

FORTY FEET AS WELL AS THIRTY

Senator Fulton, Since His Last Visit, Learns More of Our Harbor.

MADE PLEASING SPEECH

Astoria Man Applauded for Fealty To Coos Bay—Gave High School a Boost.

Senator Charles W. Fulton arrived yesterday morning on the Alliance and was met according to schedule at North Bend by the Marshfield committee who was to arrange for his entertainment and comfort. The senator spent most of the day about the city in company with his friends, Thomas Dimmick and I. S. Smith, who were members of the legislature when Mr. Fulton was elevated to the U. S. Senate from a plain Oregon legislator. They saw that the Senator met as many people as was possible in a short day, and Mr. Fulton made a very favorable impression on this trip. In the evening, the program was carried out as announced, at the Masonic opera house.

The opera house was well filled with the citizens of Marshfield when Senator Fulton and his old time friend Ira C. Smith entered and took their seats on the stage. President McCormac, of the Chamber of Commerce, Hon. Thomas Dimmick, Hon. J. W. Bennett and Father Donnelly entered shortly after and President McCormac in a neat opening speech after telling of the friendship between Mr. Smith and the Senator, and expressing a hope that the Senator would find time to speak in favor of a four years' high school, introduced Mr. Smith. Mr. Smith is well known in Marshfield and his remarks concerning Senator Fulton were received with applause. After this the President introduced Mr. Bennett, who told Senator Fulton that what the people of Coos Bay wanted was forty feet of water on Coos Bay bar and then told the audience that Senator Fulton knew that and was a man who worked in season and out for the good of Oregon, and had worked effectively and earnestly for Coos Bay. Mr. Bennett also paid Senator Fulton a high compliment and said that he had the exceptional record of having been ready to aid the political cause which he espoused without price, and that he was true blue, staunch and true.

President McCormac then stated that the Chamber of Commerce had been active in getting the members of the Oregon delegation in Congress to come to Coos Bay and speak and show what they had done for Coos Bay, and that in the furtherance of that plan Senator Fulton had been requested to make this, his second visit to Coos Bay. The President then introduced Senator Fulton who was received with great applause.

Senator Fulton is a man of strong and impressive personality and his manner fully sustains his reputation for earnestness in the cause which he advocates. He made several humorous allusions to what some of the other speakers had said concerning him, and then entered upon the subject which he said the people were anxious to hear about, the improvement of Coos Bay. In his opinion Coos Bay was the greatest harbor between the mouth of the Columbia and San Francisco. Indeed, he believed that with the expenditure of a comparatively small sum of money the Coos Bay harbor could be made one of the greatest in the world and equal to any on the Pacific coast of North America. He was deeply interested in securing what government aid he could for any and all river and harbor improvements in the state of Oregon. Not only was it his desire to see the rivers and harbors of Oregon improved but also those of the entire United States, for it was evident to even the most superficial student of the transportation question that the only way to relieve the congestion of our growing commerce and meet its exacting demands was to improve our waterways. He regarded the improvement of the waterways one of the greatest questions of the times. He favored appropriations of a reasonable nature for any and all harbors which gave relief to commerce. He

believed in a ship canal which would connect the Mississippi river with the Great Lakes at Chicago, and would dredge the Mississippi river so as to make it accessible to the largest ships. He called attention to the ambition of Pittsburg, which was already one of the greatest of railroad centers to be also connected with the great lakes by a canal. He mentioned the Erie Canal and the immense sums which had been expended to make it available for modern uses. Transportation by water, he said, could be effected for from one-sixth to one-eighth what it would cost to carry freight by rail. This enormous saving was a matter of public concern and the improvement of waterways to accommodate this commerce would ultimately compel railroad companies to reduce their rates and to recognize the power of the people to compete with them.

