

# Coos Bay Times

AN INDEPENDENT PUBLICATION PUBLISHED EVERY DAY EXCEPT MONDAY AND ALSO WEEKLY BY THE COOS BAY TIMES PUBLISHING CO.

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The policy of The Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

SUBSCRIPTION RATES:	
Single copy, daily,	5 cents
Per month, daily,	50 cents
Three months, daily,	\$1 25
Six months, daily,	\$2 50
One year, daily,	\$5 00
Weekly, per year	\$1 00

Address all communications to  
COOS BAY TIMES  
Marshfield, Oregon.

## FIRE PROTECTION.

AS an additional step in a movement to multiply means of prevention of losses by fire, the following letter has been sent from the headquarters at Washington of the International Society of State and Municipal Building Commissioners and Inspectors to the mayor of every city in America.

To His Honor the Mayor—

Some municipal executives have won fame by at least attempting to reduce the cost of street car travel, others by the strict enforcement of liquor regulations, and still others have done great good for their communities by initiating, or working on behalf of existing wise laws regulating this, that or the other thing that needed regulation. But so far we know of no city whose Executive has zealously striven to eradicate one of the greatest evils that besets and threatens the extinction of every one of our municipalities, fire. Yet its ravages have meant 7,000 human lives in a year, and in money in that same period nearly half a billion dollars. Surely is the matter worthy of your attention!

Our fire departments have been improved to a high degree of efficiency, most of our cities have installed excellent water-works, we have done wonders in trying to cure the evil, but have made few efforts, indeed, in the right direction, that of prevention. Our people have grown heedless of the danger, and keep on building so shoddily that the wonder is that we have not more such disasters as those of San Francisco and Baltimore. Our cities of 200,000 people or so feel well off when the year's fire loss is not over half a million dollars and the cost of fighting fire does not exceed \$300,000; European cities of similar size are sorely stricken when their loss exceeds \$50,000 a year, and the cost of fire departments, etc., is greater than another \$50,000.

Surely the time has come when something drastic must be done. Little dependence can be placed upon the individual; he, the general run of him, erroneously believes that his interests are best subserved by cheap, flimsy buildings. It becomes the duty of the community, through its executive and legislative bodies, to take steps toward its own protection by the prevention of fire in spite of the individuals' indifference in the matter. Stricter building regulations should be enacted and enforced; your building departments should be given more authority and more help, in order that not only the new buildings may be better built, but that the old ones be frequently and thoroughly inspected and their owners compelled to make those buildings less of a menace than they are to their neighbors and to the safety of the entire city.

We bespeak your earnest co-operation in this matter. No one can do so much for his city as can its Mayor; the Press and your most public-spirited citizens will rally to your aid, and, last and not least, this Society is yours to command. We have the facts, the data, the experience, the machinery, so to speak, to help you in any effort you may make on behalf of the movement we have inaugurated the country over for the Prevention of Fire.

F. W. FITZPATRICK,

## CANAL PROJECT.

CANAL information is of interest to Coos Bay people because it has to do with water transportation. The following gives an idea regarding the cost of building waterways: A dispatch from Ottawa, Canada, states that the Georgian Bay Canal Commission has practically completed, at a cost of some \$600,000, a thorough survey of the proposed 21-foot waterway from Georgian Bay to Montreal

via the French river, Nipissing, and the Ottawa river. The engineers of the commission have not compiled a final estimate as to the whole cost of the canal, but from information now available it is stated that the total expenditure required for a continuous and easily navigable waterway, with a minimum depth of 21 feet from Georgian Bay to tide water, will be close to \$105,000,000. It is said that the canal will shorten the distance from Fort William, on Georgian Bay, to Montreal by over 400 miles.

It is estimated that with the completion of the canal there will be 500,000 horsepower available along its course—almost as much as is available at Niagara. With so much cheap power available and with its great resources of iron ore and timber the Ottawa valley is expected to become one of the greatest manufacturing centers of the continent. Referring to the early construction of the canal, Sir Wilfred Laurier recently said that if he had the money to do so he would begin work immediately.

