

ANOTHER PLAN FOR ROSEBURG COOS BAY ELECTRIC RAILROAD

A committee of prominent Roseburg citizens in the interest of the Coos Bay and Roseburg electric railway are expected to arrive here Saturday.

It is all important that the citizens of Coos Bay have a definite business policy. So far the interests of Roseburg, Myrtle Point, Bandon and Coos Bay cities have been assumed to be identical. They are not.

E. W. Harriman is building a road here from Drain and not from Roseburg. The heaviest grade on this line is four-tenths of one per cent—nearly a water level. One engine will haul as many cars via of Coos Bay as six engines now pull over the mountains, via of Roseburg. It will cost E. H. Harriman millions more to build [this nearly water level road than it would cost him to build a road with the same grades as those on the Oregon and California road.

With the completion of the Drain road and the construction of the road down the coast we will be on the main line from Portland to San Francisco and Roseburg on the sidetrack.

Not only this, but a line is surveyed and the money for the construction assured from Natron to Ontario. This line when constructed will make Coos Bay the seaport of "the greatest area of undeveloped land west of the Rocky mountains." Without a railroad within 100 miles Malheur and Harney counties raise one-third of the live stock in the state of Oregon. With a railroad this "inland empire" will grow more wheat than is now grown in the entire state, the Willamette Valley not excepted.

It is in Harriman's power to bring all the wheat and farm products of the "inland empire" to Coos Bay and make this the seaport of Central, Southern and Eastern Oregon.

E. H. Harriman now owns and operates a railroad from here to Myrtle Point.

Is it good business policy for the business men of Marshfield and North Bend, while Mr. Harriman is expending millions of money building seven tunnels to make this main line, for the citizens to start out to parallel the only bit of a road we have got in the Coos country? It may be popular at this time to take a slap at E. H. Harriman. It may suit President Roosevelt to pluck a handful of tail-feathers out of the Harriman bird to further Taft's presidential boom but, at this writing, the people of Coos Bay are not so much concerned as to who will be the next President as we are as to whether this will be the Seaport of all of Oregon south of the Columbia river.

That there is urgent need for railroad communication from here to Roseburg now no one will dispute. The enterprise of Douglas County citizens to make this their seaport should be met more than half-way. But it is well to consider existing conditions. There is a steam road built and now operating and capable of handling all the traffic as far as Myrtle Point.

Would it not be the part of wisdom—for the present—to supplement what Harriman has done and is now doing rather than attempt to drive him out of business,—in this section.

If the citizens of Coos Bay will meet the people of Roseburg half-way and direct all their efforts to building an electric line from

Myrtle Point to Roseburg it can be done, for it can be done for nearly half the cost that a line can be built all the way. By building from Myrtle Point we will be working for Harriman and not against him. And he will appreciate it.

If after we have shown our good will he refuses to make reasonable rates to interchange freight and passengers we can either go to State Railway Commission and compel him or we can then get our bristles up and parallel his line.

But let's treat Harriman like a man and refuse to join the excursion gang. Until J. J. Hill started to build to Portland the Portland dailies took a fling at him while they handed bouquets to Harriman. But since Hill came and under President Roosevelt's lead every little man is trying to lift the big stick to swipe him. Let's be decent and receive E. W. Harriman with a glad welcome to Coos Bay. He can do more for us than any living man.

By my chief reason for opposing the paralleling the present railroad to Myrtle Point, is because we can get ten times the results with the money in another way.

With less than one-half the money that an electric road from here to Myrtle Point will cost a canal can be built connecting the Coquille River with Coos Bay. Then daily steamboats from Myrtle Point, Coquille and Bandon can come to Marshfield and North Bend. We then will have water communication that will forever regulate freight rates. An electric road will be sold out as soon as Harriman wants to buy it.

The strip of land that separates the Isthmus Slough on the Coos Bay side, with the Beaver Slough, on the Coquille side, is but half a mile wide and, I am informed, is only 86 feet deep at the apex of the divide.

