

## S.P. VERSUS THE PEOPLE

**Railroad Commission Hears  
Long List of Complaints  
About Service.**

**WANT ANOTHER TRAIN**

**Company Refuses to Grant the Demand Because Business Does Not Justify It.**

Salem, July 25.—The Oregon state railroad commission is conducting a hearing at its office at the state house relative to the alleged inadequacy of the train service maintained by the Southern Pacific through the Willamette valley and more especially of train No. 12, north-bound, which passes through Salem in the afternoon. The hearing was called to order at 11 o'clock in the morning and continued until after 4 o'clock in the afternoon. The complaint was made on the commission's own motion and was backed by scores of complaints from various valley points, for better accommodations for the traveling public.

Commissioners Atchinson, West and Campbell were present and the cross-examination in behalf of the commission was done by Mr. Atchinson. The Southern Pacific was represented by M. J. Buckley, general superintendent of the system, John M. Scott, assistant general manager, Conductor W. C. Cornell, and Attorney William D. Fenton as counsel. All the witnesses subpoenaed and those who appeared of their own volition were from Salem, except Mr. Fraser.

A strong piece of evidence submitted at the hearing was the abstract prepared by E. G. Miller, rate expert and statistician for the commission, which showed the delays of No. 12 for the eight-month period between November 1, 1906, and July 1, 1907. It showed the time of the train's departure from Ashland and arrival at Portland upon each day of the period under the old time schedule and that which went into effect June 16, changing the running time through Oregon to two hours later. An abstract of this record shows that the train was on time at Portland six times in November, 1906, nine times in December, twice in January (one stub train), four times in February, twelve times in March, not once in April, one stub train on time in May, and three times in June. The abstract was admitted as evidence by Counsel Fenton.

C. D. Fraser, one of the traveling salesmen for Wadham & Kerr Bros. of Portland, told of his inconveniences on account of delayed trains. Mr. Fraser covers the territory between New Era and Junction City and makes all the towns on the line every two weeks except Albany and Salem, which he rounds up once a week. He has been making this territory for four years and the delayed train, No. 12, has caused him much inconvenience, especially when making towns away from the Southern Pacific line in his efforts to make connections to cover a town farther away.

Among the other witnesses that were examined were H. L. Bosler, conductor of the Salem depot electric car, Fred. Fish, manager of the Hotel Millamette, Captain Charles Dick, a local commercial traveler; H. S. Gile, manager of H. S. Gile & Co., and J. H. Farrar, assistant postmaster, all of whom told of the inconveniences suffered from poor train service.

Pat Fennell, of the Hotel Salem, testified that "all the trains were bad enough, but that No. 12 was the worst of the bunch." Throughout the examination Counsel Fenton for the Southern Pacific sought to establish the fact that Salem people patronized the morning local more heavily than No. 12.

J. A. Simpson, who is engaged in the transfer business in this city, related his experiences during the past seven months in which he had been connected with the transfer business and said that the train had been from one to six or seven hours late.

A. F. Hofer, of Hofer Bros., who has resided in Salem for the past eighteen years, was also placed on the witness stand and testified that the delayed No. 12 caused his firm considerable inconvenience in the mailing of papers to northern points.

Thomas Anderson, who has resigned his position as mail carrier, was also placed on the stand, but under W. D. Fenton's fiery cross-examination he admitted that the reason that he quit his job was not due entirely to the irregularity of the

trains, but rather to the fact that the \$580 which Uncle Sam paid him was hardly remunerative enough.

The Railroad Commission has taken the matter under consideration and gave thirty days to Attorney Fenton to furnish data relative to the passenger traffic from points south of Albany as far as and including Roseburg.

The Southern Pacific is determined not to put on a stub from Roseburg in case of delayed trains, while the Commission believes that such a method is the only remedy which along with more powerful engines, which the company agrees to put on the line can satisfactorily solve the delay of northbound trains through the Willamette valley.