## ALASKAN COAL.

THE geological survey of the United States government at Washington is continuing its field work in Alaska to ascertain the extent of that country's coal supply, two of its experts having been thus employed since early in May and they have already finished the work in the southeastern part of that territory and it is thought that the investigations this year will add greatly to the existing knowledge of the coal resources that far north.

Alaska has 600,000 square miles, and of this it is estimated that over 12,500 square miles are underlain by coal bearing rocks which contain large seams and over 1200 more have workable coal ranging in age from carboniferous to tertiary and in composition from anthracite of good quality through high grade semi-bituminous steam and cooking coals and ordinary bituminous coal to lignites of various characters. Many of the known coal deposits are of great thickness, especially where the coal carries a large carbon content, but high grade of coal and great thickness of beds are as a rule accompanied by geologic structure unfavorable to mining.

From the Pacific coast to the Behring sea and the Arctic slope, through the valleys of Copper and Yukon rivers and their tributaries coal beds are widely distributed; and although it is unlikely that any except the high grade coals of the Pacific coast and the Matanuska and Behring river fields are suitable for shipment far from the mines, many others may be locally of extreme importance and great value.

The coal mining industry of Alaska is still practically undeveloped, the total production for 1906—the year of greatest output—being 6660 short tons, valued at \$20,000. The most active mining operations have been on Cook inlet, in southwestern Alaska, on the Yukon, in Seward peninsula and at Cape Lisburne, all undertaken to provide fuel for local use, by small coast-wise or river steamers, at mining camps, and at canneries.

## COAST TRAFFIC.

FIGURES compiled at the request of E. H. Harriman show the great extent to which Pacific Coast shippers are delaying the unloading of freight cars urgently needed to move the record breaking freight traffic on the Southern Pacific. The records of the principal California and Oregon shipping centers show that since April 1st an average of 3632 cars per day were held overtime for unloading on the Harriman lines in the two states.

From that date on May 1st conditions grew rapidly worse, but the June records show considerable improvement owing to the railroad's insistence that cars be released. Portland shippers on April 1 were holding 674 cars, which they had increased to 832 on May 1, and reduced to 216 by June 11. San Francisco had 1860 cars tied up on April 1, was holding 2358 May 1, and 1640 June 12. Oakland's record was 494 for April 1, 429 for May 1, and 265 for the middle of this month. Sacramento and Los Angeles shippers are holding 150 more cars now than on May 1.

The average number of cars so withheld from service aggregate over twenty per cent of the total new equipment bought by the Union Pacific and Southern Pacific for delivery up to July 1. This new equipment amounts to 8,000 cars for the latter system and 7,000 for the Union Pacific lines. The advantage shippers would derive from this large addition to the Harriman lines' equipment, involving an outlay of \$31,000,000, is materially offset by shippers' delays in unloading and releasing cars.

Owing to the freight congestion four months ago, when the Southern Pacific was loading forty cars a day into San Francisco in excess of the number of cars unloaded, warning was given that embargoes or in-

creased demurrage charges would be necessary if cars were not released more promptly. These warnings have been repeated more lately in other quarters, and the utmost effort is being made by the company to secure the cooperation of the shippers in getting the freest use of its cars, and to make shippers realize that the use of freight cars as storage warehouses is unfair both to the railroad and to other shippers.

## STATE OF OREGON SESSION LAWS

### An Act Passed By Recent Legislature of Interest To Fruit Growers and Dealers

Sec. 1. Any person, firm, association or corporation engaged in growing, selling or packing green fruits of any kind within the state of Oregon, shall be required, upon packing any such fruit for market, whether intended for sale within or without the state of Oregon, to stamp, mark or label plainly on the outside of every box or package of green fruit so packed, the name and postoffice address of the person, firm or association or corporation packing the same; provided further, that when the grower of such fruit be other than the packer of the same, the name and postoffice address of such grower shall also prominently appear upon such box or package as the grower of such fruit.