Mr. Albrigh, a Civil Engineer familiar with the character and topography of the ground, tells me that it will not cost over \$250,000 to build such a canal, and put in flood gates to regulate the overflow. That the waters on the Coos Bay side and Coquille river are very nearly level is evident for the ocean tides reach within two miles of Myrtle Point.

Mr. Peter Loggie, President of the North Bend Chamber of Commerce, suggested in the Times that Coos county would be justified in guaranteeing the interest on a million dollar of bond to build the electric line. If Coos county could contribute \$1,000,000 to an electric line she certainly could raise \$250,000 for a canal that would do her ten times as much for the property of Marshfield and North Bend as the electric road.

Here are the figures C. A. Smith now pays the C. B. R. & E. Ry one dollar per thousand for hauling his logs from the Coquille river to the Isthmus slough. The capacity of the old Dean mill is 50,000 feet in 10 hours. They are now running two shifts, cutting 100,000 feet a day. It costs the C. A. Smith Company \$100 per day to rail their logs. Not only this but there is the cost of loading them at the Coquille river and unloading them at the Isthmus slough. If a canal were built Mr. Smith could tow his logs for less cost than it now takes to load them on the cars.

The interest on \$250,000—the estimated cost of a canal—at 5 per cent, is \$34.60 per day. So

REVISION OF THE TARIFF IS FAVORED

New York, May 22—The National Association of Manufacturers went on record today in favor of the revision tariff and negotiation of more treaties. A debate preceded this vote on the report of the committee on tariff and reciprocity. The committee based its recommendations on the poll of three thousand members of the association of the total number replying 55 per cent declared for immediate revision while the 30 per cent expressed "Hands off sentiment." Eight per cent believed the time for revision had not arrived and the other 17 per cent expressed indifference.

Four hundred members and guests were present at the banquet at the Waldorf Astoria tonight, and the balcony boxes were filled with women. President Van Cleve of the association spoke briefly, saying he desired to contribute a slogan that, "Americanism must rule America." This association," he said, "Has no fight with labor unions except as American citizens should fight the sort of labor, unionism which tries to dictate in San Francisco.

C. A. Smith would save \$65.40 every day if he would build that canal and pay for it himself. With this showing it is reasonable to expect that Marshfield and North Bend citizens could easily raise \$50,000 for such a project. Coquille and Myrtle Point, to get direct water communication with this \$200,000,000 bay would, no doubt, contribute \$25,000. Coos county would then appropriate \$50,000 and the State of Oregon ought to appropriate dollars for dollars, or \$125,000,000. Here we have the \$250,000,000 raised.

With the canal completed no sawmills would ever think of being located anywhere in Coos county except on Coos Bay.

It is cheaper now to ship from this port than Bandon, 50 cents thousand because this harbor has a lower insurance rate and is less hazardous. The saw mill interests are only in their infancy here. C. A. Smith said in the Times that there is five times as much timber within a radius of 75 miles of Coos Bay as Minneapolis cut in the last 50 years and yet Minneapolis is known as the "saw dust city of the world."

If there is five times as much timber here then we ought to have five times as many mills to cut it. Minneapolis, in its palmiest lumber days, had 13 mills, we then ought to have 5 times 13 or 65. But say that we have only 13. No, I am willing to drop I because of that hooch number and make it an even twelve.

Twelve 260,000 feet saw mills on Coos Bay would eat up 3,000,000 feet of logs every day. To ship these via railroad as Smith does now would cost \$3,000 a day. The interest on that \$250,000, that a canal would cost, is \$34.60 per day.

Here you have the canal proposition in a nutshell.

Nothing has been said of the Commerce outside of the lumber business. The products of the great Coquille basin and Douglas county would pass through it.

Had a canal been built last winter, connecting Coquille with Coos Bay, would Orville Dodge have went to Washington to urge an appropriation for the mouth of the Coquille river? No, emphatically no. He would have joined Mr. Peter Loggie and worked for Coos Bay. That is what the canal would do for Coos Bay.

George Wallace Williams.