### COOS BAY BRIEFS

#### TIMES' TELEPHONES

Editorial Rooms - - - 1331  
Business Office - - - 1331

#### DRAIN STAGE SCHEDULE.

\* Drain stage boat leaves \*  
\* Marshfield at 3 a. m., return- \*  
\* ing, arrives at 11:45 p. m. \*

#### HOTELS.

Blanco—John Foust; M. E. Thornton, Portland; Geo. H. Burnett, Salem; Z. T. Siglin; L. B. Bratton, Los Angeles; A. S. Hammond; J. T. Bridges; S. Y. Davis; A. C. Campbell; Wm. Hicking; R. M. Nier, Ten Mile; Alfred Dodine, Allegany; J. W. Nier, Ten Mile; D. A. Utter; Wm. Ward, W. Thomas; W. B. Thomas; Alfred Johnson.

Central—Elmer Tuckness; Alfred Johnson; Geo. Colvin, Grants Pass; S. J. Turnwall; A. Anderson; Jesse Taylor; Clarence Tanner; John Wolfe; L. G. Duke; W. A. Gage; T. C. Kendall; A. J. Colvin; Geo. Blake; A. Welch.

On Hunting Trip.—Vick Wickman, Otto Hopson and C. M. Stafford left the city on Wednesday for an extended hunting trip in the Ten Mile and Loon Lake country. They went to Ten Mile on the North Star and will spend several days in that vicinity before going to the Loon Lake neighborhood.

Portland Business Trip.—J. E. Oren was a passenger on the Breakwater for Portland, where he will attend to business affairs.

Vacation on the Bay.—I. W. Brink representing the L. Scatena Company, of San Francisco, is spending two weeks on Coos Bay, enjoying a vacation and mixing pleasure with business. He will become acquainted with the large number of tradesmen here who deal with his firm.

C. J. Mills to Portland.—C. J. Mills, superintendent of the Coos Bay, Roseburg and Eastern, is on his way to Portland for a short stay.

Birdie Minor Leaves.—The Birdie Minor was towed out yesterday and sailed for San Francisco with a load of Coos county lumber.

Hotel Man Leaves.—Hopwood Gibson departed on the Breakwater yesterday for Vancouver, B. C., to arrange his affairs for an immediate return when he will take up the construction of the proposed hotel. He will return on the Breakwater one week from its next sailing.

R. P. Smith Juggled.—Officer Carter placed R. P. Smith in the cooler yesterday afternoon to quiet down. Smith was traveling about town making considerable disturbance and annoying nearly everybody he met. He will be given a hearing this morning before Judge Upton.

Visit in California.—Mrs. A. B. Daly and two sons departed on the Plant for a two months' visit at Los Angeles and other Southern California points.

Brings Logging Engine.—The Breakwater brought a Crack-A-Jack logging engine, 10x13, for the Smith-Powers Logging Company. The engine is for use in the new camp to be established on the North Coos river.

New Sidewalks.—New sidewalks are being laid on 6th street in South Marshfield.

Inspecting Coos.—Mr. Carter and Mr. Reed, of Eugene, took passage on the Breakwater, after having traveled through Coos for the past week.

Excavating About Completed.—The excavating in the rear of J. H. Milner's hardware store is about completed. The space is to be occupied by an auxiliary in the form of a tin shop.

Saloons Closed.—The saloons were closed yesterday for two hours, during the Jesse Thomas funeral ceremonies.

#### SHOOTS BROTHER IN QUARREL

Chicago, July 24.—Joseph H. Loftis, of the brewery concern of Loftis Brothers, today shot and seriously wounded his brother, T. R. Loftis, the bullets taking effect in the side and neck. Physicians say there is no danger of death. The men had disputed over business matters.

## IGNORANT OF PLANS OF S. P.

**Harriman's Chief Says He  
Knows Nothing of Inten-  
tions of Magnate.**

**HOPES RUDELY DISPELLED**

**Kruttchnitt Asserts That Auto-  
mobile Trip Into Central Oregon  
Was Without Significance.**

If Harriman ever intends to give the people of Central Oregon railroads, the one man who should know it is Julius Kruttchnitt, Harriman's director of maintenance and operation—and he professes to be ignorant, says the Oregonian. Mr. Kruttchnitt was frank enough last night to admit that his recent trip through that section of the state had not enlarged his knowledge of Mr. Harriman's plans regarding railroad construction in the eastern part of this state. Director Kruttchnitt further declared that his recent trip through Central Oregon was on personal business and had no relation whatever to the interests of the system he represents.

