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PROSPECTS FOR COOS BAY AND DRAIN LINE BRIGHTER

General Manager O'Brien So Declares After Conference With Harriman.

RETURNS FROM A VISIT WITH MAGNATE

Says Heads of System Have Not Definitely Decided Lines to Be Built.

PORTLAND, Ore., Jan. 20.—The Oregonian says: "Authority will probably be given us to start work on the Central Oregon line within the next two months," said General Manager O'Brien, of the Harriman lines, upon his return yesterday from an extended trip East. While Mr. O'Brien's trip was largely a personal one, he dropped in at Harriman headquarters in Chicago and New York and talked business with the heads of the system. Some of this talk, naturally, was about the mid-Oregon project that promises to be Oregon's biggest piece of railroad construction during 1909.

"They are figuring out which is the best route to reach the Central Oregon territory," said Mr. O'Brien. "We have several alternate surveys reaching the same district. Just which is the most practical one to build, grades, cost of operation and difficulty of construction being considered, is what has not yet been decided.

O'Brien Favors Deschutes Route. "I favor the Deschutes route because I think we will get the best grades, capable of the easiest operation, that will in the end prove the most economical line to build and maintain. It is naturally a line of low grades, following very closely the Deschutes River for a long distance."

Three different lines into interior Oregon are being considered for the Harriman line. One is up the Deschutes, another south from Shaniko, being an extension of that feeder of the O. R. & N., and a third is the extension of the Corvallis & Eastern east from Detroit, across the summit of the Cascades near Mount Jefferson and thence down into the Central Oregon prairies to Redmond, the center of the Deschutes irrigated district.

The distance to Redmond, the objective point of all three lines, is practically the same by each route, about 125 miles. The Shaniko route is probably the cheapest to build, costing, it is believed, about \$900,000. This line would not be one of easy grades, but would go up and down hill in a way that would make the profiles resemble the teeth of a saw.

Albany Line Less Costly. The line from Portland to Albany and thence across the Cascades, it is said, would cost about \$2,000,000. It would be a practicable road, but would not, it is thought, be equal to the Deschutes line in point of easy operation and few grades. The Deschutes road is the most expensive of all to build, costing not less than \$4,500,000.

The Deschutes route, if followed, will mean eventually a road south from Redmond to Odele and thence clear across that portion of the state lying east of the Cascades to Ontario, carrying out the original project of the Oregon Eastern, surveys for which are already on file in the Harriman offices in this city. If the Deschutes line is built, it will have an advantage over any line into the interior that taps the Southern Pacific, either from the western or southern part of the state, because products hauled out on it will have to find their market in Portland. If that district were drained from the Southern Pacific line entering Oregon from the south, these products might go to San Francisco.

IT IS BELIEVED THAT ANOTHER OREGON LINE INVOLVED IN THE HARRIMAN PROJECTS FOR THIS STATE THAT WILL BE (Continued on page two.)

CHAMBERLAIN IS WINNER

RECEIVES FIFTY-THREE VOTES AT SALEM BUT EFFORT WILL BE MADE IN UNITED STATES SENATE TO UNSEAT HIM.

(Special Long Distance Telephone to The Times.)

SALEM, Ore., Jan. 20.—Gov. Geo. E. Chamberlain was today elected United States senator from Oregon by a vote of fifty-three out of ninety members of the Oregon legislature. The fifty-two Statement No. 1 members voted for him and also Senator Kay of Marion.

Six of the Statement No. 1 Republicans voted under protest and McHarg, the alleged representative of Chairman Hitchcock, will present these protests to the United States Senate Committee on Credentials in an effort to prevent Mr. Chamberlain getting his place in that body.

PORT BILL IS INTRODUCED

Francis H. Clarke Writes From Salem of Progress Made In Legislature.

In a letter from Salem where he is representing Coos Bay's interests in the proposed port legislation, Francis H. Clarke writes to G. W. Carleton as follows:

"The port proposition is coming through magnificently. Senator Chase introduced it in the Senate and it was Bill No. 2 on the list. Representative Bean introduced it in the House and the printer is putting it in shape. There is no change in the draft as I had it except it is left in such shape that we can map out our own district by confining it so we cannot encroach on another district. We have brought it within the constitution. I am going to be at Salem until the bill goes safely through to the governor. I do not think we are going to have the slightest opposition. The Portland delegation is with us."

