

SURVEYORS START WORK ON COOS BAY-ROSEBURG LINE

Preliminary Work On Railroad
to Boise Is Begun
Today.

CHIEF ENGINEER HAINES
AND PARTY START OUT

First Work Will Be In Passes
Through Coast Range
Mountains.

The initial work on the Coos Bay, Roseburg and Boise Railway was started this morning when Chief Engineer F. A. Haines with a surveying party began the survey for the first section of the line. Mr. Haines started out early today with a full party and will rush the work through as rapidly as is consistent. Among those in the surveying party are Walter Condon, Messrs. Sengur and Doherty, Harry Butler, Thayer Grimes, Ferd Painter, Karl Haines, Mr. Hinch of North Bend, and three or four men to slash the way for the surveyors. The party has a complete camping outfit and will remain out until the work is finished or until the weather makes further work this season impracticable. The work will be difficult owing to the survey having to be made through a heavily timbered section where considerable slashing will have to be done to make a route for them.

However, Mr. Haines is hopeful of having the survey completed this summer. It will probably be necessary for him to survey two or three different routes in order to obtain the best possible grade and the easiest construction. While an effort will be made to get the shortest and most direct route, still the great object will be to get the easiest and least expensive grade over the mountains.

Mr. Haines has been over the proposed routes but would not discuss the one he would first take. He said that he would have absolutely nothing to say about it until his work is completed and even then, nothing will be given out except to the officers of the company so that there will be no danger of someone butting in and attempting to beat them out of strategic parts of the route.

Patrick Hennessey, the president and general manager, and his associates will now begin negotiations for terminal grounds both on the Bay and at Roseburg and as soon as any portion of the route has been definitely decided upon as desirable will get options on the right of way. For a considerable portion of the distance, the route can vary considerably so that the location of the line most of the way will depend upon the terms upon which the right of way can be secured.

Work Out of Camas.

It is understood that the surveying party will pitch camp first in or near Camas and work out of there for the time being.

The difficult part of the survey will be to find a pass through the summit of the coast range where a reasonable grade can be secured without expensive tunneling or construction. The weather is now most favorable for work near the summit of the range and when this is completed, the survey of the remainder of the route to Coos Bay will be made.

Celebrate Later.

There was some talk here of celebrating the starting of the survey but those interested thought it would be better to wait until the actual construction of the line was begun before holding any celebration and to have the big celebration when the line will be completed a year or two hence. While there are a lot of details to be attended to, it is the belief of General Manager Hennessey that with the survey completed this summer, everything can be got in

(Continued on page 4.)

KAISER SORE OVER CHARGE

Germans Declare Wage Data
Criticised By Senators Was
Sent Upon Request.

(By Associated Press.)

BERLIN, Germany, June 1.—The charges made in Washington by various American senators that the German government was endeavoring to influence tariff legislation in the United States by supplying official information regarding wages that upon examination proved to be much higher than the wages attributed to German manufacturers, in the hearings before the Ways and Means Committee of the House has caused a disagreeable impression in government circles and may come up before the Reichstag. The data was prepared at the specific request of the State department at Washington and was transmitted about March 27, and arrived in Washington about April 6. Some surprise is expressed here that for two months, the material apparently did not reach the American congress or if it did it must have been pigeon-holed.

SAYS BANDIT IS DAN DOWNER

Spokane Policeman Identifies
Photo of Omaha Suspect As
That of Spokane Thug.

(By Associated Press.)

SPOKANE, Wash., June 1.—W. D. Woods now in jail in Omaha, charged with holding up the Overland Limited, was positively identified from portraits by Officer Chester Edwards as being Dan Downer, who was frequently arrested here. Edwards states that he assisted in arresting Downer and Fred Torgenson at Everett last October and found in their grips nitro-glycerine, fuse, caps and a complete safe blowers outfit. Torgenson is now with Woods in Omaha jail.

HARRIMAN TO EUROPE TODAY

Railroad Magnate and Wife
Expect to Spend Three
Months in Bremen.

(By Associated Press.)

NEW YORK, June 1.—E. H. Harriman and Mrs. Harriman sailed today for Bremen. They will spend three months abroad in hopes of benefiting Mr. Harriman's health.

SOUVENIR CROCKERY.

The latest and swellest souvenirs are the souvenir cups and saucers, pretty mugs and glasses with Marshfield scenes upon them. There are four scenes, including a view of Front street, the C. A. Smith mill, a Coos River scene and the Simpson home at Shore Acres. The prices are very low. The ware is imported from Germany. Don't fail to see this ware at.