Mr. Kruttchnitt, accompanied by J. P. O'Brien, general superintendent of the Harriman lines in the Northwest; W. W. Cotton, of the legal department of the Harriman system, and George W. Boschke, chief engineer for the Oregon Railroad & Navigation Company, returned yesterday from a trip through the interior of the state. When the party left this city last Friday it was announced that the purpose of the trip was to make an inspection of the Oregon Railroad & Navigation Company's system in this state, but instead the officials proceeded to Shavliko, the terminus of the Columbia Southern, where automobiles were taken by them into the interior of the state, as far south as Prineville.

The party was in charge of Fred S. Stanley, of the Deschutes Irrigation & Power Company, who personally escorted the visitors over that section of the state and pointed out the urgent need for transportation facilities. Mr. Stanley's company is interested in large irrigation projects in the vicinity of Bend and throughout the interior of the state, and is especially desirous of having a railroad.

"My visit to the central part of the state was on personal business," said Mr. Kruttchnitt last night. "I had been desirous of visiting that section of Oregon for some time and availed myself of the courtesy of Mr. Stanley to get better acquainted with that territory. We were the guests of Mr. Stanley, who piloted us over a large area, including the districts surrounding Bend, Shaniko and Prineville. The trip was a very pleasant one and I learned a great deal about the section that was visited."

"I cannot say what Mr. Harriman proposes to do regarding the building of a railroad into that part of the state, for I do not know what his plans are." This was the answer made by Mr. Kruttchnitt when asked if the visit of the Harriman representatives to Central Oregon might indicate the taking of immediate steps by Harriman in providing that section of the state with the railroad facilities it has demanded for so many years.

General Superintendent O'Brien was also reticent and declined to make any statement, or to intimate what recommendations, if any, will be made to Mr. Harriman as a result of the trip.

#### BREAKWATER LEAVES BAY FOR PORTLAND

**Carries Eighty-Two Passengers Out  
—Departs From Marshfield on  
Schedule Time.**

The Breakwater left Marshfield yesterday on schedule time, 1:30, with eighty-two passengers aboard, bound for Portland. Following is the list:

J. E. Oren, C. J. Mills, William Oad, L. M. Supplee, W. A. Seutsch, J. C. Marshall, J. A. Connon, L. H. Gadsby, Dave McNair, Mrs. McNair, B. E. Evans, Mrs. Dunbar, J. A. Ryan, A. C. Bannockoff, E. Jones, Robert Beattie, A. E. Baird, J. Baird, T. Manning, J. S. Lynch, Mrs. A. Rasmussen, Louis Rasmussen, W. Rasmussen, P. Nelson, Henry Mather, E. Kearney, W. W. Boyer, W. H. Merrick, W. C. Walling, J. H. Dickinson, Mrs. Dickinson, Miss Cora Dickinson, Miss Nellie Dickinson, E. Galena, J. C. Green, W. B. Richardson,

C. E. Fogelsuin, H. G. Hoy, W. J. Lally, W. P. Bartlett, H. Gibson, C. Simmons, Miss Richardson, Mrs. D. C. Rones, Wm. Stoddart, Joe Schilling, Miss Knauer, Mrs. Rourke, W. E. Wells, Miss R. Johnson, O. W. Oviatt and wife, Fay Ward and wife, T. Manning, J. S. Lynch, Margaret Reed, Mrs. Hickens, Miss Wood, J. V. Reed, N. J. Ives, S. M. Carter, J. H. Lennon, B. F. Sauter, C. Clark, Gus Brown, O. C. Hamlin, P. Metew, Joseph Conf, Victor Cristof, S. Dutch, S. Boreoff, P. Nichol, H. Underhill, N. P. McManner, J. M. Monroe, I. C. Starrett, H. Starrett, W. W. Seeley and wife, Chester Seeley, Mrs. Z. Seeley, Zella Seeley, Mrs. A. A. Barry.

#### MEETS FORMER COOS BAY TIMES EDITOR

**Gus Kramer Now Employed in the  
Composing Room of the  
Portland Oregonian.**

E. L. C. Farrin met Gus Kramer in Portland while on the way home from Salem. Mr. Kramer had been in the Rose City about ten days when Mr. Farrin saw him, and was employed in the composing room of the Oregonian.

