

DAILY CAPITAL JOURNAL.

WATERWAYS AND SUGARBEETS

Will Be Two Great Lines of Development at Cottage Grove--Free Locks at Oregon City and Canalization of Upper River--State Will Be Asked for Half a Million to Start the Work

SHUTTING GATES ON HARRIMAN

BRIDGING GOOS BAY

Will Come Up At Cottage Grove Development Congress

Shutting the gates of Coos Bay on Harriman is what is involved in the fight between Marshfield and North Bend. The question involved is where shall the Western Pacific railroad cross Coos Bay? Shall the railroad cross the bay at all. There are elements at work to keep the railroad from crossing the bay at any point. Other local interests would have the railroad around the bay by a detour of ten or twenty miles. All Western Oregon is involved in a way, the development of the state is

held up by the conflict of local interests. All work is stopped.

This subject is to be gone over at Cottage Grove Development Convention Wednesday of this week.

"Will the projected railroad cross Coos Bay at or near North Bend or circle the bay at Marshfield? That is the question that is being discussed by our people said Peter Loggie. (Continued on page six.)

Japs Pass Resolutions.

Tokio, June 24.—At a meeting this afternoon the delegates from the chambers of commerce of Tokio, Osaka, Kobe, Kyoto and Yokohama drafted a resolution indicating the grave danger facing the commercial relations of the United States and Japan, owing to the anti-Japanese sentiment on the Pacific coast. They pointed out the necessity of resorting to speedy measures to remove this obstacle to trade development. The resolutions will be officially adopted by the chambers of commerce, asking the co-operation of the United States.

Workmen Strike.

Louisville, Ky., June 24.—Two thousand workmen of the building trades alliance struck today, following the order to enforce a working card on all unions.

DARROW BEGINS DEFENSE

A BITTER SPEECH

Denounces Orchard and Says He Was Never a Friend of Haywood, But Was the Boon Companion of Mine Operators and the Pinkertons

Boise, June 24.—Darrow opened his address for the defense by declaring that Orchard undoubtedly killed Steunenberg, but that his motive was



WILLIAM J. BURNS.

The clever detective who has furnished the evidence used against the San Francisco grafters.

personal revenge. "We will show what actuated Orchard in the commission of his crimes. That Orchard for years was the intimate of detectives and never a friend of Haywood." Darrow's exhortation of Orchard was very bitter. He declared his testimony was utterly worthless.

Darrow bitterly resented the imputation that from the inception of the federation it was a pure conspiracy to kill and to control politics. "The federation was born in the cells below you," continued Darrow. "It was born while Ed. Boyce and other leaders were held there as prisoners. Hawley, now chief counsel for the state, was its first attorney. Its purpose was to organize men for the benefit of workmen, their widows and orphans. The union has been interested in passing the eight-hour law in Montana, Colorado and Utah. It has hired lawyers to defend it. It has tried to elect judges who look upon the laws from the standpoint of the pick and shovel. It took an interest in politics, but never entered into any criminal conspiracy."

"It has been a fighting organization from its inception, and if it dies it will die fighting," said Darrow. "We won't apologize for any of its acts. It has had to fight the mine owners' association from the start, and has done it wherever it has gone. The organization has met stubborn resistance, and in some instances the president of the union was refused food, at the behest of the mine owners. One of the chief means used to destroy the union has been the hiring of Pinkertons. They have made detectives of the officers of the unions, so that when a strike occurred they could urge violence and incite the members to acts of law-

lessness. Slander, abuse and vilification were also used. Every deed of violence was charged to them indiscriminately, even to tampering with the machinery where fatal accidents had occurred, when the evidence really showed the cause was cheap and improper machinery."

To Try Glass Next.

San Francisco, June 24.—It is expected the work of impaneling a jury to try Louis Glass, vice-president of the Pacific States Telephone and Telegraph Company, charged with bribing supervisors, will begin tomorrow. The motion to set aside the Glass indictment will be heard today.

Steamship Wrecked.

Santiago, Chile, June 24.—The Santiago, a coasting steamer belonging to the Pacific Steam Navigation Company, and trading between Panama and the south coast of South America, has been wrecked in a heavy squall 50 miles north of Coronel. One passenger and one officer were saved. The remainder of the crew and passengers perished.

KILLED IN TRAIN WRECK

Buffalo, N. Y., June 24.—Eight were killed and 42 injured in a wreck which occurred at midnight a mile east of Pittsford, on the New York Central. The wrecked train was east bound, and the collision was with a westbound freight. The identity of the injured is not yet known. The injured were removed to the hospital at Rochester.

STRIKE SITUATION BETTER

New York, June 24.—It is officially announced by the Western Union this morning that the promises and concessions made to the telegraphers in Clowry's letter to Neill are off, in view of the action of the operators in declaring a strike in San Francisco. The Western Union announces that if the men will call off the San Francisco strike, the promised concessions will be granted. The executive committee of the union is in session considering this new phase.

