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PRESENT OFFICIALS NOT TO ENJOY INCREASE IN SALARIES

Oregon Senate Adopts Resolution Covering Increases Granted.

STATEMENT NO. 1
OPPOSITION BEAT

Measure to Nullify It Defeated On Final Vote In Legislature.

SALEM, Ore., Feb. 6.—Having passed nearly every bill that has been asked to increase the salary of county officials the Senate adopted a resolution that it is the sense of this legislature that no bills be passed increasing the salaries of present incumbents. In view of the wholesale manner in which salary-grab bills have been passed, the resolution is looked on as a joke. Senators voting for the resolution explained that they favored it, with reservations, said reservations being their own pet salary measures.

Another salary bill was passed giving the Marion county sheriff a deputy. Selling offered his usual amendment that it be referred to the people of Marion, and Johnson amended the amendment by providing the referendum might be applied. The amendments were voted down and the bill passed.

Coffey's bill to pay all circuit judges \$4000 a year was defeated, Coffey getting but two senators to vote with him. No one could discover where the demand came from for this increase, and the names of several circuit judges were given as men who work hard, but are not asking for more money.

With only four dissenting votes, the Senate adopted a resolution to adjourn February 10.

Among the new bills introduced this morning were one by Hedges giving an additional judge for the Fifth Judicial district; by Chase, raising the salary of the Coos county sheriff; by Albee, authorizing the state to relinquish all claims on the Amanda W. Reed estate; by Bailey, closing the office of the Multnomah county clerk Saturdays; by Nottingham, for a board of medical examiners; by Beach, making railroad detectives police officers.

Bill Is Killed.
H. B. 107 was killed by 32 yeas to 27 nays. Brady was the only Senator man voting for its passage. This was on the third reading. The bill was for the purpose of killing Statement No. 1.

New bills were introduced as follows:

- S. B. 60, Bailey—Fixing the salaries of officials in Columbia county.
- H. B. 53, Munkers—Establishing the Linn County Fair Association.
- H. B. 126, Muncy—Defining estates in dower and curtesy.
- H. B. 128, Jones (Lincoln and Polk)—Providing for temporary permits to practice dentistry.
- H. B. 176, Hughes—Amending laws relating to taxes.
- H. B. 173, Purdin—Amending the laws as to summoning jurors.
- H. B. 182, Patton—Providing for the appointment of a janitor for the Supreme Court.
- H. B. 3, Jones (Clackamas)—Regulating the running at large of swine.
- H. B. 180, Brady—Governing the fees to be paid jurors and witnesses.
- H. B. 44, Mahone—Relating to the examination and admission of attorneys to practice law.
- H. B. 140, Buchanan—Regulating the business of commission merchants.
- H. B. 10, Libby—Creating one board of regents for all institutions of higher education.
- H. B. 256, Philpott—Increasing from \$50 to \$125 the money to be distributed annually among the school districts.
- H. B. 257, Brattain—Appropriating \$160 for reimbursement of Marsh-

VARIETY OF WEATHER HERE

Rain, Snow and Slight Electrical Storm Within Last Twenty-Four Hours.

Coos Bay today has been experiencing some extraordinary weather, a rain, a snow storm, and a slight electrical storm. The snow was the second of the winter and while a couple of inches fell, it was very wet and will have practically disappeared by tonight.

The snow is the result of a cold southeast wind that has been prevailing for the past twenty-four hours, sweeping off the snow-capped mountains of the interior and carrying the wintry chill with it. The flakes were declared by many some of whom were recently from the land of cold and snow, to be the largest they ever saw.

A logger working near the C. A. Smith mill was reported to have frozen his toes as a result of his shoes being unable to withstand the snowwater.

TO RUSH WORK ON NATRON LINE

Claim Contractors Have 200 Men On Railroad Job At Present.

KLAMATH FALLS, Or., Feb. 6.—Indications are that this city will not long be the terminus of the California Northeastern Railroad. Already the contractors, Erickson & Peterson, are at work on the grade north of Klamath Falls. When the first large steam shovel was put on the work it was stated that it was for the purpose of opening a way to the upper lake waterfront, but now the contractors are at work almost a mile north of the point where the spur to the lakefront leaves the main grade. It is not known how far their contracts extend but it is certain that they go several miles beyond this city, which is considered positive evidence that the Klamath Falls-Natron division is to be built without unnecessary delay.

Construction work in all sections is being rushed and if the road is not completed to this city by the first of May it will be because the marsh work remains unfinished. Practically all the grade between the marsh and this city is completed and all that remains on this end of the line is to make the fill for the depot and the railroad yards. Within a few days two steam shovels will be working on the big cut north of this city and the dirt will be used for filling the yards. Three dirt trains are now being operated and as soon as the second steam shovel is put on the cut, others will be added and the force of workmen increased. At the present time approximately 200 men are employed in the immediate vicinity of this city.

