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Coos Bay Times

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GOV. CHAMBERLAIN SAYS STATE CAN BUILD ITS OWN ROADS

Oregon's Chief Executive Outlines Plan That May Be Resorted To.

UNEXPECTED STAND IS TAKEN BY HIM

Railroad Commissioner West Shows Great Profits of Lines.

"If Mr. Harriman will not meet the demand for new roads in a spirit of compromise and justice, use the club of taxation, and if that fails, the people of Oregon have the power to get a railroad for themselves under the initiative and referendum. They can amend the constitution so as to give the state power to appropriate money to build a road or to guarantee the bonds of some company that will build across the state. I believe the state could build and operate it at a profit, and that may have to be done."

In this vigorous fashion, Governor Chamberlain this morning pointed out what Oregon may do if E. H. Harriman continues to disregard the claims of Coos Bay and other neglected sections of the state. The governor was unexpectedly called on at the session of the development congress this morning, a delegate having suggested that the governor had made a valuable suggestion in conversation last night that he might place before the meeting.

Was Roundly Applauded.

The governor's declaration was received with rounds of applause from the delegates. They had just finished listening to State Railroad Commissioner Oswald West, who presented an array of figures showing how the railroads have escaped their just share of taxation, have arrested development, and have gained a harvest of millions from land grants.

Other speakers this morning were: Chairman John H. Scott of Salem, B. W. Johnson of Corvallis, and Judge Stephen A. Lowell of Pendleton, who was called on to give his impressions of Coos Bay after a stay of 24 hours. Judge Lowell said that he had been pleased beyond his broadest speculations by what he has seen here, and he eloquently portrayed the possibilities of future commercial development of the Pacific ports. On this coast, he said, it will be a commerce three times the volume of Atlantic trade, with the awakened industry of Asia pouring into five Pacific ports: San Diego, San Francisco, Coos Bay, the mouth of the Columbia river and Puget Sound. He said he would like to stay here for a week, but was compelled to return north this morning.

Road Supervisors Present.

There was a good attendance at this morning's session of the development congress, including many of the road supervisors, who came particularly to hear what Judge Scott had to say of the good roads movement. Judge Scott made a talk on general lines, explaining that it has been decided to call a special road meeting later on, after the district fair, so that the subject may be taken up without having attention diverted by other subjects. He declared in favor of working convicts in road building, not on the highways themselves, but at quarries located at convenient points. He talked of the advantage of a permanent road system, with state and county roads, the latter radiating from the county seats and forming a consistent network over the state.

Cost of Railroad.

State Railroad Commissioner West dealt largely with figures of railroad cost, maintenance, earnings and taxation. He said that if all the earnings of the O. R. and N. above reasonable interest, profit and operating expense had been used to build new roads, Mr. Harriman would now have so many lines that he would have difficulty in securing enough flagmen to station at the crossings in Oregon.

The speaker gave figures to show that the average cost of building new lines in Oregon has been \$17,000 per

WALL BURIES OVER SCORE

Seven Killed and Many Injured In Collapse at Chelsea, Mass.

(By Associated Press.) CHELSEA, Mass., Aug. 25. — A thirty-foot brick wall which was being erected on building site collapsed today and buried more than a score of workmen. Seven bodies have been taken out and fifteen injured removed to a hospital. Some of them will not recover.

Five million dollars would put a line across the state, and in the single year of 1907 the O. R. and N. earned enough to span the state after paying all legitimate expenses.

Reduce Freight Rates.

Taking the figures of the railroad itself, the Southern Pacific earned almost enough last year to build a line into Coos Bay, above all expenses. Mr. West said that if the roads do not build new lines with a portion of the wealth they are taking from the people of Oregon, there is no reason why the state railroad commission should not cut into the earnings.

Touching on land grant transactions, the commissioner said that about 7,000,000 acres were given away, a tract larger than all New England. Possibly half of this land has been sold. Patents have been delayed, county assessors have been bulldozed, and by various means the roads have managed to contribute only \$900,000 in taxes on these grants in 40 years. That is about 40 cents per acre, or one cent per acre per year.

The grant to the Southern Pacific alone can be sold according to valuation for about \$25,000,000, and allowing \$5,000,000 in full measure for all cost to the road, the road has been presented with a bonus of \$50,000 per mile, a sum that would build and equip the Harriman line through the Willamette valley.