THE COOS BAY CASH STORE.

"CASTLEWOOD" at the P. K.

DAWNING OF A NEW ERA

TODAY MARKS AN EPOCHAL period in the history of Coos Bay. Engineer Haines and his surveying corps started this morning on the actual work of marking out the line of the Coos Bay and Boise Railway, or to designate it by its proper and official title "The Coos Bay, Oregon and Idaho Railway." The actual work of surveying a railway line out of Coos Bay to make connections with transcontinental transportation lines, serves notice on the world that the period of inaction on Coos Bay is passed. No longer will the people of this great undeveloped section of the west play the part of suppliants at the feet of Hill or Harriman. They will mark the lines of their own steel highway and then in the markets of the world prove their right to have it builded.

There are numerous things to do, of course, but to do one, of this sort makes for a progress that will eclipse all others. One good thing at a time well done and securely appropriated beats a score of ineffectual schemes attempted and unwrought. Of course if it is expedient to do more, do it, and be glad of the chance of accomplishment, but we ought to bend our best endeavor to that which promises most; and that attained, the rest will come easier. For we will know how to make the second and third, etc., more feasible. First the survey and right of way then the building of the road.

We are just at that tide which taken at its flood leads on to fortune. All that is necessary is for concerted effort, united and harmonious action. Let everyone do his or her mite in common with all others and Coos Bay cannot fail to far eclipse any former epoch in its history. There is work for all. Each individual can do a little toward accomplishing a grand result.

Never were the signs so propitious Opportunity stands ready to join hands with us in consummating a progress without parallel. Let every selfish motive be cast aside. Every man, woman and child on Coos Bay should get behind this railway project and boost. This is not the enterprise of any individual or corporation. It is a communal project so framed and fashioned and hedged about with protection that every man who puts a dollar into it is making a personal investment that is backed by the resources and property and prospects of Coos Bay. Every man on Coos Bay should be ready to meet the demand made upon him at this time quickly and spiritedly. They cannot afford to hesitate or quibble or evince a single dubious notion about it. They should get into line and harness and give every bit of clever and intelligent aid in their power and on the instant.

It has been figured out that the cost of this initial work between Coos Bay and Roseburg is 5 cents per foot and no man is so poor that he cannot add a few feet to this work, particularly when an investment of 5 cents is as well protected and will share in the profits as certainly and surely as \$500 or \$5,000.

The Times is informed that some men on Coos Bay are knocking on this railway project. It is difficult to believe and a bit disheartening but not wholly unexpected. Two thousand years ago Christ himself was stoned and crucified. The Times has no desire to be thought sacrilegious but regardless of one's religious views it must be admitted of all men that the gentle Gallilean's mission on earth was one of mercy to all mankind. He could not please them.

It seems to be part of the Divine plan that some men shall be so constituted as to set themselves against progress and against goodness in any guise. Happily they are in the helpless minority.

All the progress in the world has been made in the face of opposition.

It is too much to expect that the people of Coos Bay shall prove an exception to the universal rule. While we have here a great natural paradise the inhabitants are not all angels, not yet.

Let us be thankful that the great majority are live, progressive, enterprising citizens. They have made the inauguration of the Coos Bay and Boise Railway possible. Now let everyone get in and help. Join heart and hand in the glorious procession and ere many months we shall see an achievement which will be of advantage to us all and swell the spirit of pride in Coos Bay that pervades us all.

All hail the Coos Bay and Boise Railway! It marks the commencement of a new era for Coos Bay.

You should be a soldier in the ranks of progress.

Be a booster!

Look to the future!

Plan for the future!

Work for the future!

Get in and help!

Now!

All together!

Boost!

ALASKA-YUKON EXPOSITION AT SEATTLE OPENED TODAY NOON

NIGHT SESSIONS OF CONGRESS

Senator Aldrich Hopes to
Hasten Final Action On Tar-
iff Revision.

(By Associated Press.)

WASHINGTON, D. C., June 1.—Senator Aldrich today presented resolutions providing for night sessions, but on objection by Senator Culberson, the Democratic caucus leader, went over until tomorrow. There is no doubt but that the Republican majority will support the Aldrich resolution.

BOOTHS ARE REMOVED.

Seattle Fair Officials Comply With
Exhibitors Wishes.

(By Associated Press.)