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You need a Hot Water Bottle,
McArthur has the good ones at the right price.
Whatever you need in the Drug line, get it at McArthur's it will be right."

Send a COOS BAY POST CARD as a VALENTINE to your eastern friends. Get them at A. M. Prentiss & Company.

It costs as much to apply poor paint as it does S. W. P. AT MILLNER'S.

LOCAL OPTION IN OLYMPIA

Fate of Bill In Washington Legislature In Doubt—Much Filibustering.

(By Associated Press.)
OLYMPIA, Wash., Feb. 6.—The House devoted the morning session Friday to reading the local option bill. Filibustering tactics delayed its progress. Roll calls were forced on nearly every motion. No material amendments other than the addition of an amendment specifically allowing breweries to operate in dry territory and sell their product outside thereof. The fate of the bill is in doubt.

KILL GOOD ROAD BILL.
(By Associated Press.)
SALEM, Ore., Feb. 6.—The House struck a streak of economy by indefinitely postponing the Dingham bill authorizing counties to issue \$500,000 bonds for the improvement of highways.

URGE DEVELOPMENT OF OREGON

TEXT OF RESOLUTIONS ADOPTED BY OREGON-IDAHO DEVELOPMENT CONGRESS AT SALEM—BOOSTS COOS BAY.

The Times is in receipt of a copy of the resolutions adopted at the Oregon-Idaho Development Congress in Salem a few days ago. While the gist of the resolutions was printed in The Times the day they were adopted, being furnished by telegraph, the resolutions which so ably set forth the needs of Coos Bay are worthy of careful perusal. The congress is boosting Coos Bay particularly although it is doing some effective educational work for the development of Oregon in general. Col. Wm. Grimes, who represented Coos Bay at the last meeting in Salem, is expected home in a day or two. It is expected that Coos Bay will have a strong delegation at the next meeting of the congress in Boise, Idaho. The resolutions are as follows:

The Oregon and Idaho Development Congress in convention assembled in Salem, wishes to thank the Oregon Legislature for its prompt action in promoting the protection and improvement of our waterways and harbors, by extending the terms of the bill for Free Locks and Canals at the Falls of the Willamette, for passing the General Port Commission Act, under which each of the harbors on the west coast of the state can organize a taxing district to raise revenues and issue bonds for its own improvement and within its own resources. We favor the further extension of improvements of the Columbia river and would respectfully petition this legislature to make provision for extending the state portage railway to the beginning of navigation at the Big Eddy, to the end that the inland reached by the Upper Columbia may be given the fullest benefits of water transportation.

Work of Port Commission.
We commend the splendid work done by the General Port Commission asked for by this congress at its session held in Marshfield in August, 1908, and appointed by Governor Chamberlain, which resulted in the passage of the bill by this legislature by which the people can go forward and improve their harbors and inside navigable channels without waiting for the action of congress in behalf of each of these harbors. We especially commend to our delegation in congress to impress upon the War Department the duty of assisting the people of the Columbia River basin, the Willamette valley, and the ports of Portland, Coos Bay and other ports which are taking the initiative to secure the opening and improvement of their harbors and waterways.

Citizens Railroad Commission.
We urge upon the legislatures of the states of Idaho and Oregon to prepare and submit to the people of

FEAR RACE WAR IN PITTSBURG

Negroes Insult White Women and Attempt Assault, Causing Intense Excitement.

(By Associated Press.)
PITTSBURG, Feb. 6.—Negroes insulting white women and girls have caused a great deal of excitement in this city. One negro addressed a young white woman asking her for a kiss and was arrested. The police with difficulty restrained the mob that gathered and additional police were sworn in to guard the jail. Yesterday, the negro was sentenced to six months imprisonment. Two negroes later attempted to assault two white girls residing in the suburbs. The screams of the girls frightened the negroes away. Several hours later two negroes were arrested on suspicion and sentenced to the work house for three months. In many sections, the racial animosity is becoming acute.

WOULD ENABLE OREGON TO BUILD HER OWN RAILWAYS

MANY LEAVE ON BREAKWATER

Steamship Sailed Today Noon For Portland With Big Cargo.

The Breakwater sailed shortly afternoon today for Portland with a big cargo of coal and freight and a fairly good passenger list. With a southeast wind blowing, a smooth trip up was expected and Captain Magenn was elated.