Mr. West suggested that one way to reach such large land holdings is to adopt the New Zealand system of graduated taxation of land, according to the value of holdings, so the millionaire pays four or five times as much as the man of small means and the man having only \$2,500 or less is exempted altogether.

"This is not unjust," said Mr. West, "because for a long time the burden has been on the small land owners. The land held by the big railroads cost them nothing, for what they did not steal was given to them."

The address of Mr. Johnson was brief. He told of the development of Corvallis and the influences that have helped to build up the agricultural college. He is the president of the Corvallis commercial club.

WILL MEET TONIGHT.

Good Program For Final Session of Development Congress.

The final session of the Oregon-Idaho Development Congress will be held at the Chamber of Commerce at 7:30 o'clock this evening. Everyone is invited to attend. An interesting program has been arranged. The program is as follows:

"Organization Completed," Address by ex-Senator Andrew C. Smith of Portland.

"Railroad Possibilities," Henry Diers of North Bend.

"Our Visitors," J. W. Bennett of Marshfield.

Report of committee on resolutions which consists of Gov. George E. Chamberlain as chairman, Judge S. A. Lowell of Pendleton, Col. Wm. Grimes of Marshfield, Francis H. Clarke of Marshfield, B. W. Johnson, W. C. Chase of Coquille and Col. E. Hofer of Salem.

Report of committee on permanent organization which consists of Judge C. A. Sehlbrede as chairman, Dr. C. W. Tower and C. J. Mills, all of Marshfield.

GREAT FAIR OPENS TOMORROW

Coos Bay Will Entertain Largest Crowd In Its History During the Next Four Days.

The Second Southern Oregon District Fair will open at the Coos Bay Fair grounds in Marshfield tomorrow morning. Everything is in readiness, the last of the exhibits being placed in position this afternoon and evening.

Presidents Parrott of Roseburg, and F. P. Norton of Marshfield, and Secretaries Frank Micell of Roseburg, and G. W. Carleton of Marshfield, have been busy at the grounds yesterday and today getting everything ready for the crowds.

While the attendance tomorrow is not expected to reach the figures of the two middle days and the last day, advices from the surrounding country are that hundreds are coming in. Big delegations are expected from the Coquille valley.

A large number have already arrived here for the fair and last night, the usual hotel and lodging house accommodations were taxed to their utmost capacity. The people of Marshfield are responding fairly well to the appeal of the Chamber of Commerce and the business men to open their homes to the visitors and furnish sleeping quarters for all. The Chamber of Commerce would

like to have more rooms placed at its disposal owing to the practical certainty of the quarters already known being inadequate for the crowds that will come.

The street fair and carnival will open this evening full blast. The entries for tomorrow's racing will close at 9 o'clock tonight. The events for the day are as follows:

Race No. 1—Pacing—Eligible to 2:15 class, best 3 in 5; purse \$400.

Race No. 2—Pacing—3-year-olds and under, owned in district, best 2 in 3, hobbles barred; purse \$200.

Race No. 3—Running—¾-mile dash; purse \$150.

Race No. 4—Running—¾-mile dash; Purse \$150.

Days Are Changed.

Owing to a special request from Myrtle Point and Coquille, Secretary Carleton has decided to make Friday instead of Saturday "Myrtle Point and Coquille Day." This will necessitate changing "Marshfield Day" from Friday to Saturday. General Manager C. J. Mills has arranged to run special excursion trains from Myrtle Point and Coquille Friday.

Marshfield and North Bend baseball teams will play two league games for the fair crowd, one Wednesday morning at 10:30 and one Thursday morning at 10:30 o'clock. Bandon and Coquille may play here Friday and Saturday mornings.

OMAHA FIRE LOSS \$100,000

Two Factories Destroyed and Many Threatened By Big Blaze Today.

(By Associated Press.)

OMAHA, Aug. 25.—Damage approximating \$100,000 was caused by a fire in the Omaha Wagon Works and the Omaha Saddle Tree Company. The big plant of the Carter-White Lead Works was saved with a slight loss.

For a time it was feared that the blaze would assume the proportions of a conflagration and sweep a big area.