SCHOOL CENSUS IS COMPLETED

An Increase of Forty-eight Pupils is Shown Over Last Year.

LOSE A DISTRICT Twenty-two School Children in Plat B. Are Counted in North Bend.

The figures showing the school census of District No. 9 have been compiled in Judge Hall's office and show the following results; the total number of children between the ages of six and twenty, male and female, is 618 an increase of forty-eight over the census taken a year ago. This is a total of 308 males and 310 females and does not include the children in Plat B which is now a part of the North Bend District. At the time of taking the census the district was included in the Marshfield district. There are 10 males and 11 females in Plat B.

One peculiar feature of the census is that last year 285 males and the same number of females were of school age, while this year there is an increase of two females over the total number of males. The census was taken in February, but the work of compiling the figures has just been completed.

ROLL OF HONOR.

Following is a list of subscribers to the Marshfield Publicity Fund. The amounts opposite the names are the monthly installments for the period of one year.

J. E. Oren	\$50
Dr. J. T. McCormac	50
I. S. Kaufman	10
F. S. Dow	10
Robert Marsden	10
Edgar Wheeler	15
Herbert Lockhart	10
Merchant Estate	10
C. W. Tower	10
P. A. Devers	10
Jim Banes	10
W. U. Douglas	5
McClland Investment Co.	30
I. S. Smith	10
Anson Rogers	15
S. Rogers	15
Title Guarantee and Abstract Co.	15
W. P. Murphy	10
J. H. Milner	10
Dr. E. E. Straw	10
D. W. Small	10
J. M. Norton	5
Pioneer Hardware Co.	30
Magnes and Matson	10
John Preuss	10
J. M. Blake	10
Flannigan & Bennet Bank	30
F. S. Lambertson	5
Mrs Emma Nasburg	10
Claude Nasburg	5
C. A. Johnson	5
Bradley & Traver	3
C. A. Moffett	2.50
C. A. Nicholson	2
P. Metzlerow	2.50
John Bear	2.50
Going & Harry	10
J. L. Brown	2.50
F. E. Allen	2
J. W. Tibbets	2
J. T. Thrift	2
Merchant Brothers	10
E. Mingus	5
Hall & Hall	2.50
W. A. Toye	2.50
Dr. Leslie	1
Helming & Company	1
W. B. Curtis	1
SATURDAY'S SUBSCRIBERS	
M. A. Sweetman	2.50
B. M. Richardson	2.50
J. W. Ingram	2.50
McNeil & Ferguson	5
H. S. Tower	2.50
MONDAY'S SUBSCRIBERS	
Father Donnelly	5
E. L. C. Farrin	5
Frank Sacchi	2.50
First National Bank	30
Henry Hoben	250.
Seymour Bell---flat	50
A. Condron---flat	20

SECOND VENIRE DWINDLES DOWN AND JURY NOT SELECTED

PORTLAND BOAT FOR COQUILLE

People of That City Make Efforts in Portland to Secure Steamer Manzanita

IS WELL FITTED FOR RUN

Vessel Can Be Remod-led To Carry 300 Tons—Originally Built Lighthouse Tender.

Coquille people are endeavoring to secure a steamer to run from the river points and Portland. The following from the Oregonian will be of interest.

Mr. M. L. Bingham of Coquille has returned to Portland and has renewed his endeavors to interest local merchants in the establishment of a steamship line between Portland and points on the Copuille. Mr. Bingham has been negotiating with owners of the steamship Manzanita for the purchase of that craft with a view to putting her on the run. No definite agreement has yet been reached between the Columbia Contract Company and Mr. Bingham.

Early in March Mr. Bingham arrived in Portland from Coquille River for the purpose of interesting local men in the Coast country. He was prepared at that time to put several thousand dollars in a steamship enterprise provided the balance could be obtained from this end. The project was taken up by the Chamber of Commerce and by the Board of trade. No definite arrangements were made and Mr. Bingham returned to his home for the purpose of perfecting plans at Coquille.