This zeal which he felt for water transportation as a means of bringing the railroad companies to terms made him fully recognize the great value of the Columbia river and the harbors of Oregon. He wanted the people to understand that he did not represent one part of Oregon alone but all parts. He was sorry to note that some people felt that members of the Oregon delegation in Congress were opposed to some parts of Oregon and gave preference to one part over another. Such was not the case. All believed that every waterway should be improved and that Coos Bay was one of the first features of the state which should command attention. He believed that it was a very great harbor and he expected to see on Coos Bay a great city and perhaps one of the greatest on the Pacific coast. He had now visited the harbor twice. The first time he came he made a remark that he would like to see thirty feet on Coos Bay bar. This he thought was good because he had been working with others on the Columbia river to get thirty feet on their bar. He realized now that it was as easy to get forty feet on the bar as to get thirty. Coming in over the bar on a former occasion he observed that the soundings showed twenty-two feet of water there and the same result was shown on the last trip, that being the quantity of water at mean low tide. At high tide it was five feet higher, thus making it twenty-seven feet. By extending the jetty and constructing a second one so as to confine the channel at the bar the water would wash out the bar to almost any depth which might be desired. He was ready to stand by any proposition which Coos Bay might want in that respect because there was no rock ledge to be encountered and he regarded almost any project as practicable. The last project was accomplished at an expenditure far below what had been estimated and when the depth of 22 feet at low tide had been attained the government engineers found that the project had been completed and refused to go on. It had been difficult to inaugurate a new project on that account. But now there was a rising tide of sentiment flooding the nation in favor of large expenditures for rivers and harbors and he believed that millions would be expended for that work in the next few years. At the last session \$80,000,000 was appropriated. Coos Bay did not get much then because there was no project reported on which Congress could act. But Oregon got over \$4,000,000. The desire to get harbors on the coast which will admit vessels of the deepest draft would make the new project of forty feet comparatively easy. The government had ordered a survey of the harbor of Coos Bay with a view to determining what was practical in the matter of securing depth on the bar and the survey had been made and reported to the department of war. He did not know what the report was but he had talked with engineers and they had assured him that there was nothing to prevent the deepening of the water on the bar to forty feet or even more. This would make the work at the next session, if a river and harbor bill should be entertained, comparatively easy. The fact that a few years ago the depth of water on the bar at mean low tide was only nine feet and that since the completion of last project it had been maintained at twenty-two feet spoke volumes in favor of the harbor.

The Coos Bay harbor was the hope of Central and Southern Oregon. A great empire would look to this harbor in the years to come for an outlet to the sea, and a great seaport of world wide importance must be the result. The last congress through the efforts of the congressional dele-

gation passed a bill which he drew providing for a dredge to cost \$75,000 and the amount, it was provided, could be increased to \$100,000. This dredge he intended should be used for the Oregon coast and Coos Bay was to have the first use of it. The people of Coos Bay wisely sent a delegation including Mr. Peter Loggie and Mr. Orville Dodge down to Washington to help, and those gentlemen were entitled to a great credit for the powerful help which they afforded in getting the dredge. Although the bill providing for the dredge read for the Oregon and Washington coast yet the design was for Oregon, and Coos Bay would get it first. There was a fund of \$26,000 on hand which was available for Coos Bay and the dredge could be employed with great effect in the inner harbor.

One of the incidents of the speech was the speech interpolated by Major L. D. Kinney who, in compliance with Senator Fulton's request for questions, called attention to the fact that the mud flats in the inner harbor were accumulating day by day and that private persons undertook to appropriate them. Major Kinney said that the efforts of the senator should be directed to inducing the United States government to have the harbor line set back so as to take in these mud flats and that it could be done now very cheaply as the flats could be obtained today for about \$25 an acre whereas in a few years it might cost many times that. He wanted to know if the senator could not exert his powers to secure the benefit?

Senator Fulton said that was a matter which was so much in detail that he could not take it up himself to act, without instructions from the commercial bodies of the locality. He realized that it was very important and that in a few years the same spots caused by the action necessary to retrieve the loss of channel and harbor space, would be much worse than now. The local bodies and the cities should act together as speedily as possible, for what can be got today for one hundred dollars a front foot would bring many times that per front foot in a few years. The United States never bought such lands. It could arbitrarily fix the harbor line at a point below which the tide did not fall but it would never purchase the mud flats or improve the channel in front of any city. It never did that. This work had to be done by the people themselves.

The Senator then said that the Marshfield high school was a matter that he as a senator had no concern in, but he as a citizen of the great state of Oregon, wanted to say that he considered it the duty of any city in Oregon which was as prosperous as Marshfield to establish a four years' high school and keep the money spent in the form of education at home. He believed that the high school was the most important of schools after the common school and that a boy who graduated from such a school was well equipped for any work in life. He made a strong argument for the establishment of a high school and his remarks were highly appreciated by his audience as was evident by the liberal applause.

The Senator's speech was a strong and effective one and it can be safely stated that most of those who heard him felt that he was a firm and able friend of Coos Bay. He stated that he was, in a way, a candidate for reelection. If the people wanted him he desired to be considered in the field, but he did not intend to spend one dollar to be elected.

The Senator will leave this morning on the train for Coquille where he will spend a few hours with the people of that city and will return on the noon train.

In the evening, he will speak in Eekhoff hall, at North Bend, commencing at 7:30. He will be taken in charge on his arrival in Marshfield by the North Bend committee, consisting of Peter Loggie, C. S. Winsor, L. J. Simpson, Thos. Vigars and F. H. Brigham and escorted to the manufacturing city. After the evening's meeting, the Commercial Club of that city will entertain him at the splendid club rooms, where a smoker and luncheon will be given. The reception will be for the members of the club only and a few invited guests. He will leave Wednesday on the Alliance for Astoria.