NEW CLUE OF THEFT FOUND

Government Man Says Fitzgerald Made Notation On Missing \$173,000.

(By Associated Press.)

CHICAGO, Aug. 25.—Captain Thomas I. Porter of the government Secret Service, has revealed that he identified as the handwriting of George W. Fitzgerald the notation "\$173,000" on the \$10,000 bank note sent to the treasury by the Commercial National Bank. All trace of the note is lost but officials are certain it was the top bill on the package of the \$173,000 for the alleged theft for which Fitzgerald was arrested, and it established that the stolen money is being circulated in Chicago. Fitzgerald says he may have written the notation but says it is the common practice to do so on the top bills of large bundles.

CLASH IN CHICAGO.

Government Men and Private Detective Agency Lock Horns.

CHICAGO, Aug. 25. — Assistant United States District Attorney Davis stated this afternoon that the federal authorities had concluded not to take part in the prosecution of G. W. Fitzgerald, accused of robbing the Subtreasury, unless further evidence against Fitzgerald was unearthed. The government authorities do not believe the present evidence warrants the holding of Fitzgerald. It is now a clash between the private detective agency that had Fitzgerald arrested, and the government forces.

ROCK SHOWER OVER SCHOOL

Big Blast In 'Frisco Stone Quarry Almost Causes Disastrous Results In School.

(By Associated Press.)

SAN FRANCISCO, Aug. 25. — A large blast in Gray Bros. quarry on Nee street, near Day street, threw a shower of rocks over a large radius of the neighborhood. Several large rocks went through roofs and windows of the Clement school and only the fact that school had not yet been called probably prevented a panic of 500 pupils. Four children just entering the yard were struck by rocks but were not seriously injured.

BANDIT GETS \$1,500 BOOTY

Lone Highwayman Holds Up Stage In Wyoming Early Today.

(By Associated Press.)

HELENA, Mont., Aug. 25.—A special to the Record from Cody, Wyo., states that the stage running between that place and Meetetse, Wyo., was held up by a lone robber and the passengers mulcted to the extent of \$1,500. Because of the distance separating the places, the robbery was evidently not committed by the same highwayman who held up eleven coaches in Yellow Stone Park, yesterday.

HAINS IS BROKEN UP.

Murderer of Annis Refuses to Remove His Uniform.

NEW YORK, Aug. 25.—Major Hains and one of the attorneys for the defense endeavored in vain today to induce Captain Hains to remove his uniform and discuss the murder in the jail. Captain Hains strode nervously back and forth in the corridor, saying "You don't understand my leave of absence expires today and I must get back to my post of duty. I can't remain here any longer. I must get back to the fort."

Every time his counsel brought up the shooting of Wm. Annis, Captain Hains would repeat the performance and finally his brother and counsel left him with the keeper who was trying to induce him to remove the uniform.

PLEAD FOR UNITY TO DEVELOP GREAT RESOURCES OF OREGON

BIG BROKERS BROKE TODAY

A. O. Brown & Co. of New York, Suspend Operations—Condition Not Known.

(By Associated Press.)

NEW YORK, Aug. 25.—E. F. Buchanan, a member of the firm of A. O. Brown & Co., today denied that their heavy operations on the stock exchange on Saturday were on account of Thomas W. Lawson of Boston, of "frenzied finance" fame.

(By Associated Press.)

NEW YORK, Aug. 25.—The suspension of A. O. Brown & Co., one of the largest brokerage houses in this city, was announced on the New York Stock Exchange this afternoon. The transactions of the firm in the remarkable stock market of last July have been under investigation by the authorities of the Stock Exchange, and today it was announced that the transactions had been made for firms under the rule which provides that where the firm is unable to deliver stocks sold to another broker, the purchaser may buy up the stock at the expense of the firm failing to make the delivery.

Receiver Is Named.

D. W. Noel was named as assignee for A. O. Brown & Co. No statement of the assets and liabilities is available but it is presumed that the figures will be large as the firm generally is supposed to have had heavy interests in the market. Representatives of the firm made the following statement:

"The affairs of the firm are badly tangled, and it was felt necessary to suspend in order to straighten them out."