On the former visit of the gentleman from Coquille he partially negotiated for the purchase of the gasoline steamer Anvil. This fell through and the vessel has since been sold to other persons. Yesterday Mr. Bingham spent a large portion of the time in looking over the old Manzanita and in conferring with her owner. The Manzanita is thoroughly overhauled. It has been the intention of the owners to place her towing roeg barges from Skamokawa to Fort Stevens.

The Manzanita would make a splendid vessel for the Coquille River run. She is a craft of 450 gross tons burden, is 152 feet long, 26 feet beam and 11 feet in depth of hold. With a little remodeling she would carry better than 300 tons of freight. The Manzanita was built for a light house tender and for years operated out of Astoria. The night of October 6, 1905, she collided with the dredge Columbia at the foot of Coffey Island and was sunk. She afterward raised and sold to Daniel Kern, of Portland for \$13,500. Mr. Kern is one of the principal stockholders of the Columbia Contract Company.

Before the hole in her hull was repaired and work on her reconstruction commenced, an offer was made by a Puget Sound Company of \$20,000 for the steamer. This was refused. It was the intention of the Seattle concern to place her in commission as a salvage boat in the straits.

Free Room Directory

The Times desires to state that anyone wishing to obtain rooms call at its office any day during the week. Quite a number of desirable rooms have been listed and we will be very glad to direct all inquirers. Those having rooms to rent will please list them at the

Times Office

Progress of Moyer-Haywood Trial Seriously Hampered By Failure of Talesman to Qualify

COUNSELS CLASH

Darrow Accuses Hadley of Improper Questioning And Judge Wood Asserts Authority.

Boise, May 23—Net result of this day of the Haywood trial, was a practical weeding out of the talesmen of the second special venire entitled to statutory exemption and partial qualification of the one juror. Examination of the venire has not proceeded very far but it shows that recreation of interest in the Steunenberg murder and re discussion of the facts established and disputed, is, by natural process, disqualifying many citizens for jury service in the case indicates that the publicity given to the examination of the talesmen has widely increased the popularity of the case and is being used as a means of artistically avoiding duty in the case.

Sixty men of the second special venire presented themselves when Judge Wood ascended the bench this afternoon and when it was announced that the court would hear twenty three of the sixty marched forward. Judge Wood said he would accept only those excuses which clearly came within the statute and when he made good his announcement the band of petitioners melted away a number of the excuses were flatly denied, nine temporarily denied, and six were granted. The other three petitioners did not bother to present their petitions. Then began the attempt to fill seat number nine made vacant by the release of Juror Cole on account of illness. The first five talesmen had opinions that would require evidence to change and they all went down on challenges of the state.

Early in the examination, Clarence Darrow for the defense asserted that James H. Hadley for the state was seeking to lead the talesman up to qualification by improper questioning Judge Wood overruled his objection but he continued to address the court Hadley bristled and for a few moments there was promise of a scrupulous and the examination went on. Next the clerk successively drew the names of four talesmen whose petitions for excuse had been temporarily denied in order to give time for them to get physicians certificates as to the illness to themselves or wives, and it was agreed that they should be passed until the court finally decided on their application.

The tenth and last talesman called was Henry Curtis, farmer, and he gave every indication of qualifying. Senator Borah led him over a long examination that showed him free from opinion or bias and to be quite open minded. Just as the state passed him for cause and he went into the hands of the defense for the examination the trial adjourned until tomorrow. What amounts to roughly 1-3 of the new venire has been exhausted this afternoon and some of the men who watch the trial believe this venire will not fill the one certain, and ten prospective vacancies in the jury.

TO HOLD IMPORTANT MEETING TONIGHT

Of more than usual importance will be the meeting of the Marshfield Chamber of Commerce in the office of the Investment and Securities office at 8 o'clock tonight. It will be of vital interest to all the members not only because matters looking toward the election of officers and reorganization generally will be handled but the publicity fund will be discussed.

Contributors to the publicity fund are especially urged to be present as are also members of the committee recently appointed to co-operate with the Chamber of Commerce in dispersing the same.