

ASK PORTLAND TO AID ROAD

Wm. Grimes and L. J. Simpson
Talk of Coos Bay.
Railroad.

PORTLAND, Ore., May 6. — The Portland Journal says: "Fighting for adequate transportation facilities, without which they have labored for years, L. J. Simpson, of the Simpson Lumber Company, North Bend; J. H. Flanagan, vice-president of the Flanagan-Bennett bank, Marshfield, and Colonel Wm. Grimes, of the First Trust & Savings bank, are in Portland today, subpoenaed as witnesses in the Harriman merger case now on trial.

"While in Portland Colonel Grimes and Mr. Simpson will call upon heads of commercial organizations and business men's associations in the hope of securing their aid in putting through the Coos Bay-Boise railroad.

"For years we have been doing our utmost to have a railroad built into Coos Bay," declared Colonel Grimes, "and several times we thought we were successful. Now, however, we have decided not to wait for anyone to build a railroad into Coos Bay, but to build one out of our country.

"For this purpose we have incorporated the Coos Bay, Oregon & Idaho Railway Company, with a capital stock of \$25,000. In reality it is a holding company and we are now issuing certificates. Among the incorporators are Pat Hennessy of the Oregon Coal & Navigation Company, Coos Bay; J. C. Graves of the First National Bank, North Bend; W. C. Evans of the Western Oregon Wholesale Grocery Company, North Bend; Henry Sengstacken, one of the largest individual real estate owners in the Coos Bay country, and myself.

Start Survey at Once.

"The survey for the line, which we plan to extend from Coos Bay to Boise, Idaho, will be started some time next week and rushed through. Numbers of property owners have offered us right of way properties free, and we are getting concessions from every source.

"We want Portland people to help in every possible way, for such a road will mean more to Portland than any line Mr. Harriman could build. It would divert all central and southern Oregon freight, much of which now goes to San Francisco and California terminals to Portland. It is not the business into Coos Bay for which we are looking; all that will go to Portland anyway; but we do desire to have the opportunity of sending our products out over the state and country.

"Every resident of the Coos Bay country is up and fighting for the new line, and no obstacle stands in

the way of its becoming a reality. However, it must not be understood that we would keep Harriman lines out of our country. On the contrary we would welcome them, too. Want Line to Eugene.

"We hope also to soon have a line between Eugene and Coos Bay. The Eugene Chamber of Commerce has started an agitation to have such a railroad built and will call a meeting some time soon for discussion of the plan.

"All commercial bodies on the Bay have united and are working in perfect harmony to make the Boise-Coos Bay line possible. The organizations at Marshfield and North Bend have raised several thousand dollars to help the project.

"Coos Bay has too many attractions to be passed over without thought by the railroad people. We have 400 square miles of coal land, 75,000,000,000 feet of lumber standing and rank third among the counties of the Pacific coast in the matter of dairy production. But these are only a few of the resources of the county.

"Both Mr. Simpson and Colonel Grimes are elated over the work of the port commission which has under way the work of digging out the harbor. The bay is not only being deepened, but enlarged. Plans contemplate the dredging of the harbor, so that at practically every point a depth of 25 feet at extreme low water will be obtained. The dredge Oregon has been at work now about three months and has accomplished a great deal. More than \$55,000 has already been secured to carry on the work and large amounts are being added to this sum at regular intervals."

LIFE SAVING STATION FOR PORT ORFORD

Report From Washington That Long Delayed Coast-Improvement Will Soon Be Made.

A Washington dispatch of recent date says that Representative Hawley has been assured by the superintendent of the Lifesaving Service that an estimate for a lifesaving station at Port Orford would be sent to Congress next session. Part of the site has already been acquired and the balance will be purchased when the question of title is adjusted. The Lifesaving Service is unwilling to locate the station at Nettles Cove as urged by the people of that vicinity. It is expected the appropriation next winter will not only provide for the erection of buildings, but for the equipment of a station of the latest design and apparatus.

SESSION UNTIL JULY 1.