New York, June 24.—The Western Union officials said: "The union repudiated the agreement, and now it is all off. Clowry meant every word he said. It is up to the union to make the next move. We did our part." A delegation of discharged operators, applying for reinstatement under the Neill agreement, was informed by the company that it would not treat with discharged employees. The executive board has authority to order Small to call off the San Francisco strike.

San Francisco, June 24.—There is a slight improvement this morning in the telegraph strike situation. The force in the West Oakland operating department of the Western Union has been slightly increased, and business moved in better shape than on Saturday. At the Ferry office a bare handful of operators are at work. The Postal is in a little better shape than Saturday. Despite the fact that the company managers announced the strikers must return to work today or be replaced, none deserted the union. The threatened strike of the messengers did not materialize.

TO MAKE OREGON GROW DEMAND FREE LOCKS

The Matter of the Southern Pacific Railroad Land Grant Will Be Taken Up and Freight Rates Will Be Discussed.

Real development enterprises will be taken up at the annual convention of the Willamette Valley Development League, to be held at Cottage Grove, Wednesday, (June 26) of this week. President Kerr, of the State Agricultural College will be present and start the ball rolling for the establishment of the sugar beet industry, that has been such a great industrial success in Utah.

For an Open River.

More and more the people realize that the only true competitive and regulative influence in freight rates lies in the development of the waterways. An open river to the sea will be the slogan of the convention. Hon. Ben Jones, of Polk county, will talk for the free locks at Oregon City, and the project of canalization from Corvallis to Cottage Grove will be taken up with great energy.

The last legislature appropriated \$300,000 to aid in the purchase of the locks and canal at Oregon City, and the federal treasury is to be tapped for the remainder, and to perpetually maintain the locks and canal free for the people of Oregon. The battle for the opening of the Willamette river will begin at Cottage Grove, and there will be a plan submitted for the canalization of the upper river from Corvallis to Cottage Grove, so that every foot of lumber sawed in the valley can find its way to market on barges. The present toll at the locks of 60 cents per ton is equal to from one dollar to a dollar and a half per thousand feet of lumber, and makes water shipment of lumber on the great natural highway for freight almost prohibitive. The movement to make the locks and canal free to the products of Western Oregon is the battle of the producer, and must be fought to a finish at Cottage Grove. All friends of a square deal and life and progress for Oregon should be at the Cottage Grove convention Wednesday. These matters are not permitted to be discussed at the Tom Richardson Development Convention, but the corporation straight-jacket so fondly worn by certain developers will be taken off at Cottage Grove, and free expression of the industrial interests will be permitted.

A Great Program.

Following is some of the splendid features of the Cottage Grove meeting:

- "Railroad Land Grant," Congressman Hawley.
- "Who Pays the Freight?" Hon. J. U. Campbell.
- "State University," Prof. Young.
- "Sugarbeet Industry," President Kerr.
- "Waterways," Col. E. Hofer.
- "Cause of Progress," Governor Chamberlain.
- "Free Locks and Canal," Hon. Ben Jones.
- "Railroad Commission," Chairman Campbell.
- "Roseburg to Coos Bay," Louis J. Barzee.

Chicago Markets.

Chicago, June 24.—Wheat 92 1/2 @ 91 1/2, corn 53 1/2 @ 52 1/2, oats 43 @ 43 1/4.

Queen Visits HAGUE

Won't Stand Lord's Veto.

London, June 24.—Campbell-Bannerman today offered in the house of commons a government resolution restricting the lords' powers to nullify the common's work by the veto the lords possess. The debate will last three days.

Hague, June 24.—Queen Wilhelmina, arriving privately today, drove to the royal palace through the hall of knights. During her two days' stay she receives the peace delegates in the royal villa. The third committee met today behind closed doors the United States delegates attending it. President Tornelli spoke, pointing out the problems to be solved were chiefly those relating to private property of belligerents, converting merchant ships into warships, the treatment of belligerent's ships in harbors of neutrals; the laying of mines; the sea bombardment of harbors, and the adoption of the Red Cross in a sea war.

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JAMES J. HILL.

Former president of the Great Northern railroad, who is gradually retiring from active control of his enormous transportation interests.

MAMMOTH WOODMEN INITIATION

W. O. W. Will Introduce 35 Candidates to the Mysteries of Woodcraft

Salem Camp, No. 118, Woodmen of the World, will initiate 35 candidates Friday.

After the initiation prominent speakers, including Governor Chamberlain, will address the local neighbors and their guests on fraternal subjects. During the evening a substantial banquet will be served in the dining hall, and a musical program rendered.

Many out of town Woodmen will be present, and a most profitable and pleasant evening will be spent. Marion camp will furnish eight or ten candidates for the occasion.

Dr. J. F. COOK

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