He had come from San Francisco, where he had been reporting on the Chronicle. Nothing was learned of Kramer's future plans, though his friends would not be surprised to see him on Coos Bay again, since he said, when he went away last fall, he would probably return.

#### CALIFORNIANS ARE IMPLICATED

**Arrested For Alleged Complicity In  
Land Frauds.**

Los Angeles, July 24.—Cyrus J. Williams of this city and Fred H. Wallihan of Inglewood, Cal., have just been arrested upon indictments returned by the Federal grand jury in Denver, charging them with complicity in coal land frauds in Glenwood Springs, Col. They were taken in custody by Deputy United States Marshal Franklin, and neither has yet furnished bail, although it is anticipated they will do so. Two other men, one in Denver and another in Des Moines, Ia., were also indicted in connection with the same charge. The land involved is about 900 acres near Glenwood Springs. It is charged that the men, after filing on the land, turned it over to the Wisconsin Fuel and Coal Company.

## K. OF C. ORDER ON COOS BAY

**Steps Taken Toward a Perma-  
nent Organization of the  
Catholic Institution.**

**THE TEMPORARY OFFICERS**

**Eminent Grand Commander of Ore-  
gon Knights Templar Inspects  
the Local Commandery.**

The meeting held in the Red Men hall Wednesday night for perfecting the temporary organization of a local council of Knights of Columbus, was well attended, and the roll has upwards of forty members. The preliminary organization is as follows: Hugh McLara, vice-chairman; Edmund Keane, secretary.

A committee on arrangements, consisting of P. A. Devers, F. H. McCullom, J. H. Flanagan, Dr. Toya and Charles Keane, was appointed to arouse an interest and have a large membership ready for initiation when the delegates and degree team comes down from Portland in August to complete the permanent organization. The Knights of Columbus is a fraternal organization and is composed strictly of Catholics. Inspects Local K. T. Commandery.

Judge George H. Burnett, Eminent Grand Commander of Oregon Knights Templar, arrived in Marshfield yesterday from Salem and last night inspected the Pacific Commandery. The local commandery was given a dispensation and organized last fall, since when it has had a steady growth and has made good progress in team work.

There was a full attendance last night and work in the Black Cross degree was exemplified. After the initiation, an ample banquet was served and Templarism was discussed during the service.

## REDMEN CHIEFS ARE ELECTED BY COUNCIL

**George N. Farrin and J. Chapman,  
of Marshfield, Are Given  
Positions of Honor.**

(Special to The Times.)  
Newport, Ore., July 25.—Great Chiefs elected by the Great Council of Red Men in session at Newport are: Geo. N. Farrin, by acclamation, senior sagamore; J. Fitzgerald, Medford, junior sagamore; A. L. Curry, Baker City, deputy great sachem; J. Chapman, Marshfield, in charge of propagation; J. Reisch, Portland, keeper of wampum; Roy Ritzer, Pendleton, chief of records; L. L. Jacobs, Medford, prophet; Jas. Devlin, Pendleton, sannah; C. L. Foster, Astoria, mishenawa; Dr. Wetmore, Coquille, guard of forest; G. Swobe, Newport, guard of wigwam. The next meeting place will be at Medford.

**SUNDAY'S**

**The ALERT**

**will leave**

**NORTH BEND**

**at 7:30 a. m. and**

**MARSHFIELD**

**at 8:00 a. m. for**

**PIPER'S GROVE**

**Returning**

**will leave**

**PIPER'S GROVE**

**at 4 p. m.**

**Fare on round trip**

**50 cents**

**Children half fare**

## To The Business Man

Every business man understands the value of good printing. A business without neat, attractive printing is like a man who does not wear a necktie—there is something lacking.

Did it ever strike you, Mr. Business Man, that when you buy a job of printing, pay the price for it and it is delivered to you looking as if the "devil" had done the work that you feel as if you had been "stung?"

Good printing is necessary to the success of any business. It is your representative in many places where good representation counts. Now if you will stop and think, it is more than likely, that you will think of some letter heads or statements or cards or something that you have been going to have done for some time, but which you have never gotten around too. Don't put it off any longer. Call up Phone 1331 and let a man give you a price and samples.

Equipped with two Linotype machines we make a specialty of work with a large amount of composition such as booklets etc.

**Coos Bay Times Printing Company**