The outgoing passenger list follows:
A. Irwin, W. Swain, P. Strong and wife, H. B. Donahay, F. J. Luper, Miss O'Neil, Mrs. C. Selby, S. J. Louis, F. J. Thrift, L. L. Bender and wife, Miss Clinton, Miss C. Summerlin, C. J. Brucke, Mrs. Hunt, C. B. Walker, W. H. Paul, F. Zuvia, C. J. Sears, F. Mimmick, Mrs. Morton, Mr. Morton, A. Heick, H. Lockhart, Fred Haley and wife, Claude Spencer, Miss Ora Newman, W. F. Houge, Henry Hoeck and W. P. Evans.

NORTH BEND GIRLS VICTORS

Defeat Myrtle Point Basketball Team By Score of 14 to 1 But Boys Lose.

The North Bend High School Girls team last evening defeated the Myrtle Point High School Girls team at Simpson's pavilion by a score of 14 to 1. The Myrtle Point Boys team defeated the Miller-Cleaver Business College team by a score of 11 to 8. The games were largely attended, a number from Marshfield being present. The team work as well as the individual work of the North Bend High School Girls team was declared to be the best they have shown this season, clearly outclassing the Myrtle Point team.

The boys game was more closely contested, as is indicated by the score, than was the girls' game.

We urge that the Federal Desert Land Act be amended so as to enlarge its efficiency in the reclamation of arid lands by requiring the claimant to show that improvements and work thereon have resulted in actual production therefrom to a certain and ascertained value, the purpose and intent of such amendment being to encourage scientific farming whether by systems of soil culture known as dry farming, or with, or without artificial irrigation.

Reclamation Law.
We favor a strict enforcement of the spirit of the Reclamation service act requiring the expenditure of funds within the state from which those funds are derived, for the reclamation of the arid lands in that state by the sinking of wells and other legitimate methods of prospecting for water, to the end that the reclamation service undertake the construction of the Malheur project in Oregon and the completion of the Payette-Boise project in Idaho and the construction of other proposed meritorious projects within the two states.

BROWN has the most complete line of VALENTINES in the city. Prices from 10c to \$2.50 at Brown's Pharmacy, Front street.
CANNED milk 75c per doz., \$2.75 per case (48 cans). Delivered at Marshfield. Phone Condensary, North Bend.

Measure Is Introduced In State Legislature at Salem.

WILL BE REFERRED TO POPULAR VOTE

Is Declared to Be Intended to Compel Harriman to Act.

SALEM, Feb. 6.—A whiplash for Harriman is said to be contained in a proposed constitutional amendment and a bill introduced by Speaker McArthur, authorized construction of new railroads by the state and its credit or by any county or city or district the Legislature may create. Both were drafted by C. E. S. Wood, of Portland, following recommendations of the Oregon-Idaho Development congress, which met in Salem last week. The two measures are said to be backed up by "big" and "substantial" men of Portland, among them T. B. Wilcox and W. B. Ayer.

The constitutional amendment is to be submitted to the people in November, 1910, so as to remove present prohibitions against the state's aiding any railroad through state credit. The bill creates a "Commission of Highways" of nine members, appointed by the governor, to prepare a plan of railroad construction, ownership, operation and financing, so as to supply the state with railroads where Harriman and other railroad magnates have failed to build. The commission is to report to the governor and the next legislature. The bill appropriates \$5000 for the work of the commission.

The proposed constitutional amendment reads as follows:

Article XIX.
Section 1. The Legislative Assembly may create railroad districts within the state empowered to construct railroads or other highways to serve said district.
Sec. 2. The state or any county, municipality or railroad district of the state may purchase or construct railroads or other highways within the state and lease or operate the same.
Sec. 3. The state or any county, municipality or railroad district may pledge its credit, levy general taxes, or create a special lien upon lands and also upon the real estate of any town or towns benefited, or do any other act necessary to create a fund for the purchase or construction or operation of railroads or other highways within the state.
Sec. 4. The state or any county or municipality or railroad district may in like manner grant aid in only the construction of any railroad or highway constructed within the state by a private corporation, but so long as such aid so granted, with interest thereon, shall remain unpaid to the grantor, the state shall have absolute control of said railroad or highway, and if said railroad or highway shall, at any time, be condemned or purchased by the state or any county, municipality or railroad district or other public body, the amount of aid so granted remaining at the time unrepaid, together with interest thereon, shall be deducted from the purchase price.
Sec. 5. The condemnation or purchase price shall in no case exceed the cost of duplicating at the time of condemnation or purchase the property to be condemned or purchased.
Sec. 6. The state or any county, municipality or railroad district shall not operate any railroad or any other highway unless compelled to do so for good reasons or unless justified in so doing by a superior profit or result, but no railroad or other highway or any part thereof shall be leased for a less rental than will provide for the payment of the interest or fixed charges and a proper sinking fund for the retirement of the debt, or if there be no debt, then for a reasonable return upon the investment.
(Continued on page 5.)