No Prospect of An Early Adjournment of Congress.

(By Associated Press.)

WASHINGTON, D. C., May 6. — President Taft has come to the conclusion as a result of a talk with senators and representatives that there is little or no chance of adjournment before June 15 or July 1st.

MANY SEEK JOB AT SEATTLE FAIR

Over Fifty Applications For Every Position to Be Filled at Exposition.

SEATTLE, May 6.—Would you like to have a nice easy job at the Alaska-Yukon-Pacific Exposition? Never in the city of Seattle has been so sure you would. All right, what kind? Exposition guard? File your application with Mr. Wappenstein. Yours is number 10,482. Will you get a job? Well, really now, I can't promise you anything, for there will be 140 guards on the Fair Grounds, and those ten thousand four hundred and eighty-one applications must be considered first. No, I hardly think you will get the job.

Never in the city of Seattle has anyone been so swamped with applications for work as have the officials of the Alaska-Yukon-Pacific Exposition. It seems that about half of the adult population of the state wants to work at the fair, and all of the youngsters. Applications come in by every mail, and the offices of the exposition are crowded with office seekers. They want all sorts of jobs, anything in fact that will entitle them to a season pass. Money, in most cases, is no object. They want to work at the exposition, if they have to pay for the privilege. And some of the applicants take their failure to obtain work quite philosophically, and walk into the treasurer's office to buy a season ticket, which can be had for \$10 if bought before the opening day.

Some of the applicants are not so easily disposed of, but keep coming day after day, demand vigorously a personal interview with some over-worked department chief, present letters from all sorts of people, endorsements by political clubs, church societies or petty politicians, and only finally give up in disgust with a firm belief that they are the victims of lack of "pull," or that there is some "graft" connected with this exposition business. They do not realize that the responsible positions at an exposition must be filled by experienced men of known ability, who are specialists in their lines, and that for the unskilled positions there are fifty applications on file for every job, and many of them have been assigned weeks ago.

During the last six months there have been at all times between two and three thousand men at work on the fair grounds, many of them employed by contractors. All employees have been well paid, and will be, although the exposition could get its labor very cheaply if it took advantage of the wild scramble for jobs. But there is little chance today for the young man who comes to Seattle because he believes there will be hundreds of jobs around the exposition. Every position is already spoken for by scores of applicants. The exposition is sparing no pains to secure competent employees who will minister to the care and comfort of visitors.

The Stadium of the Alaska-Yukon Pacific Exposition will comfortably afford seating capacity for twenty thousand spectators, and every seat will command an unobstructed view of the track, two baseball diamonds and football field. It is built on the edge of Lake Washington, and from the grand stands many of the larger aquatic events may be viewed. Across the lake the snow covered peaks of the Cascades, Mount Rainier and Olympia are close at hand, and supply a noble background.

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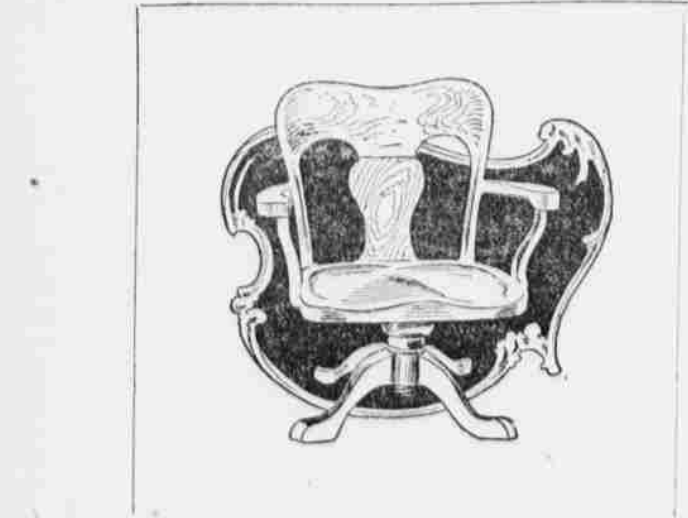
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