

GRAY TELLS OF SITUATION

Manager of Alliance Makes
Statement On Railway's
Action.

Editor Times—On the first of January the Coos Bay, Roseburg and Eastern Railroad and Navigation Company made their first attempt to drive the steamer "Alliance" off the Coos Bay Portland run by methods which were aside from the line of strictly business competition. At this time, the railroad company refused to take up the steamer charge on freight destined for Coquille and Myrtle Point, fully expecting that we would refuse to trust the merchants of these cities and would be forced to discontinue this service. We are unable to find any other instance of such procedure in the United States where the steamer line is a financially responsible company. In as much as we have been running steamers into Coos Bay for ten years and in all that time the railroad company has never lost a cent in taking up our charges, we hardly believe they can take refuge behind the excuse of our financial responsibility. We are loathe to believe that the railroad questions the integrity of the merchants of the Coquille Valley or doubts their willingness to pay legitimate freight charges on goods hauled over their line. We have proven our trust in these same merchants by releasing our shipments to the railroad company and collecting our freight charges after the goods have been delivered.

When it developed that this move was not effectual and that we still continued to do business in these cities, the railroad people threatened to refuse absolutely to handle our freight except on a local tariff. They claimed the right to discriminate against the steamer "Alliance" and in favor of their own steamer, the "Breakwater." Our attorneys advise us that this cannot be carried into effect and no doubt they have been so advised, for a letter at hand today states that hereafter they will charge us wharfage of 25 cents per ton on all freight that we discharged on the railroad wharf, with a dockage charge of 5 cents per ton on the net register of the steamer "Alliance."

This would mean that we must pay to the railroad a bonus of approximately \$170 per month for the privilege of giving them some freight to haul over their road at their already exorbitant rail rates. We refuse to do it.

We believe that the Coquille Valley points are entitled to the same service that Marshfield and North Bend now enjoy, namely, two steamers a week from Portland. We do not propose to have the railroad company tell us that we shall not have the opportunity of serving the people of Coquille and Myrtle Point.

We want competition; it improves the service; we want the steamer "Breakwater" on the run, Coos Bay needs two ships a week from the north. We will never submit to anything that means a lessening of this service. We do not propose to deliver up this trade to the Southern Pacific Company to be played with to the financial disadvantage of the people who have so long been our friends. Southern Pacific monopoly means but one thing, a raise in rates. For ten years, we have carried freight into Coos Bay and for eight and a half years without competition. The rates have never been raised despite the urgent requests of the railroad company.

Up to the time the gasoline schooner Wilhelmina was put on the Bandon run, the railroad company was willing to allow us to share this trade. When we availed ourselves of the opportunity to save the Bandon merchants \$1.75 per ton and three days in time the railroad announced they would retaliate. Mr. Thom, the owner of the Wilhelmina offered the same facilities to the steamer "Breakwater" as the "Alliance" enjoys in traffic arrangements and that offer was refused.

While we are in business for a legitimate profit we have a pride in the part we have played in the development of Coos Bay and we pledge ourselves to continue the same policy. Our intention to stay on this run is best evidenced by the five year lease we have taken on the wharf facilities we occupy at present. We will continue to deliver the Coquille and Myrtle Point freight at the same rates as are at present in

use. We propose to send the Wilhelmina up the Coquille river to Coquille transferring to barge there the Myrtle Point freight. We can assure the merchants that their freight will arrive in better shape and in less time than formerly and at exactly the same rate.

Yours respectfully,
CALIF. & OREGON COAST
STEAMSHIP CO.,
PRENTISS N. GRAY,
Vice-president.

PEOPLE STILL FOR ROOSEVELT

(Continued from page 1.)

ceived by the president are from people who have little accomplishment in the way either of writing or spelling. Some of these letters, however, are the most pleasing to the president because of their earnestness and evident sincerity.

Resolutions in considerable numbers have been adopted by meetings of citizens and various organizations indorsing the president. Until this winter there has been little of this, but when the president got into collision with congress over the issue of the secret service, then the resolutions began to break out. Illustrating this, the plain people up at Holland Patent, N. Y., the old home of Grover Cleveland, met and prepared a letter, signed by officials of the village, members of the board of education, bankers, preachers, business men, laborers and others. These resolutions commended the president for the stand he had taken "for honesty and the detection of crime."