Sec. 2. It shall be unlawful for any dealer, commission merchant, shipper or vendor, by means of any false representations whatever, either verbal, printed or written, to represent or pretend that any fruits mentioned in section 1 of this act, were raised, produced or packed by any person or corporation, or in any locality, other than by the person or corporation, or in the locality where the same were in fact raised, produced or packed, as the case may be.

Sec. 3. If any dealer, commission merchant, shipper, vendor or other person, shall have in his possession any of such fruits so falsely marked or labeled shall be prima facie evidence that such dealer, commission merchant, shipper, vendor or other person, has so falsely marked or labeled such fruits.

Sec. 4. Any person violating any of the provisions of this act shall be deemed guilty of misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than \$5, nor more than \$500, or by imprisonment in the county jail not less than ten nor more than 100 days, or by both such fine and imprisonment, at the discretion of the court.

Approved by the Governor, February 7, 1907.

Filed in the office of the Secretary of State, February 7, 1907.

## DOUGLAS-COOS ELECTRIC.

THE Douglas-Coos Electric Road is the subject of much discussion at present. Following is an editorial from the Spokesman, Roseburg: Marshfield is the objective point of the proposed Douglas & Coos Electric railway. The company has been organized and officers elected. Upon these officers scores of interested people are depending to push the matter of franchises and terminals to a speedy conclusion. Franchises are necessary from Marshfield, North Bend and Roseburg. Why have they not been asked for before this date? For some reason unknown to the citizens of Douglas and Coos counties, who are a unit in the demand for these franchises, this important matter has been allowed to drag along for several weeks, and apparently it will be weeks before any requests are filed for franchises with the councils of the cities mentioned, if they are filed at all. The News has backed this railroad proposition from the start, and given every encouragement to the incorporators who simply represent the people in the matter. We have believed the work would be consummated. We have Simpson and the other eminent gentlemen composing the five incorporators at the head of the undertaking, it could not fail. We insist that it shall not fail. At the same time this paper urges immediate action. We urge the calling of a meeting of the incorporators, at which time the matter of franchises be the business considered, and that at such session, which should be held as soon as notice can be served, the routes be selected so far as the cities are concerned, and the franchises be asked further suggest that President Simpson call the meeting at once.

Frank E. Rogers to Theodore Flink, lots 8 and 9, block 3, Bonanza Addition to Coos Bay; \$225.  
K. I. Wakey, trustee, to Chas. W. Wernicke, lots 17, 18, 19, 20 and 21, block 1, Boise Addition, Marsh-

## TIMBER SUPPLY OF THE UNITED STATES

### What Will Be And What Been Done With It—Work Of American Forestry Association

The total wooded area in the United States is estimated at 1,094,514 square miles, or about 699,500,000 acres, which is 36 1/2 per cent of the total land area, exclusive of Alaska.

The lumber industry is fourth among the great industries of the United States. According to the census of 1900, the total capital invested in lumber enterprises was \$611,611,542, the total number of wage earners employed was 283,260, and the yearly wages paid amounted to \$104,640,591. The amount of lumber produced by the mills was 35,984,166,000 board feet. The value of lumber products is estimated to have increased 29 per cent during the past decade.

At the present rate of cutting, the forest lands of the United States cannot long meet the enormous demands made upon them. The great pine-lands of the Lake States have been almost entirely eliminated, and great inroads have been made in the supply of valuable timber throughout all parts of the country.

A long step forward in the preservation of forests for purposes of permanent timber supply and the protection of watersheds and grazing lands was made, when, on February 1, 1905, the transfer of the administration of the National forest reserves from the Department of the Interior to the Department of Agriculture was made. This was the culmination of the movement toward the preservation of the country's timber supply, which began in 1876 with the appropriation of \$2,000 for the investigation of timber conditions. Under the present management of the National forest reserves, the area of which on October 12, 1905, amounted to 97,192,573 acres, is undertaken by the Forest Service of the U. S. Department of Agriculture.