Mr. Carleton is now making an effort to secure sufficient funds to keep Mr. Clarke in Portland and Walter Lyon in Washington until final action has been taken on Coos Bay's appeals. The subscriptions are not forthcoming as rapidly as might be wished for, but it is not believed that there will be serious difficulty in securing the money required owing to the great benefits that Coos Bay will derive from the successful culmination of the quest.

LOUST LILLY FROM PLACE

CONGRESSMAN UNSEATED BY CONGRESS AS RESULT OF STARTING SUBMARINE INVESTIGATION.

(Special Long Distance Telephone to The Times.)

WASHINGTON, Jan. 20.—The House by unanimous vote today unseated Congressman Lilly of Connecticut who sprung the unfounded charges of bribery in the submarine scandal at the last session. Lilly has since been elected governor of Connecticut.

WILL CHANGE OLD ORDINANCE

W. S. Turpen Says City Plumbing Regulations Are A Nuisance.

Declaring the present plumbing ordinance a nuisance, City Plumbing Inspector W. S. Turpen last evening secured the consent of the city council to draft a new one. Mr. Turpen says that the ordinance, which was enacted but a few months ago is vague in many particulars and in some ways causes needless expense to the property owners. After having secured permission to revise this ordinance, he suggested that he would like to have the same privilege with the recently enacted building ordinance and he was told that he could.

An ordinance regulating the setting of telephone, telegraph and electric light poles and wires was adopted last night. The ordinance was drawn to conform with the wishes of Seymour H. Bell of the Gas and Electric Company and W. U. Douglas, president of the Coos Bay Home Telephone Company. Councilman Lockhart didn't like the ordinance because he did not feel that it reserved sufficient power for the council. He wanted the guy wires eliminated and he also wanted provision made to prevent poles being put in front of the door of a residence or business house. Seymour H. Bell who was present said this was impossible and cited Mr. Lockhart to conditions in Seattle and Portland. Mr. Bell said the only way to escape the guy wires and the possibility of poles being put in front of doors was to have the wires underground. He said that another good way for Marshfield to get what it wanted would be to have money in its general fund. In discussing the matter, Mr. Bell said that his franchise governed his company and that no ordinance now could affect the work that they had done in compliance with the franchise. Finally the ordinance was submitted to City Engineer Sandberg who said he thought it was all right and was passed without Mr. Lockhart's suggestions being carried out.

The Rev. Mr. Clevinger of the First Baptist church, was granted permission to construct a coal house near the church. The site being within the fire limits, it was necessary for him to secure the permission of the council.

The proposal to open and improve Ohio street to Baines in compliance with the request of Frank Hall and others was referred to the city engineer and the street committee. It is proposed to build a plank roadway fourteen feet wide on the street.

Mrs. P. S. Weaver was ordered paid \$64 rebate on Laurel street. In order to do this, it was necessary to loan the fund \$40 out of the Current Expense fund. The Laurel street fund was depleted by rebates having been paid to the property owners who had applied for bonds. The bonds had not been sold yet and as Mrs. Weaver who had paid her assessment in cash was not paid until the last, it was found that there was not sufficient cash on hand to meet the claim. The paying of the rebate to the parties who had applied for bonds before the bonds were sold was a mistake.

Dan Campbell was ordered to pull out three piling that he had driven in 'X' street because they interfered with the new ferry.

Contractor Myren was granted a fifteen-days extension of time to complete the Washington and Graham street sidewalks, he being delayed by inability to secure lumber. Councilman Albrecht said that it was time to put a stop to the delays in public work because of the slowness of the lumber company in furnishing material but he did not suggest how it was to be done.

Preliminary work for the improvement of First street west from Cedar to the terminus of the street near Fifth was ordered.

J. E. Holm was ordered paid \$400 on his Broadway contract.

Masters and McLain were ordered paid \$1,000 on their Alice street contract.

DELAY ACTION ON SALARIES

Council After Lengthy Debate Postpones Question For One Week.