Evidence that the common people are with the president is seen in this letter from a man in a country town in West Virginia: "The common people rule this country, and the common people alone. The common people have always been behind you in your fight for a square deal and the common people are still behind you in your fight with congress."

One of the interesting facts in connection with the attack on the president by Representative Willett of New York was that this attack was made on the same day the president wrote his letter honoring Gen. Robert E. Lee. The result is that the president has received numerous letters from confederate veterans strongly upholding him.

Anyone who has the opportunity to look over the president's letters from the public will find them illuminating as well as entertaining and will become sceptical of any statements that the president, as he nears March 4, is losing his grip on the people.

NEW LAW FOR OREGON.

Legislature, Passes Measure For
Sterilization of Criminal Insane.
(By Associated Press.)

SALEM, Ore., Feb. 17. — The House today passed a bill providing for the sterilization of criminal insane. The bill has already passed the Senate.

As agreed on by the joint committee on game, the following are the main features of the proposed game code:

Deer—Killing of females, spotted fawn or yearling deer prohibited; buck deer, in western Oregon, open between August 1 and November 1; eastern Oregon, September 15 and November 1; limit, five buck deer a season.

Ducks—Open October 15 to February 15; open Multnomah, Clatsop, Columbia counties, September 1 to January 15; open Harney, Grant, September 1 to April 1; open Klamath Lake, September 15 to March 15.

Chinese pheasants—Closed on hens; males, open October 15 to November 15; closed in Jackson, Josephine, Hood River, Malheur, Douglas; closed in eastern Oregon until 1913.

Grouse, quail, and native pheasants — Open October 15 to November 15; Jackson and Josephine, October 15 to December 15; in eastern Oregon, closed until 1913.

Trout—Closed November, December, January, February and March; sale prohibited.

Only five birds of Chinese pheasants, grouse, native pheasant or quail to be killed in one day, and not more than 10 in seven consecutive days; sale prohibited.

Present game warden to be retained during pleasure of governor.

DANCE at KNIGHTS of FINLAND hall, Saturday evening, February 20. Admission: Gents 50c; ladies free.

Boxing Gloves at MILNER'S. Cream Separators at MILNER'S.

Best CHICKEN FIED at Haines.

Stiletto Axes at MILNER'S.

UNLUCKY 13 HAS NO TERRORS FOR ONE MAN

Dorsey Kreitzer Sits at Table With
Hoodoo Number and Still Smiles
and Sleeps.

If Dorsey Kreitzer, cashier of the First Trust and Savings bank, believed in the supposed ill luck of the proverbial unlucky thirteen his usual genial and happy smile, the "one that won't come off," undoubtedly would have disappeared by now. But Dorsey figures that thirteen is as good as any other old number, and he is used to figures, so he doesn't worry.

"Believe in unlucky thirteen?" he asked a friend today. "Yes? Well, I don't with the accent on the don't. Want to know why I asked? Well, I'll tell you. You see I went to the Chandler Hotel banquet and a party of us entered the Grill room when it was opened for the first dinner. I don't know what prompted me, but after the first course had been served I counted the bunch in the room and there were just thirteen. Say, if some of 'em had known that they would have thrown a fit."

"Then, I took up the menu and discovered there were thirteen courses, so to speak, figuring in the Martini cocktail, the punch, etc. But that thirteen proposition didn't spoil my appetite and I sleep as soundly as ever."

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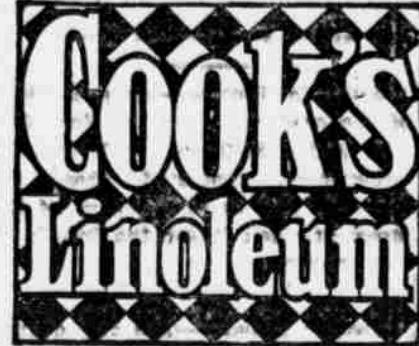
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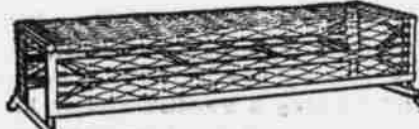
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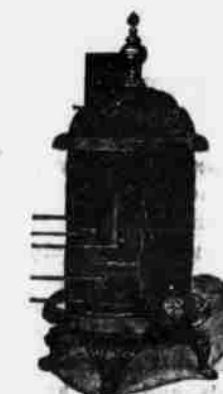
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