort at American Lake.

New Equipment. Companies A and C have received a quantity of new equipment that they will hereafter be obliged to know the use of, and which will be carried to the American Lake encampment. The equipment consists of entrenching tools and first aid to the injured. The first consists of several implements for throwing ditches, such as spades, picks and axes, which are carried in a canvas case that goes over the shoulder. The other is a case on the belt, and consists of cotton, antiseptics and other medical articles that would be necessary on the battlefield for the wounded. Besides these other equipment that will not be as difficult to carry included a pair of "hiking shoes" for each member that will be used at the encampment that begins on the 8th of next month.

Brownsville Has Boy Forger. Brownsville, Or., July 22.—Neil Rogga, 19-year-old son of Fred Rogga, a farmer living a few miles west of Brownsville, was arrested by Deputy Sheriff Blakley today on a charge of forgery. The warrant was sworn to by W. P. Elmore, president of the Bank of Brownsville. Young Rogga on July 5 is said to have tried to cash a check for \$20, which he said was given him by J. M. Munken, a neighbor. The bank refused payment. Saturday the young man had trouble with his father and threatened to kill the whole family. He left home and camped in the woods. Two years ago young Rogga was arrested for stealing and paroled with W. P. Elmore as probation officer. The youth will be placed under bond to await the action of the circuit court.

Town of Sandon Doomed if Wind Freshens and Spreads Fire. Spokane, July 21.—A special to the Chronicle from Nelson, B. C., states that 300 government fire fighters are working frantically to save the town of Sandon from destruction. The flames are within a mile of the place, and should the wind freshen the town is doomed. Timber fires in many directions are forcing hundreds of men into action to prevent their spread. A number of towns are in danger already, it is reported, and already a large number of mills in the mountains have been destroyed, together with immense tracts of valuable timber.

\$300 AND THIRTY FOREST FIRES ARE DAYS FOR C. BEAUPRE AT LAST UNDER CONTROL

Clarence Beaupre, who was convicted Thursday of violating the local option law, was sentenced by Judge Bryson of the justice court today to pay a fine of \$300 and to serve a term of thirty days in the county jail.

Harvey Jones, tried yesterday on the same charge, was acquitted by the jury, a verdict of not guilty having been returned about 8:15 o'clock last night. Jones, however, was arrested immediately after his acquittal on another count, charging him with the same offense.

The case of the state vs. Ed Seward, keeper of the resort at Coney Island, was called today and a jury consisting of the following was chosen: E. Whittam, S. M. Moran, C. E. Scott, J. L. Marsh, A. S. Kauffman and J. G. Pitts. The case went to the jury late this afternoon, and in five minutes a verdict of guilty was returned. It is understood that the verdict was reached on the first ballot.

Checked by Shower. Spokane, July 23.—Heavy showers in the past forty-eight hours have checked the great forest fires threatening several towns of Washington, Idaho, Montana and British Columbia, and danger for the present is past.

Postland, July 23.—Reports to the Associated Press from Albany and other places in this state are to the effect that the forest fires are under control and danger of further spread is over, unless the wind increases.

Fires Under Control. Seattle, July 23.—The forest fires in western Washington are under control and those of eastern British Columbia have been checked. The financial loss to British Columbia by forest fires is estimated at \$5,000,000. The number of lives lost may reach a dozen.

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OSWALD WEST Retiring Railroad Commissioner Announces His Candidacy. Salem, Or., July 22.—Oswald West, state railroad commissioner, is a candidate for the democratic nomination for governor. His declaration of principles was filed today with the secretary of state, and is as follows: "I, Oswald West, reside at Astoria, Or., and my postoffice address is Salem, Or. I am a duly registered member of the democratic party. If I am nominated for the office of governor at the primary nominating election to be held in the state of Oregon on the 24th day of September, 1910, I will accept the nomination and will not withdraw. If I am elected I will qualify as such officer. "If I am nominated and elected, I will during my term of office always keep in mind those principles of the social compact found in our constitution, which declares this to be a government absolutely by the people, and I will fight to a finish any attempt of a legislature to repeat or nullify the initiative and referendum, the direct primary law, the corrupt practices act or the recall. The people must rule the corporations or the corporations will rule the state. I believe that had God intended that the corporations and not the people should rule, he would have created the corporations first. "I wish to have printed after my name on the nominating ballot the following words: "I favor the initiative and referendum, the direct primary, the corrupt practices act and the recall." Mr. West is 37 years of age. He was born in Salem, and was educated in the schools here. At an early age he entered the banking house of Ladd & Co., and rose rapidly in the esteem and confidence of his employers. In 1899 he resigned his position and went to Astoria, where he was engaged in banking. In 1903 he accepted from Governor Chamberlain an appointment as state land agent, and in his four years' term in that position made a record in clearing up the affairs of the state land office that was one of the strong features of the first Chamberlain administration. In 1907 he resigned as state land agent to accept an appointment as a member of the Oregon railroad commission, whose record in regulating and reducing railroad and express rates has been so effective and successful. During his busy life Mr. West has found time to study law, and was recently admitted to practice in the courts of the state.

SUBSCRIBE FOR THE GUARD.