After considerable debate last evening, the city council postponed action on the new salary schedule of city employes until next Tuesday night. There was no test vote but the discussion indicated an even division of the council. Messrs. Albrecht, Coke and Nelson standing for the proposed reduction, and Messrs. Sacchi, Lockhart and Savage opposed. Councilman Savage was in the chair, Mayor Straw having been called away soon after the matter was brought up, and did not have an opportunity to express himself much.

Councilman Sacchi took up the matter by declaring that he thought it should be settled at once. He said it was impossible to satisfy everybody and he thought that the councilmen should act as a body of business men and see that the city got good work and that it paid well for it. He said that he did not believe in economy that would mean a poor class of work that might cost the city many times what the reduction amounted to. He said he was in favor of paying the city recorder \$100 per month, the Marshal \$100 per month, city engineer \$150, fire department engineer \$60 and the night watch \$70 or \$75 per month.

Under the proposed schedule, Mr. Sacchi said that he was in favor of cutting off all other perquisites of officials, such as \$1 per arrest which the officers receive. Mayor Straw said that the \$1 had been put up because it was thought that it might stimulate some of the cowardly officers to make an arrest and that it was assessed to the party paying the fine. The mayor stated further that he was in favor of good salaries and getting good work. He said that he thought the city engineer and city recorder should be authorized to secure such assistance as they needed from time to time. He said that so much work might be turned over to an office as to "snow it under." Mr. Sacchi said that he thought that if any of them needed assistance, they should ask the council for it and if the council thought assistance was needed, they could grant the request.

Councilman Coke said that as one of the committee that had reported in favor of the reduction in salaries, he wished to say that he had fixed the salaries at what he thought was just. He said the city had to cut down expenses but that he was not in favor of cutting the wages of anyone below fair remuneration for the services performed. He said that in Roseburg, the marshal received only \$65 per month and the night watch but \$60 and that he thought \$80 and \$70 were liberal allowances for Marshfield.

Councilman Lockhart concurred with Mr. Sacchi's expressions and said that he thought the efficient services performed in the past by the various city employes entitled them to some consideration.

Councilman Albrecht and Mayor Straw had a little tilt over the matter. It was suggested that the matter go over another week without action because the Mayor said he wished written reports from the sub-committees to which the various faces of the proposed salary ordinance had been referred by him.

Councilman Coke waited to know why it was that it was referred to other committees. He said that he didn't see what was the use of having the original committee investigate it if it was going to be referred to others.

Mayor Straw said that was one of his prerogatives to do this and that he did it because he wished the various departments to be in charge of the special committees of the council.

Councilman Savage said that he was opposed to cutting the marshal's salary as all the business men had come in contact with and expressed themselves opposed to the reduction. Mr. Coke said that everyone he had (Continued on page 4.)

R. A. GRAHAM LOSES SUIT OVER LOCAL RAILROAD

TWENTY LOST AT TACOMA

FIRE BREAKS OUT ON WATER'S COMPANY CRIB IN LAKE AND SIXTY-FIVE LIVES WERE ENDANGERED.

(Special Long Distance Telephone to The Times.)

TACOMA, Wash., Jan. 20.—Twenty lives were lost today on a municipal waterworks crib out on the lake. Sixty-five men were working on the crib when fire broke out and despite the desperate efforts made, only forty-five were saved.

ALLIANCE IN FROM PORTLAND

Steamship Arrives Today From North After Rather Rough Trip.

With about three hundred tons of freight and many passengers, the Alliance arrived in port this morning from Portland after one of the worst trips she has had this season. Ice in the Columbia river followed by a stiff head-wind made her progress slow and rough. Nearly everybody aboard had a touch of seasickness.

In her cargo, she had two carloads of rails for the Smith-Powers Logging Company. The steel is to be used in the construction of some new logging roads.

The Alliance will sail for Portland at 9 o'clock in the morning.