The specific policy of the Forest Service in the management of the reserves will be to devote all land to its most productive use, for the permanent good of the whole people, and not for the temporary benefit of individuals or companies. All the resources of the forest reserves are for use, and this use should be brought about in the most prompt and business-like manner, under such restrictions only as will enforce the permanence of these resources. The permanence of the resources of the reserves is indispensable to continued prosperity, and the policy of the Forest Service will invariably be guided by this fact.

In addition to the management of the National forest reserves the Forest Service carries on extensive lines of forest work throughout the country. It cooperated in work with private individuals, work which not only benefits the individual, but is also of help to many other people. From the beginning of this cooperative work in 1898, an insistent demand has affected a broadening of its scope, until now it affords assistance not only in the preparation of working plans, but in tree planting, and in discovering the most conservative and profitable use of the products of the forest. Cooperative State forest studies are another development of this branch of the work of the Service. Further, it attacks independently those urgent forest problems whose solution by private enterprise is impossible, and thus becomes a national duty. Such problems are dendrological studies, studies of commercial trees, timber tests, and experiments with preservatives for treating railroad ties, and telephone and telegraph poles.

New York was the first state to take active measures for forest preservation. In 1885 it established a forest preserve. It has, at the present time, a forest, fish and game commission, upon which devolves the enforcement of the forest, fish and game laws, the management of the forest preserve, and the acquisition of lands by the state. In 1897 provision was made to enable the state to gain control of all, or as much, of the Adirondack region as might be advisable, and \$1,000,000 was appropriated for the purpose. In subsequent years similar appropriations have been made, and the acquisition of land has been continued.

Pennsylvania has recently been most active in taking measures for the preservation of its forests. In 1897, this State, to conserve the water supply, provided for the purchase of three forest reserves, of not less than 40,000 acres each, at the heads of the three principal river sys-

tems of the state. In accordance with this and other acts, land has been rapidly acquired, until, at the present time, the holdings of Pennsylvania amount to more than 600,000 acres. In 1901, Pennsylvania made its bureau of forestry, formerly subordinate organization of the Pennsylvania Department of Agriculture, a separate department. The state has established a school of forest wardens, and in its legislation of 1897 took vigorous action with reference to the forest-fire problem.

Minnesota long took the lead in the excellence of a forest-fire law, it being the first state to appoint a fire warden. Maine and New Hampshire are the other states possessing excellent fire laws. New York in 1900, also made provision for a chief fire warden. In 1899 Michigan appointed a commission to study the forest question, and to select land for a state forest reserve. Wisconsin has also taken the initiative steps toward the adoption of an advanced forest policy. Indiana took an important step forward when the state held forth encouragement to private owners to plant trees. California has manifested great interest in forest preservation. Under an appropriation of the legislature of the state a study of its forest resources has been undertaken, and is now in progress in co-operation with the Forest Service. A state forester has recently been appointed.

The States now having officers charged with the care of forest interests are: California, Connecticut, Indiana, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Oregon, Pennsylvania, West Virginia, and Wisconsin.

The Baltimore forest school, at Baltimore, North Carolina, was established in 1898. Its director is Dr. C. A. Schenck, forester to the Baltimore estate. The Yale forest school established in 1900, is a post-graduate school, whose head is Prof. Henry S. Graves. Harvard has had a forest school since 1902. Its head is Richard T. Fisher. The University of Michigan has a four-year undergraduate course in forestry. The lecturer is Prof. Filibert Roth.

The American Forestry Association is a national organization, with members in all the states and territories, and in Canada. It meets annually in Washington, D. C. The recording secretary is Mr. Edward A. Bowers, of New Haven, Conn. Local or state forestry associations have been formed in California, Colorado, Connecticut, Iowa, Massachusetts, Michigan, Minnesota, New York, North Carolina, North Dakota, Pennsylvania, Tennessee, Utah and Washington.

