

COAST MAIL.

VOL XXI

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NO 31

Cream of the Week's News.

Published Every Day in the Daily Coast Mail.

SHENANDOAH, July 31.—The threatened clash between the striking miners and police occurred last night when Joseph Beddal, a leading merchant, was beaten to death, and two borough policemen were shot, one fatally. More than a score of strikers were shot by the police and deputy sheriffs.

Sheriff Beddall arrived at 7:15 P. M. with a posse of deputies and asked Governor Stone to send militia. The trouble started at 6 o'clock when Sheriff Beddall attempted to escort two non union workers through the strikers' line of pickets. The workmen were dressed in street clothes but one of them carried a bundle under his arm and this aroused the suspicions of the strikers.

The bundle was torn from him and when it was found to contain a blouse and overalls the man was taken from the deputy and beaten almost to death. In the mean time Beddall opened fire on the mob and emptied his revolver.

Two shots took effect, one man being shot in the leg and another in the foot.

It is estimated that more than 1,000 shots were fired, and the wonder is that more fatalities did not result.

More than 20 strikers, all foreigners, were shot and at least two will die.

Harristburg, July 31.—General Corbin, in command of the troops of the Shenandoah region, telegraphed that the situation there was peaceful this morning. He has distributed 1500 soldiers about town.

Scranton, Pa., July 31.—Under the protection of the city police, the coal iron police and detectives the colliery of the Peerless Coal Co. resumed active operations this morning with 200 men. It is claimed by the general manager that no trouble has yet occurred.

Byfield, Mass., July 30.—Secretary of the Navy Moody was the principal speaker at the exercises held here today in celebration of the 200th anniversary of the founding of the town. Byfield was the first town settled north of Salem, and William Moody, an ancestor of the Secretary, was one of the original settlers.

Havana, July 30.—The Cuban congress has passed a resolution declaring that the settlement made by the United States government with the Catholic church regarding church property in Cuba need not be regarded as binding on the Cuban government.

Malacca, A. T. July 30.—The Malay peninsular steamers Prince Alexander and Benning collided off here today. The former sank and 40 persons were drowned.

New York, July 30.—With a full cargo the new twin screw steamship Nebraska sailed today on her maiden deep sea voyage to San Francisco. The Nebraska is one of three sister ships which has been built at Camden, N. J. for the American-Hawaiian Steamship company. All three vessels are fitted with furnaces in which either oil or coal can be used as fuel.

Liverpool, July 30.—A report received here states that Commandant Angales, of the French Congo native militia has been assassinated and that Lieutenant Governor Groudet, remaining at Loukalets to deal with the natives, is in danger.

Washington, July 30.—The war department has received advices from Calaoagan, provinces of Samar saying the people of that island threaten trouble because General Gueverra, former insurgent leader, was not made governor.

Governor Wright however refused to weaken and Governor Llorente has been inaugurated.

Camden, N. J., July 30.—Goddard the prize fighter is still alive at the hospital but the doctors state that he will not survive the wound received Monday in Republican primary fight.

Los Alamos, Cal, Aug 1.—A most uncomfortable night was spent by the few remaining inhabitants of the town, who were afraid to enter their houses, and encamped around fires in the open.

At short intervals during the night shocks were experienced. The severest occurred at 7:30, and at 9 o'clock this morning two more shocks were felt.

Little damage was done, as everything was already shaken down. The home of Juan Carreaga's, large frame house situated on the Western Union oil fields was destroyed this morning.

The people are panic stricken and are leaving rapidly. It is very hot and sultry and rumbling noises in the ground are heard continually. An eruption is feared.

Shenandoah, Pa., Aug. 1.—Perfect quiet reigns today and no further outbreaks are expected. The members of the National Guard who were called out yesterday, are sauntering about the country as if on a vacation trip.

The strikers are determined to hereafter refrain from participating in any disturbance.

The strike leaders are working to have the governor soon withdraw the soldiers.