The Alliance's incoming passenger list was as follows:

Mrs. Jno. McMenomon, A. M. Irby, Jno. Birndel, T. Walkowski, F. E. Wilson, D. C. Vaughan, Mrs. D. C. Vaughan, Dan Bailey, Mrs. D. Bailey, Ivan Bailey, Mrs. J. W. Hurst, H. S. McCullar, Allen Olson, Mrs. Olson, G. W. Bowman, J. A. Schneiderhahn, Mrs. F. M. Rummell, F. M. Rummell, W. H. Kennedy, Mrs. Ellsworth, D. W. Short, E. R. Crawford, S. Peters, C. Christenson, H. Herman, M. Johnson, N. Pite, C. E. Kendall, C. E. Getty, Mrs. C. E. Getty, C. E. Getty, Jr., J. McMenomon and twelve steerage.

M. F. Plant Sails.

The M. F. Plant sailed this morning for San Francisco with a good passenger list and a fairly good freight cargo. Among those who sailed on her were the following:

John Hansen, Max Strobel, Mrs. W. F. Gordon and baby, Mrs. H. Sengstacken, Miss Genevieve Sengstacken, Miss Doris Sengstacken, F. Floyd, Mr. Birchett, D. O. Becker, E. A. Payson, Chas. Matson, F. L. Fineman, J. F. Nighswanger, Miss Fowler, Mrs. Rose Bingham, Miss Alice Judd, Miss Grace Dietz, O. Butler, Mr. Clawson, George Morgan, F. Lutz, P. Holland, G. Winnick, G. Kullus, Geo. Ziquas, Sam Bennett, E. Corelski, A. A. Tollver, Emil Carlson, and Matthew Urlick.

RESOLUTION OF APPRECIATION

We the directors, in behalf of the Finnish Cooperative Company hereby express our appreciation of services rendered, and executive ability of our manager, Mr. Isadore Lando, recently resigned. While in our employ we commend him for his careful management of our mutual interests, and cheerfully greet him to all parties concerned in his new vocation, and best wishes for himself.

A NEW BARBER SHOP has opened in the Gow Why building, corner 'B' and Fourth streets, and the price of shaving is reduced to ten cents.

Federal Judge Instructs Jury At Portland to Find Against Him.

ABRUPT ENDING OF BIG DAMAGE CASE

T. R. Sheridan of Roseburg, Now Suing As a Director of Graham's Company.

Word has been received here that the suit of R. A. Graham to recover about \$1,200,000 from John R. Spreckels & Bros. Company for the alleged wrongful conversion of his holdings was abruptly ended in the federal court at Portland by the judge instructing the jury to find for the defendants. J. S. Coke of Marshfield, represented the Southern Pacific Company, a co-defendant in the suit as the latter company now owns the Coos Bay, Roseburg and Eastern Railway which was in contention.

Graham was the builder of the line, the construction work being financed by John D. Spreckels and Company of San Francisco. The latter eventually took over the road and then sold it to the Southern Pacific.

Now T. R. Sheridan of Roseburg, a director in Graham's company, has begun suit on about the same grounds that Graham made the basis of his suit. The latter case will probably come up for trial next week.

Concerning Mr. Graham's suit, a Portland paper says:

Suit to recover possession of certain property in Marshfield, said to be worth approximately a quarter of a million dollars, was begun in the United States circuit court Monday by T. R. Sheridan, of Roseburg, against the Southern Pacific Railroad company. The plaintiff claims that he is entitled to the land in question on the ground that it was granted to him by the citizens of Marshfield as a subsidy for building a railroad in which Sheridan was interested. The land consists principally of town lots in Marshfield, which have greatly increased in value during the past few years. The railroad company claim to have purchased the land years ago from Spreckels brothers of San Francisco, in connection with a railroad deal and that Sheridan has no legal right to the property.

HIGHEST TIDE IN MANY YEARS

Claim That Water Reached Highest Point In Bay In Seven Years.

Coos Bay is experiencing the highest tides it has known in many years. Some claim that it has been twenty-seven years or so since the present mark was reached while others claim that about seven years ago, the tides were just as high as at present.

No particular damage has been done by the tide so far. For a while again this morning, it was running over the dike along Railroad addition but aside from flooding the marsh, the water caused little or no inconvenience.

Yesterday, the North Bend saw-mill was compelled to close down for a while and again this morning it was shut down, the water being too high to permit its operation.

This is the season of the year for the high tides and coupled with this was the strong southwest wind which drove the sea shoreward and also the freshets in the inland rivers entering the bay, making a greater volume of water than is usually known.