The effect of the suspension upon the market was not so violent as anticipated. The volume of trading increased rapidly but the prices vacillated and there was no general movement in either direction.

After the panic last fall, many of the firm's branches were closed. At present, the firm has offices in Buffalo, Chicago, Cleveland, Detroit, Erie, Utica, Toronto and Patterson, N. J. The firm was organized in 1902. Its members are A. O. Brown, G. Lee Stout, E. F. Buchanan, Samuel C. Brown and W. R. Whitman.

MRS. GOULD BEGINS SUIT

Wife of New York Millionaire Wants \$50,000 For Insults From Process Server.

(By Associated Press.)

NEW YORK, Aug. 25. — Mrs. Howard Gould has brought suit for \$50,000 against Frank A. McLaughlin, a Fifth avenue tradesman, who brought suit to collect bill for articles he made for Mrs. Gould. Mrs. Gould alleges the process server wantonly, maliciously and cruelly insulted her, causing her to sustain a severe nervous shock.

BIG REVIEW HELD.

Thousands Participate In Great Event At Sydney.

SYDNEY, Aug. 25.—A grand review was held in Centennial Park in which 600 men of the Royal Navy, 3,000 from the American fleet, 7,000 of the naval and military forces of New South Wales and 4,000 cadets took part. The vast amphitheatre was filled with thousands of spectators.

Oregon-Idaho Development Congress Launches Movement Here.

THREE NOTED MEN TELL HOW TO DO IT

Gov. Chamberlain, Col. E. Hofer and Judge Lowell Address Meeting.

The Oregon-Idaho Development Congress opened in the Marshfield Chamber of Commerce last night and the audience was limited only by the standing and seating room. Coos Bay and Coos county contributed largely to the audience although there were representatives of many other sections of the state present as delegates.

The convention was called to order by vice-president I. S. Smith of the Chamber of Commerce in the absence of President J. T. McCormac. He said that Coos Bay welcomed the delegates and was always anxious to take part in progressive movements. He introduced Secretary Walter Lyon who outlined the objects of the meeting. Following this, Judge Scott was elected temporary chairman and Walter Lyon temporary secretary. In welcoming Judge Scott to the chair, Mr. Smith presented him with a myrtle wood gavel which brought forth a pleasing speech of acceptance from Judge Scott.

Then followed the three principal addresses of the evening by Gov. George E. Chamberlain, Judge Lowell of Pendleton and Col. E. Hofer of Salem.

Gov. Chamberlain's Address.

Gov. George E. Chamberlain was warmly welcomed by the audience. Preliminary to his address, he told some humorous experiences that had marked his previous visits to Coos Bay and while he felt that he had been the victim of some practical jokes by J. W. Bennett, Jack Flanagan, Mr. Seaman and others, he was always glad to get back to Coos Bay and was always hoping for an opportunity to even up a few scores.

He said that he thought there were three things essential to the development of this section now, namely the construction of more railways, the construction of good country roads and the improvement of the waterways and harbors. He said that he knew no section of Oregon, that it was all Oregon to him and that while necessarily improvements must be started in some locality, all tended to build up the state and in turn the upbuilding of the state contributed towards the upbuilding of the nation.

As to the railroad situation, he said that he had just returned from a conference with E. E. Harriman at Klamath Falls. He said some had criticized him for going to see Harriman but he wanted to say that he would travel 10,000 miles to see Harriman or anyone else if he thought that by so doing he would secure the construction of five miles of railway in Oregon. He said that Mr. Harriman told him that the recent flurry had so tied up the money market as to necessitate the stopping of work on the various projects but that he (Harriman) expected to resume them soon. He said that Mr. Harriman promised to build the road to Coos Bay which would cost about \$3,000,000, but would not fix a definite date. However, Mr. Harriman had promised him to build a north and south line across Oregon and that he (Chamberlain) was confident that before long a similar would be built eastward across the state from Coos Bay.

In this connection, he said the people must remember that all Oregon is not a productive region and that while looked easy on the map to construct railroads, there were some sections so poor that a crew would have to carry a knapsack in order to cross them.

To Bring Harriman Here.

He said that he had urged Mr. Harriman to visit Coos Bay and had secured a partial promise that Mr. Harriman would visit Coos Bay.

(Continued on page two.)