—Exclusive agents for Fairbanks, Morse & Co. Ekblad & Son, Hardware.

A Want will do it All.

HIGH SCHOOL IN GENERAL FAVOR

Extra Two Years Meets With Approval—No Dissenting Voices Heard.

TIMES LEARNS SENTIMENT

Most of Those Interviewed Also Favor Permanent High School Building.

In view of the coming school election, a Times representative interviewed a number of Marshfield citizens yesterday and found the interest of the proposed addition of two years to the present course very general, in fact there was not a dissenting voice found. Everybody seems agreed that the matter cannot be put off any longer. Many favor building a separate building somewhere on a good location for a high school. None favor any temporary arrangement. The election is to be held on the evening of October 31st at the present school building. Since there seems none who are opposed to the advancement, there is little probability that the proposal will find any backsliders when election night arrives. Should there be any who do not favor making the Marshfield high school what it should be, the Times would like to hear from them, together with their reasons.

The following men were seen, and their answers are given herewith:

Mayor Strawn—"The city should have a high school that would be a credit to any community of the importance of Marshfield, and should build a separate building for it. It doesn't pay to be cheap in educational matters. Klamath county has a \$35,000 high school building which was erected when the whole county had a population of not over 4,000. Marshfield needs a high school that will admit graduates to the colleges and universities without any additional funds being wasted by sending the student away from home for two years. Yes, put me down emphatically for this advancement."

Dr. William Horsfall—"Yes, I favor both adding two years to the high school and building a separate building for it. We must prepare now for permanent things and schools should be among the first to be considered. We have been troubled with slowness in the past, but it looks now as if everybody in the district should be ready for this matter and support it in a handsome way. Quote me as fully favoring the very best that we can afford in these lines."

Rev. D. W. Thurston—"I am in favor of a full four years' high school course and a high school building with a roomy campus, where the students will have plenty of room for exercise and healthy sports. I feel that the time is upon us when Marshfield should boast of having as advanced school as any of the smaller cities whose schools are now ahead of us, and as good as those of the larger cities in Oregon."

P. Sandberg—"Marshfield should have a four years' high school course and build a permanent building for the constantly increasing attendance, preferably a high school building. And it should be placed in a convenient place where there will be access to it from every direction." Mr. Sandberg, who is city engineer, then went on to show why South Marshfield, either this side of the long bridge or the further side, would be an ideal place for the new building. He got out his map of the city and showed where Laurel street will be opened from West Marshfield to H street in South Marshfield, giving the pupils of West Marshfield an easy access to the southward. Sixth street will be opened from H street to E, and H street will be opened from Sheridan westward, and Burnett south from Pennsylvania. These new streets will make a general concentration for any part of South Marshfield, where, according to Mr. Sandberg, the new building should be located.

Dr. C. W. Tower—"I think a full high school course the right thing.

They can't have too many educational advantages to suit me."

P. S. Weaver—"I am willing they should have anything they want in the way of additional school facilities. I favor a high school."

G. A. Bennett—"I certainly am in line for advancement in the matter of putting in a four years' high school. The city is behind in this matter, and there is no reason that we should not have these advantages the same as other places have them. People living in a city like this cannot afford to send their children to other places to obtain a common school education."

Robert Marsden—"I have no children now to send to high school, but I am heartily in favor of pushing this four years' course to the front. The city is in need of such a school and there should be no dissenting voices heard against it." Mr. Marsden went on to say that he had encountered a number of strangers in the past few months who were headed towards Coos Bay and the first question they asked him, was: "What kind of schools have you?" Mr. Marsden in a parting shot, said "Put it through, Mr. Reporter; you will find the people want it."

Otto Schetter—"I will have a candidate for such a school some day, so put me down in favor of immediate action."

James Baines, who has just paid an \$1800 street assessment, was next seen, and though he thought that was going pretty strong, he spoke in favor of a good high school with a full course.

Dr. W. Haydon—"Yes, I am in sympathy with a good high school, and believe in keeping the instruction as near common sense as possible."

E. G. Flanagan—"I have a boy playing in that football team, and do not know whether he will get to the high school point or not, but in hopes that he may, you can say my sympathy is with a first-class high school, right away."

Drs. Everett Mings and Ingram were found in company, and both were enthusiastic in stating that they would help in the matter of having a four years' course established.

Charles Lee, who is without school material, said he thought a high school was a good thing and did not know of a place which needs one worse than Marshfield.