SEATTLE, Wash., June 1.—All selling booths on the grounds abutting on the Idaho, California, Spokane and Women's League, building sites were removed today upon order of President Chilberg. The Oregon lawn was restored last week. This ends the only serious dispute that has ever arisen between the exhibitors and the management.

RAILWAY PEACE PACT IS SIGNED

Hill and Harriman Representa-
tive Conclude Treaty In
Northwest War.

(By Associated Press.)

NEW YORK, June 1.—The agreement between the railroads controlled by E. H. Harriman and those controlled by James J. Hill for the joint use of the tracks leading into Seattle, has been signed, sealed and delivered. Representatives of the two parties to the agreement were in conference in this city today adjusting the legal details of the agreement but the counsel said this was being accomplished without friction and that for all practical purposes, the agreement is now in force.

MERRY MAKERS ARE HELD UP

Masked Highwaymen Get
About \$3,300 From Party
In Colorado.

(By Associated Press.)

DENVER, Colo., June 1.—Four masked highwaymen last night held up and robbed a party of thirty merry-makers at the tavern and resort at Peterburg. They got \$200 in cash and \$3,000 in diamonds and escaped. A posse is in pursuit.

SENATE IN SESSION.

Senators Angry Because of Holiday
Meeting.

(By Associated Press.)

WASHINGTON, D. C., June 1.—The senators were very sour looking as they entered the Senate chamber yesterday because they had to meet on a legal holiday that most of them usually devoted to exercises in commemoration of the day.

"CASTLEWOOD" at the P. K.

President Taft Starts Fair Ma-
chinery In Motion By
Telegraph.

FORMAL CEREMONIES
HELD IN FORENOON

Great Exhibition of the Pacific
Northwest Ready For the
Throngs.

(By Associated Press.)

SEATTLE, Wash., June 1.—President Taft in the White House at 3 o'clock this afternoon pressed the telegraph key of Alaska gold and sent the thrill across the continent that put in motion the wheels of the Alaska-Yukon-Pacific exposition, loosed the waters of its fountains, unfurled its banners, started its hands and brought forth rejoicing from all Seattle which has toiled and prayed for years to bring about this triumphant day. The exercises at the fair grounds preceeding President Taft's signal, was carried out with military precision. The exposition gates opened at 8:30 o'clock.

At 9:30 o'clock troops from the United States Army and Navy, the Jap cruisers, Aso and Soya, and the state militia paraded through the grounds under the command of Col. T. C. Woodbury, U. S. A., and the column was reviewed by exposition officials, visiting governors and Admirals Ijichi and Uriel Sebree. The ceremonial exercises were held in a vast natural amphitheatre sloping to lake Washington. Here tens of thousands of persons listened to the music, the invocation by Catholic Bishop Edward J. O'Dea, brief addresses by Director General Nadeau and President Chilberg, a long address by James J. Hill, chairman of the Great Northern board and benediction by Episcopal Bishop Frederick W. Keator. Then just before noon, Pacific time, word was flashed to White House that all was ready, and President Taft's response set loose the flags, bells, machinery and curious Jap day fireworks and noise what denoted the formal opening of the exposition.

Luncheon was served to the invited guests at the Inn building. The day was warm and partly cloudy.

The fair as thrown open today was finished and painters and carpenters were no where to be seen. The few delayed exhibits will be installed tonight.

The only serious difficulty is with the Hawaiian and Philippine displays, but the transport Dix is speeding hither with them and should arrive next Thursday.

Taft's Wishes It Well.

The following is the text of a telegram sent by President Taft after he had been notified that the fair was ready for his official signal:

The White House Washington, June 1, 1909.—Mr. J. E. Chilberg, President Alaska-Yukon-Pacific Exposition, Seattle, Wash.,

I congratulate you and your associates on this auspicious opening of the Alaska-Yukon-Pacific exposition and I congratulate the people of the great northwest on the courage and enterprise they have shown in bringing it forth. The exposition, designed as it is, to exploit the natural resources and marvelous wealth of Alaska and the development of trade and commerce on the Pacific slope, should appeal not only to the people of the west, but to the people of the country at large. I trust it will fully meet the expectations of those to whose untiring energy it owes its birth and that it will prove a source of instruction and education to its thousands of visitors.

WILLIAM H. TAFT.

KNIFE grinders for Mowing Machines at MULNER'S.

Get the famous OLYMPIA FLOUR at WOLCOTT'S Grocery.