## FRUITS FOR BAY SPOIL

### Delay In Transportation of California Fruits Causes Local Merchants to Sustain Loss

## FIRST SHEEP TRAILED

### Now Costs Three Cents a Head to Cross Umatilla Reservation—Sheepmen Protest.

The Casco arrived from San Francisco yesterday, after having laid outside the bar all day Tuesday waiting for the fog to lift. The vessel left San Francisco Saturday with a shipment of fruits and vegetables for the local market taken from the steamer M. F. Plant. Owing to the delay in reaching Coos Bay it was spoiled, entailing a loss to local merchants of approximately \$300. Probably the heaviest individual loss was that sustained by F. S. Dow, placed at \$125. The majority of the fruit shipments were a total loss.

First Sheep. Pendleton, Ore.—The first band of sheep to be trailed across the reservation since the government imposed a toll for crossing is now being driven across. The band belonging to Joe Conolly, consisting of 2,000 grown sheep and 1,000 lambs, is

## PUBLIC LIBRARIES

In an address at the opening of the Salisbury (Eng.) public library, Lord Avebury expressed the opinion that such institutions, instead of increasing the rate of taxation, as it is often complained, were important factors in reducing that rate. He cited statistics showing how libraries have multiplied in England during the last thirty years, and how during the same period, the rates for pauperism and crime had diminished lending force to the argument that what the tax payer paid on one account was more than repaid on the other. Expensive as are the means of education, he says, among which the library has a vital place, it is beyond doubt that ignorance is far more expensive. Estimated even in pounds and shillings, the public library is a public economy.—N. Y. Post.

Side by side in the wilderness our forefathers planted the church and the school; and on these two supports the nation has stood firm and grown great. But a tripod is necessary for stable equilibrium. As the country has grown, its industrial, economic and political problems have grown more numerous and more complex; and the nation required a broader base of intelligence and morality for its security and perpetuity. The third support for a wider and higher national life has been found in the public library, which, co-operating with the school, doubles the value of the education the child receives in school and further incites him to continue his education after leaving school, and furnishes him with facilities for doing so. It also enables the adult to make up for the opportunities he neglected or, more often, did not have in early life. It does this, too, at an expense to the community of not more than one-tenth of the cost per capita of school education. Therefore, as the late Stanley Jevons said: "In omitting that small expenditure in a universal system of libraries which would enable young men and women to continue their education, we spend £97 and stingily decline the £3 really needed to make the rest of the £100 effective." Or, I may say, in homelier phrase, it is like giving \$19.50 for an overcoat and refusing another half-dollar for buttons to make it thoroughly serviceable.—F. M. Crunden in the Exponent.

A library is not a luxury; it is not for the cultured few; it is not merely for the scientific; it is not for any intellectual cult or exclusive literary set. It is a great, broad, universal public benefaction. It lifts the entire community; it is the right arm of the intellectual development of the people, ministering to the wants of those who are already educated and those who are already educated and spreading a universal desire for education. It is the upper story of the public school system, while it is a broad field wherein ripe scholars may find a fuller for their already highly developed faculties. It is above all a splendid instrument for the education and culture of those vast masses of boys and girls that are denied the high privilege of the systematic training of the schools.—C. E. Thach, in Mobile Register.

## SAN FRANCISCO POLITICS.

### Republican Municipal Ticket Said to Be In Favor.

San Francisco, June 26.—There are indications of approaching activity among the local Republicans. There is a strong disposition on the part of both of those that consider the material interests of the party and the workers in the ranks, to put a straight Republican municipal ticket in the field next November, win or lose. The demand for a straight ticket is noticeably strong in the Republican meetings held in different districts.

crossing. A toll of 3 cents per head is required for sheep crossing the reservation, and aside from that the sheepman has to give a bond for damages and pay an Indian policeman to act as an escort. The expense to Mr. Conolly will be in the neighborhood of \$100.

Aside from the Conolly band nearly all the sheep were driven around the reservation, but as Mr. Conolly was late in leaving for the mountains he was forced to cross.

The sheepmen hold that the toll of 3 cents per head is wholly unjust. It is understood that the government will change its policy in this regard.