FRANK TICHENOR BOOSTING FOR COOS

It is seldom we hear of a stronger booster than the following letter develops. Mr. Tichenor is greatly interested in Coos Bay and in his travels does not forget to say a good word whenever it comes convenient. But let the missive tell its own tale.

Spokane, Wash., Oct. 16, 1907. Coos Bay Times.

Dear Sirs.—Hurrah! Count me in as one of Coos Bay's Boosters. Boosters is what made Spokane and every other big city.

Five men from the East were in my office yesterday to learn more about Coos County. They are men with means and you will find them in Coos County by the first of the year.

I had some of those good Coos County apples at the fair here just to show what we had in Coos; also had large posters all over the fair grounds. Coos County was before the people all the time.

I am going to cover three states before the first of the year and put up Coos County posters in every town I visit.

Hurrah for the Booster Club, to the mud flats with the knockers.

Yours as a Coos County Booster, Frank B. Tichenor.

Look Out For The Inspector!

Major Tower, collector of customs, has received notice that an inspector of steam vessels will soon visit the bay to inspect gasoline boats. All such vessels carrying passengers for hire are required to have their names painted on the boats. The intended visit should create some little interest, since there is a probability that some boats need looking after. It is well to be forewarned, however, and by the time the inspector arrives, everything should be in good shape for inspection.

Miss Clarice Norton.—Miss Clarice Norton, who is now connected with the Crystal Theatre Co., singing illustrated songs, has a wonderful and sweet voice. She has just closed her engagement with the San Francisco Opera Co., and, it is hoped, will stay quite a while at the Crystal, the ever popular theatre.

GEORGE GLEASON CRUSHED BY BEAM

Workman at Smith Mill Instantly Killed Early Monday Morning.

A fatal accident occurred yesterday morning shortly after seven o'clock at the Smith holdings where so much building is going on. The company is erecting the large timbers which will supply the frame work of the large planing mill, between the site of the new mill and the office building on the hill. George Gleason was working around the hoisting machine, when a large timber that was being handled, fell from the hoist and struck him on the head, killing him instantly.

The deceased was one of two brothers, the other being Harry Gleason, who came here about ten days ago to enter the employ of the Smith company, from Aberdeen, Washington. They had been at work a little over a week when the fatal beam fell and crushed out the life of George. The surviving brother was seen yesterday afternoon and the above information gleaned from him. He also said another brother had been killed in a mine at Wallace, Idaho, in March, 1907. The family is originally from Remus, Michigan, and the parents came to Washington in April of this year. The double tragedy in the short space of eight months makes a very sad incident in the family's experience in the west.

The deceased was only a young man, being 21 years old. The body has been prepared at the Johnson undertaking rooms for shipment today on the Alliance for Portland and Aberdeen. Harry Gleason, the brother will accompany the remains to Aberdeen and after the funeral, will return to Marshfield and resume work at the mill properties.

Mr. Oren, of the Smith company, has ordered transportation and funeral expenses to be paid from the company's funds.

COMPANY ORGANIZED FOR FREIGHT TRAFFIC

Messrs. C. C. and O. W. Knight have recently formed the Coos Bay Transportation Co., the object of which is to handle all local freight, and provide storage room for all kinds. Arrangements are being made with all the boats plying on the bay. They are occupying the old Breakwater office. Certainly something of the kind is needed here, as there is scarcely a day but packages are lost and no one to account for them. With the system they will put in vogue it will be as secure as an express office.

Agreements have been reached with most of the boats to make their office the general freight office, and an effort is being made to have all of them come in on the proposition. Anything intrusted to their care will be properly handled.

Crystal Has Good Bill.

The Crystal opened its new week last evening with an entirely new program. There were three new films, chief and best of which was "Kathleen Mavourneen." Gus Kramer is singing the newest popular air, "Two Dirty Little Hands, and Miss Clarice Norton is rendering the war song "Gettysburg." Mr. Dally, the black face comedian, has something new for every performance and keeps the audience convulsed during his skits. The company has dropped the afternoon matinees with the exception of Saturdays and these always draw a full house.

Had Hand Crushed.

Ed. Lawson, an employe of the Conlogue logging camp at Klondike, was brought in yesterday with a badly crushed hand and was taken to the Mercy Hospital at North Bend. He was injured while loading logs on a train.

Subscriptions Coming Well.

The subscription lists for the dredging company are with the Marshfield Chamber of Commerce, Dr. Mings and L. J. Simpson. The hustlers find there is a vigorous sentiment in favor of the work and hope to corral the requisite amount of funds within a short time.

Building a New Home.

W. F. Squires started the erection of a new home at Bunker Hill yesterday. He will have a fine home when it is completed as he is sparing no cost in having things as a modern home requires.