HEAR FROM COOS BAY

Portland Papers Give us Space

NOW DOING JUSTICE

TO OUR HARBOR

Plans of the Belt-Line and Great Central Railroad--The Gardiner Route

The Portland Telegram of July 30th prints the following article touching Coos Bay and the proposed railroad. The Telegram reporter evidently misunderstood the title of the railroad company, as he refers to it as the Great Eastern instead of the Great Central. The article is as follows:

Construction on the Belt Line Railway, which is to circle Coos Bay for a distance of 15 miles, will be commenced this week. This is the enterprise which was incorporated about 10 days ago in connection with the Great Eastern Railway & Land Company projects by Portland parties. The object of the corporation is to supply a connecting link for all railway companies which may seek deep water connection at Coos Bay.

The Great Eastern Railway Company, assumed to be the Pacific Ocean and Portland terminus of a railway from Salt Lake, is the power behind the development work at Coos Bay in the shape of docks, warehouses, etc. Chief Engineer Kinney, of the Great Eastern Company, has just returned from a trip to Coos Bay where he has been examining the possibilities of the surrounding country. He gives it out that the Great Eastern Company has splendid prospects in view for traffic and for opening up a rich agricultural country that is now practically undeveloped.

The Belt Line Railway is to be the link at Coos Bay affording all facilities for deep-sea vessels in that harbor. The line starts at Empire, where extensive docks are being erected, runs up the bay to Marshfield crossing an arm of the bay to East Marshfield over a drawbridge, thence circling to Glasgow and out on the harbor jetty. It is given out by the engineer of the line that the first work of the company will be to complete the belt line around the bay regardless of the progress made toward actual construction on this end of the transcontinental route. Empire City will be the base of operations and work will be pushed from that point.

Mr. Kinney says that the Coos Bay jetty is an excellent piece of harbor improvement. Some of the jetty work has been torn away in storm, but Mr. Kinney proposes to bring huge blocks of

granite from over the mountains on his road and build up the outer end of the jetty at a much lower price than that work has ever cost before. The rubble stone and boulders that were dumped in there at first were too small to hold the brush mats. They cost 75 cents per cubic yard, but with the construction of a railway line into the mountains where granite beds are easy of access by the survey lines, granite blocks may be brought out for harbor improvement for only 50 cents per cubic yard. The water is deep, the anchorage safe, Mr. Kinney says, and sea vessels will have plenty of room to dock.

On his trip Mr. Kinney located the yards for the Great Eastern Company at Pony Slough. This is a level tract of land and will serve a double purpose of a junction for the Belt Line Road as well as facilities for switching. Pony Slough lies between Empire City and Marshfield and 550 acres of land have been secured there by the Great Eastern for terminal accommodations for cars.

The Oregonian of the same date has an article covering practically the same lines and containing also the following additional particulars:

"The preliminary stage of the Coos Bay railroad enterprise is deemed to have passed with the beginning of actual construction work. The Belt Line is now assured, and it will not be worth much without a feeder into the interior. Therefore it is regarded as certain that there will be a railroad through to a connection with the Southern Pacific, even if the transcontinental, feature should not succeed. Forty-five men are now in camp at Empire. Laborers and horses are going in from Roseburg.

Engineer George Lyman Moody is to start across the country at once to take levels to Elkton. When this shall be complete all will be ready for the report on which the fate of the transcontinental character of the enterprise will depend.

Mr. Kinney also examined somewhat into the route for the railroad out to Drain. The survey of the Rogue River Railroad Company, which the Great Eastern purchased a few weeks ago, extends between Drain and Scottsburg. Mr. Kinney is of the opinion that the best route below Scottsburg is along the Umpqua river to its mouth, or to Gardiner. From there the route to Coos Bay would be straight down the coast, the distance being 25 to 30 miles.

HOME OF J. W. BENSON

BURNED AT TENMILE

The residence, milk house and woodshed of John W. Benson on Tenmile, were destroyed by fire Wednesday afternoon together with furniture, household goods etc. It is believed the fire started from a defective flue in the kitchen where Oldridge Benson, the only member of the family at home, had kept fire at noon after which he went away a short distance from the house to work in the hay field, when suddenly he discovered a volume of smoke coming from the kitchen. But the element had already got too much headway and as Mr. B. was alone nothing could be done to save the valuable property. The house was a good one, built in 1895, and the loss is considerable.

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